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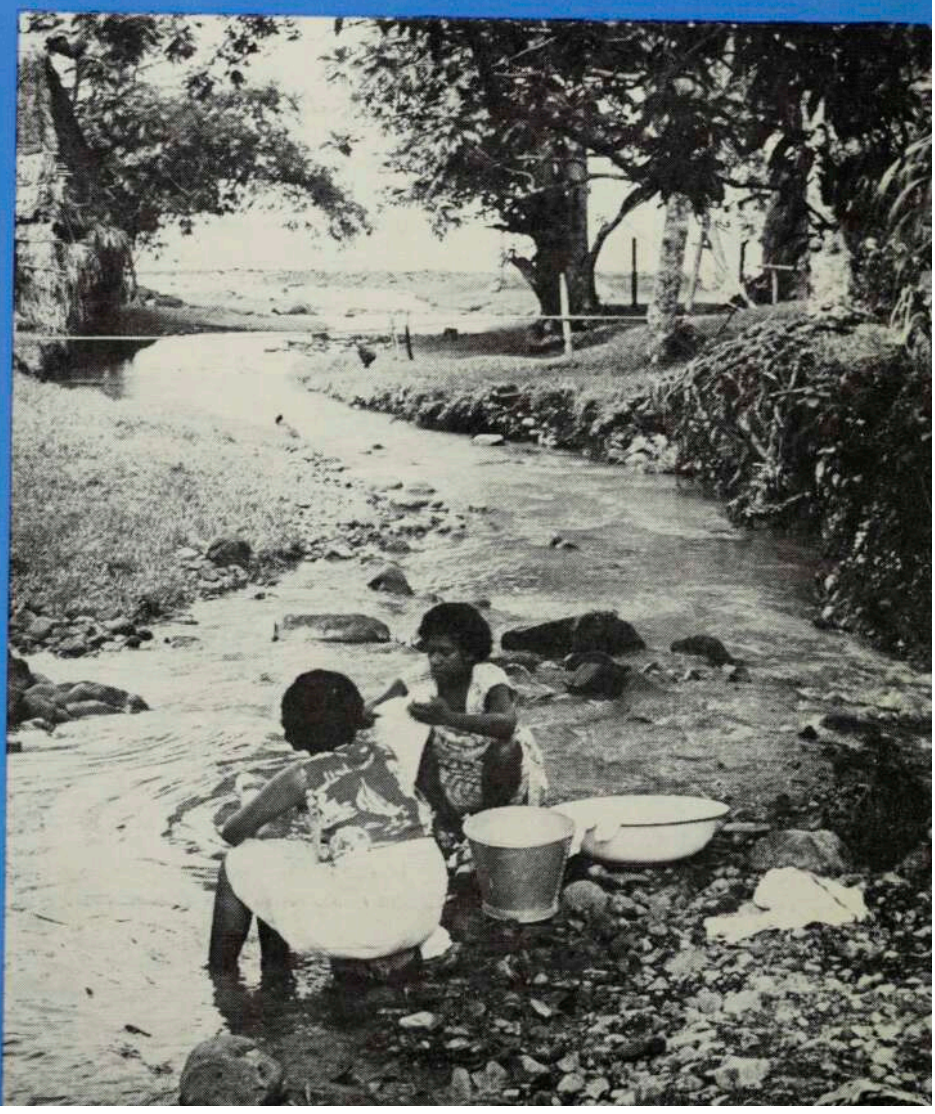
Pacific Islands Monthly



NOVEMBER, 1962

VOL. XXXIII. NO. 4.

ne News
agazine
Of The
South
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d at G.P.O., Sydney, and at P.O.,
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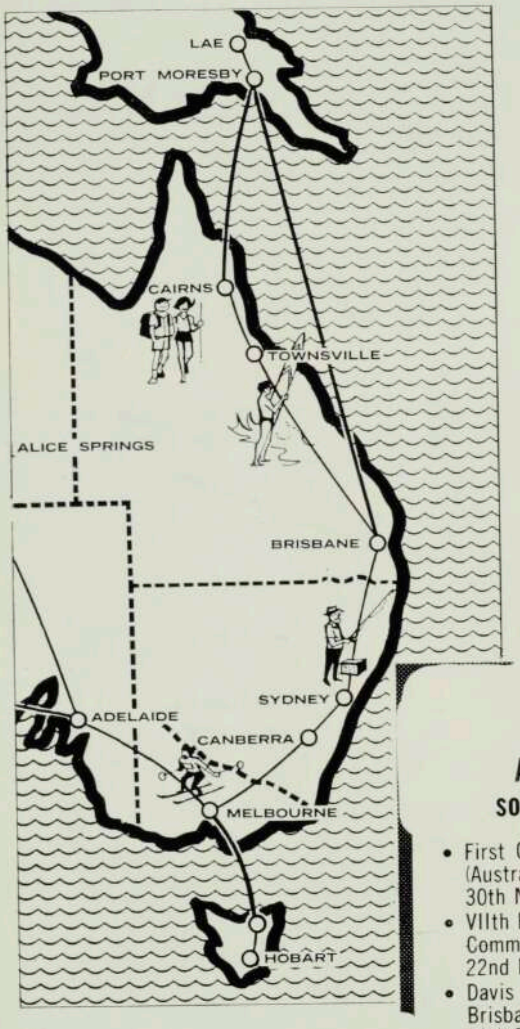

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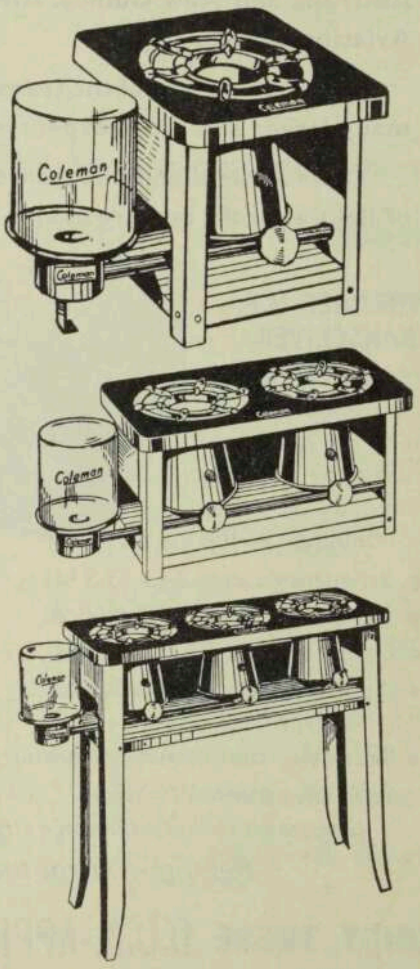

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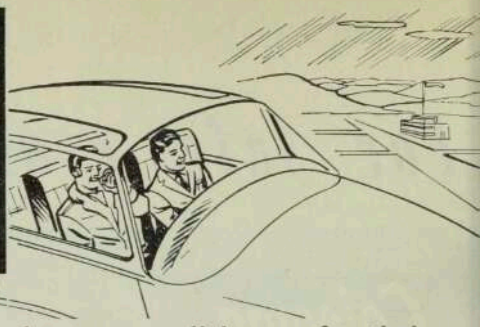

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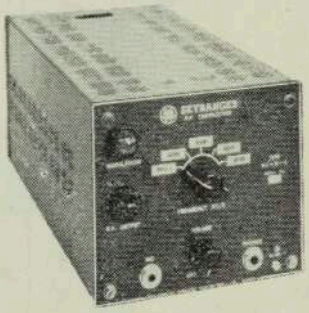

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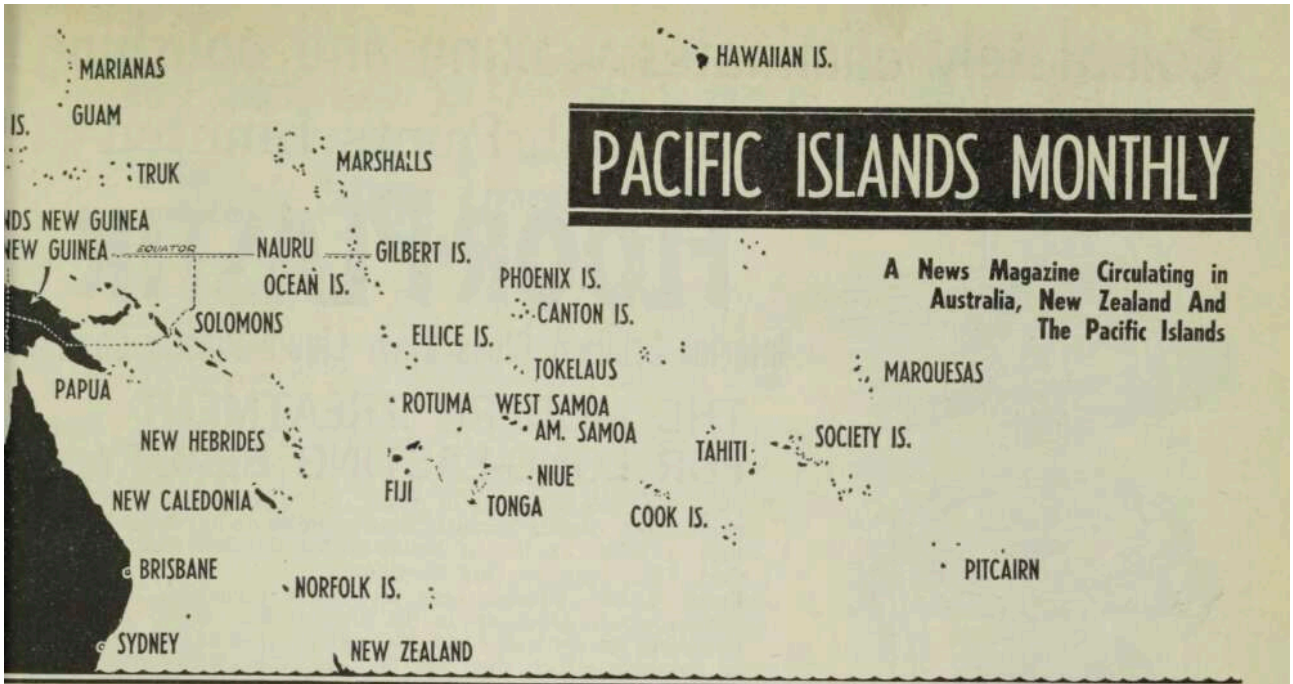

PACIFIC ISLANDS MONTHLY

A News Magazine Circulating in Australia, New Zealand And The Pacific Islands

Publisher: R. W. ROBSON.
Editors:
UDY TUDOR STUART INDER
Manager: SELWYN HUGHES.
LEPHONES: MA 9197, MA 7101, MA 4369.
G.P.O. BOX 3408, SYDNEY.
raphic Address: PACPUB, Sydney.
NNUAL SUBSCRIPTION RATES:
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ic Is.—P.-N.G., Fiji, Samoa, Norfolk, uru, B.S.I., Cook Is., Tonga, G.&E. ., Niue, New Hebrides, and other Pacific Is. **£1 4 0**
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British Commonwealth and Foreign /- Stg.) **£2 10 0**
and U.S. Pacific Territories .00 U.S.) **£3 1 3**
Copies (postage extra) **2 6**
RANCH OFFICE IN PAPUA-NG
Publications (NG) Ltd., Theatre ng, Fourth St., LAE. Tel.: 2577. Miss Pat Robertson, Manager.
BRANCH OFFICES IN FIJI:
Fiji Times Building, 20 Gordon St. Tel.: 4043.
ka: "Fiji Times" Office, Vidilo St. Tel.: 420.
REPRESENTATIVE IN N.Z.:
. Whitcombe, P.O. Box 5179, Auckland.
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REPRESENTATIVES IN U.K.:
Ashburn, 13 Rood Lane, London, 3. Tel.: Mincing Lane 8633.
Mackenzie, 4A Bloomsbury Square, on, W.C.1. Tel.: Holborn 3779.
OURNE OFFICE: Newspaper House, 7 Collins St. Tel.: 63.7053.
TS: All main trading firms and ores in the Pacific Islands.

Publications Pty. Ltd., is the ilian agent for THE FIJI TIMES.

No. 4. Vol. XXXIII **NOVEMBER, 1962**

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THE COVER: It is true that life in the Islands these days has lost some of its easy-going ways. But there are still pockets of serenity—as illustrated in this photograph, by Rob Wright, of Fijian maramas from the village of Dakuibeqa, exchanging the local gossip as they do the family washing in a nearby stream.

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Big Increase In P-NG Council Planned As Next Step Towards Self-Government

The Australian Government is to increase the size of the Papua-New Guinea Legislative Council give the native people an overwhelming majority. For the first time members will be elected from common roll, without either educational or property qualifications. The new composition will take ect from the beginning of the life of the next Council in 1964.

These proposals were approved by the Government following interim report of the Papua-New Guinea Select Committee on litical Development, which was presented to a special meeting of P-NG Legislative Council in Port Moresby in October. It was proved by the Council unanimously.

HE report contained few real surprises—the pace in P-NG has ved so swiftly recently that everyone has come to accept self-government as inevitable—and there were sour notes in the debate that owed the report's presentation.

The proposal for an increased mbership of the Council was the in recommendation. Present membership is 37, comprising the Presit (the Administrator), 14 official mbers, 10 nominated members and elected members (including six cted native members).

The new proposal is for a member- of 65—10 to be official members 55 to be elected. Of the elected, would be non-indigenous members "reserved" electorates, but only as interim measure. There would be nominated members.

Lengthy Evidence

The P-NG Legislative Council nding Committee on Political Dopment was set up in March this r, some months before the report the UN Visiting Mission to New inea set everyone by the ears by posing that the Territory of P-NG e a 100 member parliament by 4. It was this that stimulated the nding Committee to speedy action. ts six-member team led by the istant Administrator, Dr. John nther, toured the Territory in tember-October and took evidence m 463 people of whom all but 31 e natives.

The Committee's terms of reference e to ascertain:

a) the need for a change in the composition of the present Legislative Council;
b) if there were a need, what the change should be;
c) whether there should be special provision for representation of racial or other groups; and
(d) when such changes, if any, should take place.

The Standing Committee's interim report was presented by Mr. Lloyd Hurrell, to the Legislative Council on October 15. The report made these points:

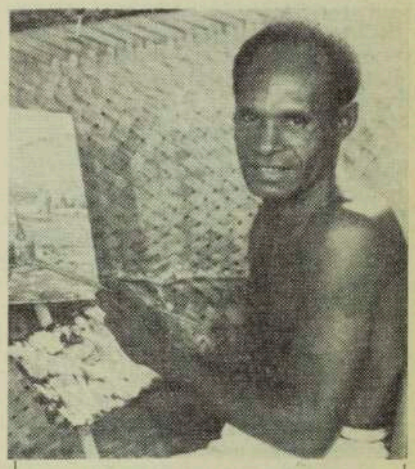
The great majority of people interviewed desired to see an increase in the number of members on the ground that the present electorates were too large to allow contact between members and their electors. But few favoured a Council of 100, as recommended by the UN Mission report, the main reasons being that they thought such a Council would be irresponsible, too unwieldy, too full to talk instead of work and that, at present, there were probably not 100 natives capable of successfully carrying out the duties of Legislative Councillors.

The opinion of the majority was that a Council of 100 was associated in the people's minds with self-government, which they feared and said they did not want at this stage.

A three-to-one majority of those interviewed favoured individual voting in preference to the electoral college system used in the 1959 election of native members; they also favoured preference voting.

The majority of people preferred election from a common roll and not separate racial rolls. They agreed with the Committee that with electorates of about 20,000 voters there would be little, if any, chance of a non-native being elected. Realisation of this, said the report, had produced a "vehement reaction" amongst the natives interviewed.

Some of the reasons given by the indigenes for their desire to have elected Australians on the Council (as well as official members) were the Australian's greater experience and education, enabling them to advise and guide native members, especially in economic development. It was said also that they paid the greater proportion of the tax and therefore should have a voice; and that election of Australians to the Council would indicate to the world Australia's continuing interest in the



Tolai Artist's Success

Samuel Terarup Cham, a Tolai, of Matalau village, near Rabaul, is the first indigenous artist in P-NG whose work has been chosen for a Territory postage stamp. One of his oil paintings will be used as the design of a 10/- stamp to be issued in February.

The P-NG Director of Posts and Telegraphs, Mr. W. F. Carter, says that Mr. Cham, a self-taught artist, has sold 160 of his paintings, mainly to people in Australia. "Critics who have seen many of Mr. Cham's works are certain that with perseverance he will make a marked contribution to art in Australia and NG," Mr. Carter adds.

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NAURUANS WANT FRASER ISLAND

The Nauruan people will suggest Fraser Island, off Queensland, be made available to them as their home when the phosphate deposits on Nauru are exhausted in 30 to 40 years. They will ask the Australian Government to investigate Fraser Island fully.

THIS was decided at a public meeting in Nauru on October 1 following the return of the Head Chief Mr. Hammer DeRoburt, from the UN and Australia. While in Australia, Mr. DeRoburt and two companions, Raymond Gadabu and James Bop, inspected a number of islands off the Queensland coast which they thought might be suitable for the Nauruans.

Earlier in the year the men had seen Fraser Island and several others. The Nauruans had felt that Fraser Island was not suitable, but they agreed it was probably the most likely of those inspected.

Some Nauruan leaders hold the view that it is best to press for a specific island, and then let the Australian Government find arguments against it, rather than allow the situation to drag on.

Fraser Island, just off the Queensland coast from Maryborough, is 77 miles long, and from three to 14 miles wide. It has a lot of sandy hills but also a huge forest, some fresh water lakes and some excellent swimming beaches. There is one large bay. The seas around Fraser Island are good fishing grounds.

There are wild horses, kangaroos —and snakes—on the island, and small islands near Fraser abound in goats and rabbits. Fraser Island is uninhabited, but is used as a camping reserve and is visited by tourist parties.

Territory and discourage would-be intruders. They felt, too, that if there were no elected Australians on the Council the Australian Government would be inclined to curtail its generous grants to P-NG.

When the Committee pointed out that if the people wanted non-indigenes they could vote for them, the people replied that at the present stage of development, local and clan ties would result in the election of a local candidate.

The great majority of the people interviewed believed that, in the new Council, there would be no further need for nominated members—that people in areas not fully under control could be represented by elected members from adjacent areas.

In fixing the number of elected non-indigenous members, the general opinion was that there should be one non-native member to every two natives.

Although the task of the Select Committee was to find out the desires of the people, the recommendations in their Report did not in some significant details follow majority opinion—as some members of the Legislative Council pointed out.

The majority interviewed were for compulsory voting—on the ground that people failing to vote could later claim that the Council had no power over them because they had taken no part in its election. The Committee decided, however, that compulsory voting would be impossible to enforce at present but that the position might be reviewed after 1966.

Again, the Committee decided to recommend not one non-native member to two native members, as the majority wanted, but only 10 non-natives to 44 natives. They felt that this number would be sufficient to carry out the "representative, stabilising, educative, guiding and informing task" which the people had asked

It was the Committee, and parently not the native electorate, "examined the present number official members" and suggested they could be reduced to 10. Committee too, turned down the posal for an Upper House, put ward by a few, on the grounds a bi-cameral system was unwarran

The Committee's report le numerous questions still to be se and many loose ends still to be up.

The actual boundaries of electorates have yet to be wo out and not the least of the prob here will be the delineation of th reserved electorates from which 10 non-native members will be ele from a common-roll of all adults

The choosing of the President present the Administrator of Territory—is another matter on w the Committee expressed no opin although some members, it was felt that he should be elected by Council from its members.

A change in the present title Legislative Council is also thoug be desirable although the Comm was unable to come up with an propriate name or phrase.

Biggest task will be preparatio electoral rolls. At present the printed rolls are those covering non-indigenous population — E peans, Chinese and people of mi race. It is expected that it will at least 12 months, without allo for printing and distribution, to pare a common roll.

See "Political Report is Trimmed t Winds", p. 21.

HONIARA WORKERS ON STRIKE

HONIARA, November 1.

More than 1,100 *native workers employed by the Government and private enterprise in Honiara are on strike over wages.*

THE strike began when 930 Government labourers and others on day rates walked out in protest at a new wage schedule for all Government staff. About 200 workers employed by private enterprise in the town walked out in sympathy.

The salaries revision was announced after a long delay which had caused protests (see p. 134). Expatriate officers will receive a 20 per cent. increase on present salaries, local staff 13 per cent. and day rate workers 10 per cent. The increases for expatriate and local staff are retrospective to April, 1961, but the day workers were not granted retrospectivity.

The strikers have demanded the Government grant labourers increases of from £7/3/- to £10 a month and classified workers from £8/14/6 to £15. There is a general atmosphere of discontent in Honiara.

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Wreckage May Shed Light On 34-Year-Old Sea Mystery

Special to the *Pacific Islands Monthly*

A piece of wreckage found at Vanikoro, in the southern Solomons, may provide the first clue yet to the disappearance of a famous Danish sailing vessel 34 years ago.

HE wreckage, a much-worn piece of board about 11 in. long bearing the word "Kobenhavn", may have been from a lifeboat of the five-masted Danish sailing ship *Kobenhavn* which disappeared without trace on a voyage from Buenos Aires to Australia in December, 1928.

The *Kobenhavn*, then the world's largest sailing ship, was described at the time as "the finest sailing ship ever built".

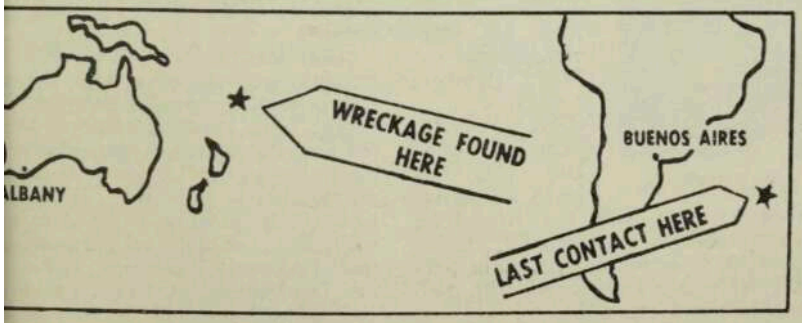
Besides officers and crew, she was carrying 70 cadets, many of whom were members of the most prominent families in Denmark.

Kobenhavn, with a stroke through the "o", as on the wreckage, is the Danish spelling of Copenhagen.

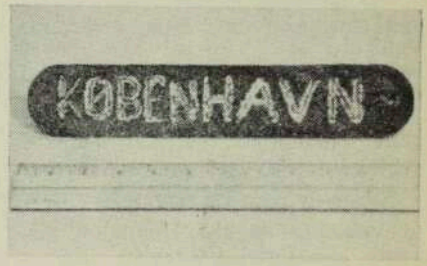
A native of Vanikoro gave the wreckage to Mr. Reece Discombe, of Vila, New Hebrides, when Mr. Discombe was at Vanikoro last June investigating the possibility of salvaging a cargo of jettisoned brass. Mr. Discombe, a New Zealander, is a deep-sea diver and motor engineer.

Vanikoro is the island where the *Boussole* and *Astrolabe*, the two ships of the famous French navigator La Perouse, were wrecked in 1788. Mr. Discombe in recent years has taken a leading part in two expeditions to Vanikoro to search for the wrecked ships, and on occasions he has asked the natives to keep for his inspection any wreckage they might find washed up, in case it could give him a further clue to the La Perouse vessels.

When the wreckage with "Kobenhavn" on it was handed to him the name did not mean anything to him. But he brought the piece of wood back to Vila and in October referred the matter to *PIM*.



Mr. Reece Discombe (above) examines the piece of wood bearing the name Kobenhavn, which may have been a nameplate on a lifeboat in the Danish sailing ship "Kobenhavn" (left) which disappeared without trace on a voyage from Buenos Aires to Australia 34 years ago. Below is a close-up of the nameplate, with a ruler for comparison. The lettering has been chalked in to make it readable in the photograph.



When *PIM* research disclosed the possible connection with the missing sailing ship, Mr. Discombe sent the piece of wreckage to *PIM* in Sydney so a check could be made.

A move to identify the name plate through Danish authorities was being made as this issue of *PIM* went to press.

"I don't know how long the piece of wreckage was at Vanikoro, or just where it came from," said Mr. Discombe in Vila in October. "It has some paint stains on it, and I believe it may have been lying around a shed at Vanikoro for some time. It looks to me as if it came from a lifeboat. It's too small for the main name plate."

There have been many wrecks on Vanikoro over the years but no ship called *Kobenhavn* is known to have been lost there.

The sailer *Kobenhavn* left Buenos Aires on December 14, 1928, to load

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wheat for Great Britain at a Victorian or South Australian port.

She was a steel vessel of 3,901 tons, built at Leith, Scotland, in 1921. Her owners were the East Asiatic Steamship Co., of Copenhagen, which used the ship as a training vessel for cadets entering the merchant marine.

The ship was fitted with a 640 hp diesel engine, and in favourable conditions she could do 15½ knots.

The voyage to Australia should have taken her about 40 days.

Six days after leaving Buenos Aires, the *Kobenhavn* spoke by radio with the steamer *William Blumer* in 33 deg. 5 min. South latitude and 34 deg. West longitude.

She was never seen or heard from again. No wreckage was found, despite serches by four ships and an aircraft extending over five months.

The *Kobenhavn's* last known position (which was almost half way between Buenos Aires and Tristan da Cunha Island) suggested that the ship was making for Australia by the Cape of Good Hope route.

If this route was, in fact, followed and the ship met disaster somewhere in the Southern Ocean, it is possible that wreckage could have drifted to Vanikoro on a current that moves up the east coast of New Zealand from the Roaring Forties.

On the other hand, if the ship had been making for or had changed course for Cape Horn and had been wrecked after entering the South Pacific, wreckage could have drifted to Vanikoro on the Humboldt and South Equatorial Currents.

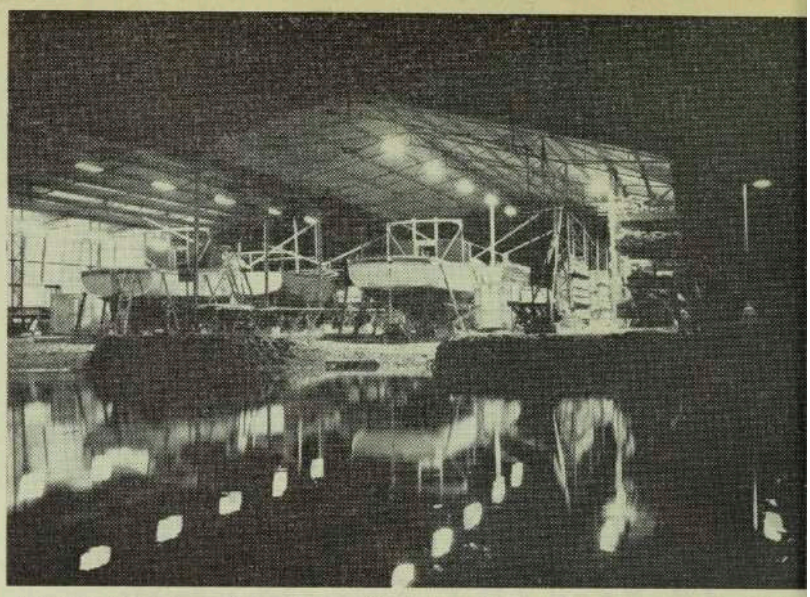
All searches for the *Kobenhavn* were based on the assumption that the ship had taken the Cape of Good Hope route.

The first search was made in early April, 1929—nearly four months after the ship had disappeared.

In the next few months ships surveyed such places as Prince Edward, Crozet, Kerguelen, Gough and Amsterdam Islands, the west coast of Africa, big sections of the South Atlantic and Southern Ocean, and 1,500 miles of coastline between Western Australia's North West Cape and Albany. An aircraft helped in the search of the West Australian coastline.

The West Australian searches were prompted by the theory that the *Kobenhavn* may have been carried up from the Roaring Forties by a current that sweeps northwards along the West Australian coast.

There was a report that the *Kobenhavn* was seen in distress off Tristan da Cunha island in January, 1929, but this was later proved to be wrong.



Islanders from Papua-New Guinea, West New Guinea, the Solomons, the Gilber and Ellice Islands and Guam recently completed the first two-year course at thi boatbuilding establishment at Auki, Malaita, BSIP, under director-inspector Ceci Fisher. A meeting of the SPC sitting in Noumea in October was to consider plan for a new course.—Photo: Rob Wright.

MR. W. D. FORSYTH IS NEW SECRETARY OF SPC

From PIM's Noumea Correspondent

The South Pacific Commission's first Secretary-General, Mr. W. D. Forsyth, of Australia, has the job again. He will take over in March from T. R. Smith, of New Zealand, who retires after five years at the post. Changes are expected to follow Mr. Forsyth's appointment.

THE decision was made at the 24th session of the SPC, which began here October 15 and will continue until October 30. Other important decisions affecting the future of the SPC activities are expected before the Conference ends (for a detailed outline of recent SPC developments see *PIM*, October, p. 21).

Mr. Forsyth.

Mr. Forsyth, MA, B.Litt., Dip. Ed., has had a distinguished career with the Australian Department of External Affairs, where he is at present Assistant Secretary. He is 53, married with two daughters and one son.

Mr. Forsyth assisted in drafting agreement which established the S in Canberra in 1947. As the SP first Secretary-General he set up headquarters in Noumea in 1949, cruited, organised and directed the ternational Secretariat, supervised work programme, organised the f South Pacific Conference at Suva 1950, and generally administered launching of the SPC as a going c cern.

After leaving the SPC in 1951 Forsyth resumed duty with the partment of External Affairs in C berra. From 1951-1955 he was Mi ter and Permanent Representative Australia at the UN and Austral representative on the Trustee Council. In 1956 he returned to d with the International Organisat and Economic Relations section his Department at Canberra. Fr 1959-1961 he served as Ambassa

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● When PIM's Honiara correspondent Gabrielle Lawson reported in October: "Harry Wickham died on Sunday", she closed a chapter of a story that had occupied PIM for many months. It was a story of the Wickham brothers, who in their time had been famous—yet for a great number of years now had been forgotten. For many months Mrs. Lawson had been collecting information from the Wickhams for a PIM story, and she was assisted recently when former Australian Coastwatcher Reg Evans revisited his old haunts and renewed acquaintance with his old friends the Wickhams. Mr. Evans took this last photograph of the Wickhams together—Harry on the right. Harry Wickham is now dead. The full story of he and Alec is yet to be told, but here is some if it, reported by Mrs. Lawson and Mr. Evans from the lips of the two men themselves:

They Gave the World a New Way of Swimming

Harry Wickham, the man who helped change the swimming styles of the world, died on a small island in the Solomons in October—his achievement long since forgotten by all but a few close friends.

ONLY a few miles away his half-brother Alec Wickham—who shared with him the honour of giving the "Australian crawl" to the world—still lives in seclusion.

The Wickhams have never demanded recognition. But shortly before his death, Harry Wickham said almost wistfully: "It's a pity the true tale has not been told. It would be nice if Alec and I could get a nod or two in our direction for the way the world is swimming now."

Harry Wickham died on Sunday, October 14, at his copra plantation on the island of Hobopeka, off the coast of New Georgia, near Munda, British Solomon Islands. He had turned 80 in September. He died of a heart attack—the second attack in 12 months.

Alec Wickham, 74 last June, spends most of his time nearby on the mainland at Munda, pottering about.

Harry and Alec Wickham were the sons of Frank Wickham, a Somerset man who arrived in the Solomons in 1875 and became a planter and trader. He had as his headquarters Hobopeka Island, which is close by Roviana Lagoon.

Harry's mother was a woman from the Buin district of Bougainville and Alec's mother was a woman of Munda. The youngsters did all their swimming in the Roviana Lagoon. While the outside world was still managing with breaststroke and dog-paddle, the Wickham youngsters knew nothing else but the unique overarm action swum by the natives.

Some of the Roviana boys they swam with still carried the long handled axes with which to secure "trophies"—for headhunting was common. Not far from the Wickham's home was a great canoe house in which war canoes were laid up. It was ornamented with many smoke dried human heads—the eyes and ears inlaid with mother of pearl. The Wickhams remembered one raid made to the Manning Straits when the raiders brought back 200 corpses.

When Harry Wickham was six years old his father took him to Sydney in his schooner, the *Saucy*

Vietnam, and Minister to Laos (to 0).

was clear to close observers of activties as soon as Mr. For-'s nomination was mooted some ıths ago that changes would occur he SPC if he got the job. It was t unlikely that he would accept position unless he felt there was e of making the SPC into a rous organisation which could e its presence felt. Obviously a ew conference will have to follow session. The session may fix a for it.

hint of changes has already been n by the chairman of the present on, Mr. C. G. R. McKay, Senior missioner for NZ, who retires the SPC at the end of this year.

r. McKay pointed out that the erlands would leave the SPC at nd of 1962 (they are not repre-d at the present session), and everyone regretted that the con-ion had not been amended so Western Samoa could join as a nember.

. McKay added that although arious Governments recognised need for it, the constitution, nulated for an uncharted course 47", had not yet been brought ine with the realities of today.

this session, high praise has given Mr. Smith for his five with the SPC. He has been a popular Secretary-General.

vernor of New Caledonia and Commissioner for the French blic in the Pacific, Mr. L. E. ux, said he would "like to say a few words to Mr. and Mrs. for all the kindness and sym-they have created in this y".

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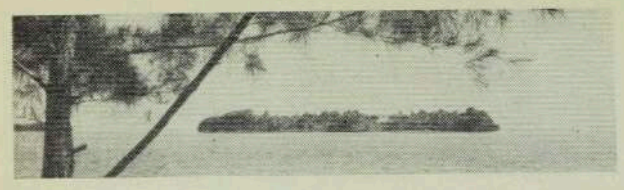


Harry Wickham's island of Hobopeka, photographed by Reg Evans from Munda.

Lass. The youngster later attended Newington College. When Harry swam, he swam the Roviana crawl. It was the first time the crawl had been demonstrated outside it's home waters—but it was Alec who was the means of making the crawl better known.

Alec arrived in Sydney about 1897 or 1898 and attended the old Fort Street School, and the development of the crawl began. Harry went back to the Solomons in 1902—and stayed there until his death. Alec Wickham returned to the Solomons permanently in 1935. Both assisted the Coastwatchers during the Pacific War acting as, or organising scouts. Australian coastwatcher Reg Evans—the man who organised the rescue of President Kennedy—stayed a night with Harry on a small island at one period at the height of the war.

In Sydney, Alec Wickham was given free use of the Domain Baths and Arthur Cavill and his younger brother, Dick, intently studied Wickham's actions. Dick later staggered the swimming world when he became the first swimmer to cover 100 yards in under a minute and went on to win so many sprints that swimmers were forced to adopt the style. It was Cecil Healy who successfully combined the old style with the Wickham method, firmly laying the foundation of the modern Australian crawl.

Incredible Heights

Dick Cavill meanwhile took Alec in hand and saw him win the Australian 100 yards title. Alec became a popular trick diver and swimmer at carnivals throughout Australia. He would jump into the water feet first from incredible heights—a common Roviana feat—and once at Manly Baths ran underwater over 50 yards against a swimmer on the surface, and beat him. At Rose Bay Baths in 1910, Alec set a new world record for 50 yards.

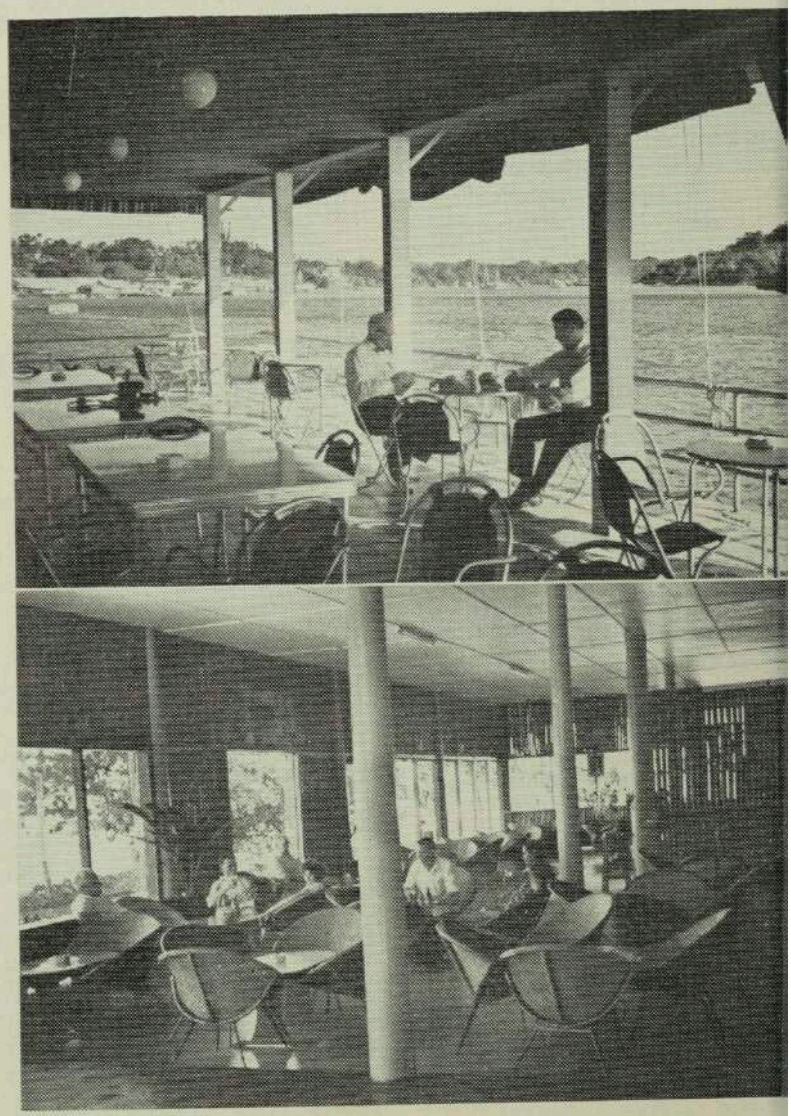
Alec could take a standard ship's life buoy or a four gallon kerosene tin down 25 feet and sit on it. Harry could dive to 15 fathoms and remain there a couple of minutes.

Perhaps Alec's greatest feat was in March, 1918, when the Deep Rock Swimming Club in Melbourne, promoted a swimming carnival and Alec agreed to do a spectacular dive from the cliffs above the pool into the Yarra. The world record dive at that time was held by G. W. Clarke, 165 feet from a bridge in Chicago.

Alec was billed as "Prince Wicyyama" from the Solomons—which Alec objected to—but neverthe 70,000 people thronged the Y Banks to see the dive. Alec's was 205 ft. 9 in.—a record w still stands.

He recalls that part of his cost was ripped from his body and for three weeks afterwards he suff internal pains.

At the time of his death Harry not swum for years. He kept a clippings about some of the old —for he said that if he didn't no else would. Alec today takes interest in his own records.



THE ISLANDS SCENE: These two vistas are well known to travellers betwee and the Solomons aboard the fortnightly Fiji Airways aircraft. Top is the vera of the Hotel Rossi, in Vila, New Hebrides. It overlooks the harbour and popular local meeting spot. Below, a focal point just as popular, is the lo of the Hotel Mendana, Honiara, on Guadalcanal. Owner Kenneth Dalrympl sits in his favourite spot—a reserved table opposite the doorway (left)(Photo: Rob W

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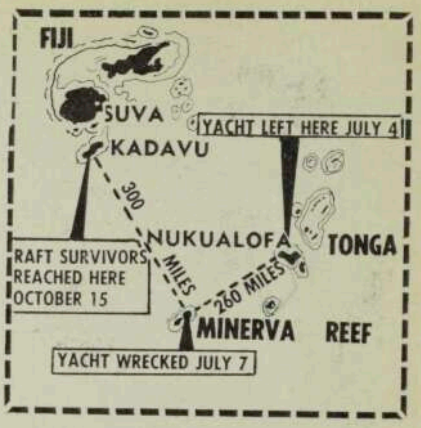
EPIC OF MINERVA REEF STIRRED THE WORLD

When two starving, emaciated men reached Fiji's Kadavu sland on a makeshift outrigger on October 14 with news that he 35 ft. Tongan yacht *Tuaikaepau* had been wrecked three nonths earlier on Minerva Reef, 300 miles away, and that 13 urvivors were still there, a cynical world stopped in its tracks or a moment.



IE story of the remarkable out- rigger voyage and of the rescue sufferings of the survivors made d headlines. The story had ents of heroism, tragedy, priva- and human endurance seldom lled in the Pacific.

noted Sydney journalist com- d the story to a Greek epic, and *Fiji Times*, whose reporters and ographers were mainly respon- for the world coverage, said in ditorial that it was "likely to be- one of the enduring stories of against the sea".

uch of the credit for the lack rid sensationalism in the news- paper accounts was due to Richard Prescott, a Tongan compositor on *The Fiji Times*, who acted as inter- preter for newspaper reporters when the survivors reached Suva. Prescott steadfastly refused to embroider on details of the drama given him by the survivors.

The drama, in which five lives were lost, began on July 4 when the *Tuaikaepau*, owned by Tofa Ramsey, of Nukualofa and skippered by Tevita Fifita, left Nukualofa for Auckland with an all-Tongan crew of 16.

Three days later, the yacht went aground on Minerva Reef, about 260 miles south-west of Nukualofa, when moonlight on the reef caused it to be mistaken for clear water.

Towards morning of July 8, the yacht began to break up and the men made for the wreck of a Jap- anese fishing boat that they could see in the half-light.

the survivors of the "Tuaikaepau" scorted to an ambulance from the RNZAF and that brought him to Suva from Minerva Reef on October 16.
Photo: Stan Whippy

Home For Three Months

This wreck, which has apparently never been reported, was about a mile away. It became the home of the *Tuaikaepau's* men for more than 90 days and provided them with materials that helped keep them alive.

The Tongans were able to save only a small quantity of food and water from their own ship. The food lasted until July 17, then the sur- vivors had nothing to eat except fish, crabs and shellfish caught or picked up on the reef.

As the survivors had only one match between them, someone stayed on watch all the time after a fire was lit and kept it burning with tim- ber taken from the Japanese wreck.

Fresh water was distilled from sea water boiled in a 44-gallon drum— the steam being drawn off into a kettle with a piece of hose.

Enough fresh water was usually obtained to provide each man with half a cup a day.

When the *Tuaikaepau* was reported overdue at the end of July, the RNZAF carried out an unsuccessful search from Auckland ranging as far as the Kermadecs.

After the shipwrecked men had vainly waited on Minerva Reef for two months, their captain decided to build a boat and go for help him- self.

The boat, a masterpiece of make- shift craftsmanship, was a credit to one of the survivors, Tevita Uasale, a carpenter, who was responsible for its design.

Erroneously described as a raft in the first reports, the boat was 18 ft long and 4 ft 6 in. wide at the beam.

It had an outrigger fixed to the hull by three strong pieces of timber and was braced with galvanised iron strips.

It was made from part of the boom of the wrecked Japanese fish- ing ship.

It was so stoutly built that it could probably have held six people.

The men were handicapped in building it by lack of a saw, but they had a hammer and nails, and wood which somehow had to be cut to the right size.

They also had a knife, about the size of a table-knife, serrated on both sides. They used this to mark the timber where they wanted to cut it, and then they laid irons heated on their fire over the marks.

Using nails sharpened at the end as chisels, they cut away the burnt wood, then repeated the process till they had gone far enough through to break it.

On October 7, Captain Fifita, his son, Sateki Fifita, and Tevita Nasele set off from Minerva Reef in the boat, intending to make for Ono-i- Lau in the far south of the Fiji Group.

When they arrived in the vicinity of Ono-i-Lau, the weather was bad, so they carried on, hoping to make a landfall at Matuku, another Lau

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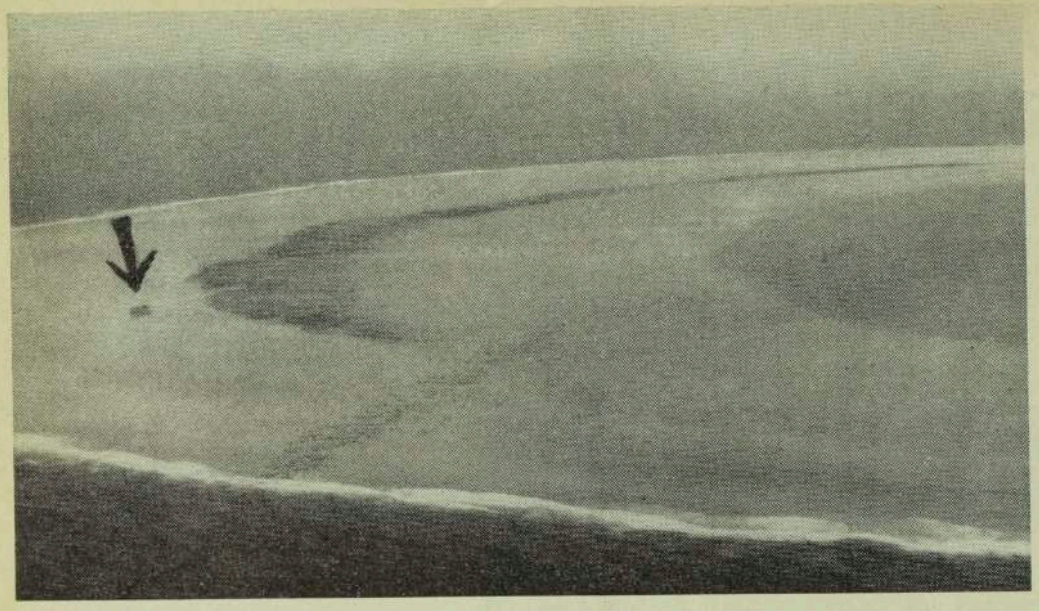


At left is Minerva R
where the "Tuaikaep
stranded on July 7.
arrow indicates
wrecked Japanese
ing boat which was
crew's home for m
than three months.
low is a close-up of
Japanese boat. E
photographs were ta
by the RNZAF.

island. Captain Fifita dared not steer a due north course from the neighbourhood of Ono-i-Lau because of the danger of hidden reefs.

Near Matuku the men again ran into bad weather, so they continued on a north-north-west course, which eventually took them to Kadavu.

On the craft they had a rough chart painted and cut with nails on a piece of board, plus a compass and a sextant, and were able to keep some sort of course.

Captain Fifita, a practical seaman, knew he dared not miss Kadavu for if he did there was no chance of making a landfall till the Solomons. Anything beyond Fiji was out of the question for they were without water, and had virtually little food.

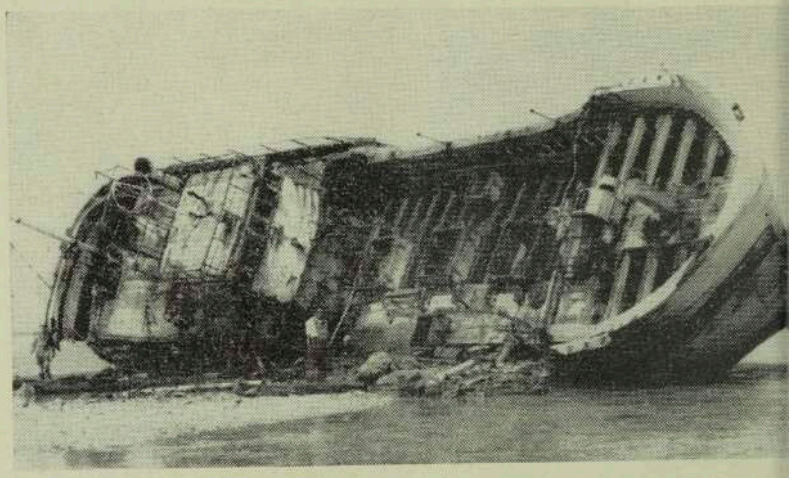
They left Minerva Reef with pieces of cooked octopus and shark, and about a quart of drinking water. Both were finished two days after they left.

Two days later, they caught a sea bird which they had to eat raw, and they also caught a fish, but as it was poisonous, they threw it back.

On October 14, the three men sighted Kadavu and steered close inshore to make sure they were not carried past, apparently because they could not rely too much on their makeshift sail and rudder.

A mile and a half offshore their craft, which had stood up to 350 miles of varying weather in the open sea, suddenly capsized as they turned into a passage in the reef. The three men had no option but to swim for the shore.

Tevita Uasale forged ahead of the other two, and looking back saw



Tevita Fifita trying to help his son who appeared to be in difficulties.

Uasale turned round to go to their assistance, but his captain called out to him to go on. There was heroism and sound reasoning in this for if the two men had weakened and perished in trying to save Sateki, no one would have been left to tell the world of their comrades on Minerva Reef.

Uasale followed this order, and when he was able to stand on his feet he turned round and saw Tevita Fifita and his 22-year-old son saying a prayer.

Tevita Fifita and Sateki kissed and then Tevita left his son to die. When he, too, turned round when he was able to stand on the sea bed about 100 yards further on his son had disappeared.

On landing on a small island on the south side of Kadavu, Captain Fifita called on his last reserve strength to climb a coconut tree knock down coconuts.

He and his companion drank milk of 29, then swam about yards to Kadavu proper.

Taniela Delai, of Nacon Naceva, Kadavu, the first ma sight the two castaways, said lat received such a fright that he r ran away.

The men wore banana l round their waists, life jackets had long beards.

The two survivors had walked four miles from where had landed. Josaia Tokarua, turaga-ni-koro of Nacomoto (he the village), took the Tongans his village and allocated a sa bure for them.

When the villagers learned

(Continued on page 148)

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94,000 Voters for Fiji's Legco Poll

More than 94,000 voters have registered for the Legislative Council elections in Fiji next March, and candidates for the elective seats are getting busy with their campaigning.

THIS will be the first time that Fijians (men and women) will vote for Legislative Council members. Previously, all Fijian members were nominated by the Council of Chiefs. It will also be the first time that European and Indian women will vote.

The total of voters comprises more than 51,000 Fijians, nearly 38,000 Indians and nearly 5,000 Europeans. The registration of voters closed at midnight on September 30.

The number of voters registered is officially considered "very satisfactory" when it is considered that thousands of Indians could not register because they are illiterate, hundreds of Europeans will have left Fiji before the elections or have not lived in Fiji long enough to qualify as voters.

Among the candidates who have so far announced their intention of contesting the elections is one woman, Ro Salanieta Tuilomaloma, paramount chief of Labasa. She will contest the Northern Fijian Constituency

Ro Salanieta, who is 61, is a great-granddaughter of Ratu Ritova, who was one of the high chiefs of Fiji who signed the Deed of Cession. She is well known in the Labasa community and is a member of a number of charitable organisations.

Thirty-four other people have been mentioned as possible candidates. Of these 25 are regarded as almost certain to stand.

So far the Southern Indian Constituency has attracted the biggest field with five who have announced their intention of offering for election, and two other possibilities.

The five who have said they will stand are Messrs A. I. N. Deoki, S. Bidesi, Brij Nand Maharaj, A. Mahbub Khan and K. B. Singh.

Two other names which have been mentioned are Mr. B. D. Lakshman, who has acquired a property near Labasa, and a Suva solicitor, Mr. R. Tikoduadua.

People in the Islands have been taking a keen interest in art lately, as the above pictures show. The top picture shows some of the paintings displayed by Ola Reeves at a recent art exhibition by artists in Vila, New Hebrides. Reece Discombe took the photo.

Below are three well-known P-NG artists judging in Port Moresby the entries for the Cariappa Art Shield. The artists (from left to right) are Ray Basinauro, Gregory Katahanas and Mrs. Pamela Prescott.

The Cariappa Art Shield, presented in 1955 for annual competition by a former Indian High Commissioner in Australia, General Kondendera Cariappa, was won this year by the Karavat Administration Secondary School.

Some 800 entries were submitted, and of these about 500 were accepted for the competition which is open to all Administration schools, up to and including secondary level.

The age of the exhibitors ranged from about four to 19 years. The judges described the standard of entries as "very, very high" and said they showed a marked advance over previous years.

This year, paintings and drawings from Mission schools were accepted for the first time for the award of merit certificates.

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INDONESIA QUICKLY CONSOLIDATES IN DISPIRITED WEST N. GUINEA

The pouring rain and the cold silence in which the United Nations flag was hauled up to replace that of West Papua in Hollandia on October 1 might well be an omen for the future of this dispirited territory.

/ITHIN a few weeks of the UNTEA token take-over, it was vious that the Indonesians will be complete control long before the get date in May, 1963. Already lonesian key personnel in the Ter- ry outnumber UN personnel.

Within a few hours of the flag sing on October 1, a party of 80 onesians landed so unexpectedly Hollandia that most of them ended ping on the floors of houses re- tly vacated by the Dutch. Of this ty about 20 were journalists, in- ding journalists from Russia, choslovakia and Poland who "just pened" to be visiting Indonesia.

With this advance guard was In- esia's Deputy Foreign Minister, Soedjarwo Tjondronegoro, who nediately put West New Guinea the world right on a number of tters concerning the shape of gs to come.

Mass Migration

ndonesia would probably start a s migration to West New Guinea r, although they had no designs the eastern half of New Guinea, said. He expected no problems h those Papuans who had ex- ssed their bitterness over the sell- A delegation of 20 of them were Indonesia in October and they e, he said, "talking very nicely".

his delegation, led by Herman oi, who only in late September expressing sentiments of fiery onalism at the National Congress ting in Hollandia, later returned WNG, professing itself "im- ssed" by what it had seen in Dja- a.

his is the only utterance of uan leaders that has seeped out WNG since October 1. Nothing been heard publicly of the dele- on of three Papuans, Womsiwor, we and Kaisiepo, who left Hol- lia for the United Nations in mid- tember with the intention of ob- ing the Australian and United es attitude to the debate on the West New Guinea take-over and consulting with "our African friends".

[Womsiwor is reported back in Biak "off politics". Jouwe and Kaisiepo, with their wives and families, are living permanently in Holland.]

Following their UN visit only one small African voice was raised in the United Nations on their behalf. In mid-October a West African delegate from Upper Volta accused Indonesia of blackmail in WNG.

But in spite of these few kind words, no observers in or out of West New Guinea, see much chance of the Papuans ever achieving the independence their nationalistic leaders have been talking about in recent years. It seems unlikely that the spirit of nationalism, which was born too late in any case, will now survive the seven months under UNTEA administration much less the seven years under Indonesia before they are given a chance to vote at the 1969 plebiscite.

VOYAGE HOME: Fijian Sereo Ralawa, who travelled from Sydney to Suva recently in the "Monterey", is a senior health inspector with the Suva City Council. In Australia, he spent six weeks working with the Brisbane City Council to get experience and new ideas. Then he toured Queensland and New South Wales for two months.

New Chief In WNG

United Nations Administrator in West New Guinea until the Indonesian take-over next May will be Mr. D. Abdoh, a former Foreign Minister of Iran. He is 53.

Mr. Abdoh represented Iran at the organising conference of UN in 1945, and for 10 years from 1949 was with the Iran delegation to UN. He headed it for the last four years.

The stampede withdrawal of the Dutch; the ineffectual efforts of the United Nations to provide an administration by mustering no more than a couple of score key personnel to replace 2,400 Dutch; and the Indonesian rush to take up the slack, have put paid to any hope the Papuans had of saving much from the debacle.

The only people who know where they are going in this situation are the Indonesians and they lost not even one hour after October 1 in getting their propaganda machine into full operation.

Independence for Papuans in 1969, they have made it clear, is quite a different thing from what independence means to most people. Freedom, they say, came to the Papuans on October 1 when they "joined their compatriots in the rest of the Indonesian archipelago in the ranks of a free and liberated nation".

The nationalist movement in WNG has been dismissed contemptuously. The Papuans will be allowed to continue political activities so long as they are not subversive but there was no need for them as WNG is really "a part of Indonesia".

The West New Guinea flag, which came in to being at the same time as the New Guinea Council, was hauled down on October 1 and subsequently declared illegal, not by the UN Temporary Executive Authority which seems to have allowed it to continue to be flown in some places, but by Indonesia, seven months before it officially takes over the Territory.

Probably nothing illustrates the Indonesian methods more strikingly than the time and effort they have expended over what on the surface

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ms like the childish nonsense of gs. First, there was their moral tory in getting the UN to agree to sting their own flag in WNG by end of this year—the target date by Soekarno in 1961 for the acsition of the former Dutch terri-y. Secondly, there has been their ıcern for the removal of what they l the "so-called" Papuan flag.

The West Papuan flag, so-called or , has flown besides the Dutch flag WNG for the last 18 months and s regarded by the budding Nationts as a symbol and rallying-point. could be argued that the Indoians might have used more guile their brain-washing by allowing flag to remain in existence. The t that they have stamped it out early probably proves nothing but ir pretty acute appreciation of the ıkness of the Papuan nationalists survive the current period of con-on.

Probably the most significant gam- of the Indonesians in the early ks of October was the announcent that 2,500 Indonesian schoolchers will go to WNG; and that a lding programme for 50 new nentary schools, five extra high ools and a University will begin nce—the foundation stone of the versity to be laid on October 28, onesia's Youth Pledge Day.

POST. High Chief Tuli Le'iato, of ican Samoa, who was recently appointed tary of Samoan Affairs, is the first n to occupy the post, which was rised by the 1960 Constitution. Chief o, 46, has been Governor of the Eastern ict of Tutuila and an active worker youth athletics.—Photo: Robt. Grach.

IN VILA: The newly appointed British Resident Commissioner in the New Hebrides, Mr. A. M. Wilkie, meets his French counterpart, M. Delauney, on his arrival in Vila from London in late September. — Photo: Reece Discombe.

While the instant-University can be dismissed at this stage as propaganda, the 2,500 Indonesian school-teachers cannot. It is through the youth, the schools, and the common language of Malay, spoken alike by Indonesians and the 350,000 Papuans under Administrative control, that Indonesia will put her permanent iron hold on the Territory.

Both President Soekarno and Foreign Minister Subandrio have already spoken about vast developmental activities in WNG and although they are a great deal vaguer about these than they are about their projected brain-washing drive, it is obvious that there will be super-human efforts made by Indonesia to justify her existence in the Territory by elaborate window dressing.

The only question at the moment is whether the dressing is likely to be permanent or whether, after the place is firmly in the Indonesians' grip, they will allow it to degenerate again into a poor, depressed and primitive country.

Meantime, the only people who are likely to be free are the 300,000 in the primitive interior who have never come under Dutch influence. Some of these at the end of September took an opportunity to demonstrate their wild ways by murdering 80 mission natives while the UN talked platitudes back in Hollandia.

There probably is some sort of moral in the fact that these people are going to be allowed to continue their Stone Age existence for some years yet, not caring who has title to WNG; while their more civilised brothers on the coast are going to be exposed to all the frustrations and mental confusion that the 20th century can devise.

WEST SAMOA'S ECONOMIC SURVEY STARTS

From PIM's Apia Correspondent

THE long awaited economic survey of Western Samoa by a United Nations sponsored team is now under way. The two-man team comprises Dr. A. Lauterbach, of Brookings Institute, US, and Mr. V. D. Stace, economist for the South Pacific Commission Development Section. It will make recommendations for future economic steps.

The team will work in Samoa for three months. It has been stated previously that, once specific development projects are approved, Prime Minister Mataafa will go abroad on a finance-raising mission accompanied by a UN adviser.

Meanwhile, Western Samoa's financial position is showing a considerable improvement over the grim deficits of last year.

A supplementary budget for the period from January to July this year shows a favourable trade balance of £11,548 as against unfavourable balances of £488,199 and £362,408 in the similar periods of 1961 and 1960.

The Minister for Finance, Mr. G. F. D. Betham, says it is possible that earnings for cocoa and bananas this year may be higher than the record figures of 1958. Export figures for the first seven months this year were £1,468,365 compared with £1,011,880 in the same period of 1961 and £1,190,557 for the same period in 1960.

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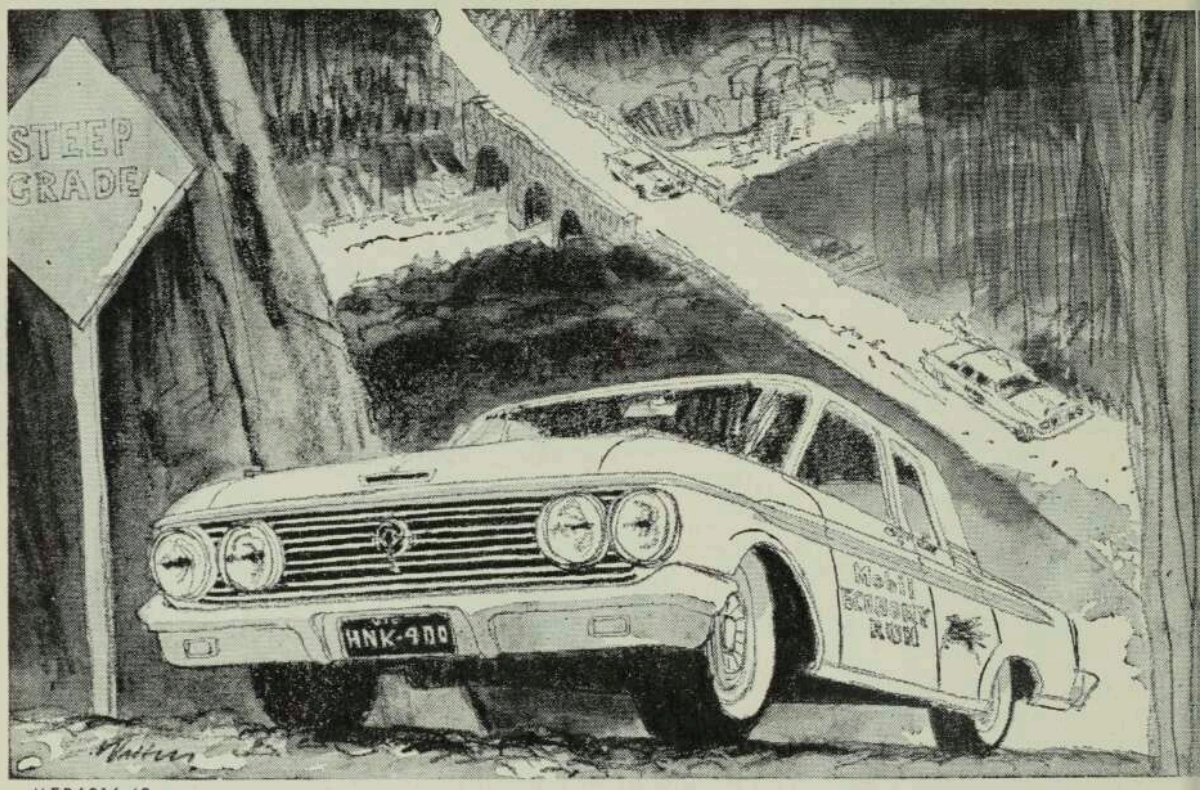

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COMMENTARY

i Drink Decision May an Mayhem

)W ever did the New Guinea Administration arrive at the con-)n that its scheme to lift pro-ion on drink is one of "gradu-"? Exactly what is gradual t it?

present the P-NG native people ot drink. Prohibition has been And now, all at once, both men women are to be given access to pes of liquor.

e fact that their liquor must ly be consumed on licensed ises, or elsewhere only on social ions (except for beer, which they ake home), is no control. Any e who wants to drink himself (or lf) under the table will now every opportunity to do so, very potent brew that ever had el on it will legally be available m.

e Administration may call this lualism". But it is in fact virtu-n open slather, and the decision in a short time reveal itself to been a serious error of judg-

e plan is the more remarkable ew of the history of prohibition ew Guinea as outlined by the tant Administrator, Mr. Reeve, he introduced the bill.

ere have been several plans put rd over the years to handle the problem, but all have ended in erra pigeon holes. The situation worsened. Completely deprived quor legally, the natives have it sly grog or made their own.

was inevitable and right that bition should be lifted in New ea. But after all these years of ing a decision, it is ridiculous Canberra should suddenly erupt gent activity and virtually blow d off in one blast. Liquor Com-)n or not, surely somebody d have realised that the new)sal was going too far in a single

e decision does not take into ac-all the problems experienced by Pacific areas in relaxing liquor ctions. A fivepenny stamp on a to the Solomons or Fiji would brought valuable information.

i, with the next biggest Pacific lation to New Guinea, but whose e are more advanced than New ea's, has been gradually relaxing strictions in the last few years. Yet even so, it has found from hard experience that it has been going quite fast enough.

Fiji once had prohibition. Then it worked on a permit system. In 1958 it gave Fiji and Indian males the right to drink beer without a permit, but nobody was allowed to have spirits without one. There was a blanket restriction on women—no drink at all.

This year Fiji introduced a bill to allow all males to drink anything without a permit, but the public outcry was so great that a permit system is still to be applied for women. And all this has been happening in a colony whose drinking conditions are far superior to those in New Guinea. As the publisher of the *Fiji Times* said in an article in *PIM* in October, after visiting the Territory, New Guinea just did not seem to realise the problems it was going to be faced with as a result of the huge onslaught of untried, inexperienced drinkers in bars unable to cope with them.

Right next door to P-NG, the Solomons have only recently allowed the Melanesians to drink beer, although permits are still required for wine and spirits, and these are restricted. As with Fiji, the BSIP eventually plans to lift all restrictions —gradually.

New Guinea's policy of so-called gradualism may well turn out to be plain mayhem. The only redeeming feature in it is that it is an interim ordinance that will be replaced. We hope when the time comes that New Guinea will have seen the light.

☆

Oct. 23: The End Of The Cold War?

ON October 23, for the second time in the course of the 15-years' Cold War, the United States stood up to Communist dictators and said "Stop there—or fight". The Reds stopped.

How long the stand-still will last, no one can say. At this moment, American ships are blockading Cuba, and America insists the blockade will continue until the Reds withdraw their armaments.

Following the pattern of the first challenge to the Reds—Korea—the UNO types, worked on by the Reds in the usual way, probably will try to talk the Americans into a compromise, so that the Cold War may proceed, according to the Marxist plan.

It is likely that the issue soon will be narrowed down to this: Will the West, led by United States, now proceed to end the Cold War, and restore freedom to the world; or will the West again allow the world situation to be shaped by the Communists, to the continuing advantage of the Red *bloc*, and the ultimate enslavement of mankind?

Upon the answer to that question depends our future.

Remembering such things as Suez, and the sacrifice of the Dutch to the Communist-ridden Indonesians, and the destruction of our colonial empire by Washington's starry-eyed dreamers, we many times have cursed the stupidities and the blundering diplomacy of the Americans.

But—if the events which now are following Kennedy's declaration of October 23 are handled with wisdom and strength—mankind yet may bless the name of the United States for saving us from the creeping menace of Communism and the horrors of nuclear war.

☆

Fiji Far From Ready For 'Independence'

THERE is a persistent, mischievous suggestion in Fiji that Fiji soon will be independent. One Indian journal urges its people to save their money and their thoughts for a difficult period immediately ahead when, presumably, the country will be thrown on its own resources.

This wishful thinking is based on the fact that Britain has abandoned most of her Colonies.

Kenya, Guiana, Mauritius, Jamaica have gone, or are going, "independent". But Fiji may not be classed with any of those. In Fiji, there is a strong and proud indigenous race, with certain fundamental land rights, and a numerous and proud immigrant race, with certain basic social rights. The two races still are far apart.

In Fiji—which, the experts say, could under effective development, support 1½ millions—there are 400,000 people. But development is far from effective, so that social and economic problems even now are acute. To give Fiji "independence" at this stage would be sheer disaster. There must be far-reaching development of natural resources, and a closer integration of races—before Fiji becomes "independent".

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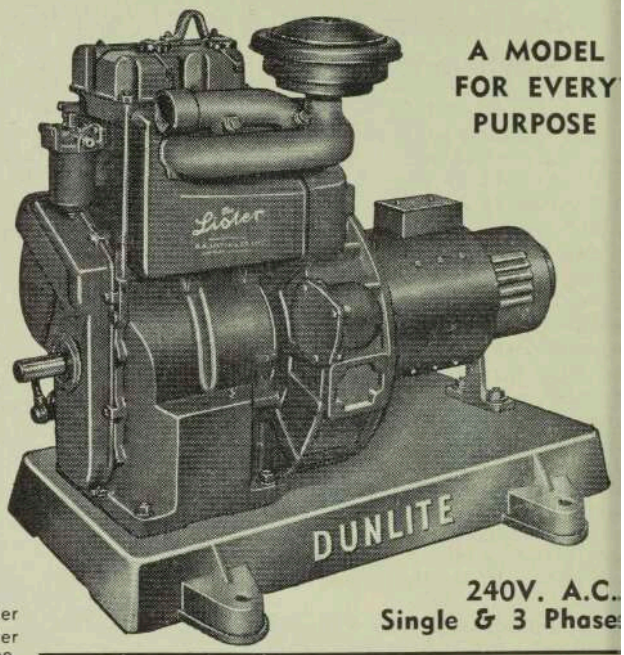

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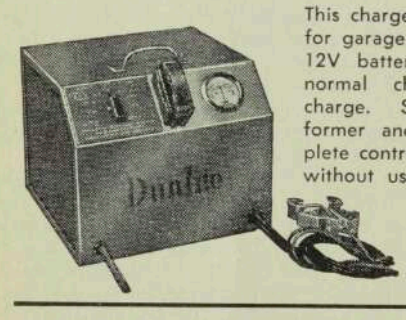

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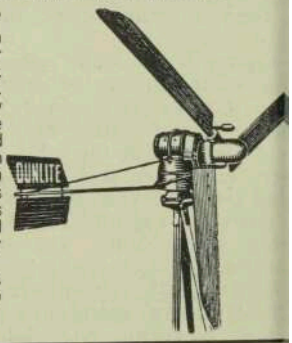

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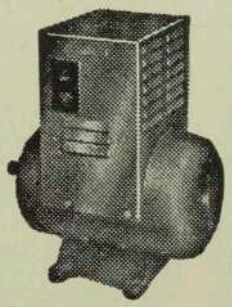

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P-NG Political Report Is Trimmed To The Winds

From PIM's Port Moresby Correspondent

Probably the concensus of opinion in Papua-New Guinea on the nterim report of the Select Committee on Political Development is that t is the best piece of sail-trimming that is at present possible.

LL in one document it diverts some of the blasts of the United tions; saves the face of Australia ile allowing it still to hold the se-strings and thus control; nudges indigenes a little further along the y to self-determination; but allows vate enterprise a longer breathing ce in which to adjust its affairs.

Whether it was arrived at entirely n the investigations amongst the igenous people in September and ober is open to doubt.

n many respects the views of the igenes have been used rather to firm the views of the six-member mittee; and the whole tone of the ument is somewhere forward of it the natives at present want.

he report is, in short, very much Territorians of long-standing pre- ed what it would be. It is, at the e time, an indication of the swift ts in political expediency that e affected New Guinea in the last years.

Changed Climate

is indicative of the changed tical climate of the Territory that Lloyd Hurrell, who was the most tionary of the Territory's politi- s two years ago, should have ented the report and defended it; e Mr. B. Fairfax Ross, the est-serving nominated member of Legislative Council, who has al- s been something of a moderate, loudest in his criticism of it.

Ir. Hurrell did say, however, in debate that followed the presenta- of the report to Legislative ncil, that he had been prepared ight for reserved European seats any reconstituted Legislative ncil but had found this unneces- as there was complete agree- t amongst natives that there must Australian elected members.

Ir. Fairfax-Ross said that anyone ing the report would wonder to t extent the Committe felt free e guided by the people it inter- ed; or whether its recommenda- s were largely predetermined by influences arising from the Foot rt.

He also defended the system of nominated members. Although the people interviewed had felt no further need of them, *he* felt it was to the administering authority rather than to the field of potential electors that one should turn for advice in this regard.

Nor could anyone deny the recommendation for 10 official Government members. They represented the taxpayers and the Government of Australia. They must continue to nominate the policy of the Council into the foreseeable future, said Mr. Fairfax-Ross, or otherwise a workable government would be impossible.

"I think that when members are dealing with this report," he concluded, "they might keep their feet on the ground and not let themselves be swept away with extravagant enthusiasm. They must realise that, however this Council is constituted, while we must rely on the Commonwealth of Australia for the major part of our finance and while the Commonwealth of Australia is the administering authority, all (its) matters of policy must prevail, if indeed government itself is to prevail.

Mr. Fairfax-Ross was, of course, exactly right. No matter how the new Council is constituted, while the Australian Government pays the piper, it must call the tune. The right of disallowance by the Administrator of the Territory or the Minister for Territories ensures this—but few will deny that a Council, as proposed, will be much more difficult to push about.

For good or evil, the Legislative Council that had its early beginnings in the old Red Cross hall on Ela Beach, has come a long way since one of its foundation members, Mr. E. A. James, now retired, described it as a "glorious debating society".

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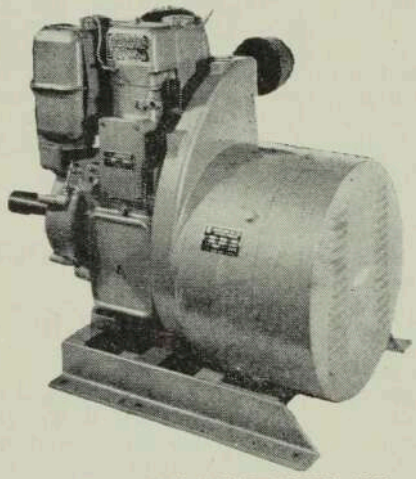

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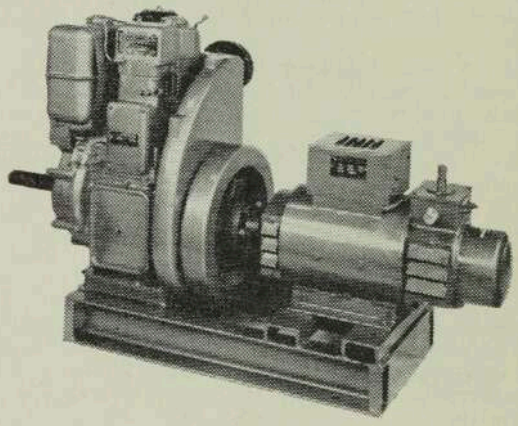

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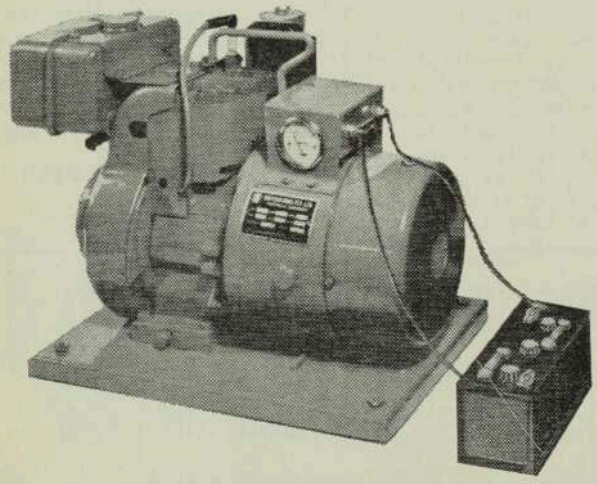

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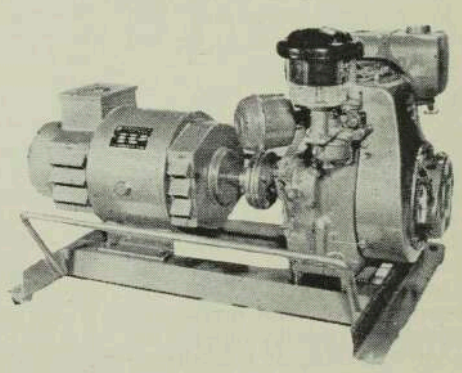

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Canberra Apprehensive Over Swift NG Developments

From our Canberra Correspondent

The sell-out of the Dutch in West New Guinea, the Foot Report on the Australian Trust Territory, plans for an expanded legislature for P-NG and new liquor laws combined to rivet Canberra attention on the island of New Guinea in October.

VER the past month, more questions have been asked in Federal rliament on New Guinea than on y other single subject.

They have covered such diverse tters as quarantine, definition of boundary between East and West w Guinea, the UN vote of the azzaville African nations, educan, health, employment conditions, future of the public service, trade, rkers' compensation and unemyment benefits.

Most of the probing on conditions P-NG came from two indeigable Labour questioners, Mr. rd and Mr. Clyde Cameron, and . Cameron in particular implied his questioning that the indigenous rkers of the Territory were being und under the colonial heel.

He took much the same line in the bate on the Territory Estimates, hing out at the attitude of the big olesalers to native co-operatives, acking land leases to foreignned companies, and claiming that one can help Australia by claimthat all is well in New Guinea".

This brought the Minister for Teries, Mr. Hasluck, to his feet to nter with the statement that "no is helping New Guinea by claimthat all is foul there".

Support

Mr. Cameron's speeches were ong the few exceptions to the twoty policy for the advancement of educational, social, economic and itical welfare of the Territory ple, he said.

They sought to prove that we were engaged in some Australian enprise, but in something mean, petty partisan which should divide stralia instead of being one of the at areas on which the country ld unite.

n this, Mr. Hasluck seemed to e the support of Mr. Cameron's n side.

Only the week before, when external policy was being discussed, Mr. Cameron urged a new physical boundary between West and East New Guinea and damned "a straight line on a map as the shortest possible way to a war".

He said he was "disgusted" with the position in the Territory as revealed by answers to questions handed to him on employment conditions.

Mr. Cameron concluded: "Do not forget the Indonesians are going to make West New Guinea a show place.

"They will give it conditions they will not give to other parts of Indonesia.

"West New Guinea is to be their shop window, the place to which they will point and say, 'This is what we have done for our part of New Guinea'."

Not Ashamed

But on this occasion it was not the Minister who rose to take Mr. Cameron to task. It was Mr. Cameron's own leader, Mr. Calwell, who declared: "I do not hold with many of his views. They are his own and not necessarily those of the Labour Party."

And it was Mr. Calwell who interjected, "I think you are quite right," when the Minister for External Affairs, Sir Garfield Barwick, said that no Australian had any reason to be ashamed of Sir Hugh Foot's highly commendatory remarks about Australia's treatment of the indigenous people.

Mr. Cameron's plea for an Indonesian-Australian border that would follow physical features seemed to be at loggerheads with the desires of his fellow Labour member, Mr. Ward.

Mr. Ward wanted to know whether, if the border had not been accurately surveyed and defined, when the Government intended doing so.

The Minister pointed out that the 1936 Dutch-Australian agreement recognised an obelisk on the north coast as a key marker.

In 1958, Australian and Dutch astronomical stations had marked the boundary point at the mouth of the Benbasch River, on the south coast.

And recently surveyors from the two nations had placed markers at the two remaining key points, on the banks of the Fly River.

Australia had photographed most of her area, but the almost continual cloud cover in the border area meant that conditions for photography occurred very infrequently.

The Minister's answer, of course, hardly meets Mr. Ward's request for a "defined" boundary or Mr. Cameron's difficulties about the need for one marked by physical features.

Nor does it throw any official light on the three Dutch—or former Dutch—enclaves of Waris, Waina-Sowanda and Dera that were found to be east of the 141st meridian. *PIM* disclosed in September that these enclaves had caused something near a panic on the Australian side of the border, while the P-NG Administration moved to get them under control before the Indonesian take-over.

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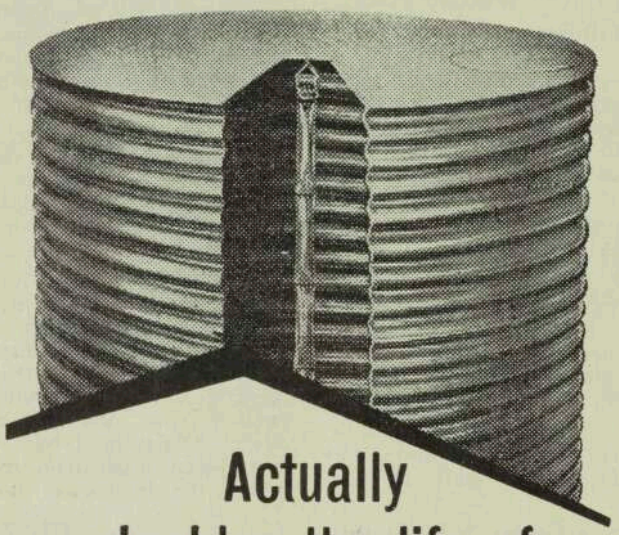

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Much Bigger Fiji Show This Year

Fiji's second Show since the war, held at Suva's Buckhurst Park in mid-October, attracted large attendances and was much bigger than the Show held the previous year.

In officially opening the Show on Saturday, October 13, Fiji's Governor, Sir Kenneth Maddocks, said it was doing valuable work in encouraging agricultural and pastoral activities, and in interesting the public in agricultural production.

He hoped that in future the Fiji Show Association would be able to promote subsidiary shows in other parts of the Colony.

Among the outstanding displays was one arranged by the South Pacific Sugar Mills Ltd. which demonstrated the wide distribution among all classes of money earned overseas from Fiji's sugar.

Most exhibits dealt in the main with goods and machinery designed and manufactured to increase and improve the products of the soil. But many others applied equally to the home and farm.

The stock exhibits included an outstanding dairy cattle section, with some entries reaching a very high standard. The Show's ring events were especially popular.

● Pictures, page 133.

AMONG THEIR SOUVENIR

ALTHOUGH the Dutch have all but departed from N Guinea they have left behind so excellent publications to tell the st of their administration.

These include the newest—*N Guinea Today* — with bi-ling Dutch-English text and captions Anthony van Kampen, well-kn Dutch novelist; and photographs fi half a dozen different Dutch N Guinea sources.

The book was clearly designed show how the Dutch were lea the Papuans towards self-governm and as such is already out-dated.. can be regarded as something o memorial to what might have b rather than as a guide to wha likely to happen in the future.

(NEW GUINEA TODAY. Publishe C. de Boer, Jr., Hilversum, Holland.

Page 26
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GEIC's Isolation Must End, Top Official Says

The age-old isolation of the lbert and Ellice Islands may ne to an end soon if proposals tlined recently by GEIC sident Commissioner (Mr. V. Andersen) are followed up.

T the fourth Colony Conference at Tarawa early in October, Mr. derson said the colony must ex- re every means of economic de- pment, including tourism and the ting of scheduled internal and rnal air and shipping services, e of which existed at present.

Ir. Andersen said the colony was d with major difficulties because 37 small islands were spread over ut two million square miles of the tral Pacific, its population was in- sing rapidly, it had a limited land with very few economic re- ces, and it would be faced with ss of employment opportunities n the phosphate deposits on Ocean nd, and later Nauru, were worked

Tourism, Too

The colony must aim to make the use of all available land and t see that all possible ways of easing the output of copra are ued," Mr. Andersen said.

t must explore all other ways of eving economic development, in- ing tourism and the exploitation he products of the sea.

t must stimulate further emigra- to the British Solomon Islands, improve medical and educational ces, and must seek employment seas for its citizens."

elegates to the conference en- ed Government proposals to re- iquor controls, to enable islanders rink beer and sour toddy without its.

present islanders in the Colony required to obtain permits before can drink beer, wines, spirits and toddy (the fermented sap from flower spathe of the coconut).

the field of education, delegates d of the Government's ultimate of providing universal primary ation in English, improving ndary education facilities, and in- ing opportunities for overseas ing.

the medical sphere, the con- ce was told of a long-term plan under which it was hoped to station Assistant Medical Officers and nurses on most islands, and to follow up the present tuberculosis scheme with a campaign to improve maternity and child care, and health education.

Delegates welcomed a proposal to replace the Colony Conference system with a 17-member Advisory Council. (Colony Conferences have been held every two years since 1956. They are attended by 37 representatives from all the inhabited islands and discuss matters of territorial importance.)

The conference also endorsed the need for local government councils to pay for better-trained staff, and it proposed the formation of a corps of Island Executive Officers who would perform somewhat similar duties to town clerks in metropolitan countries.

The conference thought the finance for these proposals and for other minor ones might be found through a poll tax on all adult males, the tax to be in addition to the existing land-owners' tax.

A Fijian student who is making many friends in Sydney is young Ratu Joni Vuiyasawa, son of Ratu Charlie and therefore an important member of the Sukuna family. Young Joni, aged 23, is a student at Wesley College, in Sydney, and appears to be taking a keen and increasing interest in Fijian affairs. Some of his well-wishers have been urging him to qualify in law—and it would appear to be an advantage if the Fijian community had its own practising barrister in Suva.

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. . . . . Margaret Merril.

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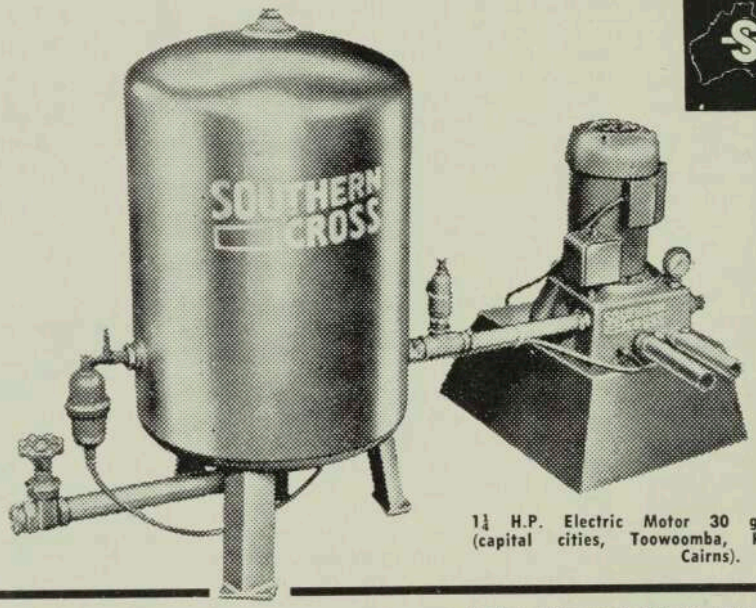

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NG to Lift Liquor Prohibition

From PIM's Port Moresby Correspondent & AAP-Reuter

A bill granting Papua-New Guinea natives the right to drink—and imposing a ban on liquor advertising while they are being educated in the evils of over-indulgence—was approved in October by the Legislative Council.

APPROVAL does not mean that the natives can legally get a drink ght away.

The bill first must go to Australia r the Governor-General's assent.

Under the new interim legislation, tives will be allowed to drink ything they desire on licensed pre- ses or when it is offered without arge at social or other occasions t will themselves be permitted to ke away beer only for off-premises nsumption.

Elected member Ron Slaughter empted unsuccessfully to amend e bill and delete the section banning vertising.

The ban, he said, was unjust interference in a properly-run industry.

The section he attempted to delete forbids advertisement of intoxicating liquor in book, pamphlet, newspaper or other printed matter printed in the Territory, in handbills or on hoardings and "by means of cinematograph film or slide". There is a penalty of £200, or six months imprisonment, provided for infringment.

The Assistant Administrator, Mr. H. H. Reeve, told the Council the transition period for which Legislation was being enacted was an ideal time in which to inaugurate and forcefully prosecute a positive policy of education in sane drinking.

He added: "It is appreciated that the education campaign as envisaged would be severely handicapped if there was complete freedom of advertising by commercial liquor interest".

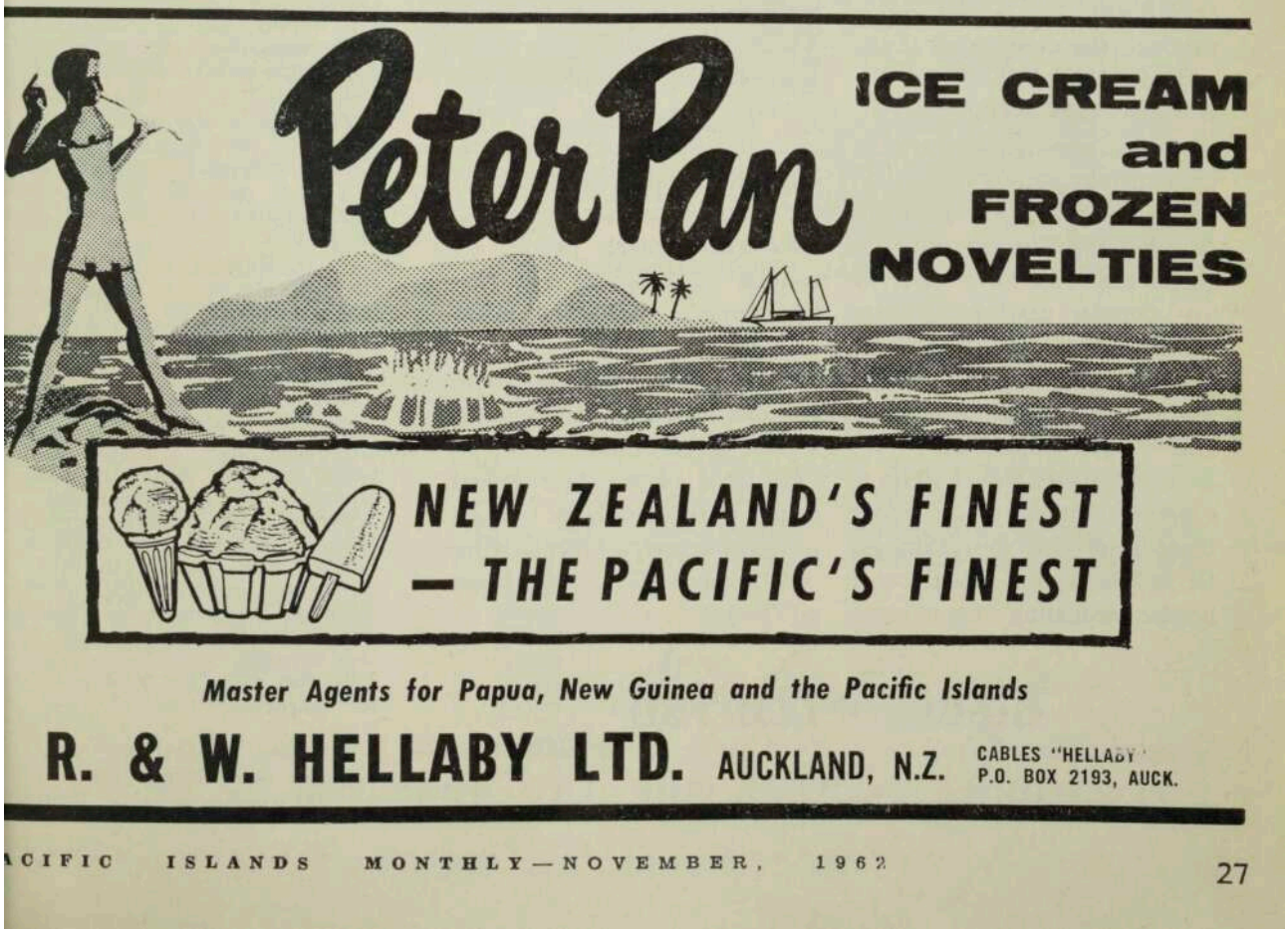
He said it should be noted that the ban did not extend to the display of advertising matter within licensed premises or on containers or on publication of price lists, and in addition there were powers for the Administrator to consent to any particular form of advertising.

Mr. Reeve said the Administration would co-operate actively with voluntary organisations in devising ways of promoting suitable temperance education and would give them financial and other assistance.

The need for active Government effort to educate the people in a sense of moderation was stressed by native members.

"We don't want our people to go in and fill hotels and stores and make lot of noise," said elected member Somu Sigob.

Nominated member Ephraim Jubilee said: "It is time now for our people to be educated in this



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1962 PERSONALITY OF THE MONTH

Gilbey's Gin is one of those travelled people you will meet everywhere . . . a true international, the same in all lands, not least Australia.

Gilbey's Gin is an accommodating spirit, happy to be consumed in many ways.

It can be drunk with water and with bitters, with lime juice or ginger ale, with tonic water or that popular newcomer, bitter lemon, and in a host of cocktails, chief of them the ever-popular Martini, not forgetting the new Gilbey's and Dubonnet.

In mixed drinks Gilbey's Gin is supreme whether you are an old timer from Out East thirsting for a Singapore Sling or a hostess meditating what to serve at a young people's party when heavy drinks and potent drinks are definitely out.

To lace a fruit cup, a very discreet quantity of Gilbey's will provide a beverage to please everyone, harmless yet sophisticated, refreshing as a breeze off the sea on a summer night.

Everywhere young people are coming to recognize a hostess who doesn't believe in the "do it yourself" system for her guests, who is willing to go to just that little extra trouble with a good mixed drink.

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law. People will spend much mone on buying drink and they will b ruined".

Mr. B. E. Fairfax-Ross, nominate member and prominent territo planter, said it would be she hypocrisy for him to commend th bill and pointless to contest it—th Australian Government which was th true administering authority ha already given its tacit approval.

Comparing results of the bill wi measures planned to promote ter perance he offered a bit of verse:

"Mother may I have a drink?"
"Yes, my darling daughter.
"There is no discrimination now.
"But please drink only water!"

Passing of the interim bill throu the Council followed close on th heels of the release of the ma points of the report of the Liqu Commission, on which the bill based.

The Commission, headed by Judg Robert Nelson, of Victoria, hea evidence on drinking from 231 w nesses throughout the Territory. main points were released by t Acting Administrator, Dr. Jol Gunther, on October 12.

Dr. Gunther said the seven cor missioners had agreed unanimous with the report, which was now the hands of the Commonweal Government for closer examinatio The report had recommended th total removal of prohibition event ally, and interim legislation mea while.

The interim legislation, said D Gunther, was designed as a st towards relaxation of prohibition " a gradual process", because nati witnesses had asked that the chan be gradual.

In introducing the bill into th Council, Mr. Reeve outlined earl moves to allow NG people to drin He said prohibition was founded Section 72 of the Papua and Ne Guinea Act. In 1955 a Legislati Council Select Committee h suggested a permit system, to introduced after a period of thr years, but "for various reasons" t proposal was not implemented.

In 1957 an Administration coo mittee, including a member Legco, had again examined t subject and proposed that liquor co sumption by natives be limited 2½ per cent. beer, and that liqu laws in other countries be examine This also "was not proceeded wi for particular reasons", said M Reeve.

But over the next four years "t position was closely watched a surveys were undertaken from ti

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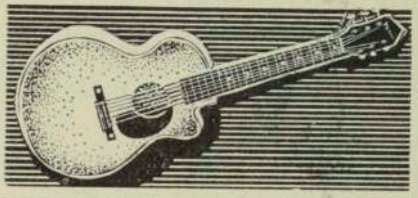
time". The view had increased
t the discriminatory features con-
ted with prohibition were objec-
nable.
Earlier this year the Administrator
l decided the time had come to
end the law and abolish total
hibition, but the problem was how
l to what extent. For that reason
Commission had been appointed.
Mr. Reeve said it was planned to
ng in a new ordinance after the
ble report had been studied. This
ld not be done probably before
t February or March, or even
r if it was found that the Aus-
ian Parliament had to alter the
ua and New Guinea Act.
Meanwhile, to delay relaxation of
hibition would "result in a rapid
erioration of a position which is
ady far from satisfactory, and
do irreparable harm".
Gradualism" was what was re-
ed in the trial period.
Most of the Legco debate that
owed centred on the restriction
advertising. It was pointed out,
e rightly, that Territory journals
ld be discriminated against—that
e would be no control over the
rtising of journals published out-
of P-NG and which would con-
e to circulate there. The truth,
ough nobody pointed it out, is
the Government has no control
advertising published in outside
nals.
or did anybody stress the real
ger in the new ordinance—that
that the drink ban was being
d too quickly—that the so-called
dualism" was really an open go
h could cause a great many
lems.

See "Commentary", p. 19.

---

va's Mayor, Councillor C. A.
on, gave city eating houses a
deserved rap over the knuckles
s 1961 report, according to *PIM's*
correspondent.
uncillor Stinson said that while
standard of food premises con-
d to rise, the standard of cleanli-
did not rise with it.
e said it was relatively simple to
ove the standard of premises, but
as not so easy to change the
s of centuries.
fe proprietors, moving into
ning new or renovated buildings,
let them deteriorate into a con-
n little better than the old in-
ary premises they had left
d them.
any of Suva's eating houses are
epossessing affairs, and attract
nage in line with their appear-

GUITARS BY EGMOND



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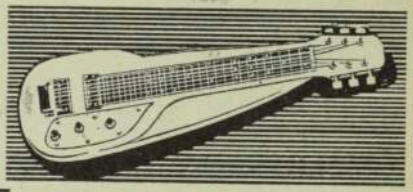

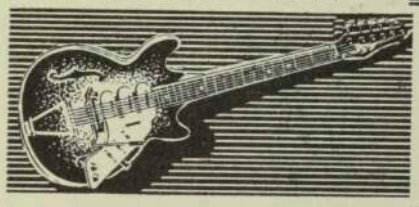

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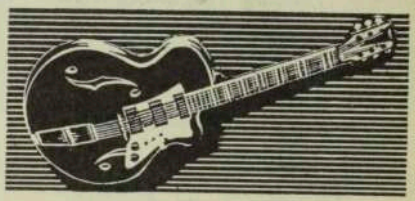

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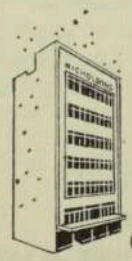

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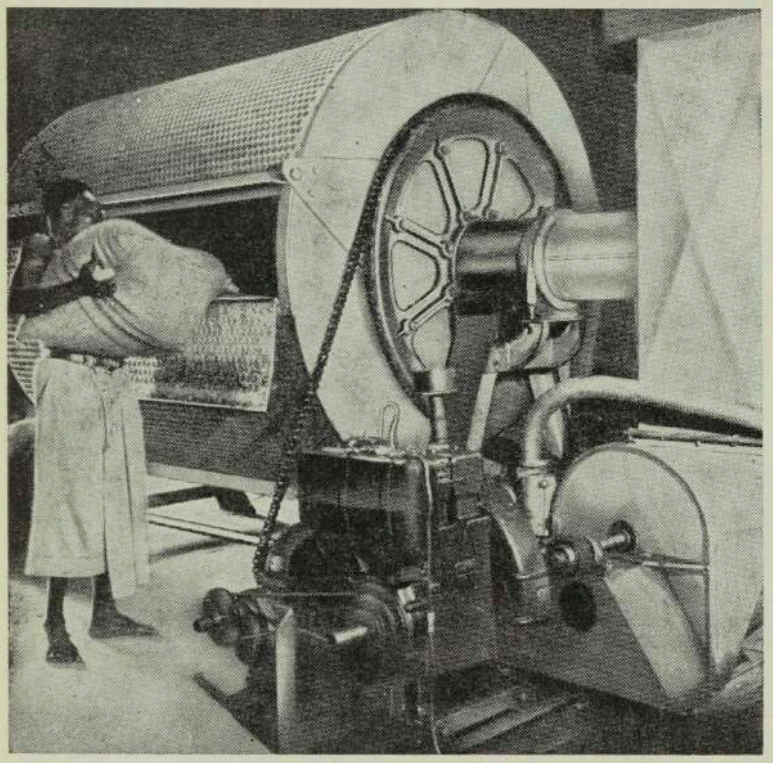

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/NG Take-Over Raises Health Menace

he transfer of the Dutch New nea Territory to Indonesian nership is going to have more than tical significance for Australian v Guinea. Within 10 days of the of Dutch administration, the tralian Administration had one of problems placed right on its door- —an outbreak of cholera in the ote south coast district of Agats, G, which is about 200 miles in irect line due west of the Aus- an border.

ITHIN 16 days of the first report of the outbreak, 120 people were l from the disease and the P-NG inistration had announced a s immunisation campaign ngst 50,000 P-NG natives living he Sepik border districts of New nea and the Western District of ua.

he campaign will be confined to coastal area, where there has ys been free mingling of people n both territories, and around inland areas as Kiunga where e are native trade routes. At the e time it has become compul- for travellers from WNG to G and Australia to have a valid era certificate as well as a valid llpox vaccination.

he problem of vaccinating 50,000 le in these primitive border areas be imagined. Inoculation against era is usually by two injections, eek apart, and the safety period garded as only six months there- .

he P-NG campaign will consist of one injection and there are at ent no plans for periodic repeat ormances. To keep the people g the whole length of the border anently protected would take an of medical personnel.

here has never been an outbreak either cholera or smallpox on r side of the New Guinea border. s been suggested that the present reak has been caused by in- d tobacco that Indonesian para- s brought with them to WNG.

n even bigger fear is that small- and animal diseases could spread Indonesia into West New ea and from there to Australian Guinea. Indonesia is one of the d's reservoirs of smallpox and al foot and mouth disease is pre- there also.

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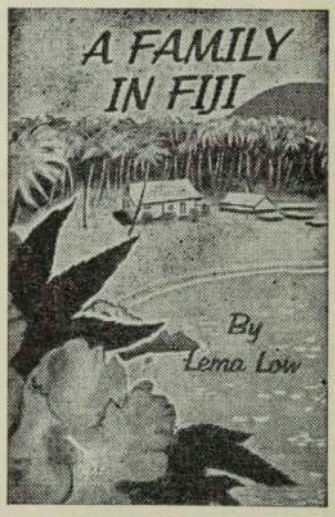
A handy reference book with a wealth of information on Fiji.

PRICE: 15/-, plus 1/3 postage, etc. (2/3 to foreign countries), or $2.00 U.S. (including postage).

A FAMILY IN FIJI

By Lema Low—160 pages. Published September, 1962.



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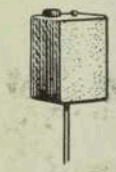

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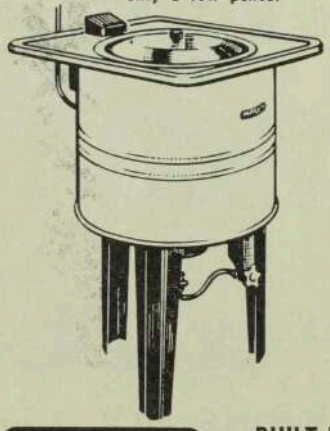

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V194

TONGA HAS HIGH HOPES FOR NEW COCONUT PLANT

Tonga is hoping to sell des cated coconut to both Austra and New Zealand from a facto which has just begun producti in Tonga. Its output will more than sufficient to supp all NZ's needs.

TONGA'S Premier, Prince Tur who recently visited NZ explore marketing prospects, said Auckland that NZ's present consun tion of 1,200 tons of desicca coconut a year now came fr Ceylon and the Philippines.

"We have the advantage of be much nearer than either of th countries and we think our pri will be competitive," he said.

"We are hoping to enter the A tralian market, too."

Prince Tungi said Tonga was a associated in a scheme to build coconut-processing factory in Am can Samoa, for which Tonga wo supply 90 million coconuts a y (*PIM*, Oct., p. 136).

Many Uses

The flesh would be conver into coconut flour for use in c mixes; the oil would be used for canning in Samoa; the milk wo be used for growing bacteria medical laboratories; and the sh would be used for making briqu for use as fuel by Californian b becue enthusiasts.

Forty per cent. of the shareholdi in a company formed to build run the new factory was held by Tonga Copra Board and the mainder by the American-ow Pacific Coconut Processing Corpo tion.

The Tongan Government was n looking in Europe for a suita freighter of about 1,000 tons de weight, to carry the coconuts fr Tonga to Samoa.

Prince Tungi said Tonga also ho to build up a banana trade w Japan and to develop a fishing dustry with Japanese assistance.

"These developments will be an dustrial revolution for Tonga," said. "Our economy will no lon be tied almost solely to the co market."

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Tropicalities

OW that the Samoans have their independence, what have they done to that famous shrine, ɔert Louis Stevenson's old home, Vailima? d how is RLS's tomb, perched up there on the of Vaea, being treated these days?

Ve went along to have a look recently, quite nnounced. Our verdict: If anything, both are looked after better than ever. Vailima, of rse, has been practically rebuilt since the time RLS, and until independence in January it always used as the home of the High Com-sioner.

ow it's the Government residence visiting VIP's, and also a kind of utive suite for special occasions p level conferences and such. ors can inspect Vailima only a card from Prime Minister aafa. The brick fire-place RLS is still a feature of Vailima, and Samoans still keep the writer's chair by the side of it—a memor- little picture which we snapped.

ıt nobody needs a card—just ty of energy—to climb to the on Vaea. The trail leads off outside Vailima's main gates.

om time to time it becomes over-n but the job of cleaning it up ıen given to the gaol prisoners ives", as one Samoan urchin de-ed them the day he helped heave push us up that "Road of Loving ts"). You don't need to be a ntaineer to get up, but if your s are slippery you will find it ult to get a decent foothold in s.

ıe tomb is a popular focal point visitors from the regular Union and from cruise , and we predict the slaves will con- to make it ac-ble to them for years yet.

LS would be pleased know the Samoans treat visitors ly, despite their official insis- that they are not interested in uraging tourism. What they mean ıat they don't want any large tourism, like Honolulu gets, for of losing their identity. They'll ıoubt change their minds when settle down, and realise that are more advantages than dis-ntages in the tourist trade.

Dutch Losses

E Dutch taxpayers are not going to get any refunds for the £100-ɔn they've spent in West New ea these last few years. Further- they are going to have to swallow their gall at the thought of the huge slice of that money that will be handed to Indonesia next May as a free gift in the form of roads and buildings. There is nothing they can do about it—there is nothing in the agreement that says that Soekarno has to pay a penny for all that improved real estate.

But the Dutch have moved to forestall one eventuality. They've been working overtime at The Hague lately on the compilation of a booklet listing just what public works the Indonesians are getting. This will be distributed to the world before May so there won't be any chance of Soekarno later claiming the Indonesians built everything including the 141st meridian.

Already the Indonesians are talking as if the Dutch had never done a single thing for Indonesia's Papuan brothers, as indicated by the statement of Dr. Subandrio, Indonesian Foreign Minister and now Minister for West New Guinea, which he made in Djakarta on October 8.

Dr. Subandrio told newsmen, according to an official Indonesian handout, that Indonesia planned soon to build in West New Guinea "50 houses, a university, 50 elementary schools, five high schools, two hospitals and a sports stadium".

Considering that up to October 1, no Indonesian could get anywhere near West New Guinea without being shot at, the Foreign Minister certainly did a slick job of deciding West New Guinea's specific requirements!

Incidentally, although the Dutch have taken an inventory of their former roads and buildings, nobody got the time to make a detailed list of the Government's typewriters, office equipment, photographic gear, pencil sharpeners and odds and ends. A few former New Guinea Dutch in Sydney the other day were ruefully discussing this omission, and remembering some of the excellent pieces of office equipment they had only recently received.

They concluded that with the state of flux that West New Guinea will be in for the next nine months, not even the Indonesian Government had a hope of getting its hands on some of the more portable items of this stuff.

(Over)

"Under a wide and starry sky", Robert Louis Stevenson rests in his tomb atop Mt. Vaea. He has many visitors, such as this small Samoan girl and her pet dog. We took this photo recently after climbing a tree on Vaea.

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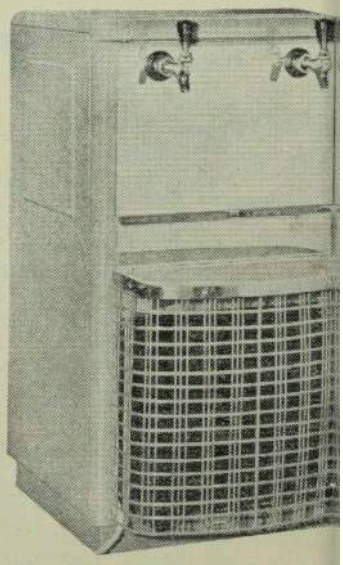

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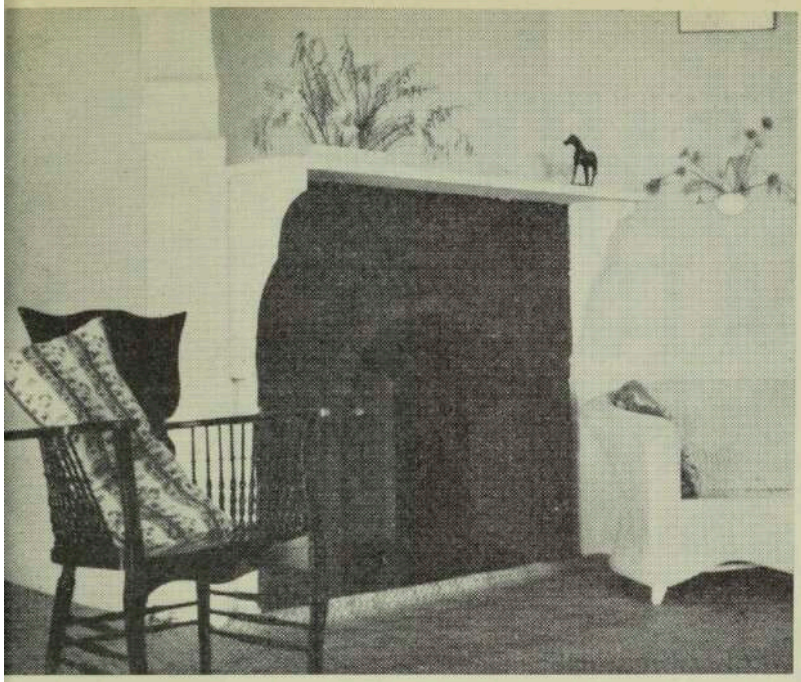

RLS's famous fire-place at Vailima, and alongside it the chair he used to sit in.

Hobbiest

HE man at the controls of a whopping great DC7c which we nd ourselves fiying in the other turned out to have an off-duty by as man at the controls of a or Fiji hotel company.

aptain George A. Wilson, of tle, who after 20 years and 17,000 g hours, is almost as well known he South Seas as Captain Joe hard (who these days is in ada) is chairman no less of Nadi's Mocambo Hotel. And another pany he is interested in, Pacific tings Ltd., operates the Sky ge, right at Nadi airport.

e got to talking to Captain George. He told us that both companies had a mixed bag of shareholders—all little people from both sides of the Pacific and from Fiji. About 10 per cent. of the shareholders in Pacific Hostings also have interests in the Mocambo company.

Sky Lodge was begun two-and-a-half years ago. In 1961 Fiji Holdings was formed, and this company bought the Mocambo from Barry Philp last January. The two hotels compete, and when we mentioned this to Captain George he said that as far as he could see it was a good thing.

However, he agreed that the Mocambo was designed to catch the luxury trade. The intention was to build the Nadi area up, and the whole of the Great North West with it, so that this part of Fiji could be an ideal place for a holiday in itself—with the Mocambo as headquarters, naturally. In short, the Mocambo aims to topple the Korolevu Beach Hotel from its place—if it can.

Back on the ground a few days later we booked in at the Mocambo, with its 45 acres, swimming pool, 24-hour room service, 63 air-conditioned rooms, etc., and chatted to manager Glen Durbin, an American like Captain George.

He showed us architect's plans for big extensions—giving the hotel more rooms and more facilities, such as bowling and putting greens. So it looks as though the hotel picture in the Great North West is going to get interesting soon.

(Over)

lima, with Vaea in the background.

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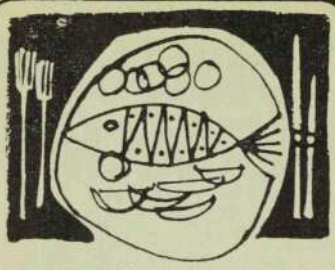

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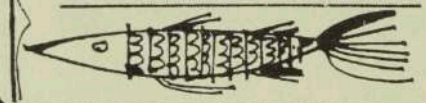

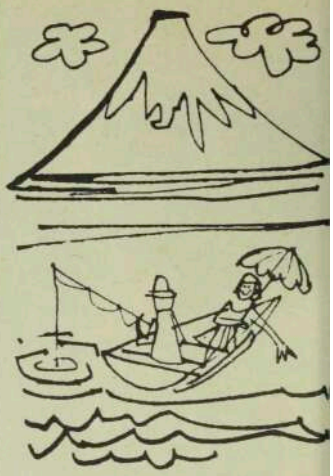

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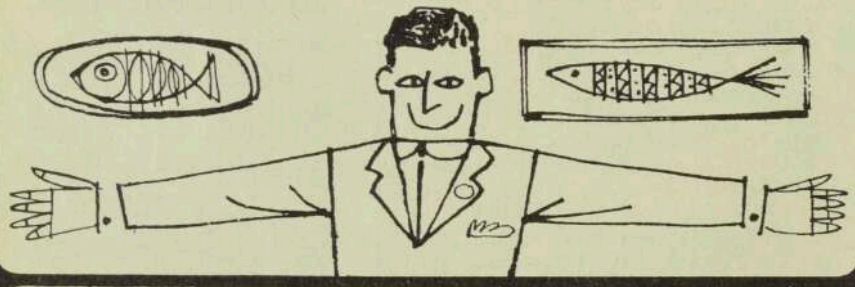
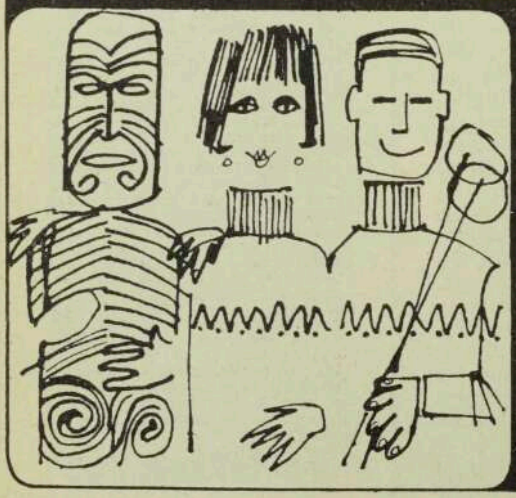
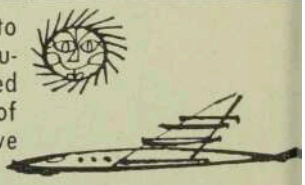




A heady holiday spirit has got into TEAL—now specialising in individually prescribed or pre-packaged tours for ladies and gentlemen of touristic discrimination (who have to trip to budget just the same).



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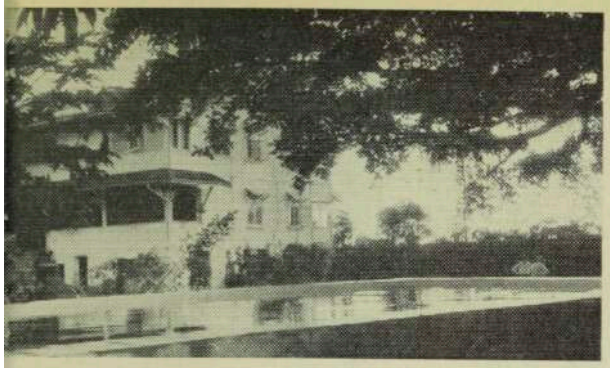

Aggie Grey's hotel, Apia, with the new swimming pool in the foreground.

South Seas to Deepfreeze

LOLO—a cream made from the coconut—is one of those exotic South Seas dishes that has charmed generations of visitors to the Pacific. The other day we ran into a Fiji businessman with plans to share lolo with the rest of the world—via the deepfreeze cabinets of the supermarkets.

He has been experimenting and planning for two years, and we gather lolo is just about ready to go on the market. Samples have gone to New Zealand and America. They have the appearance of a coconut ice cream.

Lolo can be kept frozen for months, taken out and sliced for use and then put back in the freezer. Once out of the freezer it won't keep for long.

According to the promoter, lolo is just the thing with hot chocolate, as fruit or vegetable with another dish, in fruit salads and pies, as a salad dressing or in a soup when boiled. Matson Lines have been using it lately as a coconut cream for prawn curry.

Coconut cream—it has different names in different islands, but everywhere it is an important part of indigenous cooking—is usually made by grating the coconut flesh, mixing with water and straining. What comes out is thick cream, and it does in fact contain everything that the coconut has to offer. What is left is merely the fibre of the coconut flesh, which has no nutritional value (nevertheless, they are working on a scheme to use the fibre, with an additive, as fowl feed).

Wonderful Aggie's

THROUGH the mail the other day came a couple of photographs from a high-ranking New Zealander, with this note: "I have no vested interest whatever, but some time ago there was considerable discussion as to the comforts of hotels in Western Samoa. I do not know Mrs. Aggie Grey very well personally but I think she deserves a little publicity in view of the amount of trouble she has gone to to increase the comforts in Western Samoa."

The photographs show the new "chalets" and swimming pool recently installed at Aggie Grey's famous Apia hotel. We agree on the publicity. Aggie's is wonderful. We stayed there ourselves when we were in Apia the other day and we told Aggie—and son Alan—to their faces that Aggie's was one of the nicest in the South Seas.

The Islander

NEW ZEALAND Secretary for Islands Territories, Mr. J. M. McEwen, was in Noumea in October —on the job as Alternate Senior NZ Commissioner with the South Pacific Commission. Before that we ran into him in Suva, Apia and Pago Pago. He had just been to Penrhyn and Rarotonga. Mr. McEwen could be anywhere in the South Seas at any time—but wherever he is he will have a group around him, asking his advice, telling him a sad story, slapping him on the back, asking him about a mutual friend, or just enjoying a drink. Jock McEwen must be the best-known and most popular public servant in the South Seas.

The secret of his success is his long experience with Islanders and Islands life. He knows the ropes because he has gone through them. He also surrounds himself with staff who are old Islands hands.

If you run into Jock McEwen some time, as you will, take our tip and encourage him to tell a few stories. They'll probably go something like this:

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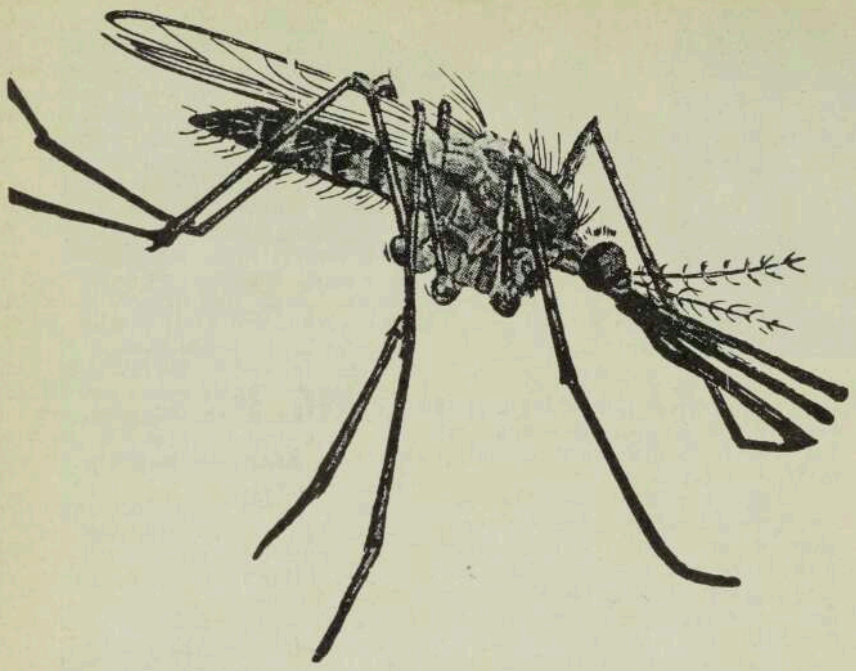

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J. M. McEwen.

on coconuts and fish, and on t 365th they are happy on fish and c conuts. The name of it? Sorry. I told you I wouldn't hear the end it from the rest of the Islands, wou I?"

He also tells the story of the Re dent Commissioner who felt Wellin ton was giving him a bad deal ov some particular problem. He wrote strongly worded memo to the Se retary for Island Territories givi one hundred reasons why the mat had to be attended to urgent Months passed. There was no rep

In the fullness of time the Re dent Commissioner was promoted Secretary for Island Territories, a the first piece of business he fou in his basket was his own memo. T new Secretary read it, snorted, a promptly dictated one hundred a one reasons why the job couldn't done.

New Guinea's UAM

WE haven't heard if any of t delegates to the present sessi of the United Nations were i pressed by a letter they received fr an organisation calling itself United Australia Movement, but are willing to take a bet that won't be the last letter they'll ceive from the same direction.

UAM is the brainchild of Bru Miles, an energetic Sydney solici with a propensity for getting into limelight in the courts. In the fi short months since the Movem first drew breath last February, UA has won more than its share of p licity, although most people who ha heard about it probably couldn't you exactly what it was.

Bruce Miles is not exactly sa himself.

"It's a thing that got going after read a lot of *The Sydney Mor ing Herald* leaders and lett

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Bruce Miles.

the editor," he told us in ydney. "It seemed to me that nybody in Beecroft and Killara new what to do about the New uinea question, but what did New uinea people think? Nobody ever eard from them. As a matter of ct, we hear very little even now, espite our interest in the question."

Mr. Miles' interest resulted in a w of his legal friends organising a eeting in Port Moresby. It was ostly attended by professional eople. They decided that what New uinea wanted was representation in ederal Parliament.

"This was elementary," said Mr. liles. "Imagine 25,000 Australians nd 1,500,000 New Guineans without voice!"

They also decided that UAM ould have only about 100 members here is no membership ticket or any es) and that part of its platform ould be to press for New Guinea become the seventh state of Aus-alia. Only about 25 of the 100 embers are in NG.

"This seventh state thing is a kind f catchcry," said Mr. Miles. "Statehood is the top of the mountain, and e would be happy if we could climb alf-way up—that is, by achieving an lected representative in the Australian Parliament for NG."

The UAM took this matter to Mr. lasluck, Minister for Territories. hey were very well received, and Ir. Hasluck put the view to Cabinet. abinet rejected the proposal on the round that appointment of an MHR ould be inconsistent with the Gov-rnment's intention to give independence to NG.

That seemed to end that, but UAM ill gets in the news in other ways. s recent letter to UN pointed out hat the UAM was determined to stablish a permanent constitutional nk between P-NG and Australia, as was determined to see that the eople of the Australian Trust Terri-ory did not, as the West Papuans ad, "fall into the hands of the ercest and noisiest aggressor".

Lately the concepts of UAM have been accepted by another group of which Mr. Miles is also the president —the Liberal Forum—which is a breakaway Liberal Party. The Forum decided recently to run candidates in the next Federal elections, and to include in its platform the seventh state idea. A branch of the Liberal Forum will probably be started in New Guinea.

Some people predict that the UAM will disappear entirely and that the Forum—a straight-out political party —will take its place. In the meantime, UAM still has some support in NG, although less than it did at the beginning of the year. It probably won't achieve anything—but it shouldn't cause any harm either.

Chickens Home to Roost

SOME unruly chickens, carelessly let loose by the Fiji Government in the shape of a new Liquor Act, have come home to roost in an embarrassing way. (Over)

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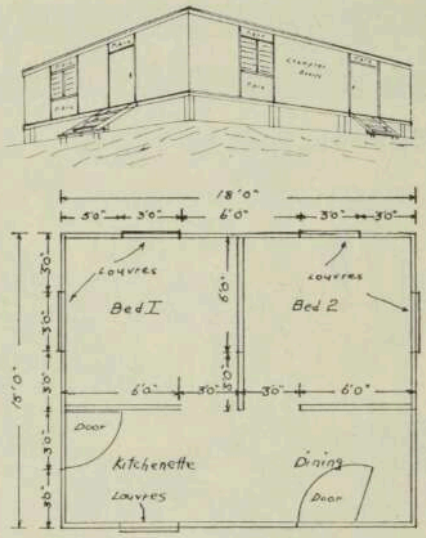

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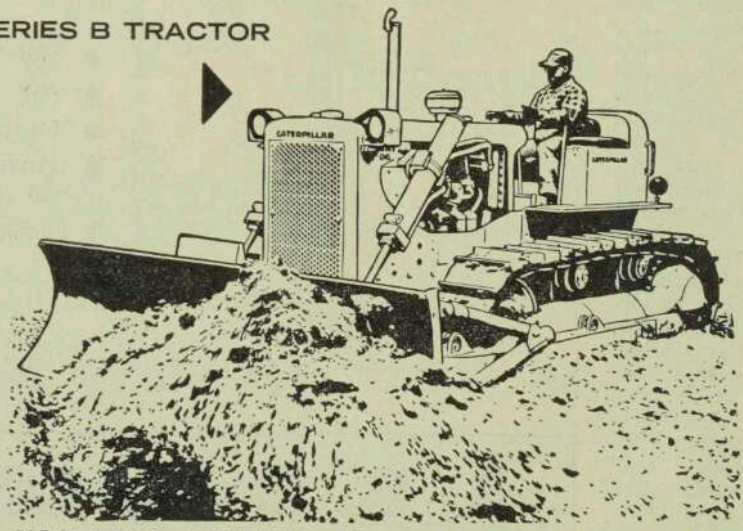

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Suva officials, obeying the de-olonisation dictates of the Colonial ffice, decided that Fiji's liquor laws ust be reformed. All racial barriers gainst drinking had to be re-oved.

When the new law was going rough Legco, the Fijian and Indian embers objected to the permit sys-m being removed from Fijian and dian women—permits for them had remain. The Government, anxious get the bill through, allowed the nendment.

But the social life of Fiji bubbles ith evening parties, where the omen of all races join their men-lk happily in a modest drink.

Imagine the consternation when it as announced by the Attorney-eneral and the Commissioner of olice that if any Indian or Fijian omen, whether at a hotel, or a rivate house, or even at Govern-ent House, accepted liquor without liquor permit, she, and the waiter ho served her, and her host, or the otel licensee, would be prosecuted. hat was the law, said these officials.

Undoubtedly, the embarrassed overnment would have carried the ing back to Legco; but *The Fiji imes* came into the picture. It ointed out that the new law had en supported by all official and un-fficial members of Legco—and that, any event, it was a first-class ample of the racial discrimination hich the Government said it wanted avoid.

The Government said there was no ed for fuss—any reputable woman uld get a permit without trouble.

The newspaper retaliated by show-g in detail the procedure followed granting permits; an application, a olice report on the applicant, ref-ence to a committee which formally nsiders the application, etc.

The muddle has not been solved.

ough to Raise the Roof

VE haven't anything against pub-lic relations men. They are good iends of ours. But some let their thusiasms run away with them—as ith this horrible sample that reached ur desk the other day from the akers of galvanised roofing, who ave recently used it in Rabaul:

"During the 1937 eruption, when new volcano, Vulcan, thrust its way out of the sea in the waters of abaul harbour, ash and soil were led up to 10 ft on the roofs of all uildings in town. Most collapsed hen accompanying torrential rains dded weight to the debris.

"Should history repeat itself it will rovide an interesting test for both loggs' roofing and for the modern type of steel truss construction on which it is supported."

Sure. Sure. Very interesting experiment and Rabaul residents must be all enthusiastically waiting for it to begin.

All Moonshine

"If you have debts and you don't pay them, you might as well not have them."
—Francois Rabelais, 16th century French humorist.

AT the recent sittings of the Cook Islands Legislative Assembly, members suggested a Rabelaisian method of dealing with a debt of £178,060 owed by Islands citrus growers to the New Zealand Government.

They said that as the debt couldn't be paid, the best thing to do was to ask the NZ Government to forget it.

The £178,060 is owed under the Citrus Replanting Scheme, which was inaugurated in 1954 with the aid of a loan of £115,000 from the NZ Government. The loan carries 5 per cent. interest, and the debt is getting bigger every year.

Under the scheme, plot owners agreed to use three-quarters of the proceeds from their fruit to wipe out their debt to the NZ Government. This seemed practical enough because it was estimated that shipments to NZ

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vould increase in a geometrical progression from 72,000 cases in 1954 o 195,000 cases in 1962 and so on.

But in fact it has been quite different. The shipments have fallen hort of the estimate on a rising scale rom 17,000 cases in 1954 to about 0,000 cases this year.

Commenting on this sorry state of ffairs in the Assembly, Mr. L. L. ailey said Cook Islanders would ave no faith in industrial and agriultural schemes if they only produced debts and did not raise living tandards. He therefore suggested hat the NZ Government be asked o wipe out the debt.

Several other speakers agreed with im after putting forward a variety of easons for the failure of the scheme. he most novel reason came from eaukura Roi. He said the scheme ad failed because the people had beieved in the man in the moon.

"Twenty years ago," he said, "the olicy was to shake the oranges down rom the tree, then ship them. Plenty f money came back and there was o debt.

"Then new ideas came in from the noon—as all people know, very lever people live on the moon—and he growers were told that the nethods in practice were no good, hat that they must replant, in traight lines so many feet apart, and o on.

"Then the debts started to come.

"Russet oranges, which used to be hipped and brought good prices, were not allowed and we were told hat the buyers wanted good, clean, beautiful, golden oranges.

"Then any with cracked skins were ot allowed to be shipped, and those vith spots were stopped.

"A man could pick 200 cases from his trees and not even ship 100 cases. And so the debt got bigger. All the growers got into a bigger and bigger hole.

"Then the idea of a cooler came p which would help the growers a ot. Then we were told that if we ad a bigger ship, that would also elp. Then, that a juicing factory would be of more help.

"Now what *can* we think? Is it because of these projects that we are in debt? Is it because of disease? I don't think so.

"I think it is because of us—the people who believed in the man in the moon!"

Co-Incidence Department

IT'S a small world, or something. Miss Pat Robertson who operates a newsagency business in Lae, New Guinea, has sent us this item to add to our files on million-to-one chances:

"Recently when down in Brisbane on holidays, I walked into one of those places that make rubber-stamps in Edward Street and asked them if they had one with 'Please add exchange' already made up. I wanted it for doing my accounts down there as I'd left mine in Lae. The girl produced one and said that it would probably do if I cut off some of the writing. She got a stamp-pad for me to try it out and I was utterly surprised to see the following:

PLEASE ADD EXCHANGE TO ALL CHEQUES EXCEPT LAE BANKS TERMS — NET CASH 30 DAYS

"The girl was quite staggered when I explained to her that I lived in Lae and that I wouldn't need to cut anything from it."

From the Islands Press

● A selection from the columns of Islands newspapers and newssheets chosen for their topical interest.

IN Samoa we cannot expect to advance while we maintain our present outlook towards work. The trouble is that Nature has been too kind to us. It takes little effort to provide our people with the basic necessities of life—food, clothing and housing.

That has been all very well in the past, but today we demand more amenities—education, health services, roading, etc. That costs money—much money—which can only be obtained by growing a surplus of crops to export, and that surplus can only be obtained by extra effort on everyone's part. — *Editorial, "Samoa Bulletin".*

I WOULD honestly state here that dogs serve us no useful purpose at all, and what they are for is anybody's guess. I hold the view that dogs are a nuisance to the community and have done more harm than good to human beings. This is obvious fact on Niue.

Today, nearly every home owns a dog and some people own three to four dogs, and they are not treated kindly either. What's the reason for owning more than one dog? I just don't know.

It is obvious that dogs are let loose because their owners cannot look after or feed them properly. Considerable damages have already been experienced by poultry farmers and, in all cases, these hungry dogs are responsible for the damages.

The public will agree that dogs contribute a lot to lower the health conditions of their masters and the community. Their faces (sic) are said to be deadly harmful to public health. —*Letter from "Observer" in "Niue Newsletter".*

A PLEASANT surprise awaited the school bus driver when he stopped at Anabar catchment shed recently. There was a sharp blast from a whistle and the children, who had been playing energetically while waiting for the bus, quickly assembled into two smart lines and marched into their bus.

The delighted driver then discovered that the mothers in the district were responsible for the new order. Their women's organisation decided that more discipline was needed at the bus stop and arranged for a mother to be on duty each day. —*News item in "Nauru News".*

POLICE dogs of the Tonga Police Force are to take an increasing part in apprehending criminals, according to the roneoed *Tonga Press News,* issued by the Premier's Office at Nukualofa.

The *News* said recently: "In response to a complaint received from the Tonga College authorities at Atele regarding thefts of sweet potatoes from the College plantation, Police Dog Caesar and a team of police led by the Dog-master, Sgt. 'Akau'ola, after inspecting the plantation, went to work.

"After 6½ hours trailing through heavy bush, Police Dog Caesar led the police party into the village of Veitongo and thereafter to a house at nearby Lotohaapia, where the criminal had sold some sweet potatoes. Police inquiries followed and two arrests were made.

"Good work was done by the dog and his handler, and it is anticipated that the Police Dogs of the Tonga Police Force will now be taking an increasing part in apprehending criminals.

"The two offenders, whose names have not yet officially been released, are now awaiting trial."

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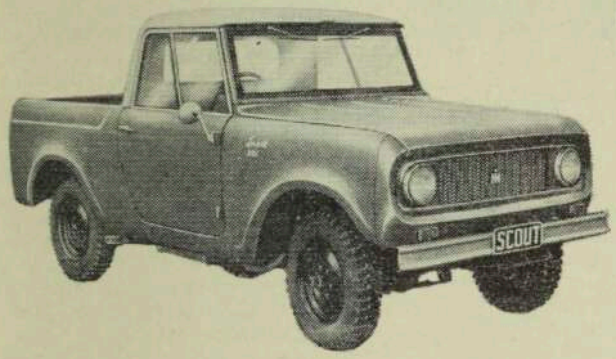

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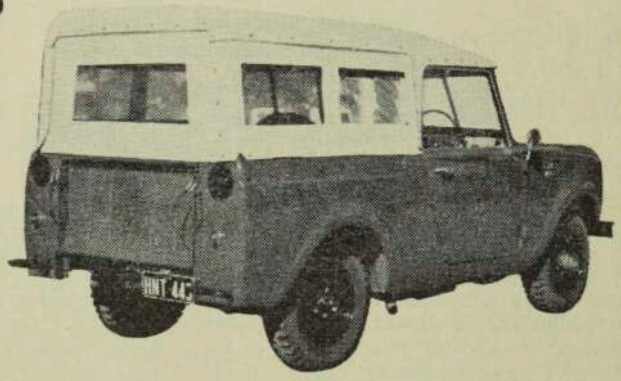

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AMERICA STILL CLAIMS MANY SOUTH PACIFIC ISLANDS

By A Staff Writer

At a time when the Western nations are busily handing back their colonies to the indigenous people, the United States still has a hankering for possessions in the South Pacific.

THIS is apparent from a map of the Pacific published by the National Geographic Society of Washington, DC, and issued with the *National Geographic Magazine* for April.

On this map, 23 islands administered either by New Zealand or the United Kingdom are marked with the words: "Claimed by the United States."

The islands are: Atafu, Fakaofo and Nukunono in the Tokelaus; Danger (Pukapuka), Manihiki, Penrhyn (Tongareva) and Rakahanga in the Cook Group; Hull, Sydney, Gardner, Phoenix, Birnie and McKean in the Phoenix Group; Funafuti, Nukufetau, Nukulaelae and Nurakita in the Ellice Group; and Christmas, Caroline, Flint, Vostok, Malden, and Starbuck in the Line Islands.

The islands in the Tokelaus and Cooks are administered by New Zealand; the others are administered by the United Kingdom.

Although *PIM* has always known that the United States laid claim to some of the islands mentioned, we were surprised to find the *National Geographic Society* claiming US sovereignty over others.

Activities of Nationals

To find out on what grounds this sovereignty was claimed, we wrote to the National Geographic Society and received this friendly reply from its chief cartographer, Mr. James M. Darley:

"America's claims are based primarily on the activities of its nationals after attaining independence. American traders, whalers, and missionaries were active in the exploration of the Pacific islands in the late eighteenth and early nineteenth centuries.

"The United States Government also participated in the work of exploration through the naval expeditions of Captain Finch (1829), Captain Roberts (1832), and Commodore Wilkes (1838-43).

"In 1856 the Congress of the United States, in an effort to obtain cheaper guano, passed the Guano Act. Under its terms a number of islands were subsequently proclaimed as 'appertaining to the United States'.

"The factors of discovery, exploration, the Guano Act, etc., have affected the United States claim, although the actual negotiations with the United Kingdom and New Zealand did not begin until the early 1930's.

"In 1936, for example, the United States annexed Howland, Baker and Jarvis Islands. Finally, on August 16, 1939, the United States officially claimed the islands in question.

"During World War II the United States built facilities on many of the islands, but, in view of their disputed status, returned them to New Zealand and United Kingdom administration with the cessation of hostilities.

No Solution

"Discussions on the status of the islands have been held periodically among the three governments, although no permanent solution has yet been found.

"In 1956, the International Postal Union of Berne, Switzerland, published a pamphlet titled '*Nomenclature des Pays, Territoires, etc. du Monde*'. The territorial claims of the United States as well as of other countries are listed in this publication.

"The United States claims as shown on our Pacific map are also shown on maps published by the United States Government."

So much for the technicalities. How substantial are the US claims?

A claim on the ground of discovery is definitely ruled out in the case of nine of the islands—Atafu, Nukunono, Pukapuka, Christmas, Caroline, Vostok, Manihiki, Penryhn, and Rakahanga, all of which were discovered either by British, Spanish or Russian navigators.

The question of who discovered nine of the others—Flint, Malden, Nurakita, Hull, Sydney, Gardner, Phoenix, Birnie and McKean—is in doubt.

So that leaves only five islands that were definitely discovered by US nationals—Starbuck, Fakaofo, Funafuti, Nukufetau and Nukulaelae.

The fact that some of the islands were explored by Ameri expeditions does not seem to give US a valid claim to them, as, on t basis, New Caledonia, for exam should be British not French, so of the Solomons should be Spar not British, and Hawaii should British not American.

A claim to the 23 islands on strength of missionary effort is a ruled out in most, if not all cas as few, if any, of the islands h ever seen an American missionar

The US can correctly claim t its whalers were active in some of islands—particularly the Phoe Group—before those of ot nations. But they were also active the Marquesas and Society Groups the early days, yet it has never b suggested that this is sufficient reas for those groups to be turned over America.

As for the claim on the basis the Guano Act, this probably has more validity in international l than an Act proclaiming sovereig over the moon. Furthermore, Guano Act was a decidedly unsa factory document as 15 of the islands claimed in it are not kno to exist!

Admittedly, American guano d gers were active in some of islands claimed before those of ot nations, but in nearly all cases th were followed by British diggers, a the US Government did not disp their right to dig there at the tim

Finally, unlike the Americans, British formally annexed and rai the flag on all the islands in quest at some time—in most cases, wh the islands are inhabited, with the proval of the native governments. but the uninhabited islands have be actively administered either by UK or New Zealand Governme ever since.

As possession is nine-tenths of law, the US Government might w be flogging a dead horse in s claiming possession of them. Still, n body really believes there is likely be a Cold War, even if the Pac maps do continue to be mark "Claimed by the United States."

A central planning committee, which the Governor of Fiji, Kenneth Maddocks, is chairman, h been formed to make arrangeme for next year's visit to Fiji by t Queen and the Duke of Edinbur The Royal visitors will arrive by at Nadi late on February 1 and w sail from Lautoka in the Royal ya *Britannia* that night to arrive in Su the next day.

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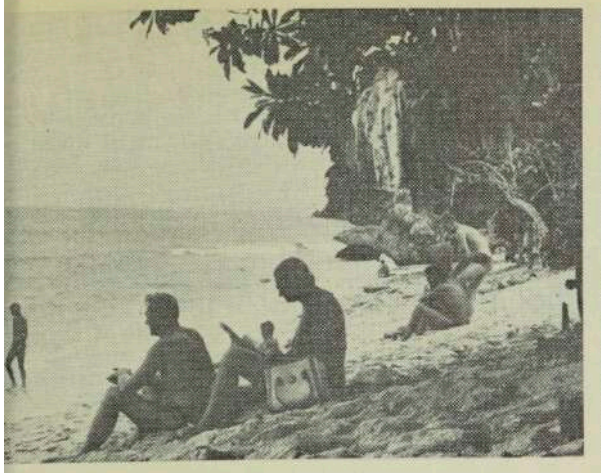
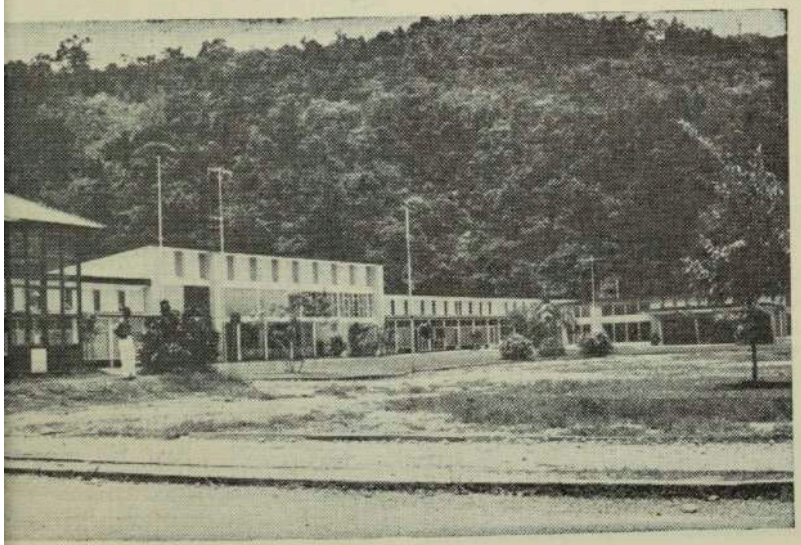


The End Of An Era

By Judy Tudor

The photographs of Hollandia, West New Guinea, on this page are part of a vanishing era. They represent Dutch rule—by next May the town they depict will have changed its name and be administered as part of the Indonesian Republic.

I took the photographs in September, on the eve of the UN take-over of West New Guinea.



THE Zuider Zee was never like the scene in the top picture. Generally known by the American war-time name of Base G, this pleasant sandy beach is only a few miles from Hollandia town and until the big evacuation got under way was a favourite Sunday rendezvous for Dutch families.

By October 1 women and children were all but a minus quantity and it was practically taken over by youthful Dutch servicemen. All were about the same size and same age (around 20), had the same look and were equipped with identical light blue swimming trunks, red and blue snorkels, the only identification mark being skin colour. While some were a permanent shrimp-pink, the majority had tanned a magnificent brown that, while it lasts, will now

be making them the envy of their mates back in Holland.

Base G has a break in the reef, a pale approximation of surf, warm blue water, yellow sand and is the pleasantest swimming beach in the whole of New Guinea—P-NG included.

A focal point in Hollandia towards the end of September, when time was running out for the Dutch in New Guinea, was Hollandia's one and only bank, the Nederlandse Handel Maatschappij. The centre picture shows the morning crowd waiting for the doors to open so that they could change their Dutch New Guinea guilders into hard currency—preferably sterling.

Because of this daily run on the bank, and because the United Nations Temporary Executive Authority had not then announced the convertibility of the NG currency, the bank announced on September 20 that it would close on September 24. This precipitated a bigger-than-ever run on the bank but stirred UNTEA's financial brass to some action. It would guarantee the local guilder. The bank then decided to keep functioning "at least until May 1, 1963".

The lower picture on the page shows the present New Guinea Council building, Hollandia (centre) flanked by part of the new shopping centre. The shops are—were—privately owned. The shopp centre-Council Chambers occup one side of the town square; fac it, on the opposite side, was to the new NG Council Chambers-huge concrete building of which o the skeleton at present has b completed.

The square was planned as gar and lawns—eventually; but at pres it is just an area of rough grot and weeds, and the Hollandia 5 anniversary memorial.

It will be a miracle if the lat long survives the Indonesian ta over on May 1, 1963, and the christening of the town as Kotaba

The original Hollandia, founded a sort of patrol-post in 1910, was the site of what is now cal Hollandia Binnen, and it was, in fa Hollandia until the present town w built on the foreshores of Humbo Bay in the last half-dozen years.

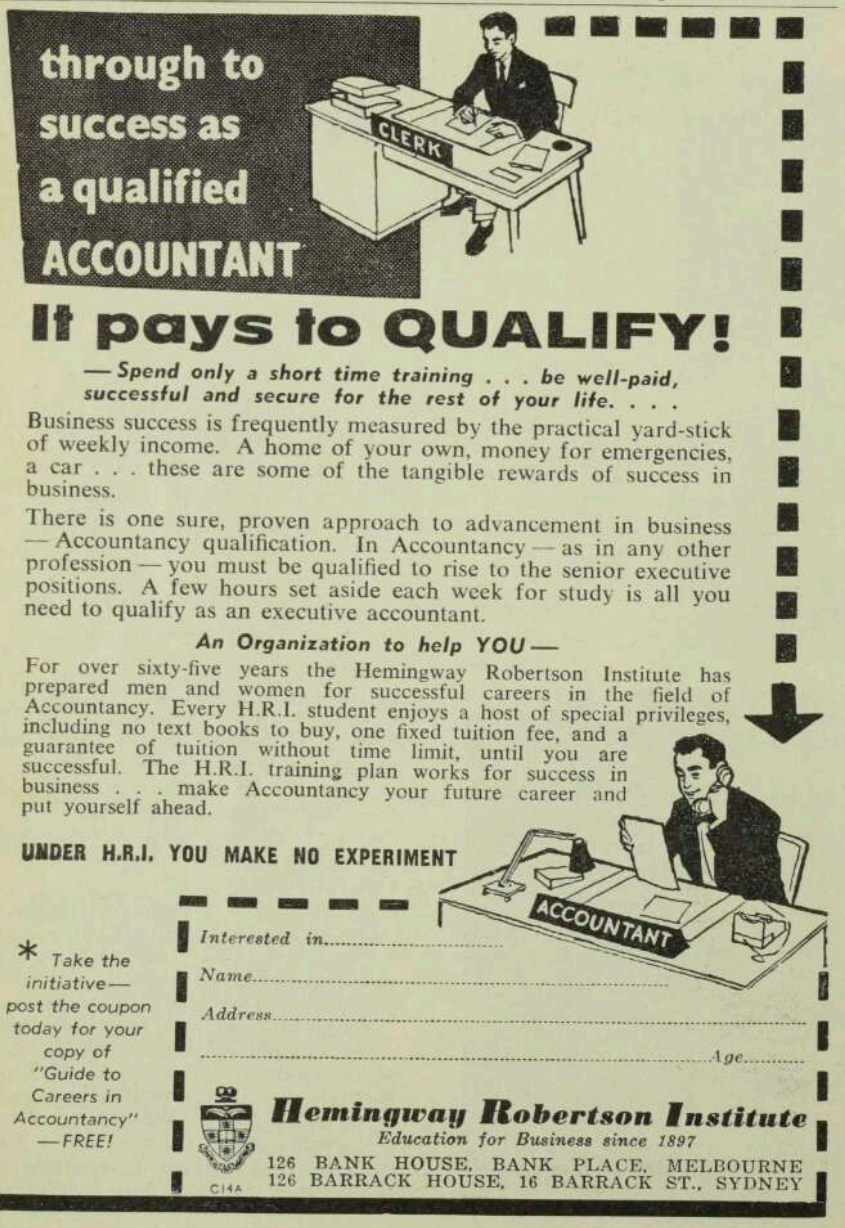
Hollandia Binnen occupies t narrow piece of land between t head of the Inner Harbour (whi has a narrow entrance to the Ou Harbour and Humboldt Bay) a Lake Sentani, which is now a fre water lake but is considered to ha once been an arm of the sea.

This Hollandia was so called answer to the Germans who, wh they owned what is the Australi Trusteeship Territory, called a stati near the border "Germania". (T border is only about 20 miles fro Hollandia and, on a clear day, dista headlands of the Trusteeship Ter tory can be seen).

Building a settlement at Hollanc Binnen was an obvious choice there was comparatively flat la there, while in modern Hollandia except for the foreshore area arou the shopping centre—the land ris steeply from the bay. But when t Americans put Humboldt Bay to u during the war, they pushed roads everywhere and these gave the Dut a start in building their modern tow

Old Hollandia today is pre much in eclipse, although it is som thing of an education centre wi several schools and teachers' traini college.

Hollandia was not the capital Dutch New Guinea until 1944 whe during American occupation, it b came the centre of Netherlan Administration. Before the w DNG was administered from Ambo Netherlands Indies. The first Dut Administrative centre—but not t capital—was at Manokwari, esta lished in 1898. This was follow shortly by the establishment Fakfak on the west coast and, 1902, by Merauke on the sou coast.



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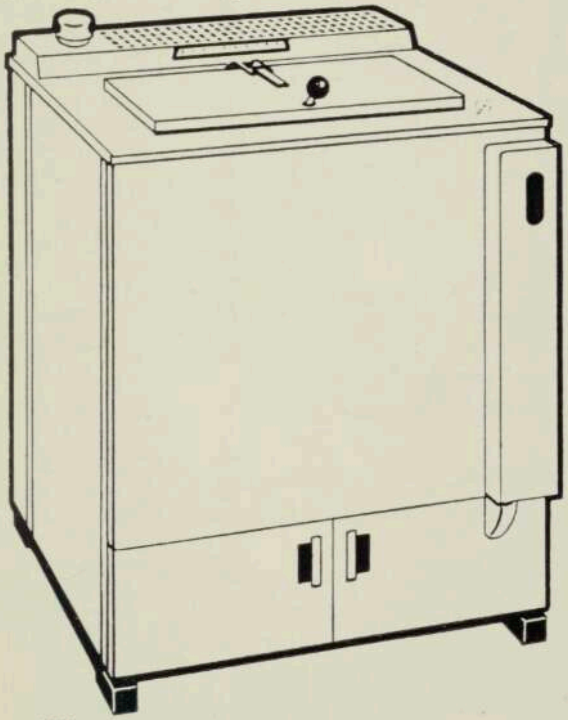

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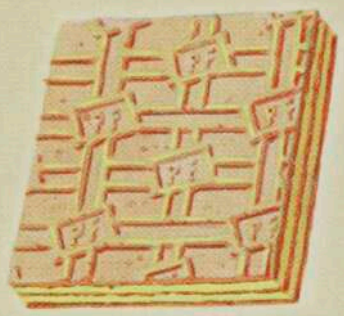

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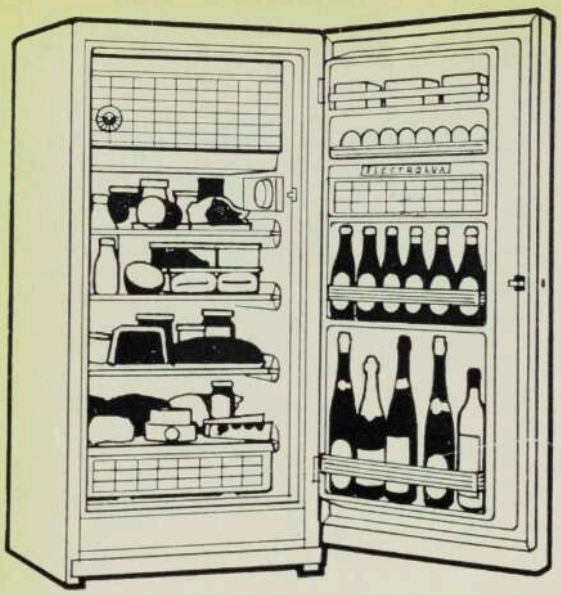

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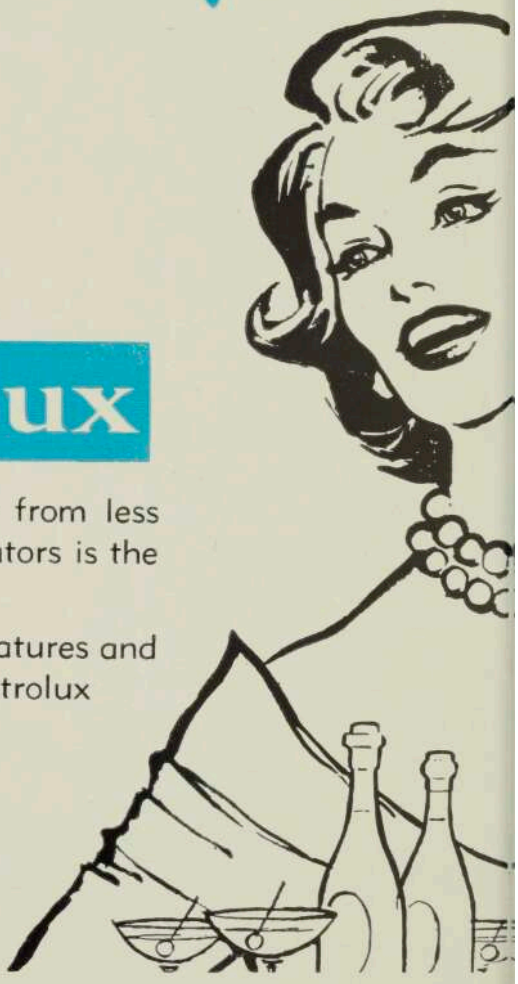

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Coconut Oil Is The Big Industry In New Britain

From a Rabaul Correspondent

The heavy-sweet aroma of co-nut oil lingering on the night about Toboi, New Britain, is out the only romantic aspect the Territory's hardworking crushing industry.

T Toboi with giant steel storage tanks overlooking the plant, men rk 24 hours a day, 365 days a ar, to extract valuable coconut oil m Islands copra.

Part of the empire of Coconut oducts Ltd., the oil crushing mill s established in 1952 and is now pable of processing 40,000 tons of pra annually. With a staff of 80-d comprised of 12 Europeans, tive shift workers and day ourers and Asiatic maintenance en the mill turns out an approxi-ate 75-80 tons of crude oil a day ng with 35 tons of meal.

Inside the mill, which is powered its own plant with its own fresh ter supply, copra is fed down utes to hammer mills which epare it for crushing.

Complicated Process

A system of hammers and knives duces the copra to a granulated nsistency after which it passes into bank of expeller machines, thence rough a screening tank and a tering press while simultaneously ing reduced in temperature by rculation through an oil cooling t.

The results of this process are a eet smelling transparent liquid oil ith the consistency of water and a scuit-like meal comprised of the oots" or fibrous copra matter.

The apparently simple extraction ocess requires exacting and durable achinery as CPL's chief engineer hris Petersen is the first to eclare.

Care of the hammer mills, the nk of expeller machines and all her mill machinery falls on Mr. etersen and his maintenance men ho check regularly for abrasion ear and tear.

While the crude coconut oil is mped into the storage tanks to wait shipment, bags of meal ac-mulate in storage sheds. At four to five week intervals a ship ties alongside CPL's wharf for several days to take on her load of bulk oil and an equivalent tonnage of meal for Australian, UK and Continental ports.

This ceaseless industry is responsible for an annual export of approximately 22,000 tons of oil, the mill being the only one of its kind in the Territory.

This year it is estimated P-NG will produce 110,000 tons of copra of which she will export 65,000 tons. The balance will be processed for oil for final delivery mainly to the UK and Continent.

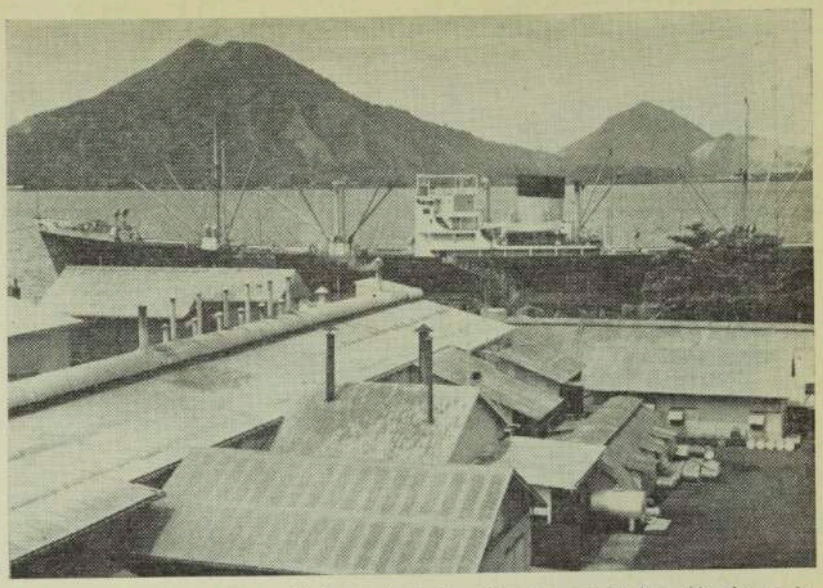
The principal purchasing countries of copra and coconut oil are USA, Western Germany, UK, India, France, Sweden, Netherlands and Japan. For the year ended 1960 it is reported the Netherlands imported 146,000 tons of copra, France 85,000 tons, Italy 22,000 tons, Belgium 29,000 tons and Western Germany 246,000 tons.

The Markets

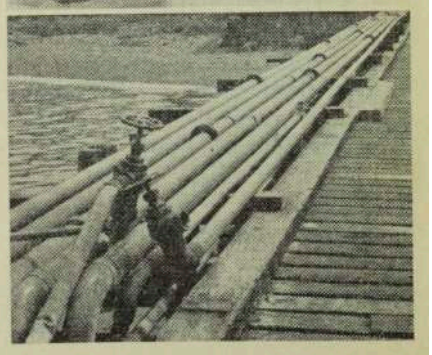
Of the 65,000 tons exported from P-NG, approximately 35,000 goes to Australia with the balance being taken up mainly by the UK.

Western Europe is considered the main regional market for both copra and coconut oil, with the UK and Western Germany the leading purchasers but USA could be considered the largest importer.

In P-NG the sale of copra is con-



CPL's oil mill, always a hive of industry, is busier still when a Bank line ship ties up to take on oil. Above, "Cloverbank" is loading about 100 tons an hour for UK ports. Below, Chief Engineer Chris Petersen holds up one of the hazards of the oil crushing industry—a heavy lump of steel that had been placed in copra to make up weight. Magnetic separators detect these short-weight devices before they have much chance to damage machinery. Lower photo shows the system of pipes, pumps and hoses needed to carry oil aboard ships tying up at CPL's wharf.



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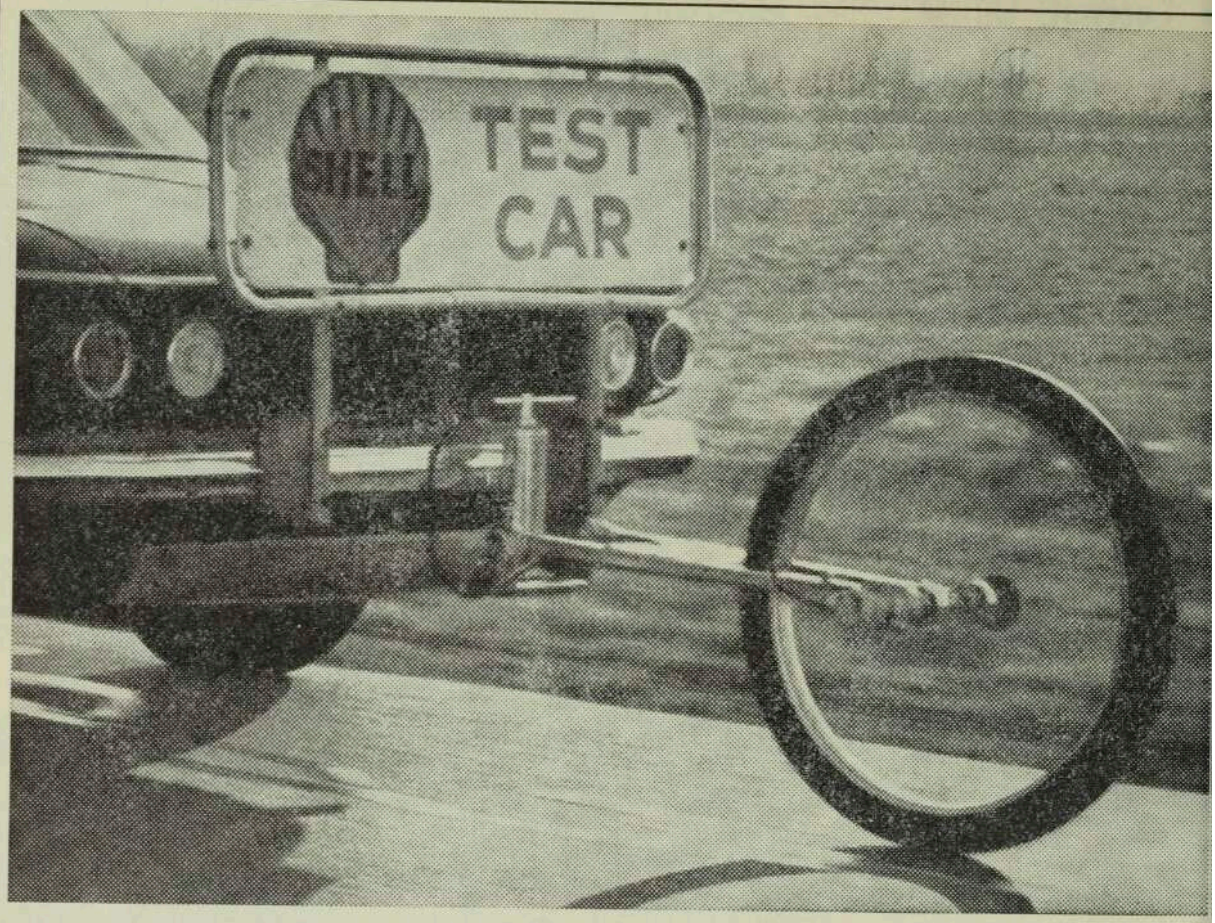

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3 As you're driving along, plan your stops and turns well in advance, to avoid sudden braking and acceleration.
4 To prevent wheel drag, keep tyres at correct pressures.
5 Ask your Shell Dealer regularly to check your spark plugs, distributor points, and the condition of air and oil filters.
6 Drive evenly, without 'jack-rabbit' spurts. And for more efficient ignition and greater fuel economy run your car exclusively on Supershell with I.C.A. Benefit from Shell research by becoming a regular customer of our nearest Shell station.

It's got to be good to be Shell

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SHELL

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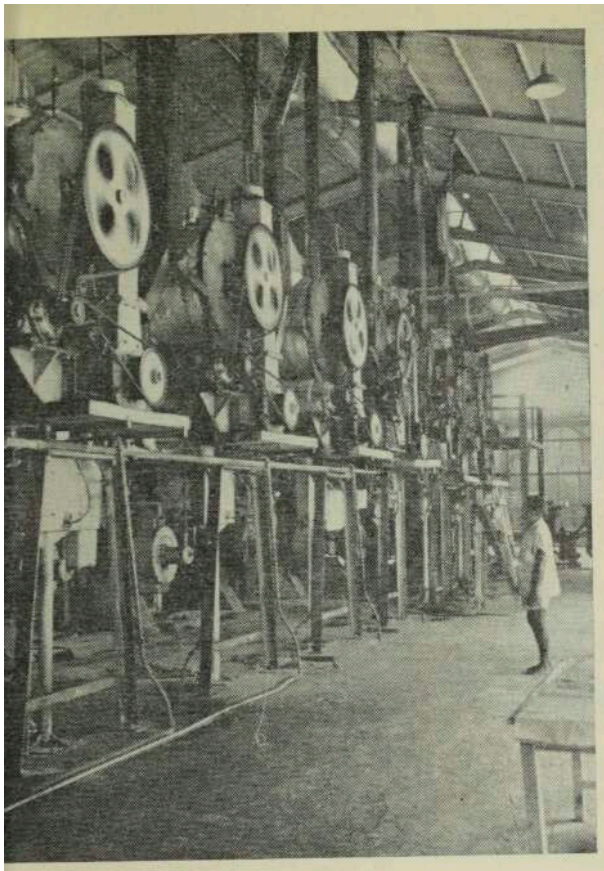

Part of the copra crushing mill of Coconut Products Ltd., Rabaul.—Photo: Dept. of Territories.

Advertisement

Beautiful Eyes

Be lovelier still, by letting your eyes reward you with a new glowing depth of beauty. First essential, be sure that the eyes themselves are bright and clear. If there is redness or dullness, this can be cleared with a good eye lotion. And then, very important is the choice of your eye make-up—get good advice on the shades that suit you best and on correct application to ensure just the delicate touch. Now, having drawn attention to your most attractive feature, your eyes, be sure the delicate skin around them is soft, smooth and line-free—otherwise the eyes could be ageing. To achieve this, pat in moist oil of ulan by day and at night, give this tender skin vitalising treatment with ulan vitalising night cream. You will be amazed how much a little extra eye care will add to your beauty.

. . . . Margaret Merril.

olled by the P-NG Copra Marketing Board which came into existence fter World War II. All copra xported is subjected to its inspection nd is classified into three grades—Hot Aid, FMS, and Smoke. (These re grades and do not necessarily efer to the manner in which copra s produced).

Of the Territory's total production f 110,000 tons the main concentration in the ports is through Rabaul 65,000 tons annually), Kavieng 13,000 tons), Lorengau (2,000 ons), Madang (14,000 tons) and Lae 1,000 tons). On the Papuan side roduction is in the vicinity of 5,000 tons distributed between Port Moresby (7,500 tons) and Samarai 7,500 tons).

Big Increase

Since the war and despite the liversification of interests with the ntroduction of cocoa, copra production has increased considerably in he Territory. The introduction of copra inspection and grading for export has been responsible for greatly improved quality with Hot Air now representing 42 per cent., FMS, 40 per cent. and Smoke 18 per cent.

New Guinea's plantations range from small to large holdings, many now company-owned (CPL itself owns 30) but copra from native-owned and managed holdings is steadily increasing.

Along with increased quality production has come the need for expanded markets and here New Guineans look with some hope to Australia, long a laggardly importer of coconut oil.

CPL's example in setting up an oil crushing industry should be followed logically, many Territorians feel, by the establishment of more local secondary industry.

Australia's encouragement of the oil industry could bring about the secondary industries necessary for the country's development.

A £178,000 contract for the construction of studios for the Australian Broadcasting Commission at Port Moresby has been let to D. C. Watkins Limited. The building, for which plans have been prepared by the Commonwealth Department of Works, will have administrative offices in a two-storey wing and an adjoining wing will accommodate three sound studios and a large tape and record library. The building is expected to be finished within a year.

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KR438

Palmyra: Polynesian Paradise

An article on plans to develo Palmyra Island as a tourist r sort, published in *PIM* in Se tember, p. 67, has brought reply from Mr. A. Maxwe Klum, chairman of the board Polynesian Paradise Inc., of L Angeles—the organisation han ling the development.

PALMYRA, an atoll comprising small islets with a total area 1,000-odd acres, is 1,070 miles sou of Honolulu and 3,000-odd mil from San Francisco and Los Angele The atoll is owned by the Fullard-L family, who have leased all but o small islet for 80 years to Polynesia Paradise Inc. Here is Mr. Klum letter:

Dear Sir,—This letter is designed correct the distorted conclusions staff writer on your magazine dre in writing an article on our plans f the development of Palmyra Island.

The article, which appeared your September, 1962, issue, w based on what your unidentified writ said were "several lavishly illustrate brochures, designed to induce worl weary Americans to invest in a pla to develop Palmyra Island into luxurious pleasure resort". You writer failed to identify these br chures clearly but instead chose t draw a number of hasty conclusion on the basis of what they containe For your information, an extensiv cost estimate and engineering stud and projection of our Palmyra Islan development was prepared jointly b Belt, Collins and Associates, Ltd., an Wimberly and Cook Architects, Ltd of Honolulu, Hawaii. Both are widel respected and highly regarded in th field.

For the Future

One of our brochures has bee specifically prepared to solicit charte members for a club that *will be* bui in connection with the developmen the Royal Polynesian Club.

The historical sketch on buried treasure to which your staff write made mocking reference was take from documented research by th *Honolulu Advertiser*, a daily news paper in Honolulu, Hawaii. A tech

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cal study of the traffic potential hich your writer derides was pre- red to simply guide us in our plans. has been especially valuable. We ve already secured from one tour erator in the Pacific area a arantee of 300 persons per day to lmyra when we complete our de- lopment.

With respect to the "purple prose" ur staff writer alluded to in describ- g one of our brochures, one of the lmyra developers, Richard Faris, is university graduate who majored in thropology and who has specialised Pacific anthropology. Because of s knowledge in this field and his perience in Pacific travel, we be- ve he is extremely well qualified assisting us with the development the native village we plan. Further- ore, we put a great deal more store his knowledge of Pacific history d anthropology than we would in e knowledge of your staff writer.

The "mouthwatering" photographs which your staff writer referred ere actually taken at Palmyra. And e "realistic" drawings mentioned in e article were based on actual sites n Palmyra.

Nowhere in our material have we ggested that the Palmyra Island de- lopment exists a fact that, for some ason disturbed your staff writer.

What the Navy Did

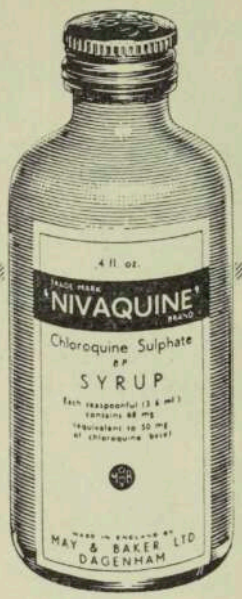
Finally, your writer showed great ncern over the "estimated 3,000- dd daily visitors" our studies have rojected. As a matter of fact, the nited States Navy has comfortably commodated 6,000 persons on lmyra.

We find it terribly disconcerting for our magazine to have permitted such n article to be published. An article f this type does no service in the romotion of Pacific travel and resort evelopment, an objective that con- umes the interest of all members of he P.A.T.A. which includes your agazine.

While there exists in the Pacific rea many resorts similar to that hich we are planning for Palmyra . . . in Hawaii, in Rotorua, New ealand, at the Barrier Reef Islands ff Australia, at Fiji, Tahiti and New aledonia, we sincerely believe Pal- nyra has the finest setting of all. ontrary to your staff writer's ground- ss reports on fresh water, Palmyra as and always has had an ample upply. The climate is ideal, the set- ing especially attractive, and the roximity to Hawaii favourable.

May we suggest that in any future liscussion of our Palmyra develop- ment your magazine take a more con- tructive approach and that it utilise a bit of imagination to help us who

Remember your 'Nivaquine'



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ave the initiative and the foresight contribute to the expansion of acific travel.

At the very least, we would expect factual report without mocking onclusions based on a set of conived distortions. In this connection e would like to refer you to South acific Airlines route and tariff hedule which includes Palmyra. nd we would like to refer you to n attached list of the officers and irectors of Polynesian Paradise. All re reputable businessmen, recognised xperts in the travel field and parcularly well-known in the Pacific rea.—Yours, etc.,

A. MAXWELL KLUM,
Chairman of the Board,
Polynesian Paradise.

Honolulu.

. . .

● *Editors' Comment:* While we are leased to give Mr. Klum this opporunity to reply, he may be terribly disoncerted to learn that we are not at ll unhappy about our decision to ublish our staff writer's article; nor o we agree that this type of article oes no service in the promotion of acific travel and resort development. *IM's* long experience with the South eas as it really is, and not how the ublicists would like to have it, has nade us at least realistic.

We certainly do not agree that all he brochures made it clear that the lub house, marinas, golf course, ennis courts, playgrounds and comnunity store had not yet been built. This was the angle our writer found nost disturbing.

Popular Impression

Most readers of some of the brochures would certainly gain the mpression that they had been built. One brochure, for example, says "you an dine, dance, play games, watch novies, huddle in intimate parties in he comfortable Clubhouse". Another peaks of marinas "built within the agoons".

In writing of the 3,000-odd daily visitors expected at Palmyra in 1968, *PIM's* writer correctly pointed out hat this would make the island too crowded for people who like to escape from crowds. He did not say the Palmyra resort would not suit gregarious sypes.

We have a few experts of our own, with all respect to Mr. Faris, and our experts say Palmyra was discovered by a merchant ship, not a naval ship; that there is no reference to the treasure in any reliable book on Palmyra, and that there has not been one authenticated case of Peruvian treasure being buried on a Pacific Island.

Our writer did not suggest there was no water on Palmyra—merely that the captain of the *Palmyra,* who discovered the island, was disappointed because he had been unable to find any fresh water. This was in 1802.

And Mr. Klum still does not provide us with any information about the Polynesian culture history that his literature says is to be perpetuated at Palmyra, "with its enthralling music and dancing and exquisite carved and woven handicrafts". Palmyra does not have a native population.

We also disagree with Mr. Klum that there are many resorts in the Pacific similar to the one planned for Palmyra. The resorts on all the islands he mentioned are in areas with *permanent* populations and are hardly on the same scale he envisages.

We wish Polynesian Paradise success with its venture, without sacrificing our right to comment on any or all of its schemes, and schemes like it.

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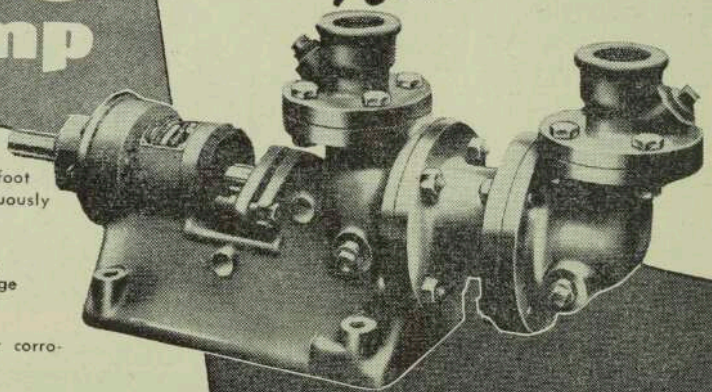

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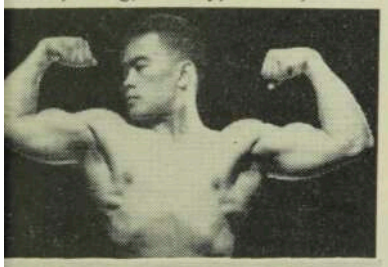
Territories TALK-TALK

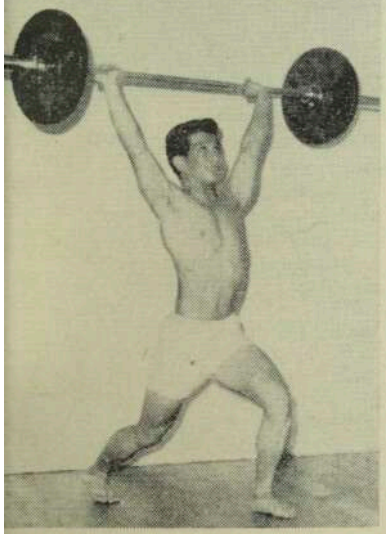
With Tolala

Sporting activities in P-NG are becoming an important feature in the general life of the Territory. From what I gather from the sporting sections of the P-NG newspapers, this same feature is a good additive in the general racial integration campaign.

HE November Commonwealth Games in Perth have definitely ven a fillip to P-NG sportsmen, and wouldn't surprise me if some of r local Territorians did not make very good showing. If my memory rves me right it was a Canadian dian who won the marathon in the ympic Games some fifty-odd years o.

One cannot fail to be impressed th the weight-lifting capabilities of e Seeto family in Rabaul. Jackson eto is a champion weight-lifter and ner Seeto strong men include chard, Greg, Danny, David, Chick and Ralph. It must run in the family!





o specimens of Seeto strongmen. Jack- Seeto, top, basketballer, footballer, ight lifter, recently won the title of ortsman of the Year. Weight lifter vid Seeto, below, will represent New inea at weightlifting events at the Commonwealth Games in Perth.
Photos: Chin H. Meen.

And talking about strong men in Rabaul takes me back to the days of World War I when Aussie troops took over Rabaul. There was a corporal in one of the Pioneer details, a blacksmith's striker I believe, who was a well-known athlete. He gave boxing lessons to some of his coloured assistants back in 1916, which by no means met with the appreciation of some of the civilian white population.

I quote a paragraph which appeared in *The Rabaul Record* of May 1, 1916:

Corp. Lyons gave an exhibition of physical development that astonished most of the spectators—especially with his display of the vertical abdominal muscles. Lyons' chest expansion is eight inches, and he is indeed a Sandow in miniature."

After the war he opened a physical culture school in Sydney and his name, Don Athaldo, is still a household word amongst physical culturists.

Nu Gini Toktok

Through the courtesy of a friend in Rabaul I have received a copy of the much-publicised pidgin-English newspaper, bearing the date-line "No. 1, Lae, *Nu Gini Toktok*, Fonde, Oktoba 4, 1962. Prais 6d."

Not being a Behind, and also unaccustomed to the peculiar spelling of this new-fangled pidgin, I have some difficulty in following the "phonetic" spelling used for the most part in this publication.

At the risk of being thought an old fuddy-duddy (which I am) I would suggest that some sort of standardisation be introduced; otherwise the writing of pidgin is going to be as confusing as are the religious denominations now operating in the Territory. For instance: Why is it "Nu Gini" and then "New Britain"? And "Nu Ailan" (p. 3) and "Matupi Island" (p. 6)?

These are only trifles, I suppose. But . . . if it is being published with the idea of making the people literate surely there should be a uniform method of spelling—or is that asking too much?

The first issue of New Guinea's new pidgin English newspaper, "Nu Gini Toktok". The photographs show at top the Acting Administrator, Dr. John Gunther and the Editor, Mr. Jim Huxley of Lae.

Even native words used in pidgin appear with a variety of spelling, so what must we expect from English words phonetically spelled by native reporters or sub-editors who come from the four quarters of the Territory, each with his own particular phonetic values?

I remember back in the middle Thirties having the idea of including a "native column" in the old *Rabaul Times* but, after approaching several Government officials about the suggestion, I found such an antagonistic attitude towards such a step that I deferred it. And then . . . came the Japs.

Used discreetly, such a newspaper can become a valuable medium in forming public opinion. Unfortunately it will be intelligible only to the elite and not to the many who, through mission training, are able to read only in their own language.

Anyway, it will be interesting to know what impression it makes on all the races. Good luck to Editor Jim Huxley and his staff of Inky Wayfarers. I hope it achieves its purpose.

(Over)

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hose POW etters

Some time ago there was some dis-ussion in *PIM* about the despatch f letters from prisoners in Rabaul uring the first year of the Jap ccupation there and the receipt of iem by the addressees. I said I had ritten such a letter, which I under-ood had been dropped from the air y the Japs over Moresby but it had ever reached its destination.

The other day I had the oppor-nity of seeing one of these letters hich arrived safely. It was from e Chief Warden, R. L. ("Nobby") lark, to his wife in Australia and is ow in the possession of his daughter, Margot. It was dated "11th Feb-uary", and the Japanese year "2602" ad been used by the diplomatic Nobby", which of course is quivalent to 1942. Certain dates and ames had been carefully carved out y an energetic censor, probably an ussie.

I was glad to see that screed, ritten in "Nobby's" copper-plate alligraphy and to know that at least ne letter arrived safely.

Philatelic uery

On the subject of letters let me ring up a query I received some me ago from Basil Challis (an old 4, now residing in Adelaide but as een as ever where postage stamps nd matters philately in general are oncerned).

He tells me he has received a hotostat of an airmail cover from a ollector in England. The "cover" envelope, to the uninitiated) is ddressed to "Otto Soldwedel, Esq. /o Postoffice, Wau, New Guinea oldfields, Mandated Territory of ew Guinea, Australia", and was osted in Hamburg, Germany, on 5/10/36.

It carries an airmail sticker ("Mit uftpost") and is endorsed: "By Air-ail: Amsterdam/Niederlandische ndien/Port Darwin/Port Moresby/ Vau, NG". It carries rubber-ampings of "Mandated Airlines td." and "Guinea Airways Limited".

Basil Challis writes: "I have no nowledge of an aerial service Darwin to Moresby. I remember uite vividly Guinea Airways starting eir regular flights from Lae/ alamaua/Wau/Moresby in Feb-uary, 1932".

Any comments from old-time air-en?

Lebensraum"

From time to time we are given ome alarming figures by statisticians as to the growing density of population in many countries, due to our more advanced medical science and its application to the more "backward peoples". Whether this is a camouflaged advocacy for the speeding up of War III, before these areas become over-populated, is anyone's guess.

But one aspect of the situation that does occur, no doubt to many, is the fact that primitive tribes who suddenly find their population increasing to such an extent that their present land holdings are insufficient to their requirements, naturally look further afield with envious eyes and calculating minds. Even as Hitler did in the days when he clamoured for "Lebensraum!"

The scarcity of land will not worry us here in Australia—not at least for a few years. But I notice there has already gone up the cry in NG for more land in certain areas where population is on the increase.

In *NG Times-Courier* of October 3, a news item appears concerning a "tribe living on the island group of Tanga, off Namatanai, New Ireland" which "had such a population increase over recent years it may soon have to start looking for new land on which to settle".

In and around Rabaul some

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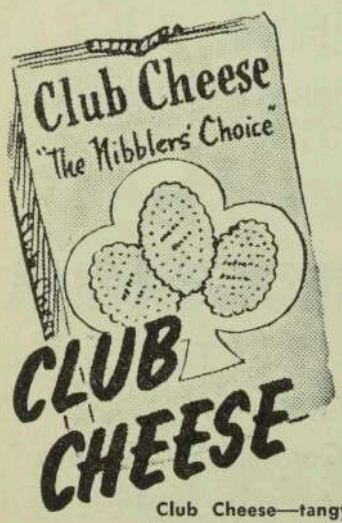

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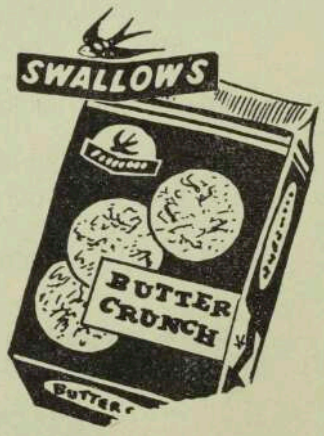

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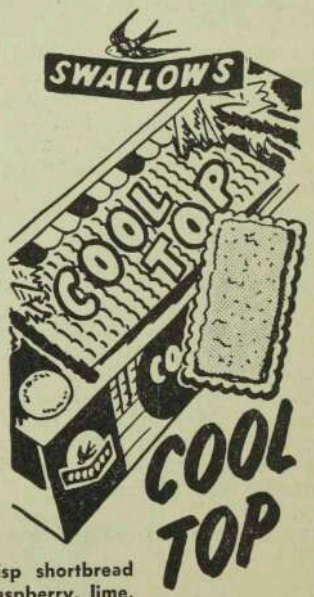

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tives have made claims to land ıich was ownerless and classed as own land in the German time.

Situations may arise causing ıbarrassment to an administrating thority, whose policy is one of peasement, if this practice of land-ıiming becomes general.

The "Winds of Change" are sponsible for some marked altera-ns in P-NG conditions.

In the old League of Nations rms of Mandate (Article 3) it was down specifically that "the supply intoxicating spirits and beverages the natives shall be prohibited". is has now been tossed overboard a gesture for integration.

Are the old land laws to be ated in a similar manner, despite UN Charter (Article 76 (c)), ıich reads: "Encourage and respect ıman rights and fundamental edoms for all without distinction race, sex, language or religion, d encourage recognition of the er-dependence of the peoples of the rld"?

Appeasement must not become ch an attribute that it will cancel t justice.

e 64-Dollar uestion

The take-over in West New ıinea has created more interest the man-in-the-street than most ternational incidents, not excluding e Common Market wrangle. In ct speculation as to its future percussions almost equals specula-n as to the winner of the Mel-ıurne Cup!

Opinions of John Citizen vary ac-rding to his temperament and rspective; his knowledge or ignor-ce of actual conditions existing in country so different from Aus-ılia.

Will the West New Guineans be bjected to the mailed fist treat-ent from Soekarno and his minions, d so harden their reaction to the ke-over? Or will they, with usual pical lassitude, adopt a *laissez ire* attitude and take the line of ast resistance?

Some will adopt the former; some e latter. The sophisticates, or the te, may form cells of a rebellious ture; the majority—the primitives just couldn't care less. In fact ey probably don't know what it is ey should care about.

There is, however, a danger (to y mind) of Indonesia adopting such a policy of paternalism towards the WNG people as will even out-paternalise the treatment now in operation in our own Papua-New Guinea. They would do this to demonstrate to the world at large what *should* be done for the back-ward races in order to lift them out of their primitive rut. For example: Adopting the low-caste Malay as a *lingua franca* for the elite (so much easier than a European language); an intensive health and hygiene campaign and a window-dressing economic development.

There would be no need for a colour desegregation campaign. Like the Japs in NG during the war: "We are of one colour". In fact there could be a general softening cam-paign (paid for probably by the Kremlin) which would also favour-ably impress the East New Guineans and prepare them for any possible association, engineered by a few dis-gruntled elite, with their West New Guinean colleagues.

FOOTNOTE: I notice a Sydney afternoon newspaper has decided to refer to West New Guinea as "West Irian" in future. One wonders if it is its intention to refer to Germany as "Deutschland" and Finland as "Suomi".

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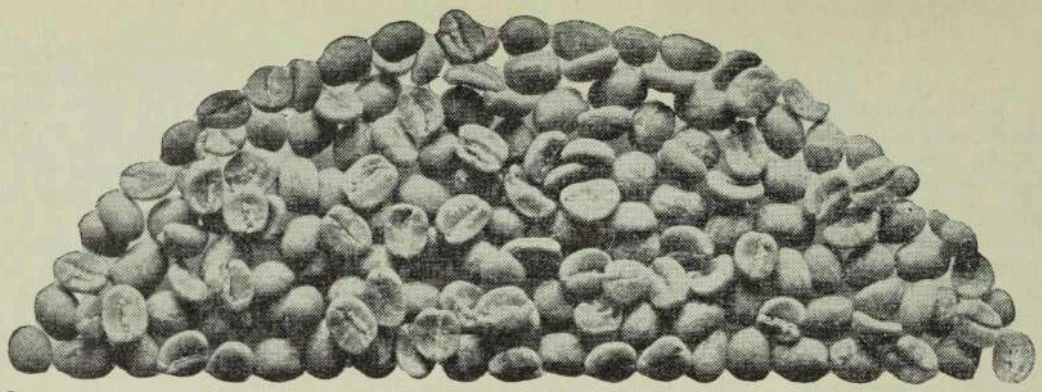

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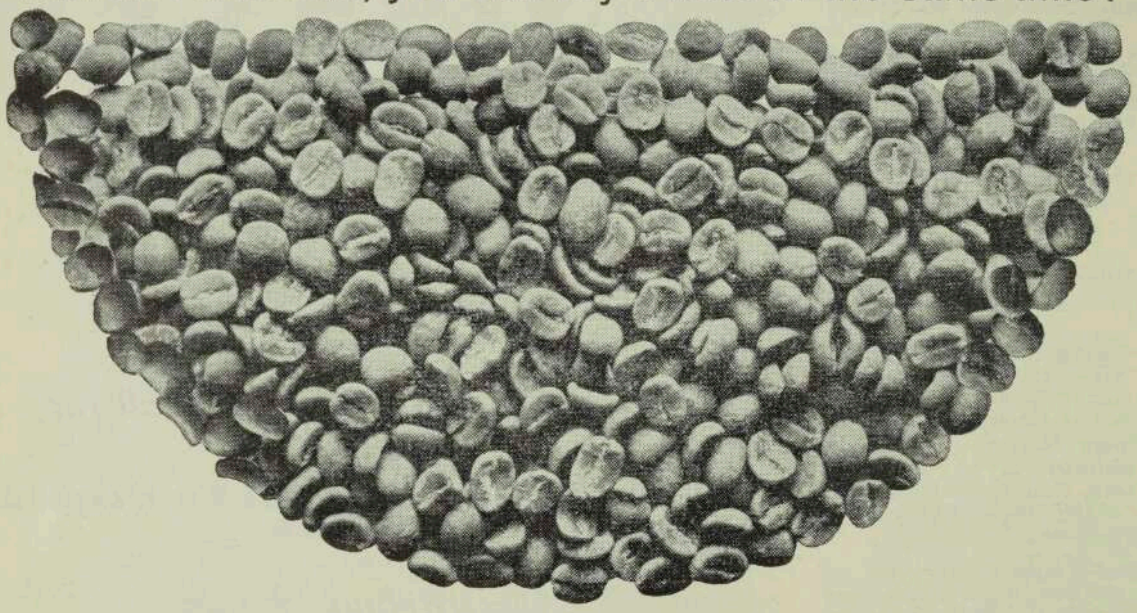

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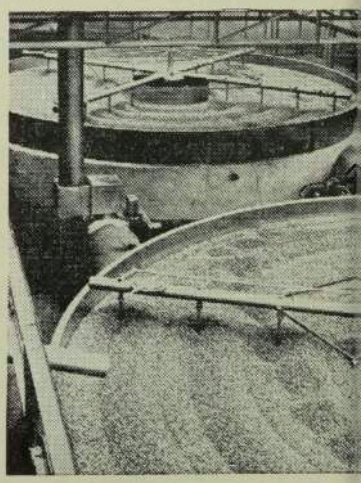

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s. Maria Trapp, photographed during her TV appearance.

lissionary's View of Red Menace

If Americans don't see New uinea as a country in which Communist terrorist lurks be- nd every bush, it is not the ult of Mrs. Maria Trapp, ho recently appeared in the merican TV show "Who in the 'orld", over the Columbia roadcasting System.

RS. TRAPP is a member of the famous Austrian musical family, me members of which in recent ars have been devoting part of eir time to missionary work in New uinea.

A New York correspondent has nt us a transcript of her statements the show and the comment that me of them are "pretty wild, to y the least". With this we couldn't ree more. New Guinea has plenty problems but to attribute all, or y, of them to unidentified Com- unists is to over-simplify the whole tuation. *New Guinea needs educa- on.*

During the telecast Mrs. Trapp was ked what the New Guinea natives ed most and she replied:

"They are badly in need of edu- tion and to know what it is all about. That is exactly what we are trying to do in our two missions.

"The Communists feed the natives lies. Their lies started many years ago. They tell the natives all their troubles are due to the white man.

"They are told you must get rid of him. The big bird called the airplane is sent by the ghosts of your ancestors. It bears gifts for the natives and the white people want to take them away from you.

"The natives really believe the airplane is a big bird. When a plane comes they come with huge piles of sweet potatoes and put them under the nose of the plane expecting the 'bird' to be hungry. The tribes come and kill the crew and then expect the plane to leave . . .

"An incident which shows the influence of the Communists upon the natives happened one day when we were visiting Volavalo, a mission station on New Britain. The missionary there, an Austrian, was very popular among the natives—they loved him very much.

"He was called outside the mission house. There were 18 tribe chiefs gathered together. They said they wished to speak to him. 'Father,' they said, 'the day will come when we will have to kill all government people. And the day will come when we will have to kill all white men. Father we ask you, from the bottom of our hearts, please, leave here before that day. Please, because if you don't, we will have to kill you, too'."

When Mrs. Trapp was asked when this was likely to happen she said that she did not know exactly but expected that within 10 years there would be no white man left in the area. Before then the natives themselves must be educated—they must be trained so that they could carry on as Christians themselves "after all white men and missionaries are killed and gone".

Mrs. Trapp writes books and gives lectures as well as singing and she devotes royalties and funds to the two missionaries she supports—one in Fiji and one in New Guinea.

As far as New Guinea is concerned it's obvious that she needs a little education herself. If she is going around the United States spouting that kind of stuff, the next thing on the White House agenda will be a campaign to liberate P-NG from the Red menace. The way the US has "saved" Indonesia and West New Guinea from Communism recently, by getting the Dutch out and letting Indonesia have what it wants, has already been an object lesson to both natives and Australians in East New Guinea and they want no part of any similar good offices.

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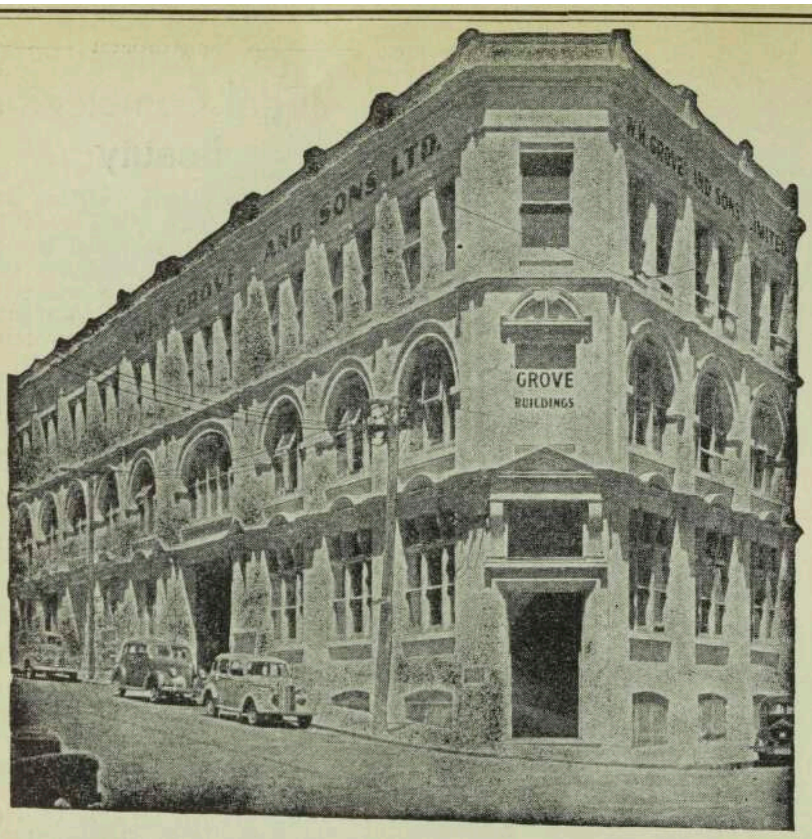

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Sydneysider Goes Walkabout

Surfers — Package Deal Fun In The Sun

If you are a wild colonial empire-builder, the chances are that the Gold Coast to you means the White Man's Grave, ivory and elephants and old topees. If you are an Australian it means something else again.

IT'S a dozen or so miles of sand-dunes and surf; architecture based on paint in squares and diamonds of red, yellow, orange and blue; juke-box music and screeching amplifiers; sunburn and heated pools and tight-packed bodies, stretch-pants and bikinis and real-estate booms.

Fifty miles south of Brisbane, it begins at the southern end of staid old Southport, and stretches along the Queensland coast to the New South Wales border, with Surfers Paradise its *piece de resistance*. It's the sort of place where nite-club spells night club; where you are begged to Nes'l Inn Ova Nite; and where there are more Alohas and Ohios and Miamis than coloured beach umbrellas.

Neon lights can be measured by the mile; fish-and-chip shops and "take-away food" establishments by the dozen lot.

In its own pint-sized way, this is Florida over again. Shoddier, less chic, to be sure, but the beginning is there. Scenically, both are minus quantities but are blessed by sun, warmth and geographical accident; the real estate men have done the rest.

Brashly Named

A few years ago the brashly-named Surfers Paradise was an old hotel built around a private miniature zoo. Today, building jostles building in a frantic effort to make use of every square inch of narrow coastal strip. Pools, just for the sake of being pools, are poked into odd corners, all with their quota of umbrellas and swimmers. Motor traffic seethes up and down the narrow streets.

It is perhaps one of the less relaxing places in the entire continent, but each year thousands of Australians go there to do just that. The flashing neons, the take-away meals, the close proximity and the continual blare of sound seem to do something to modern man, including modern Australian man—produce a sense of security; do away with the necessity for thinking or making conversation.

It is particularly popular with extroverts, Middle Europeans and young people—because whatever else you can say about Australian resorts, in comparison with their American counterparts they are at least peopled largely by the young who can wear a bikini without blushing for their bulges and who can part with £60 for a two weeks' holiday without turning an economic hair.

Caravanserai

At special times such as May and September school holidays, and at Christmas, Surfers swells to bursting point and then it's sometimes a matter of you paying your money and taking your chance.

You may be shuffled into what is locally referred to as the "bird cages," a florid caravanserai that looks like three layers of egg-crates with sliding glass fronts, described by an advertising blurb-writer, who has never slept in them, as "soundproof suites."

There's a 4 ft cat-walk in front of each layer that supplies the only means of exit and entry and is also a place to sit and take the airs; and communication with the ground is by outside, iron-runged stairs which twang like overwrought violin strings at the bounce of teenage and small-fry feet.

Here, before 10 o'clock each night, when most people have full stomachs, you are asked to think what you want for next morning's breakfast, write it out and take it to the office.

Come the dawn, a clutch of four, panting women lug that food, egg by egg, and tray by tray, up the flights of stairs from ground level to 250 hungry customers.

Gold Coast hulas may not always be quite South Seas—but the lessons are free.

Or you may be further south at Broadbeach, where the big hotel is held by some to be "too far out of things" (meaning the centre of Surfers, which is all of two miles away), where the management has recently compensated for this by changing it over largely to package deal holidays—a typist's annual delight and highly desirable for family parties.

Something of its more exclusive days remains in spacious rooms and suites and a lovely garden and swimming pool, but included now are hula lessons and cha-cha championships—all free, in with your tea-dance band music amplified to an extent guaranteed to split the ear drums of even the stone deaf and distract the most gluttonish from what he is eating.

But although the Gold Coast may refer more to the lining of entrepreneurs' pockets than to anything else; although the fastidious may turn up their intellectual noses at the peasants disporting themselves—thousands of satisfied customers come each year, return to their southern climates sun-tanned a tasty brown, satisfied that what it has cost has been hard-earned money, well-spent.

And, we'd say, that that is an end in itself.

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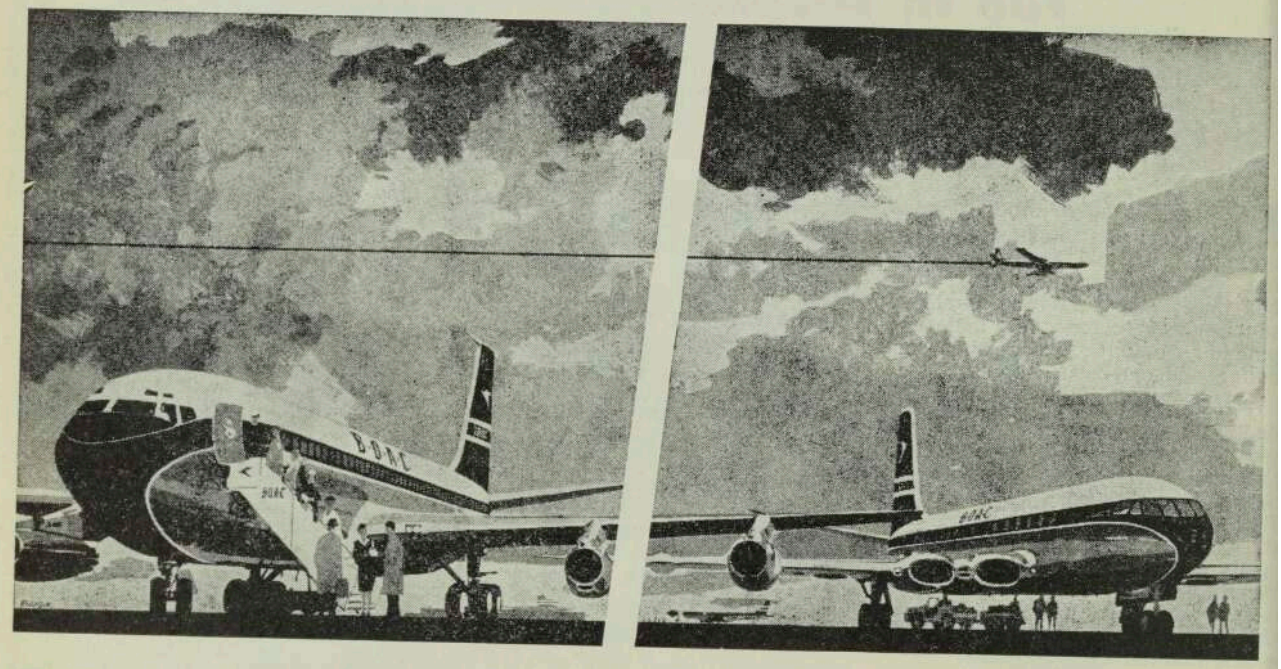

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"JOYITA" TO BE FILMED SOON

The long-heralded film about the "Joyita" is to be made in Hawaii. Shooting is scheduled to commence at the end of this year and is expected to take three months on location.

WHETHER it will be the same film that Viscount Maugham was interested in we don't know, but probably not; that was supposed to be made by an Italian film company, but the present plans seem pure American.

It was stated in a Californian newspaper recently that the shooting script is finished and that an offer is expected to be made to Ray Milland to play Captain Dusty Miller.

Kailia-Kona Bay, on Hawaii, is expected to be filmed as Apia, Western Samoa, from which *Joyita* set out for the destination she never reached in October, 1955. A Samoan village on Oahu will provide the "authentic" Samoan atmosphere for other parts of the film. A vessel said to be identical to the *Joyita* is believed to have been located right in Honolulu.

It appears from this information that Viscount Maugham won't be writing the script and that the film won't be propounding his version of what happened. But what does ultimately come out of it is likely to be just as fanciful—if any situation was made to order for cinema hooey, this is it.

Even the California paper which announced the plans for the movie, weighed in with its two bits worth by digging up a seaman who is alleged to have served with Miller on the *Joyita* when she was hauling tuna for the Van Camp factory in Pago Pago. Says the seaman: "On two occasions we were followed by a strange vessel without lights. Dusty switched off the lights, took the wheel and steered *Joyita* into a rain-squall. The second time we were able to get into Apia Harbour before the mystery ship could overtake us. Dusty was shaken by this repeated trailing, but he never gave an explanation why he thought the craft was following us."

The strange vessel was no doubt filled with Russian spacemen.

Another theory held by some people at the time when *Joyita* first was missing and before her discovery in water-logged state in November, 1955, was that Miller, in order to escape from his pressing financial and other troubles, had engineered a "disappearing act." If this were so, it was an act that misfired with tragic results for a lot of people.

Joyita had had 24 years of reasonably normal life before she qualified for the title of hoodoo ship. She was built in 1931 by a Hollywood film director, Roland West, and sold three years later to the late Milton Bacon of Southern California, who used her until she was requisitioned by the Navy in 1941.

When she was sold off as war surplus after the war, Dr. Ellen Katherine Loumala, an anthropologist at the University of Hawaii, bought her and in 1952 turned her over to Captain Thomas Henry (Dusty) Miller, whom she had met on a field trip to the Gilbert Islands. Miller, an Englishman and ex-commander in the Salvage Section of the Royal Navy, was to use her for commercial fishing based on Canton Island.

The fishing venture failed and from April, 1955, Dusty and the *Joyita* were tied up in Apia Harbour, jobless and broke. The rest is legend.

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Why Should "Colonialism" Be A Dirty Word?

What does colonialism mean to the people of the British Colony of Fiji? Mr. L. G. Usher, publisher of *The Fiji Times*, put the position clearly and with more than unusual interest in a Cession Day address at Levuka in October.

CESSION Day is a public holiday in Fiji and ceremonies are held at the monument at Nasova, Levuka (the former capital of Fiji). It was there that on October 10, 1874, King Cakobau of Fiji and his chiefs ceded the archipelago to the British Crown. It has been administered as a Crown Colony ever since.

In his address Mr. Usher told how 29 years before, as headmaster of the Levuka Public School, he and the late Cyril King had worked to provide the memorial. They had climbed all over Ovalau Island, on which Levuka is situated, seeking a big stone with a reasonably flat surface to carry the plaque. The face of the rock had to be laboriously ground down by hand.

Mr. Usher told how on the evening following the unveiling of the memorial at Nasova, in 1935, there had been a dinner in the Levuka Town Hall. One of the speakers, the late Ratu Sir Lala Sukuna, had looked back over the 60 years since Cession and had asked what the coming of British rule had brought to his people.

"It was a very frank survey, and it wasn't by any means all complimentary," said Mr. Usher.

Ratu Sukuna's View

"There never is perfection in human affairs, and Ratu Sukuna was too honest a man and too impatient with hypocrisy to be bothered with flattery or with undeserved praise.

"In his speech that night, having surveyed the bad with the good, he summed up something like this:

" 'I have left to the last the most important thing which Cession brought to the Fijian people. It gave us a common duty, and through a common loyalty it gave us unity. That great gift far outweighs any faults there may have been in these 60 years of British rule'."

Mr. Usher continued: "Unity through a common loyalty. That was the great gift that came through Cession, now nearly 90 years old.

"It is, I believe, the lasting thing which we must hold on to today, when the population of Fiji has become much larger and more diverse, and the need for a focal point around which unity can be maintained is more urgent than ever.

"The old Fiji was a land of warring groups and intense rivalries. Cession gave one Queen, one loyalty, and through these things a unity which had not hitherto been known.

"You find this same theme recurring over and over again in the things that were said before Cession, and at Nasova on that first Cession Day.

"The spirit of cession, that spirit which quickens the legal word, is in the message which the Council of Chiefs sent to Sir Hercules Robinson on September 28, 1874:

" 'We give Fiji unreservedly to the Queen of Britain, that she may rule us justly and affectionately, and that we may live in peace and prosperity.' "

Mr. Usher said there were abroad in the world today an overworked phrase and a dishonestly used word.

"The tiresomely overworked phrase is 'the winds of change.' The word is 'Colonialism,' " he said.

"The 'winds of change' has been used as an excuse for forcing new forms of government on peoples, whether or not they want them, or appreciate them, or are prepared for them by training and gradual building of administrative strength, and intelligent planning in advance.

" 'Colonialism' is a scare word which is supposed to signify oppression and injustice and evil.

"In the case of Fiji, 'Colonialism' means, quite simply, the system of administration by the British Colonial Office through a Governor appointed by the Queen. It means law-making by the Legislative Council and advice on policy matters by the Executive Council. It means the machinery of government, centred on Suva and spread throughout the Colony.

"It means the elections which are to take place next year on a much enlarged roll.

(Over)

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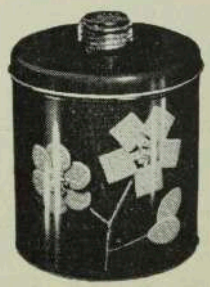

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Mr. L. G. Usher.

"It means the freedom of speech which enables the people of Fiji to speak their minds and, if they wish, to criticise those in authority, without being in danger, as citizens of some of the 'independent' countries are, of being arrested and imprisoned without trial and probably beaten up.

"It means gifts totalling some £5,000,000 by the taxpayers of Britain to the people of Fiji—gifts that have given us wharves and roads and schools and hospitals and better radio and telephone communications and, in the making of these things, jobs for thousands of Fiji people.

What the Word Means in Fiji

"For Fiji, Colonialism means the British system of justice, which presumes a man to be innocent until he is proved—and proved beyond doubt—to be guilty, and is then, and then only, liable to punishment.

"All these things, to us in Fiji, are Colonialism.

"Cakobau and his fellow chiefs deliberately and proudly chose this brand of Colonialism as a way of government of Fiji.

"Don't imagine I am claiming perfection, or unfailing wisdom, in the administration of Fiji in the past 90 years, or today. The country has been governed by men, not angels.

"But the fuss that is made by the noisy demagogues about oppression and injustice and callous exploitation of Colonial people is, to us in Fiji, completely unrealistic — it sounds just plain silly.

"It is in the United Nations that the demagogues are to be heard in fullest cry.

"I was very interested to hear Esiteri Vakalala say, when she came back from an international conference of youth organisations recently, that she had been taken aback by the 'lobbying' by pressure groups seeking to influence the election of officers. The thing was quite foreign to her experience.

"She was not the first Fijian to be shocked by the way things are done at meetings of modern international bodies.

"Ratu Sir Lala Sukuna was chosen in 1950 to form part of the British delegation to the United Nations committee which deals with the affairs of non-self-governing territories.

"It was an honour he greatly valued, but it brought to him great disillusionment. He didn't mind so much the anti-colonial speeches of the Communist nations and their satellites. He expected them, and wrote them off for what they were worth—propagandist ranting with political ends in view.

"What did shock him profoundly

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Visiting Fiji in October were three members of the Commonwealth Parliamentary Association. From left, Mr. Bryant Godman Irvine; his wife; Dame Patricia Hornsby-Smith; and Mr. Ellis Smith. See below.

Photo: Rob Wright.

was the bargaining for votes that went on outside the meeting rooms.

" 'You support me on this and I'll play ball with you on that.' That sort of thing.

"It was very different from the straightforward approach of the Fijian chiefs at Cession: 'We give Fiji unreservedly.'

"The winds of change can, and do, blow; but there is no need to mistake the huffing and puffing of self-seeking propagandists for such winds, and to lie down flat before them.

"Solid things — things like the stone at Nasova which symbolises the proud and willing cession of Fiji to the British Crown—aren't blown easily away by even the strongest winds.

"The stone weathers with time. It changes its appearance, becomes modified in shape, perhaps even has bits knocked off it now and then.

"But, fundamentally, it remains the same—a stone from the hills of Ovalau, something from and belonging to Fiji, and able to be wholly destroyed only by violence from outside.

"Let us not be afraid of change. Let us not be afraid to modify our way of life and to do it drastically if necessary, if it be for the good of Fiji. But let us do it because we wish it, and not because it is dictated by others or is fashionable elsewhere.

"Above all, let us, as the anniversary of Cession Day comes round again in this year 1962, make up our minds to resist the destruction of that solid thing, the unity that has been brought to Fiji by a common loyalty, a loyalty whose foundations lie in the cession of this land in 1874 to Queen Victoria and those who succeed her."

'No Plans' For A Separate Fiji

From a Suva Correspondent

A delegation of three British MP's from the UK branch of the Commonwealth Parliamentary Association stopped off in Fiji for a few days in October en route to NZ, Australia and New Guinea. Also visiting, privately, was another MP, Mr. Brian Harrison. The delegation comprised Dame Patricia Hornsby-Smith, Mr. Bryant Godman Irvine and Mr. Ellis Smith.

THE leader of the delegation was Conservative, titian-haired Dame Patricia, who said the matter of independence for Fiji had never been discussed in the House of Commons as far as she was aware. She fully accepted that the position in Fiji was not comparable with that in many African states.

Mr. Smith, Labour, said: "I have been very impressed by the large number of people of all races in every walk of life who have spoken to me, and expressed the desire that Fiji should continue working with Britain as closely as it possibly can.

When he was asked if the Fijians should be forced to sever their ties with Britain even if they did not wish to, Mr. Brian Harrison said Britain's policy was to give self-government to her territories when they were ready for it but one realised the need for very careful thinking "after seeing the cynical uncaring, thoughtless attitude of the UN in the case of New Guinea".

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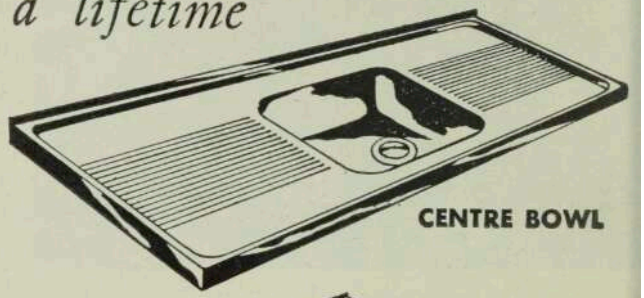

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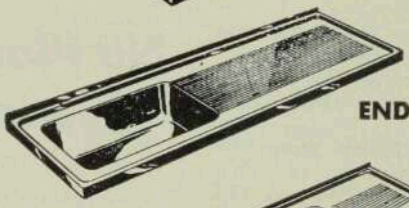

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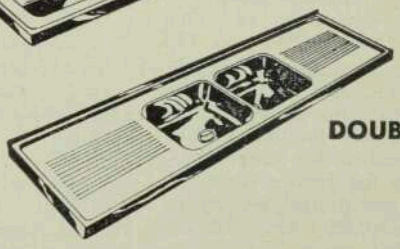

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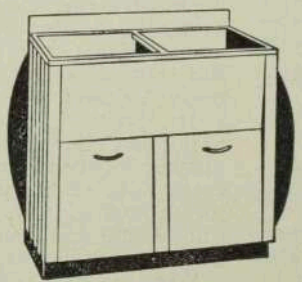

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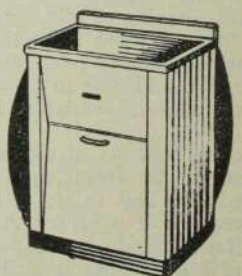

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Pacific Islands Monthly MAGAZINE SECTION

BSIP'S WESTERN ISLES WERE WORTH FIGHTING FOR

By MARTIN CLEMENS

One reason I am rather fond of the wonderful, island-studded lagoons of New Georgia and other places in the Western Solomons is that I fought for them during the war, although I did not see them until the fighting finished.

WHEN at last, after fighting every inch of the way to help get em back from the Japanese I was le to tour round in my former panese barge, or by aeroplane, I und they had been worth fighting r.

It was therefore an enjoyable exrience for me to visit those islands ain recently following my visit to oniara for the 20th anniversary lebrations of the landing of the US arines on Guadalcanal.

As on my earlier visit to Malaita escribed in last month's *PIM*), I avelled from Honiara in the *Coral ueen*. As far as Yandina, the ship as rather full of Lever's people who d also been to Honiara for the anversary celebrations.

I had hardly known Cape Marsh, as Yandina was known before the war, and was delighted when Lever's manager, Mr. L. W. Ungless, offered to take us for a drive while the ship turned round.

I learned that the Russell Islands, formerly Banika, Lingatu, Pepisala, and several other plantations were now all under one management, run in several units.

Mr. Ungless had served with Lever's in the Congo and West Africa. He knew his coconuts.

Lever's have been pioneering a coconut palm from Bellona Island, which not only produces a heavier yielding nut, but a much shorter tree, which makes for easier and more efficient harvesting. Besides using this for replanting their own plantations, I was told they had produced and sold over 32,000 of the new strain to local producers.

Lever's now have 20,000 acres in this one area. We were shown 2,000 acres of recently cleared virgin scrub. Even with the heaviest equipment this has been a formidable task.

Lever's timber expert put up his hands in horror at the beautiful timber trees which had been dozed over and lay a-burning! This area is being replanted with the new nuts.

One of the problems in planting the area was the huge quarries which had been dug during the war for road metal, and which had been left with vast quantities of metallic odds and ends.

Although these had been well picked over, useful items were still to be had. We saw a mound of Coca-Cola, vintage 1944, which I was told was still palatable.

Ammunition dumps were another problem. They were still being picked over by salvage experts.

Then there were the cattle, which had been left to roam wild in 1942 and whose progeny, red, black or brindle has survived the American invasion.

Fencing has now been repaired and replaced, new stock introduced, and

This typical group of Melanesians in Honiara is watching the service in August commemorating the 20th anniversary of the landing of the US Marines on Guadalcanal. The two small boys in the foreground are from the Chinese community. Photo: Rob Wright.

The Writer

In last month's "PIM", Martin Clemens, the author of this article, told of his visit to the island of Malaita, BSIP, following the 20th anniversary celebrations in Honiara in August of the landing of the US Marines on Guadalcanal.

This month, Mr. Clemens describes a subsequent visit to the Western Solomons.

Mr. Clemens was an Administration officer in the BSIP before and during the war. He was a District Officer on Guadalcanal when the Japanese landed, and he organised a band of Solomon Islands scouts to harass them. This involved him in many adventures, some of which he recalls briefly in his article.

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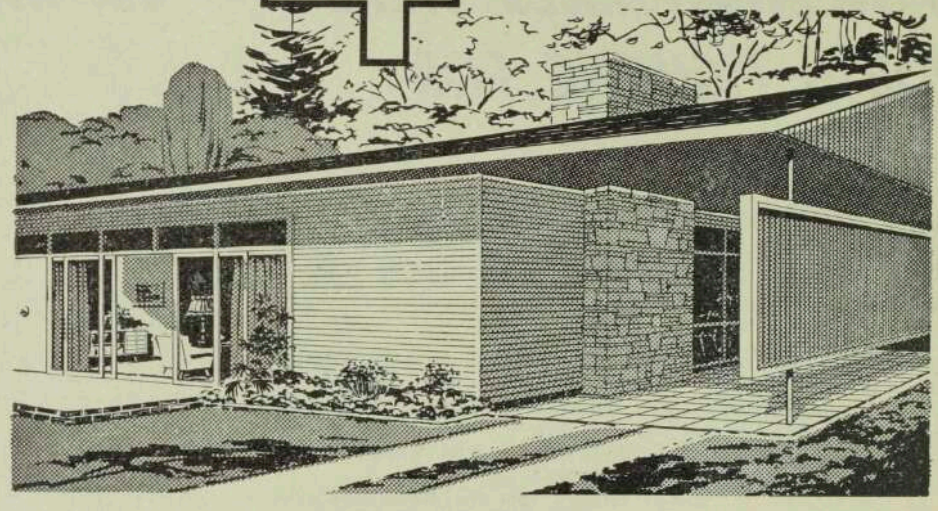

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Yesterday

Fiji was having a minor crime wave when "PIM" was published 20 years ago. The issue of November, 1942, said that many Fijians and Indians were appearing before the courts for failing to observe the curfew, being unlawfully under the influence of liquor, or being unlawfully on licensed premises.

The Netherlands Indies Government Information Service announced that 70-year-old Bishop Aerts, Dutch Catholic Bishop of the Kai Islands, and seven other missionaries had been massacred by Japanese soldiers on July 30 on Tanimbar Island, off the coast of Netherlands New Guinea.

* * *

In a letter to the headquarters of the Seventh-day Adventists in Sydney, Mrs. F. P. Ward, of Pitcairn Island, said that in September the Pitcairners had received their first mail for more than 14 months—about a dozen letters, mainly from America.

* * *

The death was announced in the United States on May 16 of Professor Bronislaw Malinowski, the Polish-born anthropologist whose book "Sexual Life of Savages", dealing with the Trobriand Islanders, had a great vogue with scientists and laymen.

* * *

The shortage of small change was so acute in Fiji that the Fiji Government was issuing paper penny notes and many traders were issuing tokens for use as small coins. The traders' tokens were on thick paper, each was consecutively numbered, and each bore the signature of the issuing firm on the back. Although only the Government's penny notes were legal tender, the traders' tokens were being extensively circulated.

* * *

The New Guinea Returned Soldiers' Association, which lost all its records and many of its members when the Japanese invaded Rabaul in January, 1942, announced that it was to be reformed at a meeting in Sydney.

* * *

The formation of a unit of Fijian fighting men was forecast by the Governor of Fiji, Major-General Sir Philip Mitchell, in an address to the Council of Chiefs at Sigatoka.

US Consul for Fiji, George Grey, Martin Clemens, John Mather, and General Ballance, examine a wartime relic on Kukum Beach, Guadalcanal, where the US Marines landed 20 years ago. In the background is Honiara township. This is the site of the wharf where all landing craft were controlled in 1942-43.—Photo: Rob Wright.

the herds are building up. They are a thoroughly mixed lot—Zebu, Hereford, Angus and Shorthorn—but Lever's cattle man is getting them under control, although he has to train most of his staff to ride.

There are 3,000 cattle to be mustered and marked, and they hope to build them up to about 10,000.

A variety of research problems is being tackled in co-operation with Government, including the growing of cover crops for grazing. Peanuts are also to be tried as an intercrop, as well as cocoa.

Mr. Ungless can get around and see what is being done by car, for there are 100 miles of good road throughout the area.

Dawn next morning found us steaming up the Blanche Channel, with wet, watery-green Rendova on the port bow, its top, as often, smothered in cloud.

As we passed the entrance to the plantation I thought back to a day in 1943. It had been the same wet sort of morning, and that narrow passage looked like a death trap. Luckily we knew it wasn't, as Dick Horton and Robbie, the Coastwatchers, had sent scouts down to make sure.

Then we saw Roviana Lagoon with all its myriad islands shining green, as the sun shone through. Going through the passage in the reef, one could still see holes which had been blown by shell, or bomb.

We landed at Kokengelo, the Methodist Mission wharf at the west end of the runway. Everything had been bare when I last saw it, but now Kokengelo hill was covered, green, and with new buildings dotted about.

To meet some natives who had served in the campaign, we piled into an ancient truck belonging to the mission, and drove down the runway to Lambeti.

The jungle had grown back to its edges, and it was hard to imagine that 700 planes had once been parked in that jungle.

I could see that we were not going to find very much to remind us of the war days.

Lambeti, now a pleasant village, is the Sub-District headquarters. I found there some well remembered faces, including Willie Paia, who had been one of the foremost scouts.

Another was Kitchener Wheatley, once a doctor, who now runs stores and plantations, as did his father before him. He lives on Hombu Hombu Island, my headquarters once the fighting was over.

We visited Hombu Hombu in the launch of the Roviana Council, and anchored at a fine new wharf. The area we had occupied had been replanted with new coconuts.

Kitchener was planning a new house where my leaf shack had been. At the back, I saw the rusty remains of a Jap barge which had been the first post-war District vessel.

One or two other well-remembered vessels were also quietly resting on

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A Brett Hilder Profile

A MAN WITH ITCHY FEET

ADRIAN LEYDEN, of Lae, has been the Bulolo Gold Dredging representative there for the last nine years, after a varied career in other parts of New Guinea, and a spell in Samoa.

HE was born at Cloncurry, Queensland, on September 8, 1922, and got his schooling at Toowoomba, Cairns, Gympie, Brisbane and Sydney.

He did a course at a business college, and then tried to get into the RAAF as aircrew.

Having failed to do this, he joined Burns, Philp and was sent to Port Moresby, arriving there late in 1941 in one of the last voyages of the *Macdhui*.

In 1942 he joined ANGAU, in District Services, and served at Lae in 1943 and at Finschhaven in 1944 while the US Forces were still in the area.

He was sent to Henganofi, between Goroka and Kainantu, in 1945. At the end of that year he began a three-month course for administrative officers at Duntroon and Holdsworthy.

In May, 1946, Adrian was discharged from ANGAU, but remained in District Services, and was posted to Namatanai, New Ireland.

Adrian left the Administration in January, 1947, and joined Bulolo Gold Dredging at Lae, where he served for three years.

He then took a spell from work and travelled through Australia, State by State, before joining Morris Hedstrom in Fiji. This firm sent him to Samoa for three years.

While at Apia he met his destiny, in the shape of Eileen Redding, an Australian working in the Bank of New Zealand.

They were both very much involved, like most residents of Apia, with the making of the film *Return to Paradise*, starring Gary Cooper and Roberta Haynes.

The couple were married in Sydney in April, 1953, after which Adrian rejoined BGD as Lae representative. He is responsible for all the import and export of cargo through Lae for BGD, and also for Commonwealth NG Timbers Ltd. Timber and plywood exports amount to 1,000 tons a month to the US and Australia.

Adrian Leyden

The Leydens now have three sons, Michael, Peter and John, and a baby daughter Tracie Anne. Adrian and Eileen now intend to settle in Sydney, probably on the North Shore, but I will be surprised if their itchy feet allow them to remain there for long.

—BRETT HILDER.

the bottom, their work done. This was my favourite island.

Back at Lambeti, I met one of the teachers at the Mission school, who had driven a launch between Munda and Hombu Hombu in 1943-4. The primary school had 150 children, and the senior primary about 300.

I also talked to Jonathan Keri, the Kolombangara man who helped arrange President Kennedy's return to Rendova from Reg Evans' hideout. He was now a Council member.

We went by launch again down to Ilangana Point, which had been the main landing once Munda had become a base. It is now a pleasant village, but I was told there were still plenty of malarial mosquitoes.

The reason is that behind the village there is still a vast pile of wrecked aircraft.

Salvage experts have been melting down some of the aluminium, but it seems that until the whole pile is hammered flat, there will still be malaria.

We just managed to get back to the *Coral Queen* by launch at the time we had appointed for sailing. It had been a rush around, but I had had time to see that good work is being done by the local council, that copra is being produced and is bringing money back, and a better share of the good things of life.

The town of Gizo is "small and cramped, and rather jammed in along the shore, without much planning".

Sakiri the headman told me that tax, which had been £1 before the war now averaged £4. All this was borne out by the lack of canoes, and the number of launches and small cutters one could see about.

On to Gizo, which we reached just before sunset, I met eight of my old native stalwarts. I knew all their faces, but it took some time to get all their names.

Among them was old Andrew Langbaea, wearing glasses, and nearly blind.

"Me happy too much for hear 'm Masta belong me bye bye come," he said. "Now me look 'm you me happy too much.

"You me two fella go war 1942-45, spose you die, me die too. You me lucky too much. Me old man now, got 'm pension, no pay tax, son married. Me lease plantation 'long

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Sepo, place b'long coastwatcher for Gizo."

He was well provided for, and happy at our reunion. He told me about Prince Philip's visit, and how he had been interested in his war experiences. He had told him of our adventures on Guadalcanal, and how we had lost 400 men in one minute in a bombing raid.

Later in the evening we attended a party at the house of the District Officer, Ken Cross, and met a number of the European officers working in the District. They all seemed to be devoted to their tasks, but Gizo gave me the impression of being small and cramped, and rather jammed in along the shore, without much town planning.

Before I left the West in 1945, I had laid out a spacious headquarters at Munda based on well built up roads, about 10 miles of them, and utilising such things as concrete hard standings.

I had been convinced then, as I still am now, that Munda was the freshest and healthiest spot in the whole area. It can also be reached through the lagoons, north, south and west, and, it has the airfield.

Old Hands Insisted

However, the old hands—the European planters and traders from pre-war days, most of whom have now gone—insisted on the move back to Gizo.

With the possibility of an inter-island air service taking shape, I feel they have done the West a disservice, and we may yet see a move back to Munda for the district centre.

It is, after all, far nearer the centre of population, which is the usual determining factor in these matters.

Next morning I sat under the trees near the District Office with my old scouts and heard how they had been getting on.

One thing they all wanted to say, was how pleased they were with the local councils—how they felt they were now able to do something practical for their people.

One, Tambouri, was hoping to persuade the Choiseul Council to build a road right round their island.

They were all planning for the future, and we talked of the forthcoming campaign against malaria.

They all agreed that unless councils followed up the WHO effort and kept villages clean of undergrowth and rubbish, it would be in vain.

There is no doubt that the councils, if well guided, will achieve a great deal.

An Old Papuan Tradition Passing

From a Port Moresby Correspondent

Villagers at Hula and Kapakapa in south-eastern Papua are giving up their age-old custom of building their homes over the sea and are building them on land.

The sea houses used to have roofs of nipa palms and grass, but when the villagers switched to a wage economy, they found they did not have time to gather this material (which the wind quickly destroys) so they began using galvanised iron. Now they have found that the salt in sea-water spray quickly deteriorates the galvanised iron. Meanwhile, timber suitable for building piles in the water has become scarce and therefore dearer.

Three new problems the villagers have to face in building their homes on land are hygiene, sanitation and drainage. The aerial photograph, taken by a "PIM" staff man recently, shows the water village of Kapakapa.

Later in the morning we visited Titiahs, on the west side of Gizo, where a number of Gilbertese had been resettled.

They had been there for more than two years, but had found the change in diet difficult to accept.

Although they had had great help from the Agricultural Department in planting coconuts, a few local natives could help even more by telling them when to fish for each variety of fish, what baits to use, which trees to use for particular purposes and which wild fruits to use for food. It will take them a long time to find out these things for themselves.

At 2.30 p.m. we set sail for Blackett Strait.

Jonathan Keri pointed out Plum Pudding Island where President Kennedy first scrambled ashore. One could see the reef down which he wandered to Sagarugombe, a tiny islet, before he swam westward and was carried down to Olansana Island.

He and his crew were lucky not to have been tipped out in more open waters.

We continued on through Blackett Strait past Vila Vila, Lever's plantation where the Japs had had an airfield. This was now all replante with coconuts.

I remembered steaming up fror Arundel in USS *Birmingham*, a ligh cruiser, followed by three others, a doing 15 knots in the dark.

In the operations room one coul see on the radar screen the jagge patches of coral as we passed them.

As nightfall approached we slowe down for the entrance to Bairok Harbour which had once been strongly defended landing barge re lay station. From there the Japs ha sent the "Tokyo Express" each nigh with reinforcements for the troop fighting us on Guadalcanal.

We photographed Enogai, whic the 4th Marine Raider Regiment ha held in order to attack the Japs.

Behind I could see the rugged ter rain over which Andrew Langabae and I had marched from Munda t find out what had happened to th Marines, who had lost radio touc with us.

It is benighted country, and no on has resettled it since the war.

Bairoko was the last place to b visited in my trip to the Weste islands—a trip of many memorie and many pleasant reunions.

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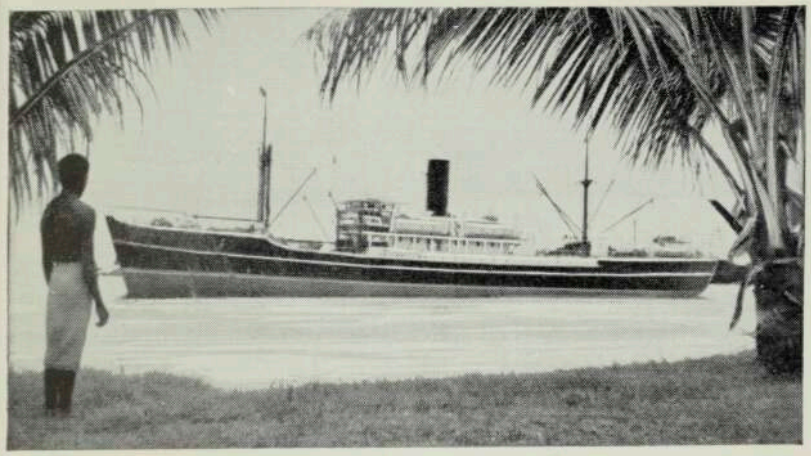

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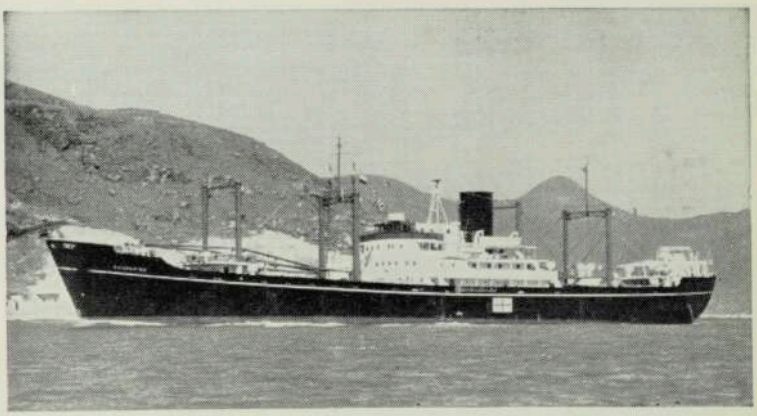

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There's Beauty And History In The Neglected Duke Of Yorks

BY LEW PRIDAY

Nowadays, few of Rabaul's Europeans ever visit the Duke of York Group, even to picnic. They tell you the Group is an uninteresting backwater.

Yet the Group is an altogether delightful place, memorable for its authentic low-island beauty, besides being the most interesting land, historically, in the whole Bismarck Archipelago. The Duke of Yorks, in fact, were the cradle of European settlement in the archipelago.

My interest in the Duke of Yorks goes back to the 1920's when, returning to Europe after a long spell in New Zealand, I went to Berlin and made friends with a German who was steeped in the lore of the New Guinea islands.

He was Professor Eichhorn, a Lutheran ex-missionary, who was then curator of the Berlin Ethnological Museum.

It was from him that I first heard of the Bismarck Archipelago, of places he called Neu Pommern, Neu Mecklenburg and Neu Lauenberg; of an explorer named Finsch; and of an administrator named Buluminski.

Today we again know Neu Pommern as New Britain, the name Dampier gave it in 1700; Neu Mecklenburg has reverted to New Ireland, Carteret's christening during his wonderful voyage 67 years later; while Neu Lauenburg is once more the Duke of York Group, as the first whalers, traders and missionaries knew it, and as the Germans themselves printed it on their first maps.

The tiny Duke of York islands lie athwart St. George's Channel half way between Blanche Bay on which Rabaul lies, and southern New Ireland.

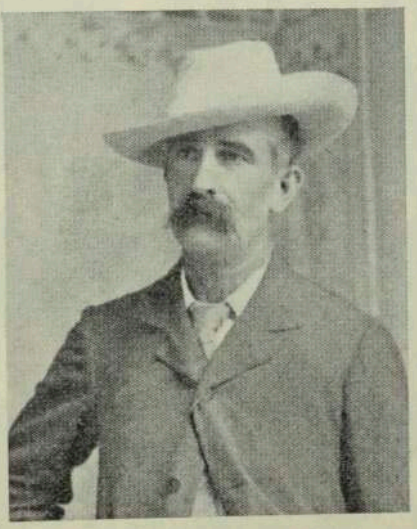
When you stand on the Duke of Yorks looking eastward, you see a striking row of volcanoes, the North Daughter, Mother and South Daughter, looking still much as Captain Hunter of the *Sirius* saw them in 1791.

From the other side of the group, across another 20 miles of sea to the west, you see the long high coastline of New Ireland, rising to 6,000 feet.

The charm of the Duke of Yorks is that they are in complete contrast to both of these immense, dark, high silhouettes.

Whereas New Britain and New Ireland were formed by subterranean convulsions of a magnitude impossible to conceive, the Duke of Yorks, only 22 square miles in all, have been pushed up through the ages by the gentle and incessant growth of coral. Today they are only just high enough to save them from being swamped by tidal waves from their great volcanic neighbours. They are insignificant looking, and you have to gaze low over the ocean to pick them up, but once there you are charmed by their almost Polynesian grace and fruitfulness, in the midst of so much Melanesian sternness.

Though their inhabitants used to be famous canoe builders and warlike raiders, their numbers were limited,



Australian writer Louis Becke spoke to Captain Rabardy during his last hours.

Captain Rabardy, commander of the "Genil" and provisional governor of the Marquis de Rays colony at Port Breton.

so the Duke of Yorks appealed to the first Europeans for their relative safety, as well as for their protected anchorages.

Whalers from Sydney came there; then the first trader, an Australian, whose station was burnt down. Then, in the late 1870's, came "Queen Emma" Forsayth and the New Zealander Tom Farrell, who had kept a waterfront bloodhouse at Apia.

These two played a notable part in rescuing some of the unhappy French and Italian colonists dumped on New Ireland by the Marquis de Rays; and it must have been for them that Louis Becke ran a trading post. Becke wrote afterwards:

"To the aid of the despairing French and Italian colonists came Tom Farrell, the trader of the Duke of York Islands. He gave them provisions, advanced them money, and treated them well, taking care to get possession of their steamer *Genil* and their barque the *Marquis de Rays*.

"The *Genil* he sent to Australia under command of an English captain. Rabardy, the French captain, was dead by then. His dying words to me, as he grasped my hand, were: 'I have tried, but failed. I had not one competent officer with me to maintain my authority, or shoot some of the ruffians who have ruined the expedition'."

Besides Rabardy and other French colonists buried at Mioko, Becke says that six more Frenchmen were eaten by cannibals of the islands thereabouts, and a score of others who remained probably went down under

THE MONTH'S NEW READING

Judy Tudor's regular reviews begin this month on p. 99.

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ıe spears and clubs of the wild eople of the archipelago.

Only one, named Mouton, succeeded; he became owner of a large lantation adjoining one of "Queen mma's" on New Britain.

Another of the colonists who did emain was Father Lannuzel. After visit to Sydney, he returned to beome the first Catholic missionary in lew Britain, where he died.

The Methodist missionaries Brown nd Danks, who were on the Duke of orks some years before him, were ıe first to bring Christianity to the lew Guinea Islands. They gave the Marquis de Rays colonists as much id as Tom Farrell, but did not make ıe same profit out of them.

Although I had been interested in he Duke of Yorks for many years, it vas not until recently that I visited hese historic islands.

Fine Groves of Coconut

Chugging across St. George's Channel from Rabaul's Blanche Bay n a fishing launch, we turned into he lagoon which separates Duke of York, the largest island, 8 miles long y 4 miles wide, from the pleasant sland of Ulu. Here are fine groves of coconuts planted long ago, and reen slopes and gardens leading up to a former Methodist training chool.

All the first Germans in New Guinea were more or less closely connected with the Duke of York Group. It was here, for instance, hat the powerful Hamburg-Samoan irm of Goddefroy and Son had its beginnings in the New Guinea area.

The Germans put a stop to the annibal practices of the natives and o their traffic in bodies which had ome connection with their rites, and oday the natives are no more rightening than children's ghost tories.

Ahead of us was Mioko, where Farrell and other traders, with the help of the Frenchman Rabardy and the guns of the *Genil*, beat off an attack by the troublesome natives of nearby Utuan. This was in 1881.

The natives had murdered the German botanist Kleinschmidt, who was collecting for the Berlin Museum. To my mind it was the German's fault, for though he claimed to have bought the island, he tried to prevent the natives from walking over it, a prohibition they could not understand, as he might well have known.

The Germans sent a warship to inquire into Kleinschmidt's death, a move which led to Germany proclaiming sovereignty over the area. The British also sent an official in Hugh Hastings Romilly, acting governor of Papua, who found that Farrell had acted in self-defence.

South of Mioko (where I visited the grave of Rabardy and other French colonists) is Kerewara, another small island. This was the first seat of government in the Bismarck Archipelago after Germany laid claim to part of New Guinea in 1884.

Kabakon, a small southerly outlier of the group, was the home of the "simple-lifer" Englehardt until World War I. He is said to have lived exclusively on a coconut diet.

He argued that a man could live on 10/- a year—the produce of five coconut trees. He had 200 acres of them, but spent the money earned from what he didn't eat, on German and English books.

A philosopher, he had no time for the sword-rattling Germany of his day. Neither had the ardent naturalist Herr Bradke, who shared his island for a while. Englehardt wore clothes only to receive visitors, and it was said that he slept in or on the sand according to temperature.

At Ulu jetty a young Australian missionary joined us to pilot our fishing launch round Duke of York Island.

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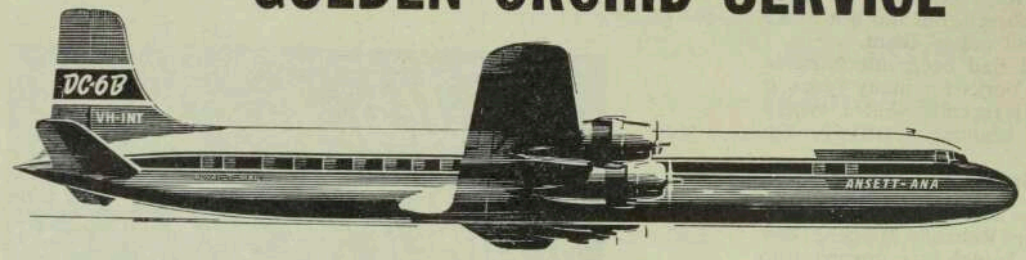

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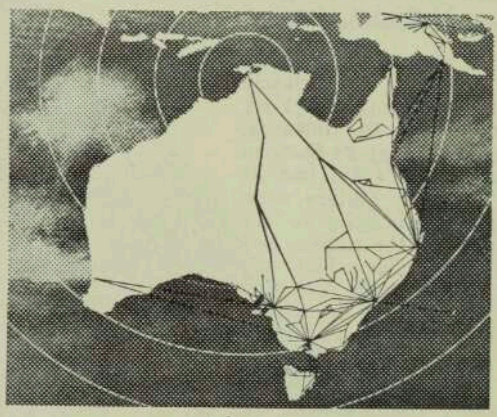

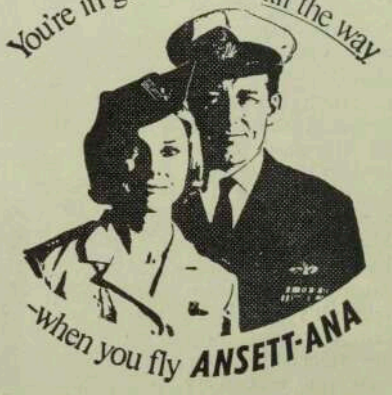

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Duke of York Islanders by the cairn over the graves of Captain Rabardy and other Frenchmen from the ill-fated Marquis de Rays colony at Port Breton, Duke of York Island.

Through Makada lagoon we passed the northern Makada Island, where the first great German trader Hernsheim—a bitter enemy of Parkinson, Queen Emma's friend and associate—had his main station.

Rounding a tiny flower-basket sort of coral island into full view of New Ireland, we came to Mioko or Port Hunter. Ashore we met Mr. and Mrs. Poole, the Methodist missionary and his wife, who was in charge of what had begun as the first Christian settlement in the whole of New Guinea.

Mrs. Poole's first husband, Mr. Mannering, was the missionary there when World War II reached Rabaul. The Japanese took him to Kavieng and beheaded him.

The two missionaries showed me where the Rev. George Brown's first mission house once stood—on a cliff at the northern entrance to the bay. Today both the mission and the church are down on the flat, along which stretch the huts of Mioko village. Brown was New Britain's first permanent resident.

On each side of this deep, peaceful, and historic little stretch of water the land rises, covered with tall bush, vines and creepers, with orchids growing on the branches of the trees. We took some of them back with us to see if they would grow in Rabaul.

A fine dugout canoe on the beach, resembling one illustrated in Captain Hunter's account of his voyage, reminded us that the Duke of York islanders were not far below the Solomon islanders as craftsmen.

Hanging on a line were a number of small fish traps. They were unique in my experience. They had a cone-like framework of native thorns, the thorn side turned inwards so that a fish pushing its head in to get at the bait, could not pull it out again. The trap is attached by a length of native rope to a float of balsa wood.

We spent a couple of hours picnicking on the beach, boiling the billy and enjoying the steaks we had brought with us from Rabaul. It was not exactly secluded as most of the villagers came along to see us perform.

On the way over from Rabaul it had been calm; we saw a couple of whales spouting and the owner of our fishing launch had a few pot shots at sharks with his rifle.

The sea on our return was not so calm. In fact, it was too rough for fishing, so we pulled in our lines and sought shelter from the spray.

I had already learned from masters of small ships on Rabaul's waterfront that St. George's Channel is notorious for its currents in the monsoon season.

We had no trouble with these, but I could not help remembering the story of the German barque *Etienne*, which, in the days of sail, spent the best part of three months beating up a distance of 20 miles.

In the morning she would make a good start and almost reach her objective, only to drift back by sunset, sometimes even further than she had come in a day.

In these conditions, the Duke of Yorks were a haven of refuge. They still are a haven today for anyone seeking beauty and the sites of many an historical incident.

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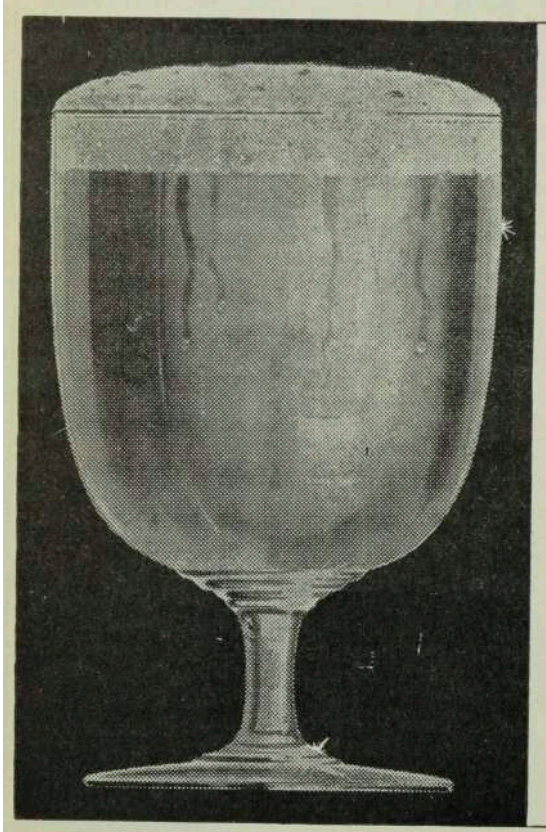

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• GORDON RUSSELL, formerly of Rarotonga and now a resident of Wellington, New Zealand, was spurred to write the following article after reading Captain Brett Hilder's article on ancient Polynesian voyages in August PIM, p. 67. Captain Hilder said in his article that New Zealander Andrew Sharp had "proved convincingly" in his book, Ancient Voyagers in the Pacific, that all voyages over 300 miles were accidental drifts. Gordon Russell does not accept this. He says Sharp may have argued convincingly, but has proved nothing. Here he tells why he thinks so.

There's Still Room For Unbelievers On Those Polynesian Voyages

By Gordon Russell

Like many others who have studied the problem of how the early Polynesians made their long Pacific voyages, I deplore the cold logic of Andrew Sharp which is being accepted as the final answer to this question.

WHEN Sharp's *Ancient Voyagers in the Pacific* appeared in 1958, insisting that early voyages were accidental rather than deliberate, it cut a nasty gash across the picture that the traditionalists had patiently pieced together some 50 years earlier.

The surprising thing is that no one had attempted to do this earlier, for it was easy for anyone unfamiliar or unimpressed by Polynesian traditions to believe, with Captain Cook, that the dispersal of a primitive people over such a vast expanse of ocean was accidental.

However, I believe that although any race not possessing our skills is inclined to be classed as "primitive," those early Polynesian "primitives" were in tune with the universe to a degree that is beyond our comprehension today.

Part of our trouble is that we view this world through little squares of latitude and longitude and have become enmeshed in them.

The stars have been on their present courses for long enough and one thing that Captain Brett Hilder failed to mention in his article in *PIM* in August (p. 67) is that the compass we rate so highly was evolved by "primitive" mariners from the points of rising and setting of those stars on those courses.

The Polynesian of old was completely identified with nature and his conception of creation was surely conceived by ancient mariners for the edification of initiates.

In the beginning there was the Sky Father and the Earth Mother and a great darkness prevailed until Tane and other offspring forced their parents apart and brought light into the world.

With further assistance Tane fashioned the sun, the moon and the stars and to supplement the light of the moon he gathered the stars in a basket and attached them individually and in clusters to the breast of Atea, the Sky Father.

In such manner was the Hanging Sky of the Polynesians brought into being. Below, upon the breast of the Earth Mother, were the abodes of man.

His fortunes were decided by his knowledge of, and his harmony with, the firmament.

I believe the essence of the Polynesians' maritime skills died with the navigators who made their objectives centuries ago.

Anything that came through to post-European times passed on with the priests who lost their standing with the new religion and died before we awoke to the potentialities of what remained of the oral traditions of this race.

Hence the inadequacy of sailing directions such as were quoted by Captain Hilder, derived from descendants remote from the navigational knowledge of their forbears.

Even so, gleanings of what remained when the first Westerners ap-

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peared raised many an eyebrow at the time.

How impressed were Captain Cook and his officers when the Tahitian chief Tupaea drew a rough chart showing the Society, Austral, Tuamotu, Marquesas, Samoa, Cook and Fiji groups as we know them today!

How intrigued was Cook's friend Banks with the Tahitian mariners of his day!

"In their longer voyages," he wrote, "they steer in the day by the sun, and in the night by the stars.

"Of these they know a very large number by name, and the cleverest among them will tell in what part of the heavens they are to be seen in any month when they are above the horizon.

"They also know the time of their annual appearance to a great nicety, far greater than would easily be believed by a European astronomer."

Ellis, an early and erudite missionary, recorded that "when setting out on a voyage some particular star or constellation was selected as their guide in the night. This they called their *aveia* and by this name they now designate the compass, because it answers the same purpose."

By the phase of the moon the Polynesian marked the passage of the nights, planted his crops and ordered his activities. By the stars he read the time and defined his seasons.

Compass Card

His compass card was the Hanging Sky of Tane and where the bearing of a distant landfall was known, he marked its line through his land so that it could be related to the stars available at the time of departure.

By such means the pioneer missionary John Williams was given the course to Rarotonga from the island of Atiu in the Cook Group.

Beechey, an early visitor to the Marquesas, wrote of the meticulous precision with which such departures were actioned.

No voyage so initiated could be classed as accidental. But how would they establish and maintain a course, say, to New Zealand from Rarotonga, not having been there before?

Sketch in the main flyways of the migrant birds on a map of the Pacific and it becomes apparent that they embrace every major movement that we attribute to the Polynesian voyagers of old.

Heaviest traffic is upon the flyway that moves southward from Siberia down the China coast through Indonesia and then swings in a great arc across island chains and eastward to the far corners of tropical Polynesia.

The late Sir Peter Buck, eminent Pacific anthropologist, believed the later arrivals in Polynesia were more Mongoloid than their predecessors.

From Indonesia onwards this broad flyway parallels what most authorities claim as the oceanic highway of the forebears of this race.

What of the two major movements credited to these mariners outward from the heart of Polynesia, to Hawaii in the north, to New Zealand in the south-west?

The particular flyway of the golden plover and the bristle-thighed curlew is from Alaska straight to the heart of Polynesia via the Hawaiian islands. The particular flyway of the long-tailed cuckoo is from the South Seas to New Zealand and return.

Some two dozen species of shore birds make the same summer flight to New Zealand, an extension in many cases of the long journey from the north.

Birds have been used as navigational aids since Pliny was a boy. The Norsemen carried land homing birds on their Atlantic voyages.

When Christopher Columbus set out in 1492 he was well aware that the Portuguese had already discovered the Azores by noting the directional flight of migratory birds.

Let us concede that the Polynesians had the brains to do the same and that they could adjust to changes in the pattern of their Hanging Sky with changes in latitude.

We would be doing these venturesome voyagers an injustice to suggest that they were incapable of exploiting the aerial trail blazers that century after century winged their way from roosting place to roosting place within, through and beyond the bounds of their oceanic territory.

The importance of the bird in Oceanic art is recognised. One example is the *manaia*, the mysterious bird-headed figure that is a common motif in the striking and vigorous beauty of the wood-carving of the New Zealand Maori.

A bird-like figure appears in the baffling script of the Easter Islanders.

Another avian motif, the garuda, a mythical figure, half-man, half-bird, that is the regal symbol of Thailand was recently in the news during King Phumiphon's visit to New Zealand. King Phumiphon evinced a keen interest in Maori artifacts and customs.

Sir Peter Buck believed that the migrants who made up the rearguard movement into Polynesia were more Mongoloid than their predecessors by reason of a racial spread into Indonesia through the south-east corner of Asia of which modern Thailand forms a part.

Political Supremacy

These broadheads, as he termed them, acquired the political supremacy in the heart of Polynesia and established dynasties, the *mana* and movements of which are a dominant feature of the genealogies and traditions that survive today.

Just as Captain Hilder cannot believe that Harold Gatty "could have been quite honest in his propaganda in aid of the misty reaches of Polynesian migration," so I tend to the belief that Andrew Sharp made up his mind on this matter early in the piece and, consciously or unconsciously, culled a wealth of early Western material to promote the case for the prosecution.

Note how generous he was to the neighbouring Micronesians, one-time masters of a smaller slice of the great Pacific!

"The Caroline and Marshall Islanders," he wrote, "had built up a precise knowledge of the currents, landmarks, meteorology and star courses on every journey to every island within their contact areas, and handed on the knowledge by instruction to the younger pilots. . . . The knowledge had to be sustained by continued voyaging and instructions. . . .

"Had the maritime arts not been sustained, the bottom would have dropped out of the offshore voyaging, as it did on the isolated islands." And, he could have added, Micronesian landfalls would then have been classed as accidental.

In short, there will always be room in this arena for the believer and the unbeliever.

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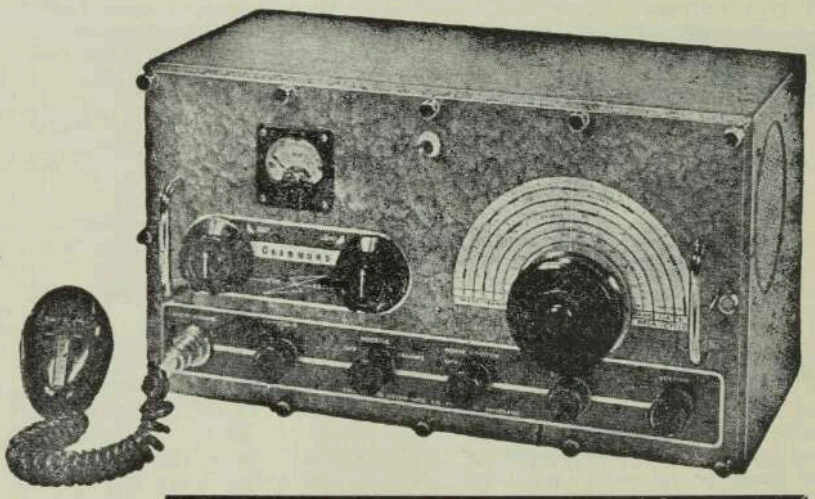

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THE MONTH'S NEW READING

With Judy Tudor

THE MOST DANGEROUS MAN ON EARTH

Few recent books are more conducive to international horrors or more terrifying in implication than *Mao Tse-Tung —Emperor of the Blue Ants,* by George Paloczi-Horvath, reformed Hungarian Communist.

USING, almost entirely, Russian, Chinese and other Communistic sources, he traces the life of the Chinese dictator from humble peasant childhood through his revolutionary years until he becomes the demi-god dictator of the largest nation on earth.

Against this background of what Mao has been able to do with the 800 million people of China, and what he still plans to do with them and the rest of the world, the ideological struggle between the forces led by Russia and the United States is reduced to insignificant proportions.

The writer attempts to explain the paradox of Mao's 20 revolutionary years, including the Long March of 1934-35, when only adaptation to stern realities allowed him to escape the nets of Chiang Kai Shek's Kuomintang and later the Japanese, against character developments since achieving absolute power after 1949.

The Mao-cult

Mao, he says, drew his own portrait as a ruler and the fact that the Mao-cult so speedily developed after he came to power, showed his own tremendous conceit. Newspapers wrote about him as the Saving Star of China, the Sun that Never Set; people were encouraged to speak or write to him as omnipotent, omniscient and infallible—because Mao believed it himself.

In his omnipotence he has robbed the Chinese people of individualism and personal freedom, destroyed the family unit, outlawed most things that make a human life tolerable. Extraordinary ceremonies in which, with chanted liturgical pledges and red hearts cut out of cloth, he has had 700,000,000 of them "surrender their hearts to him" has merely strengthened his gigantic ambitions: "His determination to make China the greatest military and industrial power in the world, and then to remould the world at gunpoint to the image of his version of Communist utopia".

Food shortages and a population explosion to an estimated 2,000 million by the year 2,000, are so far the only elements he has not been able to regiment at home and for these reasons Mao is the one world leader not worried by the prospect of a nuclear war.

A bomb that could wipe out 30 million people at one blow might, under China's circumstances, be one solution to population control. Or failing this, the launching "of a new total campaign, this time against the sexual instinct".

"The 700 million blue ants," says the writer, "safely regimented into

Requiem For Englishmen Overseas

If anything more is needed to prove the disintegration of Empire it's the news that at the end of this year *Corona*—the journal of Britain's Colonial Service—will cease to function. It will be regretted by readers in and out of HM Overseas Service.

Corona was first published in 1949, at a time when some of us, even then, felt that the Colonial rot had set in. But such has been the speed of developments in the last dozen years, even 1949 views now seem conservative to the point of unreality.

Corona's articles were contributed by ex-Governors and District Officers, Medical Officers, teachers and magistrates all the way from Tanganyika to Tarawa to Trinidad. On the lighter side of Colonial Service life, generally, the contributions were nonetheless redolent of topees and starched white tunics, white men's burdens and traditions that went back to Clive of India and Sir Stamford Raffles. (There was a time, at the height of the Kenya murders probably, when *Corona* carried advertisements for small arms, but we haven't noticed any for some time now.)

With Britain's colonies all but gone and the Colonial Service itself becoming a casualty to changing Colonial conditions, *Corona,* which depends on the CS for contributions as well as subscriptions, began to feel the pinch.

Rather than change the character of the magazine to fit the new conditions—and doubting that it could be done anyhow—the publishers decided to close it down.

What can we say or do down here in the South Pacific, standing as we do right in the path of galloping nationalism, but express regret for the end of *Corona* and the end of an era; to reflect on our own isolation and vulnerability? Thus we let *Corona* contribute to its own obituary, through this extract of an editorial in its August issue:

"When the service has disappeared it will still be possible to read the records of its doctors, administrators and policemen, road makers, foresters and vets, firemen and nurses, geologists, tax gatherers and men who ran railways, auditors and meteorologists, labour officers, agriculturalists, social workers, sanitary specialists, schoolmistresses, and many others. Even if the history of the service is never written, much of what it was and did will be found in these unemotional accounts by people who left home to work for other people overseas. Their stories are evidence that neither political expediency nor personal distress blinded the service to its original obligations. If *Corona* helped to make that clear, its 14 years of life have served their purpose."

Vale "Corona"! Vale the Outposts of Empire!

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rural and urban communes, would be defenceless against such a campaign ordering the physical isolation of tens of millions of men and women. The propaganda against the reactionary and selfish individualistic nature of both romantic and sexual love may be the introduction to such measures."

Woven into this story of Mao, the most dangerous statesman of the age, is an account of the relationship between the two great Communist powers, China and Russia, and the basic ideological conflict between the two.

Although the picture Paloczi-Horvath draws of present day China and its meglomaniac leader is nightmarishly grim, all is not yet lost: In 1962 it is still an open question whether the future will see Mao Tse-tung's rule as the most portentous event of the 20th century; or as an interlude of pointless mass-suffering soon to be forgotten in the milennial flow of Chinese history.

(MAO TSE-TUNG. Published by Secker & Warburg. 52/-.)

Yoga exponent Michael Volin shows how. This is an eagle pose.

Relax Like An Australian Yogi

Yoga is not all beds of nails an wild-eyed emaciated fanatics con templating their navels. Anyhow, no according to Michael Volin an Nancy Phelan who have collaborate in "Essence of Yoga", especially pro duced for prospective Australia addicts of the cult.

NONETHELESS, few matur people living what they call "th Western life" would get past first bas —the four sitting poses. Neither th Easy Pose, Pose of an Adept, Half Lotus, or Lotus (traditionall assumed for contemplation and al of them requiring the practitioner t sit cross-legged on the floor), ar likely to do more for most peopl than have them crack-off at the hi joints.

Yoga is an ancient philosophy birthplace India, and there are eigh main steps to achieving "the fina liberation of the spirit". This book concentrates on only two of th steps—breathing control and exercise which are the basis of the cult; and the bodily positions, or *asanas*, o which there are in all 84.

It is this physical aspect of yoga designed to "retain good health and delay the process of ageing", tha most interests Westerners. By and large they aren't inclined to go the whole hog like the Eastern sages with celibacy, total abstinence from alcohol, vegetarian diet and fasting.

The book has dozens of illustrations—many of them of people standing on their heads with their legs tied in true-lovers-knots; or reclining in relaxed positions on the back o their necks.

Michael Volin is a New Australian White Russian, learned his yoga in China and now runs a school o his own in Sydney. Nancy Phelan is our old friend, ex-South Pacific Commission, photographer, novelist and associate of Volin in his yoga work. (In case you don't know: *yoga* is the cult; a *yogi*, is a person who practises it).

(Published by Dymock's Book Arcade Sydney. Price, 31/6.)

NG—Last Hope Of The Anthropologists

Evidence of Australia's and Papua-New Guinea's established place as the last hope of anthropologists and sociologists is the increased number of learned books on the area being turned out by overseas publishers.

LATEST is *Aborigine Culture History*, by Dr. Arnold R. Pilling, Assistant Professor of Anthropology at Wayne State University, Detroit.

He calls his book a "survey of publications, 1954-57". In effect it is a restricted bibliography—restricted because he appears to have made do with Australian magazines and journals available in Detroit, plus other sources from his own knowledge (he spent two years as a Fulbright scholar in Australia, 1953-54).

He takes his subject State by State, with Papua and what he calls Australian New Guinea treated separately in the same way. He then makes a survey of what has been printed about each region, under general heads of history, archaeology, ethnology, material advancement, administration, etc., in the years under review, naming the source.

Without being unduly swelled-headed about this, it is pretty obvious that his sections on Papua and New Guinea were based largely on what was published in the *Pacific Islands Monthly* in those years, the *PIM* being quoted 126 times, plus quotes from individuals such as Tolala, Tudor and Robson.

In treating his material Professor Pilling has given a thumb-nail sketch of native culture in the different areas but has as well, as all good bibliographies should, provided ready-made source material for future researchers.

The only fault that could be found with it is that it stops short, almost six years ago. In the time since 1957 there has been more cultural change in such places as Papua and New Guinea than in all the other years of history put together.

(ABORIGINE CULTURE HISTORY. Published by Wayne State University Press, Detroit 2, Michigan, USA. Price, $3.95.)

● **ISLANDS** residents who keep birds as household pets or in aviaries will find **Bird-Keeping in Australia**, by Ian Harman, a useful book on their care, feeding and breeding. It's published by Angus and Robertson, Sydney, at 35/-.

● *Unless otherwise stated, all book prices are in Australian currency*

Ancient History From The Sea Bed

Skin-diving, as far as we're concerned, is strictly for the enthusiast. Skin-diving according to *Gods and Little Fishes* is something else again—everybody may take part in it.

ITS author, Hugh Edwards, is a journalist on a West Australian newspaper. According to the book he s, with his bosses' blessing allowed to pend a great slice of his time chas- ng his hobby 15,000 miles across the world instead of attending to the outine business of newspaper report- ng.

What makes Edwards' book dif- erent from dozens of others on the ame subject is a bright and amusing tyle of writing, a commonsense pproach to, and interest in, things ther than the mystique of stalking he sea floor; and a story that con- erns more than brushes with big ish.

There are, of course, passages xtolling the delights of hunting giant roper and shark with spears and nder-water guns; and the excitement f dodging death and the creeping, rawling, swimming or poisonous angers of the deep.

But most of the book deals with xploring the relics of man on the ea floor—sunken ships and drowned ities.

In this respect Edwards couldn't ave been born in a better place in hich to begin, as the Western ustralian coast is a happy-hunting- round of ancient wrecks and is edolent of the earliest appearances f Europeans upon this continent.

For three hundred years, after uropeans learned to round the Cape f Good Hope and find their way o the Spice Islands, many ships— ortuguese, English, French and specially Dutch—left their bones on he biggest obstacle in their path, he wild north-western corner of the ontinent of Australia.

From WA, in 1959, Edwards went o London, got himself a job as sub- ditor on a man's fashion magazine o keep the wolf from the door, but oon was attached to the Cambridge niversity Underwater Archaeo- ogical Expedition for a Mediter- anean summer of underwater ex- loration.

Firstly it was with an Italian Count ho had a Sicilian palace and an mpressive quantity of newspaper clippings about his underwater activities but whose views of life in general and exploration in particular were irreconcilable with those of the earnest young Cambridge men.

Later it was to North African Libya, where the modern Arab village of Suza stands on the mound of rubble that covers the old Greek and Roman cities of Appolonia, founded six centuries before the birth of Christ. A great earthquake of about 300 BC had buried large sections of the ancient city beheath the Mediterranean and it was this portion that was the particular interest of the underwater team.

Edwards returned to Australia, to Dirk Hartog Island and Shark Bay, at the end of the northern summer, but was back in the Mediterranean when the sun came round again. This quick change of sea-bed view from the new and the old worlds forms the basis for his story that blends travel, history and archaeology into a very readable whole.

But perhaps the book's most pleasing feature is its breezy sense of adventure—a quality lacking from the lives of most people in today's over-affluent Western society dedicated to the great god Security.

(GODS AND LITTLE FISHES. Published by Peter Davies. 31/-.)

STUDYING NATURE

Nature study is probably the most important subject in the Islands school curriculum, not only because it helps the child to understand his environment better but because it is the basis of all good agricultural practice.

One of the best books on the subject and called just that—**Nature Study**—has recently been republished by Whitcombe and Tombs Ltd., having first appeared four years ago for the NZ Department of Island Territories. Author is R. R. V. Blanc.

The book was prepared for teachers in the Eastern Pacific Islands where New Zealand has traditionally had a hand in education and, in lessons describing the various plants, fish, animals and birds that the Pacific Island child will encounter, local names (Samoa, Fiji, Cook Islands or Niue) are given. But although written specifically for this area, it should be of equal value in the Western Pacific where coastal village environment doesn't differ all that much from Fiji/Polynesia.

As well as being a valuable book for the teacher it should find a place on every island bookshelf. It contains a wealth of material that is familiar to the European resident of the Islands—but for the very reason that it is familiar, is often unknown.

There are over 100 black and white photographs, drawings and diagrams.

(NATURE STUDY. Published by Whitcombe & Tombs Ltd.; New Zealand. Price 30/-.)

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THE SECRETS OF WOOMERA

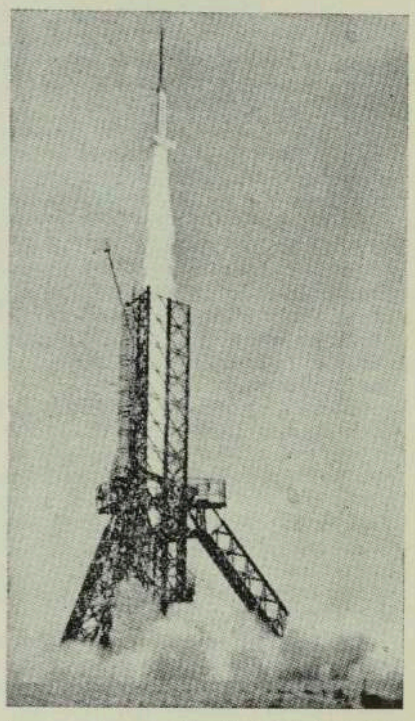
Not very long ago Woomera had only one meaning—it described an aboriginal tool which when applied to the end of a spear could be used as an aid to throwing. Today any Australian who hears the spoken word applies it not to the aborigines but to the mysteries of space science, for since 1947 Woomera has meant the Long Range Weapons Establishment in South Australia.

THIS gigantic undertaking, staffed and directed by Britains and Australians sharing a financial load which has already been more than £100-million, is a happy working partnership, yet even the barest facts of it have been singularly hard to come by. For Woomera has also meant Security.

Australians have known nothing more than that Woomera has tied up thousands of square miles of arid country; that rockets are regularly fired there to God-knows-where and that somewhere in the area boffins track satellites and other odd pieces of hardware orbiting the earth.

Now, for the first time we can read the story of Woomera, its growth, its scientific achievements, its general anatomy and discover for ourselves how 4,500 souls live in this gigantic open-air laboratory where each person and each facility is maintained at two-and-a-half times the cost of its equivalent in an Australian capital city.

Australian author Ivan Southall, a war-time DFC winner and known in recent years for his books for boys, does it most creditably in *Woomera*. It's a big book well illustrated and containing even detailed diagrams of the range and its layout and of Woomera village itself.



Homesteaders go to shelter when Long Tom goes up from Woomera.

You Need the Index

An index draws the threads together for the fact-seekers—a most necessary index, for in his arrangement of chapters Southall sometimes sacrifices clarity for the sake of continuity. He jumps from one period of time to another as the mood takes him. Yet the facts are all there—more facts than most readers would expect.

Southall says that as early as 1953 the Americans were watching Woomera closely and by 1957 it was agreed that "there wasn't a range in the Western world better equipped or better managed, that conducted a major programme on fewer staff". By 1960 the US had installed millions of dollars worth of equipment there. Its geographic position and its excellence have made Woomera indispensable to the West and without it the conquest of interplanetary space would be far more hazardous and difficult.

(WOOMERA. Published by Angus and Robertson. 37/6.)

First Aid for All

A clear, simple, inexpensive book on first aid is invaluable anywhere, but especially so in the Islands, where help may not be on hand immediately.

Angus and Robertson, Sydney, have just produced the 94-page *Emergency First Aid*, by H. W. Snow, which at 15/-, is just what the doctor ordered. The author anticipates the answer to the question "What shall I do next?" for almost every conceivable situation, including the treatment for leeches and the problems of sudden birth. We thoroughly recommend it.

Some New Novels

THIS month's crop of novels cove four Continents with themes a widely different as the geographica distance involved. Perhaps the bes of them—if at the same time th most irritatingly artistic in style—i *The Cage*, by Thomas Hinde. Thi is a story of racial relationships i an emerging country—probably th world's most popular theme at th moment, but one that is no les arresting for that.

This story concerns Kenya—bu few New Guinea readers could rea it without seeing the same posturing doubts, double-talk; the sam intellectuals hypnotised by their ow logic; the same natives condemned t the unsuited colourlessness o suburban democracy.

For some reason that probably ha something to do with the author idea of the artistic, he tells the stor through the mind of a neurotic gi who is recovering from a majo mental breakdown. Life in an emer ing society that has cross-curren of racialism is difficult enough fo the totally sane; the menta anguishes and involvements o heroine Heather could have bee done without.

(THE CAGE. Published by Hodder an Stoughton Ltd. 20/-.)

SYDNEY writer-child psychologis educationalist Donald McLea goes back in his city's history to th 1880's for his new novel *The Wor Turned Upside Down*—probably t prove that the problem of chil delinquency is no new thing.

In the 1880's the territory betwee Sydney Rocks area and Wo loomooloo was wild and toug dominated by the wars between riv gangs of young toughs who fougl with knives, fists and pickets off th fences. Kept reasonably in chec by their leaders they—for the purpo of this story—erupted into violen on a scale hitherto unknown whe one leader was killed and the oth was on the run.

The violence culminated in the ra of a young domestic by a band the hoodlums who were subsequent rounded up, tried and some of the hanged.

The rape case and its afterma is founded on a real *cause celeb* of this period. The leading cha acters in the novel are, howeve woven from the author's imaginatio

(THE WORLD TURNED UPSID DOWN. Published by Heinemann. 26/-

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VIOLENCE, tough men, spirited women and the Old South are art of the usual stock in trade of merican novelist Frank Yerby and *he Garfield Honour* follows the attern.

Regarded as something of a hysical runt, Roak Garfield made p for it by early cruelty, wildness nd contempt of women. When he ioved south to Texas and found uccess and love, his nature and his arly beginnings made it doubly ough to hold either—in a way and story that is, no doubt, satisfying this novelist's established thousands f fans.

(THE GARFIELD HONOUR. Published y Heinemann. 22/6.)

FEW modern writers can create the same depths of Victorian bleakess and gloom as Taylor Caldwell. Her latest novel, *A Prologue of Love,* a good sample of her work.

None of this writer's novels are ramped or small; she paints with ords on a mural-sized canvas, using regiment of characters usually in me family relationship, each to the ther. Her novels are not lightly one, nor lightly read.

A Prologue to Love is the sort f story that inevitably sets the reader ondering what dark passages ppeared in the author's own life; hat kinks and warpings must have ccurred in order for her to have nagined such a human creature as ie central character, Caroline Ames, r her father John. Both were bnormalities, even amongst the eople of a generation who, accordng to Miss Caldwell, specialised in iis department.

Although Ames is alleged to have isliked Caroline, through maliciousess or some sort of extension of his wn power he deliberately made her ie repository of his own secrets for ie accumulation of wealth; for his ower over people in high places and ven over Governments; his anipulations and his flouting of ioral and civil laws.

Boston and the Eastern States are art of the background but there are our excursions into Europe. No ense of humour touches this novel nd its sombre theme—although there re frivolous characters in the story —yet Caroline emerges as not ltogether an unsympathetic figure. aylor Caldwell admirers will, on ie whole, be pleased with her ewest production.

(A PROLOGUE TO LOVE. Published Wm. Collins (Overseas) Ltd. 31/-.)

What's New in Paper Backs

I SWEAR AND VOW, by Stefan Oliver. About surgeons and hospitals in Germany where, according to this novelist, surgery is closer to butchery than anywhere else on earth. Translated by Helen Sebba. (Pan Giant.)

CLASSIC CRIMES, by William Roughead. The author was an Edinburgh lawyer and the writer of many books on criminal trials. This selection of seven famous Scottish murders has been made by his son, and begins with the famous early 19th century West Port murders. The West Port sensation grew out of a new interest in the teaching of anatomy around that period and the lack of human raw-material on which the students could practise. Those who undertook to supply it graduated from robbing graves to getting it on the hoof. (Pan Giant.)

THE CHALLENGE, by E. V. Timms. The Tasmanian section of the Australian saga that, in total, ran into 11 novels. The Gubbay couple, who have a prominent part in the series, appear again. (Pacific Books.)

ANGELIQUE AND THE KING, by Sergeanne Golon—the sequel to *Angelique* and, like it, it comes in the large, but scarcely family, size. In the first novel, *Angelique* went from poverty to the wealthy nobility via marriage, descended into beggary and near-prostitution, reappeared at the top through another noble marriage and lucky business ventures. In this, the third novel, she sets her sights on Versailles and the King sets his sights on Angelique. Sin, sex, romance and intrigue in the classical Louis XIV period. (Pan Major.)

THE WAR LOVER, by John ("A Bell for Adano", "Hiroshima", etc.) Hersey. Major Buzz Marrow loved his Flying Fortress, loved raids over Germany, loved annihilation for annihilation's sake. His buddy Boman loved Buzz's English girlfriend. Sin, sex, intrigue, war, and swear-words spelt with dashes, strictly in the American modern period—although the background's England, 1943. (Pan Major.)

THE SEVEN DIALS MYSTERY, by Agatha Christie. A vintage Agatha of her earliest period, predating Hercule Poirot and her latterday sleuths. (Great Pan.)

ZSA ZSA GABOR, by herself, through Gerold Frank. Life-story of the Hungarian glamour-puss in which Hollywood talent, American millionaires and impoverished European nobility have a share. (Pan Giant.)

MORNING AT JALNA, YOUNG RENNY and THE WHITEOAK BROTHERS, all by Mazo de la Roche, all episodes in the chronicle of the Whiteoak family. (Pan Giants.)

JIGSAW, by Hillary Waugh. An American murder mystery that got rave notices from English book reviewers and has since been made into a British movie. (Great Pan.)

AN INNOCENT ABROAD, by Ronald Kirkbride which, like his other novel, "Tamiko", is about a Japanese girl—but this one the hero marries and takes on a world trip. (Great Pan.)

BONY AND THE BLACK VIRGIN, by Arthur Upfield. Outback New South Wales and Detective Inspector Napoleon Bonaparte unravelling the mystery of two dead station owners. (Great Pan.)

SAMMY ANDERSON, COMMERCIAL TRAVELLER, by H. D. Williamson. The title explains the theme of this novel with a typically Australian small-town background. (Pacific Books.)

THE CROWDED SKY, by Hank Searls. Also as the title indicates—drama in this jet air age with an airliner and a Navy plane travelling at the speed of sound on a collision course. Sex interest as well. (Great Pan.)

ACT OF MERCY, by Francis Clifford. South American revolution stuff that has now been made into a movie starring Leslie Caron and David Niven. (Great Pan.)

THE WITCH'S THORN, by Ruth Park. A mixture of old Irish and Maori in the New Zealand of the 1920's. (Pacific Books.)

THE DRUMS OF MER, by Ian L. Idriess. A highly coloured romance of primitive society in the Torres Strait Islands—with beautiful white castaways for trimming. (Pacific Books, 7/6.)

THE BOYS, by John Burke. Old Bailey court room-drama about high spirited youths or vicious thugs—depending on the point of view. Has been made into a Richard Todd, Robert Morley film. (Great Pan.)

(Pan Books from William Collins (Overseas) Ltd.; Pacific Books from Angus and Robertson Ltd. Prices: Great Pan, 4/-; Pan Giant, 5/6; Pan Major, 7/6; Pacific Books, 5/6, except where indicated.)

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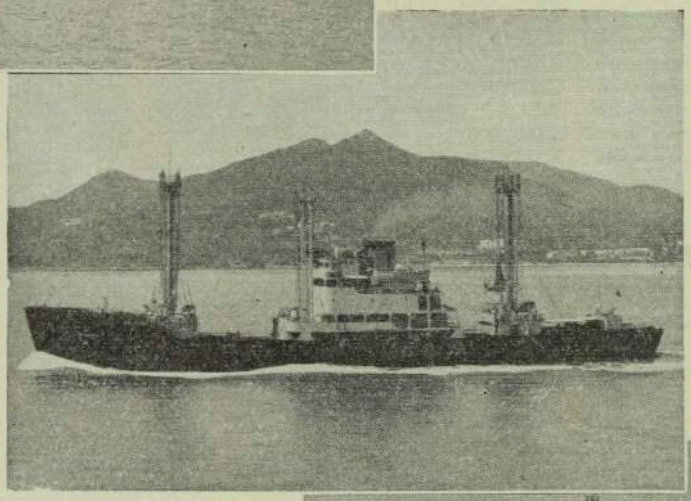
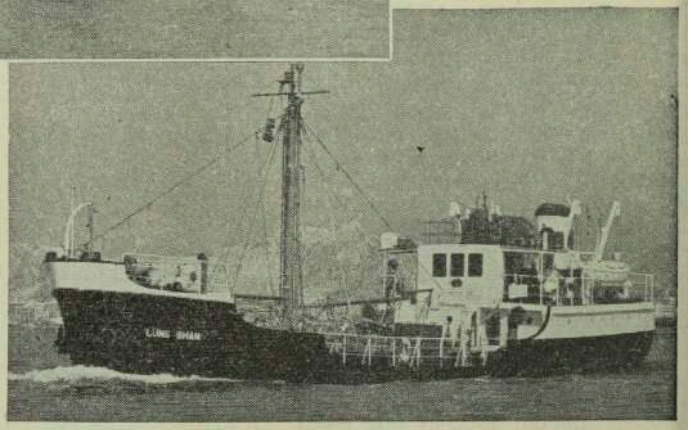
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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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Pacific Shipping And Cruising Yachts

Seventy-five-year-old Captain Andy Thomson, the last of the South Pacific's colourful, old-time schooner masters, will retire soon to his plantation on Rarotonga. Captain Andy completed his last voyage early in October when he brought A. B. Donald Ltd.'s 50-year-old trading schooner *Tiare Taporo* from Rarotonga to Auckland for a refit.

In The News This Month

Aotea	Paluma
Apanui	Port Halifax
Blue Peter	Restless
Charlotte Donald	Runic
Destiny	Sea Chanty
Eiko Maru	Seafire
Fairsea	Seeadler
Faith II	Siesta
Gerard	Sorana del Mar
Gitana	Suva Maru
Grey Dragon	Taga Maru No. 2
Hifofua	Tagua
Isis	Taiyo Maru
Iwakuni Maru	Te Matapula
Koonya	Tiare Taporo
Laoheni	Tiburon
Lodestar	Tsuru Maru
Lolomaanaia	Tuaikaepau
Milos	Tungaru
Nimble	Varua
Orsova	White Lady

APTAIN ANDY, who was born in Brooklyn and still speaks with a ooklyn accent, has spent most of s life sailing in trading schooners ound the Cook Islands. He figures a number of stories by such well-own authors as Charles Nordhoff d Robert Dean Frisbie.

After growing up on Long Island, aptain Andy served his apprentice-ip on square-riggers in the Atlantic. e had a turn as a quartermaster on ips on the Great Lakes and made yages out of Seattle and San ancisco, including trips to Alaska, fore coming to the South Pacific.

He first saw Rarotonga from the ck of a Boston barque when he was and he fell in love with the place mediately. By the time he was 19, owned six acres of land at Raro-nga, and he later married a Raro-ngan. For a number of years be-re World War II, he was master of . B. Donald Ltd.'s *Tagua*.

Captain Andy took command of e *Tiare Taporo* in 1939 and has en her skipper ever since, except r a period between 1949 and 1959 hen she was under the control of e French branch of Donalds, the tablissements Donald Tahiti, trading ound French Polynesia.

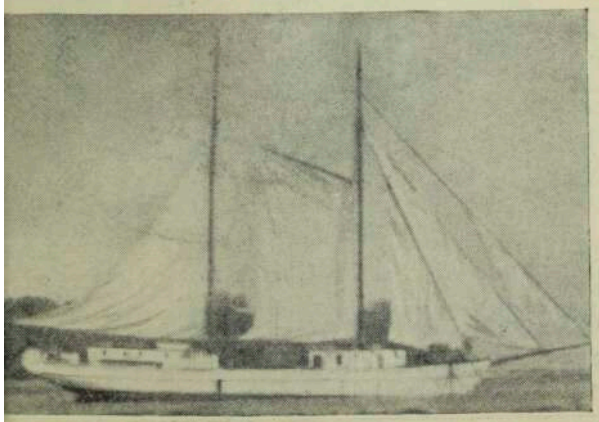
During this break, Captain Andy was master of another Donald ship, the 250-ton motor ship *Charlotte Donald*.

In the reef-strewn Pacific, Captain Andy is probably unique. He has never lost a ship or even run one aground. Nor has he ever lost a man overboard, although plenty of his men have fallen overboard.

On one occasion when a chicken fell overboard, Captain Andy put the ship about and posted look-outs up the mast. When the chicken was rescued half an hour later, Captain Andy explained that he went to this trouble over a chicken both for practice and to impress on his crew that if they were washed overboard, even at night, they should, like the chicken, keep treading water until he found them.

Mr. William Boustead, of the NSW Art Gallery, who knew Captain Andy several years ago, described him to *PIM* as a "terrific personality and a wonderful yarn-spinner".

"Until you get to know him, you are a bit frightened of him because he is a bit rough and has a wonderful flow of invective," he said. "But underneath he has a heart of gold—just like his smile." (Captain Andy has a lot of gold capped teeth. Eleven of his teeth were broken on a railway construction job in Alaska 51 years ago.)



The 173-ton 50-year-old trading schooner "Tiare Taporo", long commanded by Capt. Andy Thomson, is 90 ft. long, 23 ft. 4 in. wide and draws 7 ft. Her name means "lime blossom".

Mr. S. Bennett, island inspector for A. B. Donald Ltd., said in Auckland recently: "Andy is one of those men who can always be depended on to bring a ship home. He has never, during the whole of his career with the firm, given us a moment's anxiety."

The *Tiare Taporo*, which was built for A. B. Donald Ltd. in Auckland, was the last schooner built in that port especially for the Islands trade. After completing her present refit, she will return to Rarotonga under Captain A. J. Pickering, previously the mate.

● ANOTHER JAPANESE SHIP WRECKED: At 3 a.m. on September 24, the 158-ton *Iwakuni Maru* became the third Japanese fishing vessel operating from Pago Pago, American Samoa, to be wrecked in the Cook Islands. The first was the *Taiyo Maru*, wrecked at Pukapuka in October, 1957, and the second the *Tsuru Maru*, wrecked at Nassau in November, 1958. The *Iwakuni Maru*

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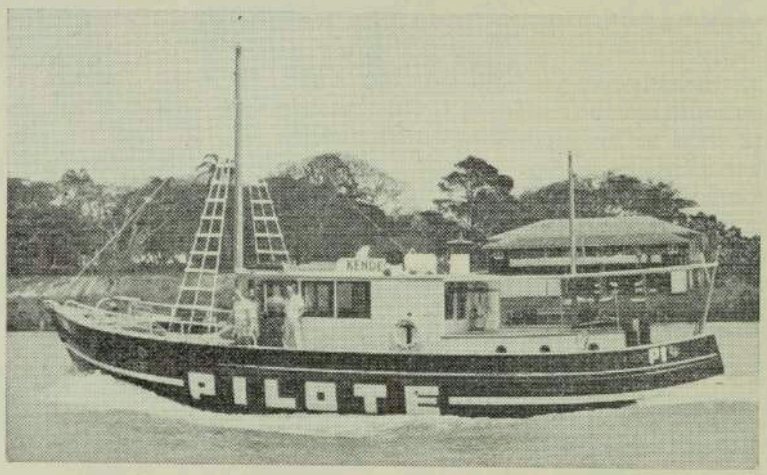

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s stranded at Muri, on Rarotonga's ıth-east coast.
A faulty compass is believed to ve caused the wreck. The vessel d a crew of 22 commanded by ptain Mikawa, and had been at ı about 42 days. Her long lines re still out for tuna when she uck the reef bow on.
The vessel was badly holed, but no es were lost although heavy seas mpered rescue work and further maged the ship.
At first light canoe loads of lagers from the Ngatangiia district ached the wreck but were unable go on board because of heavy seas. ıey helped to erect a breeches buoy which the crew, with their per-nal belongings and bedding, were ansferred to the reef. From there ey were ferried ashore.
Mr. A. O. Dare, Resident Com-issioner, was one of the first on the ene. He directed shore operations, ranged for the accommodation of e shipwrecked men, and asked aptain Mikawa to send 50 albacore hore for the voluntary helpers.
One of the crew sustained minor juries on the reef and received eatment at Rarotonga Hospital. By .30 that evening all the Japanese ere ashore. They were billeted in ıe fruit packing shed at Ngatangiia llage.
The *Iwakuni Maru had* 80 tons of bacore on board, a variety of tuna ıat fetches the highest price on the merican market.
On September 25, the *Suwa Maru,* modern 300-ton fishing vessel, also orking for the Van Camp Tuna ompany, at Pago Pago, arrived at arotonga to repatriate the ship-recked men.
Next day, salvage operations really ot under way and hundreds of eople crowded the beach and the eef at Muri lagoon. Tons of albacore ere brought ashore by Public Works angs, some of which was transhipped the *Suwa Maru,* some sold on the each, and some sent to the Govern-ıent Freezer in Avarua for sale. Al-acore was on the menu of most arotongan homes for many days fterwards.
A great quantity of fishing gear nd glass floats were salvaged, and he *Suwa Maru's* holds were cleared f bait to make room for the salvaged argo.
This special bait consists of housands of small, frozen, Japanese ish—of a type unknown in the Cook slands.
The bait was given to the Cook slands' Fisheries Division.
The women of Ngatangiia cooked and laundered for the castaways dur-ing their brief stay and, as a parting gesture, the Ngatangiia people gave the Japanese a truck load of fruit.
On the evening of September 26, the 40 crew members of the *Suwa Maru* attended a dance in Avarua. Sailing time was 9 p.m., but at that hour six of the Japanese were miss-ing. They were finally located in various districts and, at midnight, the vessel sailed for Japan with both crews on board.
A Public Works team later re-moved useful fittings from the wreck which had been abandoned by its owners to the Cook Islands' Govern-ment.

● NEW SUBMARINE BASE: The United States Navy has an-nounced that the island of Guam is to become a Polaris missiles sub-marine base. A submarine tanker carrying 1,500 men and capable of servicing nuclear submarines is ex-pected to be based at Guam from late next year. The Navy announce-ment said the new base would be similar to an American base in England.

● WHALE OF A JOLT: The passengers and crew in the Seventh-day Adventist ship *Laoheni* thought they had gone on a reef when they felt a severe bump and the ship

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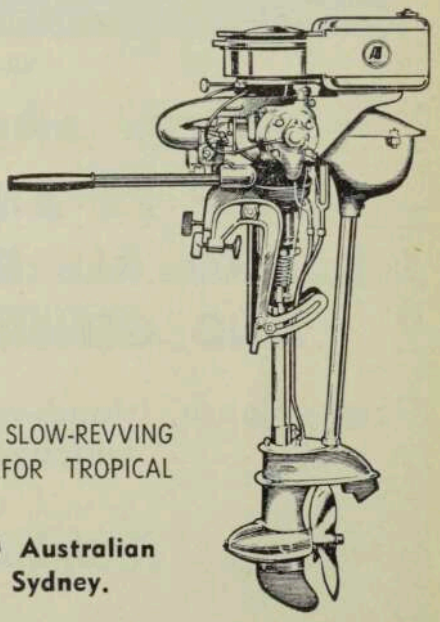

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ched during a recent voyage from
laita to Honiara, BSIP. But it was
y a whale that got in the way.
e look-out man saw the whale as it
ne up on the port side moving
oss the ship's course. He shouted
it to get out of the way. The
ale, however, took no notice. After
collision, the whale moved slowly
and disappeared. The crew said it
not seem perturbed by the in-
ent.

● HONIARA VISIT: The liner
sova, which carries 1,275 passen-
s, will call at Honiara, BSIP, on
y 15 next year in the course of
ourist cruise.

● BACK IN DECEMBER: The
)-ton Royal Australian Navy
vey ship HMAS *Paluma*, now be-
refitted in Sydney, is due to re-
n to New Guinea in December to
gin the third year of a survey pro-
mme in the area. The *Paluma* left
G waters in August after nine
nths' work.

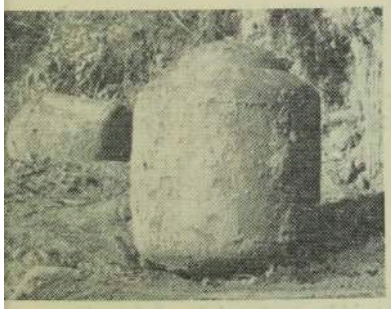
The Minister for the Navy, Sena-
Gorton, said recently that the
luma had carried out a number of
veys that were essential to the de-
opment of New Guinea.

One of her major tasks had been
New Britain, surveying in Rabaul
rbour, and the associated waters of
nche Bay and Matupi Harbour, to
ist the recovery of Rabaul as a
jor port.

Paluma's survey pinpointed seven
panese ships and 34 smaller wrecks
the harbour bed. The smaller
ecks could have been planes or
ding craft.

Senator Gorton said that during
r survey, *Paluma* also found that:

● The bottom of Matupi Harbour
d risen 35 feet since the last survey
years ago.



AR RELICS: Uncovering wartime bombs a regular habit of people in Rabaul, t sea mines are not found so often. e two shown here are believed to have en used by the Japanese in shallow ter. They will receive the attention of Army demolition expert on his next call at Rabaul.

● The Matupi coastline was still hot as a result of volcanic activity, and the surveyors suffered from "hot feet".

● The Beehives, an important landmark in Rabaul Harbour was the victim of subsidence or erosion. Its height had been reduced by 25 feet. (The Beehives arose from the sea bed during a volcanic disturbance in the 19th century.)

The last detailed survey in the Rabaul area was made by German hydrographers before the start of World War I. In some places in Papua, *Paluma* is making charts to replace those based on data gathered by Captain Owen Stanley 110 years ago.

● NEW BERTH SOUGHT AT LAUTOKA: Fiji's Director of Public Works, Mr. J. Common, is taking up the question of a new berth at Lautoka wharf with the Fiji Government. At present, Lautoka's wharf can only accommodate one overseas vessel—on its west face. Members of the Lautoka Chamber of Commerce believe that another berth could be provided on the north face if the harbour was dredged to a depth of

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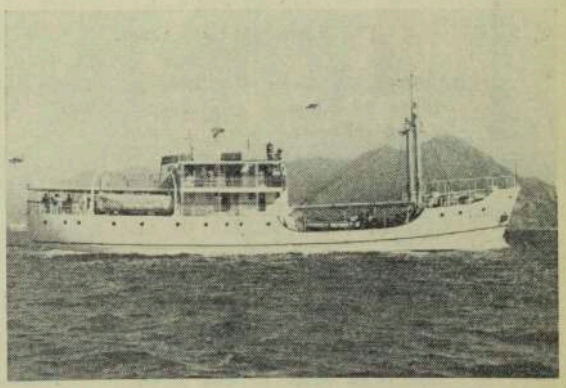

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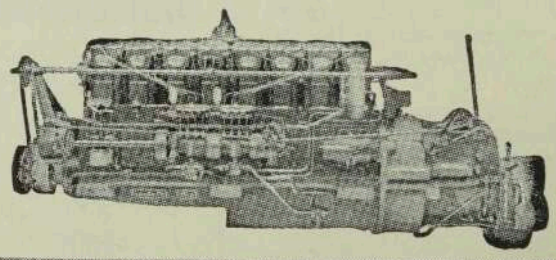

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ft. The estimated cost has been at £10,000.

A deputation from the chamber Mr. Common in September to uss the provision of an additional th. The chamber's president, Mr. Bygrave, who led the deputation, l Mr. Common that the Lautoka arf handled 115,000 tons of im- ts last year—nearly double the 6 figure.

Mr. E. Horne, manager of the utoka branch of the Union Steam p Co., said it had become com- n for two ships to be demanding arf space at the same time. His mpany had often had to divert s to Suva because berthage was available.

Mr. Cleary, of Burns Philp's ship- g department (acting for the Con- nce Lines and other companies), l Mr. Common that his company l also had to divert ships to a. This had not always been con- nt.

● *RUNIC* SALVAGE: The 120 auxiliary schooner *Gerard* sailed m Sydney for Middleton Reef ly in October on her first voyage salvage scrap metal from the 587-ton freighter *Runic* which ran ound on the reef in February, 1. (*PIM*, Oct., p. 113.)

● PROGRESS ON NEW HARF: About 1,200 feet of the v King's Wharf at Suva have now n completed and are available to pping. Work on a further 900 ft going on.

The new wharf is actually an ex- sion of the old wharf built about 14, which, with its timber decking, long been in need of extensive air or reconstruction. An earth-

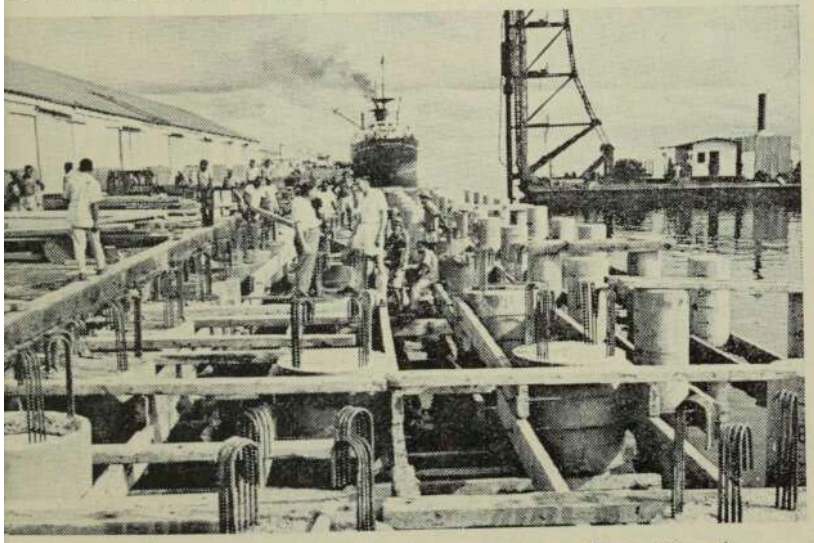
This peaceful scene, showing small craft anchored in the boat harbour at Point Cruz, Honiara, BSIP, was photographed recently by Rob Wright.

quake and tidal wave in 1953 caused the whole face of the wharf to shift.

The new wharf, which will cost £2½ million, is being built out 30 ft in front of the old. The total length of the new face will be about 1,600 ft. An extension into Walu Bay, completed in May, provides further berth space of 600 ft.

The new wharf consists of 895 hollow, prestressed concrete piles, varying in length from 76 to 140 ft. The piles have an outer diameter of 30 inches and a wall thickness of 4½ inches. They are driven in five rows immediately in front of the old wharf.

The 140 ft piles are among the longest ever precast. It has been necessary to use them because of the depth of the bay (34 ft at low tide) and the soft soapstone seabed.



The King's Wharf at Suva, showing the extensions.—Photo: Stinson's.

● VESSEL CHARTERED: The Tongan Government dispatch vessel *Hifofua*, which is used in inter-island services, left Nukualofa on September 5 for Pago Pago under charter for three months to the Armour Research Foundation of Chicago. The vessel will be used in research work off Tonga. The charter provides that *Hifofua* may be used when required to tow the oil barge *Lolomaanaia* with fuel supplies from Suva to Nukualofa—one of its most important normal jobs.

● SALVAGE EXPEDITION: Vila engineer and deep-water diving expert Reece Discombe and Geoffrey Seagoe, a planter, are due to leave Vila for Vanikoro early in November to try to salvage a cargo of brass jettisoned by the MV *Milos* about two years ago when she went on a reef. Discombe and Seagoe surveyed the possibility of salvaging the brass in June. They have chartered Mr. Athol Rusden's motor vessel *Sorana del Mar* for the salvage job and expect to be at Vanikoro for about four weeks.

● NEW OWNERS: The 9,765-ton *Port Halifax*, one of the oldest Port Line ships, has been sold to Liberian buyers.

● MOVE FOR SAFER SHIPS: Pending the enactment of a new shipping ordinance, the Cook Islands Legislative Assembly recently issued

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Announcement

Despite the success of the famous "K" Boats in Papua and other Pacific Islands the time has come for them to be superseded by faster, more capacious vessels to offset the rising cost of crew labour. Accordingly we are pleased to announce the development of a new standard Copra Vessel, to be known as the "L" Class, to achieve this.

Like its predecessor, the new craft is available in lengths of 56 and 60 feet. It has a carrying capacity of approx. 25% in excess of a "K" Boat of the same length. It has a maximum hull speed of 25% more, provided sufficient power is installed to attain it.

The first "L" Class vessel, a 60 footer, is well on the way to completion and is available for purchase (subject to prior sale). It is intended to install a 150 h.p. 6L3B Gardner marine diesel with 2 to 1 reduction gear which should give a speed of approximately 10 knots. The tailshaft is of Monel Metal with bronze bushings at the bearings. The rudder is of cast bronze. The hull is constructed of heavy Spotted Gum and Douglas Fir planking with copper riveted fastenings.

If you are needing a sturdy new cargo boat please write stating your requirements regarding accommodation, sheathing, equipment, etc. and we shall be happy to quote a firm price. Bona fide prospective buyers may have a copy of the plan of the new craft if desired.

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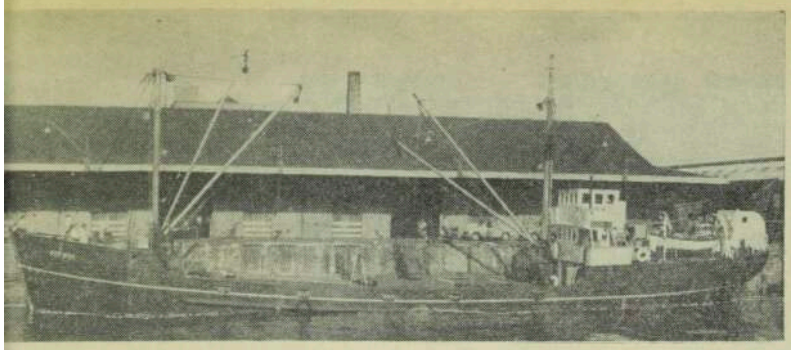

panui", a 296-ton German-built coaster, arrived in the Cook Islands in April, 1961. he was the first vessel in class with Lloyds to enter the Cooks inter-island trade.

atement of policy to control inter-id shipping. For some years the ernment has been concerned it the safety of inter-island ships also the need for an adequate ice between the Cook Islands.

he statement of policy said that hips operating for the carriage of o and/or passengers should be ised and that licences would be icted to three. Each vessel must classified by Lloyds or Bureau tas, have a cargo capacity of at 100 tons, be acceptable to the slative Assembly, be capable of ying not less than 12 cabin pas-ers and have "suitable provision" leck passengers, have refrigerated e for carrying meat, butter, etc., ne outer islands, be capable of ing a single lift of three tons, be capable of an average cruis-speed of eight knots in normal her.

ne licensees of such ships must repared to transport fresh fruit the outer islands to Rarotonga Island Foods Limited and for shipment to New Zealand, and rovide a reasonable number of for all islands of the Cook ip.

cences would be offered in the instance to A. B. Donald Ltd., C. Brown and Messrs. Silk and .

a proposed licensee declined the or had not done anything to ire a ship for early delivery n six months, the offer might be drawn and made to others.

bject to satisfactory performance, Legislative Assembly would pay ch licensee an annual grant of 00 from the date of arrival of his in Rarotonga and for three years after, when the grant would be wed. In the case of Mr. D. C. n, a grant of £3,500 a year had dy been approved for the ship *ui*.

vners of unclassified vessels d be given notice that their vessels would not be permitted to operate after December 31, 1963, although this stipulation might be reviewed if three classified vessels were not operating by then.

The policy statement added: "While the Assembly believes that three classified vessels should be able to render satisfactory service to all the Cook Islands for some years, it reserves the right to issue further licences if it is satisfied that three classified vessels are not enough to render an adequate service".

● ANOTHER CRUISER FOR INDONESIA: Indonesia will get her second Russian cruiser next year. This was announced early in October by an Indonesian Navy spokesman at the formal reception of a 19,000-ton Sverdlov-class cruiser and two Riga-class frigates in Djakarta.

Russia is equipping the Indonesian fleet under a multi-million US dollar agreement signed two years ago when the Netherlands sent the aircraft carrier *Karel Doorman* to West New Guinea.

It is understood two more Riga frigates will arrive before the end of this year. Indonesia already has five Skoryi fleet destroyers, at least 12 W-class long-range submarines and a large number of Soviet torpedo boats, supply and depot ships and amphibious craft.

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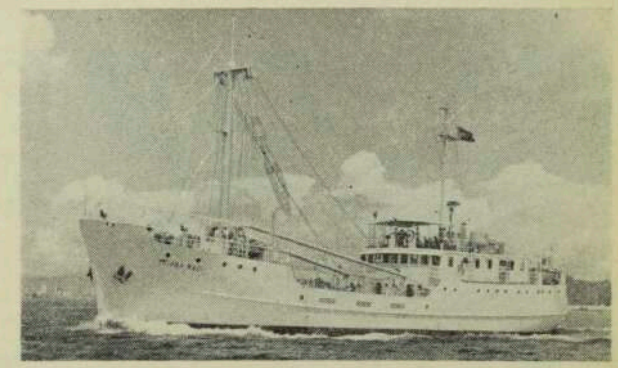

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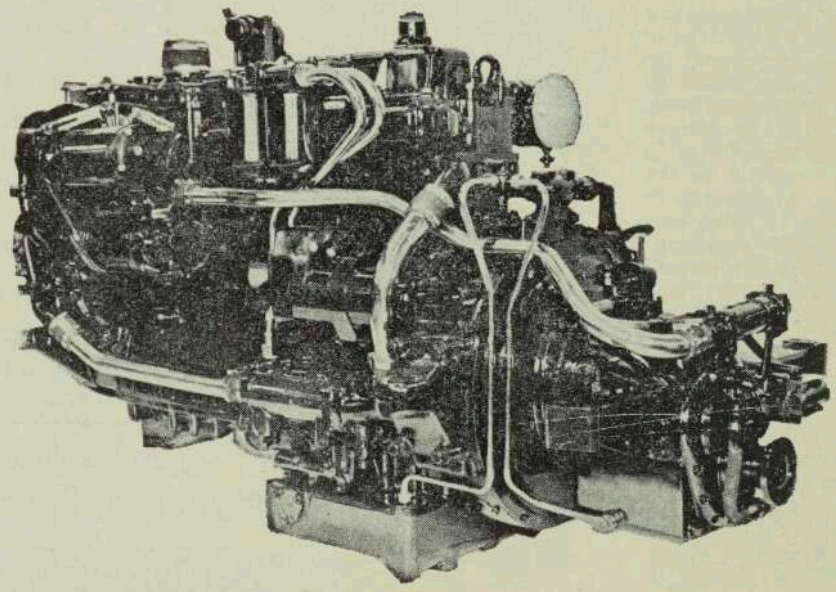

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FARES REVISED: P and O-nt Lines have revised their fares the Pacific, United Kingdom via ıma and round-the-world voyages. e fares have been increased and e reduced, but many remain the e.

ıe new fares came into force on ıber 1, but bookings held on ıber 1 will be honoured at the rates where increases apply, and re a reduction has been made this be passed on to the passenger.

rst and tourist class between and Honolulu and the Pacific st, and between Suva and the ed Kingdom have been increased. ıere have also been increases in Suva-Bombay fares, but most between Suva and Auckland and and Sydney, particularly in ist class, are lower.

kamples of the fares in sterling, the old rates in brackets, are:

ıva-Auckland — First class, A le, £43 (£52); E Grade, £30); tourist class, £22 (£22).

ıva-Sydney — First Class, A le, £76 (£95); E Grade, £60); tourist class, £43 (£43).

ıva-Honolulu — First class, A le, £153 (£138); E Grade, £92); tourist class, £70 (£63).

ıva-San Francisco (or Van-er)—First class, A Grade, £235 5); E Grade, £148 (£145); ist class, £113 (£107).

ıva-United Kingdom (via ıma)—First class, A Grade, £470 6); E Grade, £296 (£289); ist class, £227 (£215).

ıva-United Kingdom, via Sydney Suez—First class, A Grade, £434 2); E Grade, £297 (£270); ist, £197 (£163).

ıva-Bombay — First class, A le, £240 (£253); E Grade, £171 7); tourist class, £116 (£89).

Grade is maximum rate first accommodation, and E Grade is minimum rate in first class.

ll tourist fares given are the mum tourist class rates.

AGROUND IN SOLOMONS: Japanese vessel *Taga Maru No.* ın aground at Santa Anna on ember 4. Her crew was taken y another Japanese fishing vessel September 6. The District Com-ioner, Eastern Solomons, was ointed receiver of wreck. Some pment and stores were salvaged.

OIL POLLUTION: The Suva our authorities for some time been troubled with oil pollution, have rarely been able to trace problem to its source. However, found a scapegoat last month Japanese fishing ship, which had discharged bilge water containing diesel oil into the harbour while berthed at the King's Wharf.

The ship's master, Isao Chida, appeared in court at Suva, and was fined £40. The magistrate said that the maximum penalty of £50 was out of date. He told the court interpreter to inform other Japanese captains of the offence and the penalty.

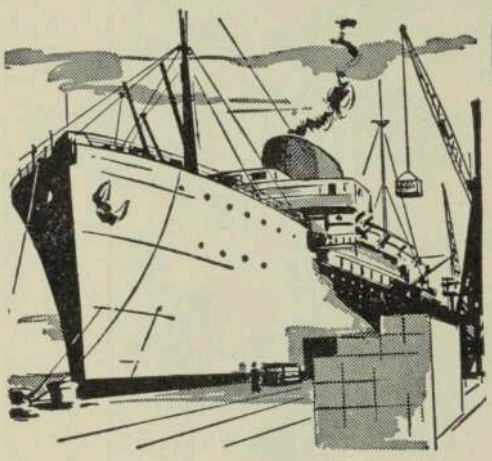
The ship, the *Eiko Maru,* is the mother ship of a large fishing fleet.

● SHIP SINKS: The former Gilbert and Ellice Islands Colony ship *Te Matapula,* sold last year to a Majuro (Marshall Islands) firm, sank 30 miles south of Majuro on September 2. It was not reported whether there were any casualties.

Te Matapula was en route to Tarawa to look over the Wholesale Society vessel *Tungaru* which was up for sale. Later, an offer by Carlos Etscheit, of Ponape, for the *Tungaru* was accepted.

A colony crew was due to leave Tarawa on October 3 to deliver the *Tungaru* at Majuro. A message from Tarawa says there are no immediate plans to replace the *Tungara.*

● SHIPWRECKED MEN REACH SAFETY: Two starving, emaciated men, who said they were survivors of the 45 ft yacht *Tuaikaepau,* reached the safety of Kandavu Island, 75 miles south of Suva, on a primitive raft on October 15. The men, who could scarcely speak, told Kandavu Islanders that 13 other men were stranded and starving on Minerva Reef in the far south-east of the Fiji Group.



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COMMONWEALTH BANKS

A third companion had b drowned as they were swimm ashore after their 350-mile r voyage They said their ship h grounded on a reef. A flying-b with food and medical supplies Suva on October 16 for Mine Reef.

The *Tuaikaepau*, owned by T Ramsey, of Nukualofa, left Tonga July 4 on a voyage to Auckla When she failed to turn up, an successful air search for her v made early in August. (For la details, see elsewhere in this issu

News of Cruising Yachts

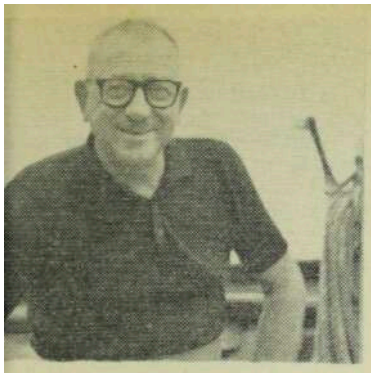
● *SEAFIRE*, of Vancouver, a an attempted passage from Acapul Mexico, to the Marquesas arrived Honolulu in September, 70 days from Acapulco. She had been fr trated in reaching the Marquesas 21 days of doldrums.

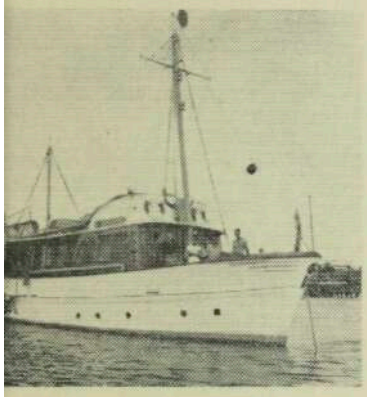
Two Vancouver families w aboard the vessel—Gordon and M Pyke and their 9-year-old daugh Sandra, and Alan and Grace Sm and 3-year-old Michelle. They p to spend the winter in Hawaii.

● *SEA CHANTY*, 36-ft. crui has been sold in Honolulu to a Marine captain, W. K. MacNu after several years cruising in South Pacific. Canadian Lyle M and New Zealander Jack Bauer, w sailed *Sea Chanty* from New Zeal to Honolulu via the Marquesas, h not decided on their next move.

● *AOTEA*, 28-ft. ketch with Frenchmen, Rene Vermande, 30, Lucien Bouchet, 40 was abando 350 miles south-east of Sydney in September after a nightmare drift

"Sea Chanty."





UVA: The 63-ton motor yacht "Blue ", pictured above with her owner, Bill Phillips, ethnologist, of San Diego, been a familiar sight in Suva since She was expected to leave Suva for na, the Wallis Group, Western and rican Samoa, the Phoenix Islands, aii and then home to San Diego early eptember, but early in October she still there. She is registered in ma. Mr. Phillips and his wife, who is lling with him, have both been back e US since "Blue Peter" arrived in Fiji.—Photos: Stan Whippy.

ays with a broken rudder. *Aotea* on her way from Sydney to mea when the rudder snapped five days at sea. During the 21- drift, the vessel was battered by torms.

he two crewmen shaved every nd day to keep up morale and finally sighted by Giorgio mba, the Chief Officer, of the *Fairsea*. After unsuccessful npts to haul *Aotea* aboard the *sea* and take her in tow, the h was abandoned. The two chmen were taken in the *Fairsea* Auckland, and later went on to mea.

he abandoned ketch is not to be used with Trevor Riley's 32-ft. *Aotea* which made an unsuccess- ttempt to cross the Tasman from Plymouth, NZ, to Sydney in (*PIM*, Sept., p. 113).

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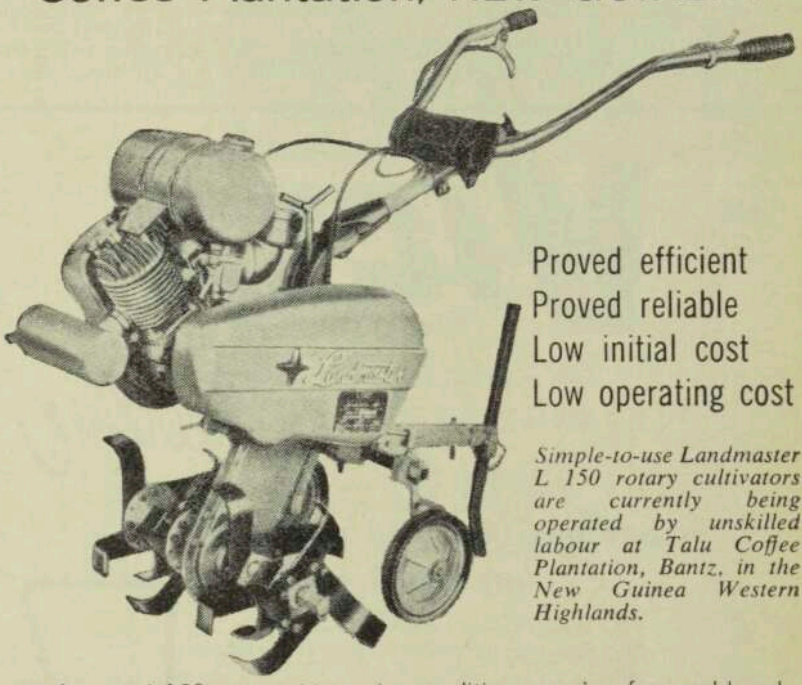

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● *DESTINY*, 34-ft. yawl, with Frank Berberich and wife, arrived in Honolulu recently 35 days out of San Diego. Storms drove *Destiny* to Guadaloupe Island off the Mexican coast, where she stayed a few days before going on west.

● *GITANA*, 34-ft. yawl, with Bill and Marci Taylor and their children Jeff, Teri and Linda, has reached Honolulu from Long Beach, California. The Taylors had intended going to the Marquesas, but were turned north by gales in about 20 deg. North Latitude.

● *GREY DRAGON*, 26 ft. ketch, was pounded to pieces on rocks at Hicks Bay, near Gisborne, New Zealand, on September 18, two days after completing a 12-month voyage from England. The crew, William Corbett, of Yarmouth, Isle of Wight, John Rogers, of Queensland, and Douglas Duffy, of South Australia, watched helplessly as the vessel was destroyed. The crew had anchored the ketch in Hicks Bay after a 26-day battle with southerly storms between Vavau and New Zealand. They were ashore when the ketch dragged her anchor and grounded on sand.

They tried to run an anchor line to sea, but heavy seas worked the ketch closer to the rocks and she was smashed against them in a rising tide. The crew had put all their savings into the ketch, which was not sured.

● *KOONYA*, of Sydney, w skipper Les Squires, was en ro to California from Hawaii in ea October.

● *LODESTAR*, an American maran with owner-skipper A. Pi and J. Daigneault, arrived in Au land on October 3 after a 10,000-m voyage from San Francisco. craft is 35 ft. long, 20 ft. wide draws only 30 inches of water. Exc for a small outboard which is used get in and out of ports, she is s powered.

Mr. Piver, one of the world's le ing trimaran designers, built *Lode* in his garage in nine months $4,000. Mr. Piver is a former craft designer, and he used principles of aircraft designing building the trimaran. The result that *Lodestar* sometimes comes cl to flying.

The craft left San Francisco Hawaii in May, 1961. There the original crew members left and Daigneault joined her. From Haw *Lodestar* sailed for Rarotonga so times reaching speeds of 20 knots. one stage on this voyage she did miles in a day.

Lodestar is a larger version of trimaran *Nimble* which Mr. Pi sailed across the Atlantic in 19 She was due to stay in Auckland several weeks and then return to Francisco via the Society Islands.

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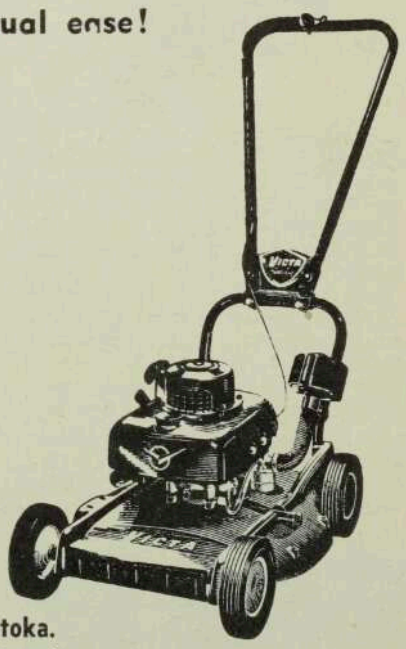

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FESTIVAL VISITOR: This smart y "Faith II", owned by Mr. M. Orchic Whakatane, New Zealand, was in Suv September for the Hibiscus Festival. Orchid, a motor mechanic, built the y himself. He also built the original "Fa which he sold in New Zealand aft voyage to Australia. Mr. Orchard's fa was also aboard "Faith II".
Photo: Stan WI

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er hoped to get a crew in Auck-
d for the return voyage.
Mr. Daigneault told the Press in
ckland that the craft was very
my and comfortable and had
ths for seven. An amazing feature
the small roll. "On this boat you
put your things down and they
stay there," he said.

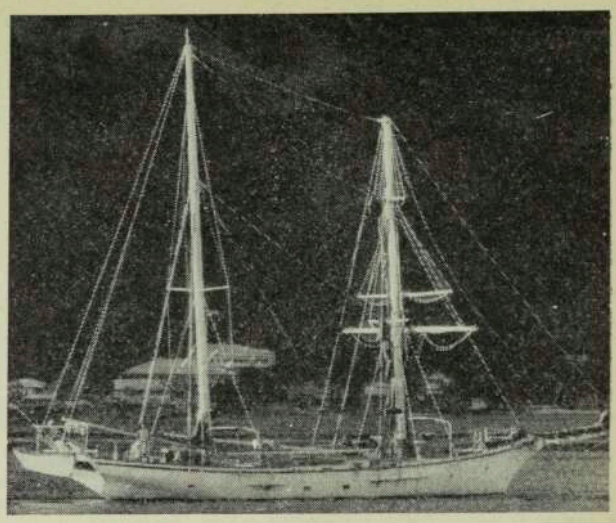
VARUA, William Albert Robin-
's beautiful brigantine, was head-
back to Tahiti from Honolulu
ly in October. Robinson, an
erican resident of Tahiti, is well
wn to yachting enthusiasts as the
hor of *Deep Water and Shoal,*
yage to Galapagos and *To the*
at Southern Sea.

SIESTA, 35-ft. cutter from
ckland with a crew of six Kiwis,
ched Brisbane from Noumea on
ober 2 after a hazardous 13-day
age. The vessel arrived with its
ine useless and no food or water.
engine broke down 200 miles
n land, and for the last two days
ta was becalmed 60 miles off the
eensland coast.
The crew comprises owner-skipper
in Piesse, 32, Andrew Jardine, 25,
s Theed, 31, Bob Beauchamp, 22,
Donaldson, 23, and Paul Schultz,
Piesse said that for the last four
s of their trip their only food
a cup of watered soup every 24
rs. They had provisioned the
el for a five-day run from
mea to Brisbane, but head winds
then calms had nearly trebled
estimated time of the journey.

WHITE LADY, Joe Hart's 32-
ketch, reported from Apia,
stern Samoa, in mid-September
r a month in the Fiji Group with
s at Suva, Gnau, Koro, Vanua
u and Taveuni. Joe said the
h ran into a blow at the western
of Savaii and spent 16 days at
average of eight miles a day
inst strong south-east winds. Joe
ailing with his wife Ellen, their
n-year-old son Joey and a New
land crew member. They planned
go on to Pago Pago on September

oe said that in Suva they met the
tless, 40 ft. New Zealand sloop;
ta, 35-ft. cutter (see elsewhere);
Seeadler, a Vancouver sloop
ed by G. Gray and in from Pago
o. In Apia, they met the 40-ft.
ketch *Tiburon* from Pago Pago.
uron later returned to Pago Pago.

NEW ZEALANDER Brian
ite, a well-known yachtsman in
South Pacific, returned to Auck-
l in the *Orsova* from Honolulu in
September after cruising the
ific off and on for nearly 2½ years.



W. A. Robinson's brigantine "Varua" cost $75,000 to build, is 66 ft. long, with a beam of 16 ft. 2 in. and a draft of 6 ft. 6 in.

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CUTTER'S TROUBLED CAREER ENDS IN DISASTER

From Ken Mullen, on Norfolk Island

After being in and out of the headlines for five months, the story of Walter Martindale's 32 ft. cutter *Isis* came to an end at Norfolk Island in October when she was dashed to pieces at the base of cliffs near Kingston Pier.

THE story began on May 10 when Mr. Martindale, an American, and two crew members sailed the cutter from Sydney with Mr. Martindale's 21-month-old daughter Liane.

After being the subject of a search, the *Isis* turned up at Norfolk Island where Liane was taken into custody by court order and later returned to her mother, who flew to the island for the reunion. (Mr. and Mrs. Martindale were estranged at the time).

A few days later the *Isis* was presumed lost when her two crew members took her out to sea to escape bad weather, but she returned to Norfolk a week later after having been blown about 200 miles northwest of the island. The cutter was then safely moored in Emily Bay after navigating the risky entrance—a feat that had not been performed for 10 years.

Meanwhile, Mr. Martindale had returned to Sydney, and early in August the cutter's two crew members left for New Zealand. The *Isis* lay unattended in Emily Bay until Mr. Martindale returned to Norfolk on September 29.

A week later Mr. Ray King, of Esperance, Western Australia, joined Mr. Martindale on the *Isis*, and on October 7 she was taken from her placid anchorage and anchored off Kingston.

Two days later two more crew members, Californian Bob Simpson and his fiancee, pert 24-year-old Fiona Anne Foster, of South Africa, arrived at Norfolk from Sydney in the *Milos del Mar*.

All three crew members had answered an advertisement in *The Sydney Morning Herald* inserted by Martindale offering a cruise to Hawaii by way of Tahiti.

On October 10, the *Isis* was at Cascade Bay loading provisions for her voyage. It was planned to leave for Tahiti next morning.

But because of bad weather, Mr. Martindale took the *Isis* back to Kingston where he anchored off Kingston Pier. At this time, the other crew members were not board.

Mr. Martindale rowed ashore wi a local lad in the afternoon, inter ing to tell his crew of *Isis*' wher abouts and return on board th night.

However, as the dingy had brok a chock on one of its row-locks, decided to spend the night on sho rather than try to return to the I with a disabled dinghy in the gath ing dusk.

That night, capricious winds eith forced the *Isis* to drag her anchor blew her ashore close to Beefste Rock where she was jammed fast.

Early on October 11, the risi tide brought huge breakers throu the niggerhead which smashed t frail craft repeatedly against sha rocks at the base of the cliffs only few hundred yards from Kingst Pier.

When the tide went down, the cr scrambled along the rocks a salvaged what they could. It w not much.

Late that evening when the ti rose again, the *Isis* could be se surging on the rocks in flying spra By dawn next day, the cutter h completely broken up and wre age began swirling along the sho line.

The crew picked their way amo the bits and pieces trying to fi things of value.

That afternoon a court of enqu was held at Kingston Courthou No finding was announced b the evidence will no doubt be plac at the disposal of the underwriter Mr. Martindale, now said to reconciled with his wife, appear dazed and confused by the sw collapse in his personal affairs.

When I asked him if he had ma aged to recover anything from t cutter, he stuck his thumb in chest, smiled wanly and said: "M

On October 13, Mr. Martind obtained a passage in the *Tulagi* Vila where he hoped to get Messageries Maritimes ship Tahiti.

The *Isis* was said to be insured.

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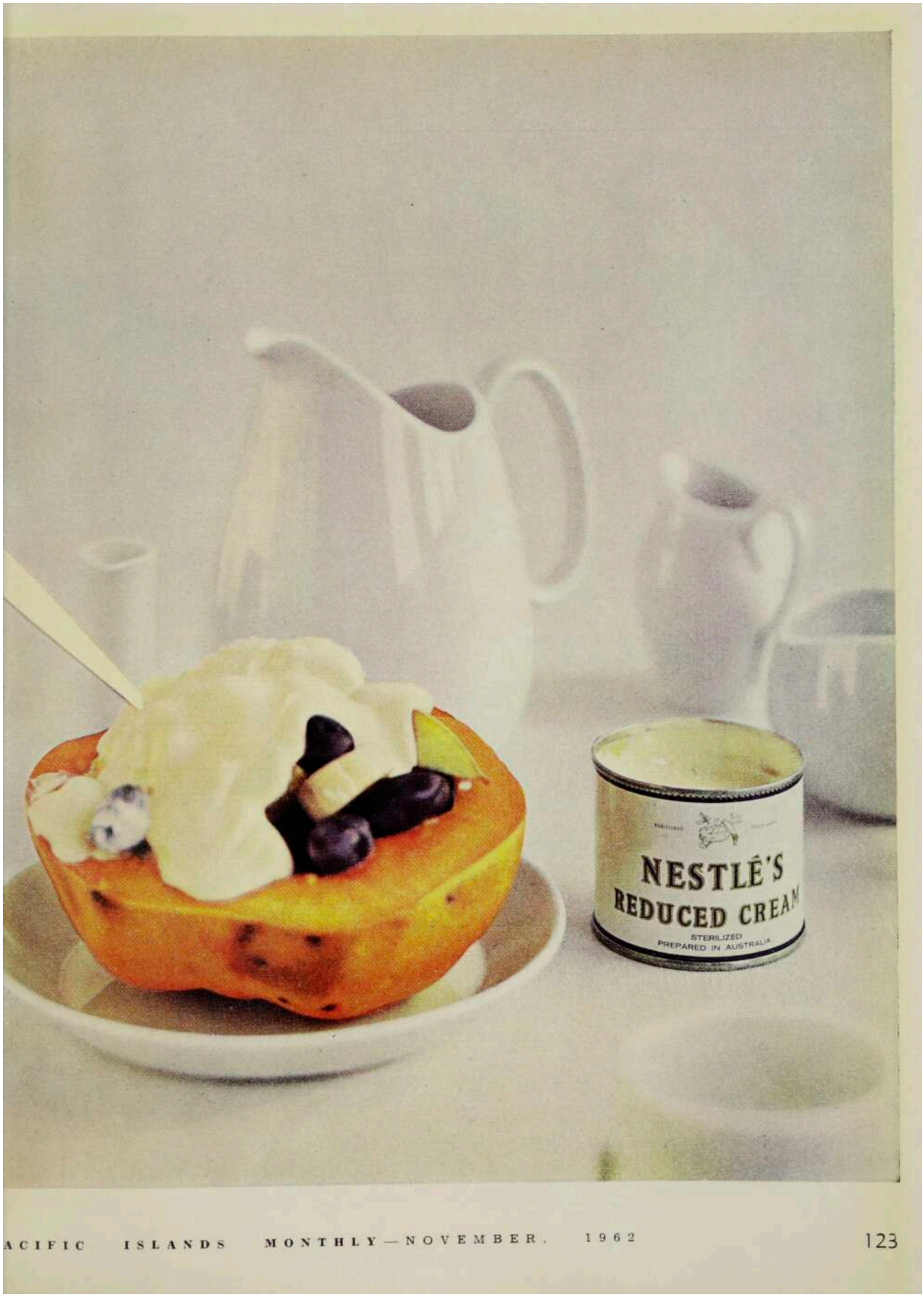

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Niue's Radioactivity "May Be Useful In Industry"

The high degree of radioactivity on Niue Island could be of value to industry on the island when it was fully understood, Sir Ernest Marsden, New Zealand's leading nuclear scientist, said in Niue recently.

IR ERNEST MARSDEN stayed at Niue for six weeks to try to dis-ver the origin of the island's radio-tivity and to determine its effects the islanders. Parts of Niue are 20 nes more radioactive than normal.

Addressing the Niue Assembly, Sir nest said there were several other ces in the world that had radio-tivity readings about as high as ue. These were an area in Brazil, e Travencore sands of India and a rt of Western Australia.

But in all these places, there were w people and these few moved out considerably.

In Niue, on the other hand, the ople lived with radioactivity and d benefited by living with it.

"That is why," Sir Ernest said, "the ole world is interested in Niue just w and wants to know why it is that ue is such a happy country, hough it has a little more radia-n than usual."

Sir Ernest said that before this diation could be harnessed for in-stry, it was necessary to understand where it came from, how it was distributed, how it moved and how much there was in each type of soil. He said the radiation might emanate from rock beneath Niue's coral.

"I am trying to find out what is underneath the coral which has built up from the sea on a great extinct volcano," he said. "But we haven't gone down deep enough to get into that rock.

"Perhaps some day we will be able to bore holes down to get below the coral and get a little of the rock to find if it is radioactive."

Sir Ernest said that two doctors from England would visit Niue in May next year to try to determine what effect the radiation had on the islanders.

Asked by Assembly members if Niue would be able to export taro to New Zealand which had been found to be radioactive, Sir Ernest replied: "I am sure you will be able to export taro, but we will have to watch that it is of varieties that are not very active."

Sir Ernest said tests he had made had revealed that only one or two types of taro might be harmful, and that it was necessary to determine "if any varieties pick up too much."

Asked if Niueans might be affected by eating taro, bananas and yams, Sir Ernest replied; "The Niueans, because of their living in this area for so long, can quite safely eat any kind of taro. They have developed resistance to radiation.

"Bananas pick up very little radiation, and yams less than taro. Only certain rare types of taro are at present under test and suspicion."

Back in New Zealand in late September, Sir Ernest said radioactivity on parts of Niue was higher than previously thought, and there was evidence that it had had an effect on part of the population.

"The work on the effects of radiation at Niue Island is attracting world-wide attention and offers of specialised assistance have been received from many countries," Sir Ernest added.

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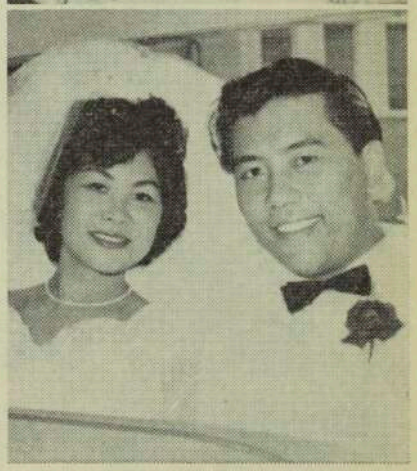

MARRIED IN RABAUL. These three couples, married in the Catholic Church at Rabaul recently are, from top to bottom: Mr. R. F. Graham and his bride, formerly Miss Nancy Ellis; Mr. Allan Seeto and the former Miss Bernadine Ning; and Mr. and Mrs. James Woo. Mrs. Woo was formerly Miss Nancy Seeto.

Photos: Chin H. Meen.

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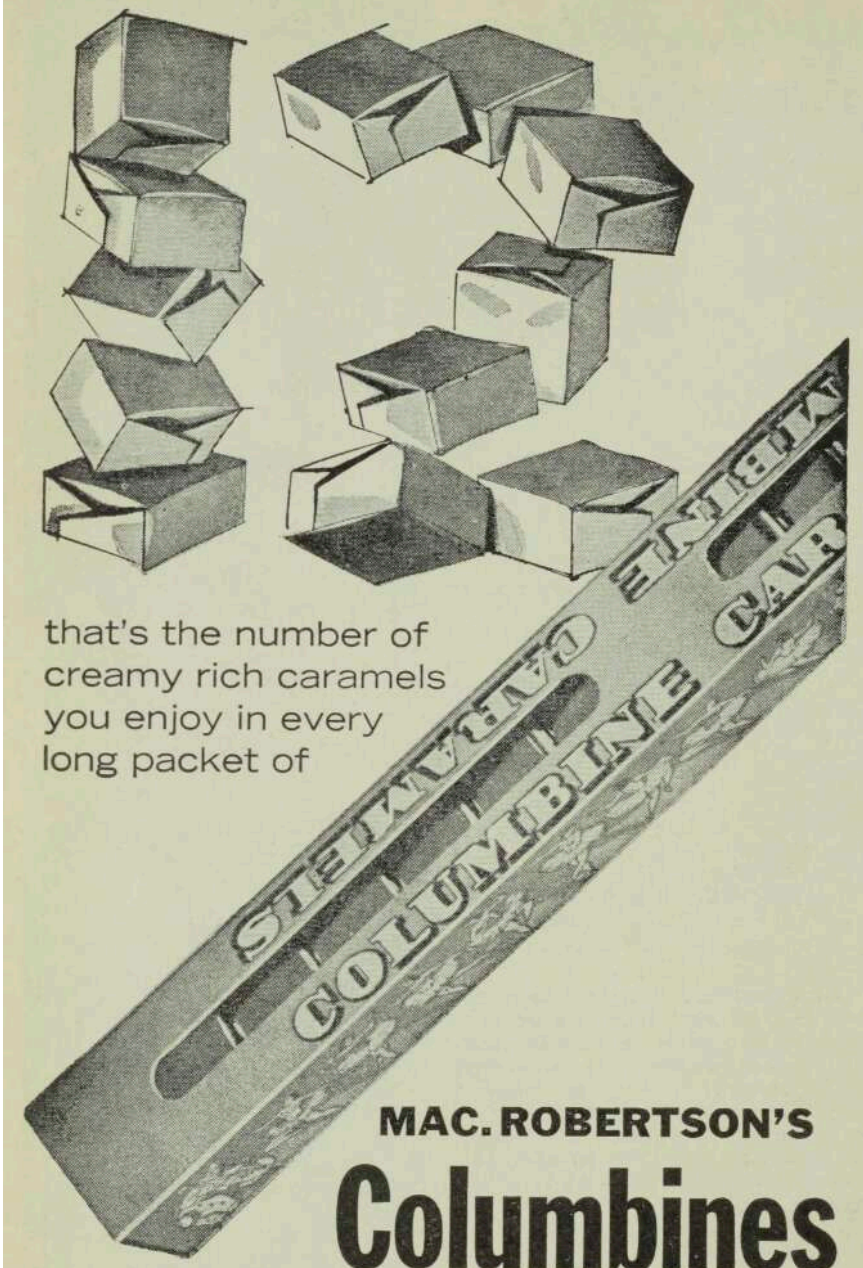
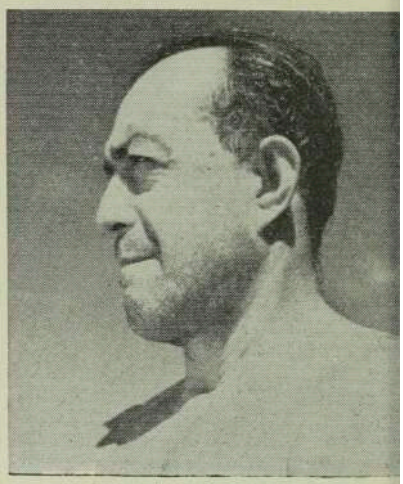


Gauguin's Son Takes Up Painting



Twenty-six paintings by 62-year-old Emile Gauguin (pictured), the half-Tahitian son of the famous French painter Paul Gauguin, are due to go on show in a noted art gallery in Mayfair, London, late next year.

ACCORDING to a report from London, Emile began painting last year when a Madame Girauc bailed him out of Papeete gaol, took him to her home, provided him with paints, brushes and canvases and encouraged him to paint. The result was some colourful paintings of flowers and landscapes.

Until then he had shown no interest in art—not even his father's, but he had cashed in on his father's fame by offering himself as a subject for tourists' photographs on the Papeete waterfront at so much a click.

In an editorial on the new Gauguin paintings, the *London Daily Express* said recently: "For much of his 62 years, Gauguin's son Emile has led an idyllic if unfruitful life on Tahiti. Suddenly he turns to painting and the canvases which arrive from the Pacific produce immense excitement among art lovers.

"It is a remarkable demonstration of the force of heredity; important perhaps, for the world of art. A considerable talent, untutored, isolated from the stream of thought and technique, could bring a fresh, even unique, quality to painting."

Mr. Jacques O'Hara, proprietor of the gallery where the new paintings will be shown, has described them as "primitive", "childlike almost" and something like those of the Australian aboriginal painter the late Albert Namatjira.

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Minister Details Educational Aims In New Guinea

From our Canberra Correspondent

Education in Papua-New Guinea ould not "educate people out of the ound which nourishes them," the inister for Territories, Mr. Hasluck, ld the House of Representatives.

URING the discussion of Territory Estimates the Minister gave e most comprehensive review of e aims of P-NG which has yet en given on behalf of the Governent.

Here are some of his quotes on oad policy:

"We should not hold back anyone om opportunity for educational adncement, but we also have to delop an educational system closely lated to the situation of the Terriry community of the future.

"We do not want to use our schools produce imitation Australians of e past century.

"We want Papuans of the new ntury.

"We do not want education to be mething that pulls the native boy by the roots and separates him om his country and his people.

"We talk too easily of education though it is a manufactured article at can be imported into one country om another and put to use just like motor vehicle."

The Minister defended the Adinistration's policy of gradualism in NG education.

He pointed out that even in Aus-alia, where everyone spoke English, here books and radio were common, d education a familiar part of the cial background, children spent 12 13 years at school before reaching atriculation level.

In view of the difficulties confront-g Territory children, they might asonably be expected to take longer.

However, present secondary school rolments were the result of enrolents in 1955 or earlier and the uniersity students of the next few years ould be drawn from those who were arted at school from 1951 onwards.

The Minister said one serious oblem was the heavy wastage of udents at the age of 15 or 16.

Employment opportunities were so tractive and the natives' cultural ckground was such that they had tle inducement to remain at school ce they became men.

Figures which Mr. Hasluck gave suggested that Australia is still likely to be under criticism in UN and elsewhere on its education policies for some years to come.

This year, he said, there were three native students at Australian universities, studying agricultural science, economics and law.

Of the 620 children who would leave secondary schools next year only 20 would have reached Leaving or Matriculation standard.

And even by 1967 numbers reaching Leaving standard would only be "well above 120", although in the same year about 2,000 would leave school at various stages below Leaving.

Later, answering a series of questions from Mr. Beaton (Lab., Vic.), Mr. Hasluck promised to get the special committee which is examining tertiary education in P-NG to consider whether Malay might be introduced in secondary schools as a second language to English.

Mr. Beaton's question opened up a lot of long term political possibilities.

With the Indonesian takeover of West New Guinea Malay will become even more common in that half of the island than at present.

It is reasonable to suppose that under Indonesian administration the main language will be Malay and that if there is a second language English will oust Dutch.

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ROTUMANS WANT A SAY IN FIJI'S GOVERNMENT, TOO

A suggestion that administration of the island of Rotuma ıould be transferred to Australia was made in a letter to *he Fiji Times* in October. The writer, who signed himself Rotuman Patriot", complained that the Fiji Government had eglected Rotuma and was treating Rotumans unfairly.

)TUMA, an attractive, fertile island, together with its small ıbours, has an area of 18 square s and a population of about). It is 240 miles north-north- of the main Fiji Group.

was annexed by Great Britain r a Deed of Cession on May 13, , and is administered as part of Crown Colony of Fiji. However, ıma has no representatives in Legislative Council.

ıe island is the most isolated in Fiji Group, and its only regular ıs of communication with the de world is by an inter-island)r-vessel which visits it about a quarter and normally stays one day.

his letter to *The Fiji Times*, uman Patriot" said: "It is 81 s since we entrusted our country ıe British Sovereign, but we have seen any of her Majesty's ser- s in Fiji ever propose in the slative Council to carry out de-)ment work at Rotuma like con- ting a port or a water supply, or icing new products like bananas cocoa, or free education or free ical treatment.

f the Fiji Government cannot his, I sugest that a transfer be e immediately to Australia, and United States of America might as a new partner."

Rotuman Patriot" said that al- gh he had lived in Fiji since , he had been refused registra- as a voter for next year's Legis- e Council election. Other Rotu- s in Fiji had been similarly re- d.

How many non-Fijians living in Colony," he asked, "have made an agreement with the British Queen and offered their lands as the token of their promise?

"Yet they have the right to vote while Rotumans are rejected . . .

"This is the time when all Rotumans at Rotuma and abroad should stand and ask the British authorities in Fiji to help the Rotumans as much as they help the Fijians.

"We want the British Government to give us work and to help to develop our country."

"Rotuman Patriot's' letter brought a sympathetic response from other Rotumans in Fiji.

One, signing himself "Peace and Unity", said that as Rotuma had no representative of its own in the Legislative Council it was "only fair that we should be allowed to vote for the Fijian members of the Legislative Council as they are indirectly our representatives in the council.

"If there is a very good reason for denying us this vote, I'm sure Rotumans would be very grateful to know.

MISS HIBISCUS, 1962. Soon to visit Australia is this year's Miss Hibiscus, crowned during the Hibiscus Festival in Suva in September. She is Miss Eta Uluvula. Her prizes included an air trip around Australia. Eta celebrated her 21st birthday on September 22.—Photo: S. A. Whippy.

"We are citizens of this Colony and as our island is ruled by the Government of Fiji, we feel we have a right to take part in it.

"If we cannot possibly vote for Fijian members, I'm sure there is no harm in allowing us to choose one of our own people to represent us—someone who can understand us and

---

r. Alan McMillan, who has been ager of Boots the Chemists (Fiji) for the last four years planned eturn to New Zealand in October ecome manager of the firm's Wel- on branch. He will be succeeded Mr. D. S. Lawson, who was with London branch of the firm until w months ago; since then he has in Australia and New Zealand.

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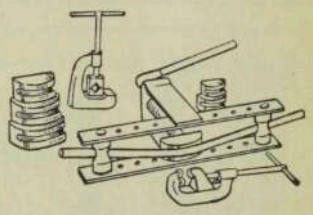

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our needs better than anyone else."

Another writer, Lindsay Verrier, said: "The Rotuman people joined Fiji by treaty and their position is exactly that of the Fijians; but they have been done out of their share in our democracy.

"If by design, the Government should explain it; if by oversight, the Government should tell us all how they propose to set matters right."

A fourth writer, Viliame Fauoro, thought the Rotumans were not being treated as badly as they made out.

"If the Government is unfair to the Rotumans," he said, "then why are there so many working in Fiji today?

"The Rotuman people have their Council of Chiefs in Rotuma who deal with matters of Government and I advise 'Rotuman Patriot' that he should go to them with his complaints."

FOOTNOTE: W. J. E. Eason, in his *A Short History of Rotuma* published in 1951, described Rotuma as "Fiji's Cinderella". He said: "There might be a case for the election or selection of a Rotuman chief to the Legislative Council of the Colony, since it is not possible nor realistic for a Fijian to understand and represent their interests."

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Concern Over NC's Snowballing Recession

From "PIM's" Noumea Correspondent

New Caledonia's snowballing recession is giving many people cause for worry. Export figures recently released for the first eight months of this year show that all exports are down except iron ore to Australia which rose slightly.

THE value of exports for the period compared with the same period last year is 300 million francs (about £6,500,000) lower.

This results in a drop of 35 million francs (£175,000) in anticipated revenue in Customs duty, export taxes, etc.

Figures for the next few months are expected to be even more alarming.

To add to the recession, the American-owned Tiebaghi chrome mine is in difficulties. This mine, one of the world's richest, has announced that it is ceasing production and will only keep a staff of about 30 to maintain mines installations.

The mine is situated near the northern end of New Caledonia. It was originally owned and developed by British interests, but war debts forced the British to turn it over to American interests.

Tiebaghi's career since then has not been a happy one. In 1957, the mine exported 60,000 tons of chrome while in 1961 only 22,000 tons were sold.

The total tonnage for 1962 will not exceed 15,000 tons—most of it going to France.

Russia, Turkey and Rhodesia can produce at more competitive prices than New Caledonia—freight charges being a heavy burden on local output. It is believed that France also trades a certain amount of nickel to Russia for chrome, chiefly to sell the nickel.

A few months ago the Tiebaghi company put off about a third of the working force.

The closing of the mine will not only affect New Caledonia's budget. It will also paralyse a big part of the north-west of the island, where people largely depended on the mine for their livelihood.

A group of officials went to Tiebaghi in September to study the situation. The group included the chief of the Mining Department and the Inspector of Labour.

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"Historic Step" In US Trust Territory

t move to give the people of cronesia more say in their own ernment was made recently when headquarters of the United States ust Territory of the Pacific Islands e Caroline, Marshall and Mariana nds) were transferred from Guam Saipan.

AIPAN has been designated the provisional capital of the terri-y. Guam, the former head-arters, although a major island of Marianas, is outside the trustee-p area. It is classed as a United tes territory.

The transfer of headquarters ncided with the transfer of admini-ation of the Saipan District from US Secretary of the Navy to the cretary of the Interior.

Another change in the administra-n of the territory is that the Rota strict has been combined with the pan District under the name of ariana Islands District.

This means that the number of tricts in the territory has been re-ced from seven to six—Mariana Islands, Palau, Yap, Truk, Ponape and Marshall Islands.

These six districts take in 2,141 islands of which 97 are inhabited. They are scattered over 3,000,000 square miles of ocean—an area approximately as large as the United States excluding Alaska. The total land area is about 700 square miles, and the total population about 78,000.

The former Saipan District was administered by the US Navy from January 1, 1953, for security reasons. All other districts were administered by the Interior Department.

The High Commissioner for the territory, Mr. M. W. Goding, said recently that the historic step transferring administrative headquarters to a location within the territory's borders was "in keeping with the desires of the Administration to advance the political development of Micronesia".

"The designation of a provisional capital within the territory," he added, "will facilitate the growth of self-government and will allow the people of Micronesia, through the principle of self-determination, to select in the future a permanent seat for their government."

NG TOUR: Rev. Francis N. Davey, rector of the Society for Promoting ristian Knowledge, the oldest Anglican ssionary society, planned to leave ndon in early October for Suva on the st leg of a 35,000-mile tour to discuss urch projects in a number of countries d to exchange information and ideas th representatives of the Anglican urch. New Zealand, Australia, Mauritius d South Africa were included in his itinerary.

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...autoka Puts On Eight Days Of Fun And Games

The second Lautoka Sugar Festival, planned to rival Suva's ighly successful Hibiscus Festival, gave the people of the Great Jorth-West eight days of fun and games from October 1.

also gladdened the hearts of its organisers, who have learned from a's experience of running festivals six years.

ist as Suva has a Miss Hibiscus est as the major event, so Lau- has a Miss Sugar contest.

he winner was a charming 20- -old Fijian hotel receptionist, ise Nasilasila, whose big prize an air trip to Honolulu for a k as the guest of Canadian Pacific ines. She also won other prizes th about £500.

Miss Hibiscus, 1962, won a trip nd Australia as the guest of American Airways and Ansett- A.)

anking next to the Miss Sugar est was a picturesque procession loats from Shirley Park through main streets of Lautoka to Chur- Park where a crowd estimated 12,000 had gathered. The floats e a credit to their sponsors, and cative of hard work and ingenuity. carried Miss Sugar aspirants.

ronically, the best float was judged be that of South Pacific Sugar s Ltd., who had given the prize the best.

ut SPSM announced that it would d down in favour of the next —a model village entered by the toka Fijian community.

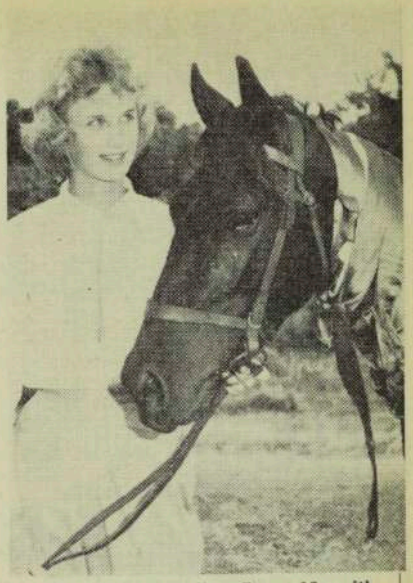
The organisers provided almost non-stop entertainment. There were free film shows, Fijian, Indian, Chinese, European and Rotuman nights, fireworks displays, woodchopping, cycling, boxing and wrestling contests, Rugby, soccer and hockey matches, and a baby show. All 80 entrants in the baby show received a prize.

On the more serious side, there was a trade exhibition, a competition for the best-dressed window, tours of the Lautoka sugar mill and church services.

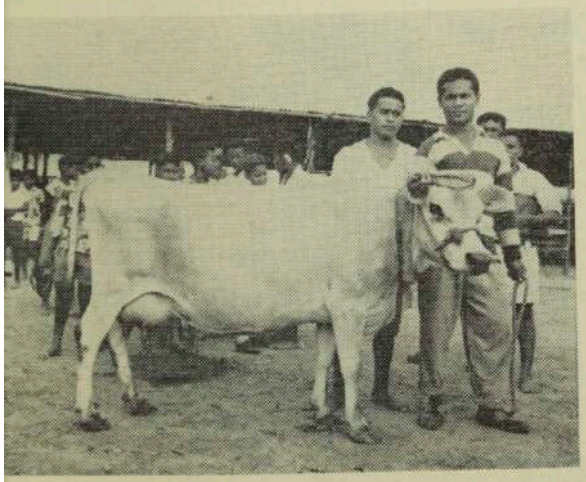
The only pity about the festival was that it came so close after the Suva festival. As Lautoka has now laid claim to Cession Day (October 10) for one of its festival dates, it would appear that Suva should shift the date of the Hibiscus Festival to another month.

This year the Fiji Show followed hard on the heels of the Lautoka festival, which meant three weeks of heavy going for the various organisers.

From next year, the show will be held in July. This should give the Hibiscus Festival organisers a little more room for manoeuvre in picking dates which will not clash with other attractions.



CHAMPION. Caroline Topp, 15, with Shawn, who won 12 prizes in the ring events at the Fiji Show. The prizes comprised the championship for the best hunter, six firsts, three seconds and two thirds. Eighteen months ago Shawn was a sickly looking 18-month-old pony.—Photo: S. A. Whippy.



PRIZEWINNER: At Fiji's second Show since the war, which was held in October, the Navuso Agricultural School was awarded prizes for the grand champion bull of all breeds and for the best all-round cow. The bull was a Friesian, and the cow, a Jersey. The prizewinning cow is shown here with its handlers.

Photo: S. A. Whippy.

Sir Guy Powles In High Post

SIR GUY POWLES, High Commissioner for Western Samoa from 1949 to 1960, has been appointed New Zealand's first Ombudsman.

The NZ Parliament unanimously chose him for the post, and he took office on October 1.

The position is the first of its kind in the British Commonwealth. It entails the investigation of alleged injustices by Government departments and is completely divorced from politics.

On behalf of a citizen, an Ombudsman can enter the arena of administrative power which lies beyond the control of the courts. He cannot hold any other office and can be removed only by Parliament.

The only other countries that have Ombudsmen at present are Denmark and Sweden. The name is a Scandinavian word—the surname of the first man to hold such an appointment.

Sir Guy Powles, a Wellington lawyer, rose to the rank of colonel in World War II and was Counsellor at the NZ Embassy in Washington before his appointment to Western Samoa. He was NZ High Commissioner in India from 1960 until his latest appointment. He is 57.

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BSIP's Civil Servants Restive Over Delay On Salaries

From our Honiara Correspondent

Civil servants in the BSIP a up in arms over the Colon Secretary's continued delay in vising their salaries.

TWO years ago a Mr. Mayle visi the protectorate, among ot Pacific areas, to investigate the n for salary increases, and more t six months have passed since his port is understood to have gone the Colonial Office.

In those six months, the Civil S vants Association in Honiara made several representations to Government, including a request an interim award of 20 per cent. all officers.

The High Commissioner, Sir Da Trench, has expressed his own p sonal concern and that of the Gove ment over the delay in announci a revision.

However, the general feeling amc civil servants is that something sho be done immediately to awaken Colonial Office to the fact that pres discontent could lead to a strike o go slow attitude.

On October 8, about 300 peo attended a meeting of the Civil S vants Association in Honiara to c cuss the continued delay in revisi salaries. This was the highest atte ance on record.

Nine Resolutions

The meeting passed nine reso tions. One was that the associati should write a circular letter on salary revision to all UK Memb of Parliament.

It was also resolved that an i mediate interim award should sought from the Colonial Sec tary and that unless definite formation about the state of imp mention of the salaries revision w received within two weeks, the as ciation should be empowered to st its case in a letter to the leading da newspapers in the UK.

Another resolution was that Colonial Secretary should be formed that the association expect the revision of salaries to be bac dated to June 1, 1960, when a vision was originally requested.

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Future Seen For Tobacco-Growing In W. Samoa

Tobacco grown in Western Samoa ld make a significant contribution the country's future economy, ac- ding to the Director of Agriculture, . B. E. V. Parham.

[R. PARHAM said this early in October when a ceremony was d at the Agriculture Department open 17 packets each containing cigarettes and three tins of arette tobacco which had been pre- ed from leaves grown in Western noa.

The tobacco had been grown from ds of the Golden Virginian variety, ich had been sent to Samoa by the James Tobacco Company (NZ) ., of Auckland. This firm also cessed the leaves.

Mr. Parham said the seeds had n planted by nine interested wers for experimental purposes, only three growers—all women— l been successful with them.

The tobacco is slightly darker than usual "Greys" tobacco, which is ular in Western Samoa, but it tes a littles milder than the reys". It is much lighter than noan cured tobacco. But those o tried it at the ceremony thought was suitable for public con- nption.

Asked about the prospects of stern Samoan-grown tobacco being cessed and produced locally, Mr. ham said: "If sufficient Samoan wers are interested in growing s kind of tobacco as a cash crop, Department would have to build kiln for the curing of the leaves. is has been requested by the manu- turers, who have expressed the e that a local industry, including edrying plant and a small factory, be established."

lvage Team to Clean War "Litter"

One of the very last war-littered as of the Pacific Islands will be aned up in the next few months.

A Rabaul salvage team of three— ssrs. Pat Roberts, Ken Hendren d Mike Czolle—have taken up a se to smelt the remaining planes d war junk on Treasury, Strickland d Shortland Islands.

A work team of 23, including ee Europeans, went to the area in early September in the barge *Koron*. They will heap junk aluminium for smelting.

Ken Hendren, who visited the area three months ago, reported that Japanese and US fighter and bomber wrecks littered a 2½ square mile area overgrown by jungle and infested with giant coconut crabs.

Left much as it was after the war moved northward, the planes are all that is left of a major air base which existed to protect bombers flying between Rabaul and the Solomon Islands.

Balili, which many people believe to be the romantic "Bali'hai" of James Michener's *Tales of the South Pacific*, is one of the areas the salvage team will visit.

This small inshore island on which (according to Michener's story) French settlers in the Hebrides confined their womenfolk "safe" from both the Japanese and US conquerors, is substantially smaller than South Pacific filmgoers would believe.

Salvage rights in the area have been let several times since the war, but have never been fully exercised.

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PROTESTS OVER FIJI LOTTERY

Fiji has under way, by standards, a mammoth lottery, raise funds for the First South Pa Games next year. First prize £3,000, and others range from £1, down to £2. The lottery is expec to net the Games fund about £4,

THE promoters, in a strong s campaign, induced the P Office to allow the tickets to be s at about 40 post offices through the Colony. Seventy selected fi are also selling the tickets.

So far so good, but only a cou of days after having launched the union the promoters found themsel subject to a broadside from Methodist Church through the act chairman of the Fiji Mission, R L. D. Fullerton, who also had stir up early opposition against Liquor Bill, passed in July.

Attacking the proposal to lottery tickets in post offices Fullerton said that such Governm endorsement gave gambling a digi and status which it did not dese

He said that on the one hand Post Office was urging people to s by deposits in the Savings Bank, on the other it was urging pec to gamble their money away.

It was also wrong, he said, t civil servants should sell lott tickets and many people would t exception to them doing so. (Th who have had to suffer long del through poor service in some of post offices agreed with Fullerton).

While he was appreciative of efforts to raise money for the Gam he did not think they should do be encouraging gambling. He ur Methodists to support the Gam appeal by direct contribution, at the same time to boycott lottery.

Mr. Fullerton also attacked Hibiscus Festival casino night and gradual introduction of po machines in Fiji. Poker machi are few in number, but they gradually increasing, especially clubs for members of the lower come bracket, i.e., those who least afford to play them.

He would no doubt heartened by the recent action of of the leading Suva clubs which, its annual meeting, ignored sugg tions by one or two members t machines be introduced there.

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Tonga Round-Up

YOUTHS RESCUED AFTER SEA ADVENTURE

From our Nukualofa Correspondent

Some excitement was caused ecently when police were told hat three youths had stolen a hale-boat from the main wharf t Nukualofa, and had last been een heading over the horizon owards Fiji.

SEVERAL days later a wireless message was received from a apanese tuna fishing fleet that one f their boats had picked up the hree youths at sea off Niuafo'ou Tin Can Island).

The three youths, extremely hastened, were later picked up by he Government pilot boat from the apanese mother ship some miles off Nukualofa.

The eldest of the adventurers is 17, he others 14.

* * *

THE newly-formed Tongan Amateur Athletic Association is going head with plans to establish and de-elop an athletic field at Nukualofa.

At the Teufaiva rugby ground an thletic track has been surveyed and being levelled and prepared for a ational meeting.

The association president, Prince 'u'ipelehake, in a recent radio talk, sked those interested in all pro-inces of the Kingdom to form sub-ssociations to send representatives to he national meeting at Nukualofa to-ards the end of this year.

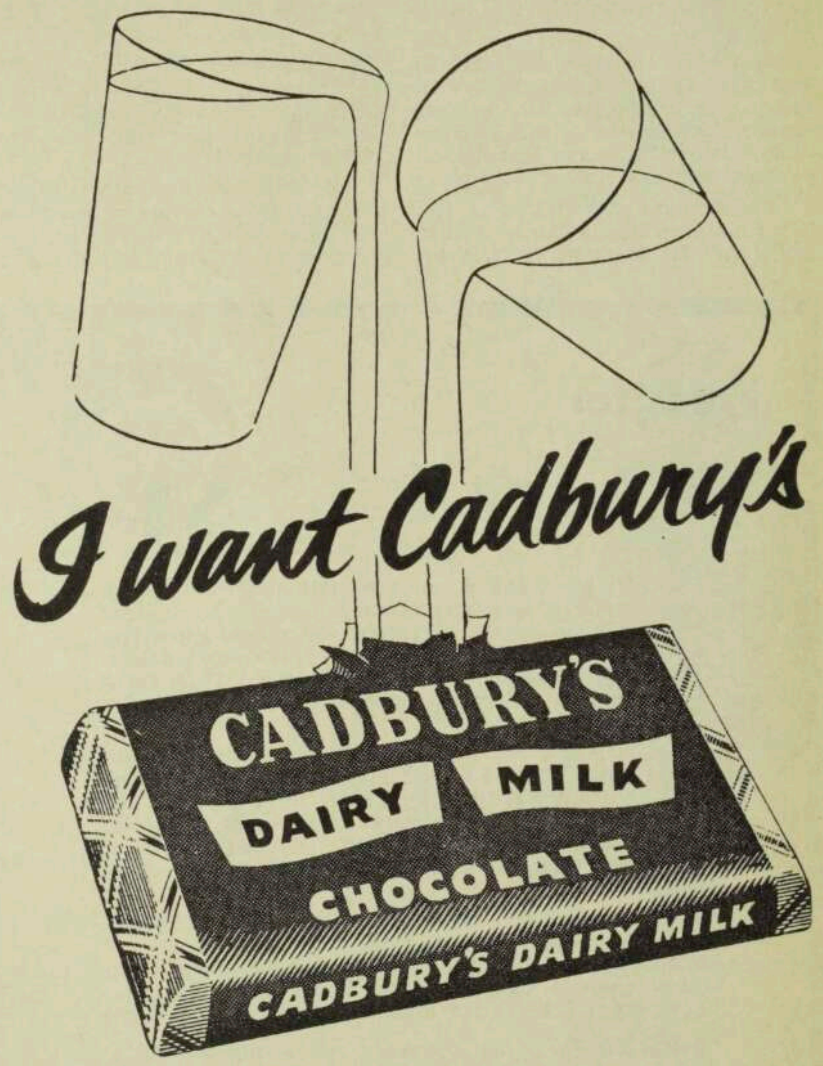
The association has already ob-ained provisional affiliation with the nternational Amateur Athletic Fed-ration. This was to be confirmed at he federation's world meeting in urope in September.

Lieutenant-Colonel D. L. Leach, of uckland, recently gave the associa-ion £40 to buy sporting equipment.

This will enable the association to stablish a nucleus of international tandard sporting equipment with hich to train local athletes.

It is hoped that more assistance ill be forthcoming so that the asso-iation may become fully equipped o cater for the needs of organised thletics in Tonga. (Over)

* * *



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UNDER the Project Engineer, Mr. Ben Adan, of the Philippines, a World Health Organisation programme is in preparation to provide water and adequate sanitation facilities for 25 village schools and 27 associated villages in the main island of Tongatapu.

The scheme envisages that each village will have a water supply developed and pumped into heading tanks from which water will be piped through the villages and to the local primary schools.

In association with this, it is proposed to introduce a latrine system which will be much better than the present unhygienic pit latrines in common use.

Equipment for the scheme should arrive in the Kingdom towards the end of the year.

* * *

ON September 22, Prince Tu'ipelehake, accompanied by Princess Melenaite, officially opened the new clubrooms of the Nukualofa Yacht and Motor Boat Club.

The ceremony took place before a distinguished gathering of guests and members, including the British Commissioner and Consul and Mrs. Claydon, Judge and Mrs. Hunter a Ministers of the Crown.

The club's commodore is Mr. C Riechelmann.

The main building measures 72 by 20 ft and is finished inside, alternating panels of two shades green. In the centre of one wall is imposing mural of a Tongan m and maid painted by Mr. Graha Peart. The bar is finished in bur polished wood. At the opposite en provision is made for table tenn darts and other games.

The outside of the building is whi with red doors and sashes and lem roof. It is situated on Vuna Roa which, when completed, will be pleasant marine drive from the ma wharf, and following the beach rig round to the lagoon.

* * *

TWO popular and long time res dents of Nukualofa, Mr. an Mrs. G. E. Wingfield, left Tong recently. Mr. Wingfield, who ha been Government Dentist in th Kingdom since 1953, resigned to tak up a dental appointment with th Government of Western Samoa.

* * *

JOHN KILISIMASI, the first qual fied Tongan dental surgeon, wi return to the Kingdom soon to tak up duty.

Kilisimasi joined the Tonga Civ Service in November, 1950, and wa later sent to the Central Medica School in Fiji to train as an assistan dental practitioner. He graduate from the school in 1956 and con tinued for an additional year fo post-graduate study. He was awarde a gold medal for efficiency in med cal dentistry.

In 1958 Kilisimasi began a denta course at the University of Queens land and graduated as a dental sur geon at the end of 1961. He is nov doing a post-graduate year, workin for the Queensland Government.

* * *

THE annual Tonga Golf Club Ope and Handicap Championship were recently held at the Tonga Gol Club course in Nukualofa.

The Men's Open and Handica Championships were both won b Mr. J. B. Claydon.

Mrs. B. F. Sanders, who won bot women's championships, has nov won the Open Championship thre years in succession and the Handica Championship two years in succes sion.

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News From French Polynesia

New Deal For The Isolated Marquesas

The isolated Marquesas Group of ench Polynesia will receive a new al from December 22 when the essageries Maritimes passenger- ighter "Tahitien" calls there on her y from Sydney to Marseilles.

ROM then on, the *Tahitien* and her sister-ship *Caledonien* will ake regular stops at the Marquesas. e *Tahitien* will call on each dney-Marseilles voyage, and the *ledonien* will stop there between arseilles and Sydney. The *Cale- nien's* first visit will be on January .

The port of call will be Tai-o-hae, Nukuhiva, which lies along the ore of a precipitous bay amid xuriant vegetation. The ships will rive about 6 a.m. and will leave at p.m. The purpose of the calls to pick up cargo.

No big ships have called at the arquesas regularly since Mes- geries Maritimes abandoned its rvice about 12 years ago.

Tai-o-hae is the former administra- e centre of the Marquesas. It was ce an important place, and saw mirals, governors and bishops sit- g in state on the broad verandahs government buildings.

It was the headquarters from which ambitious administration was es- blished. All vanished—because most the freedom-loving Marquesans, able to accept the new conditions, mply perished. The population has en slowly growing again in recent ars.

* * *

T has been announced in Papeete that Pouvaana a Oopa, the former ader of a native nationalist party Tahiti, will be released from a ench prison soon after serving only ree years of an eight-year sentence r attempted murder, arson and the egal possession of arms. How- er, he will not be allowed to return Tahiti.

Pouvanaa, after being held in gaol Tahiti without trial for about a ar, was sentenced to eight years' mprisonment and 15 years' exile in ctober, 1959, for his part in political sturbances in Papeete in October, 958.

During these disturbances, an ttempt was made to burn down several buildings with Molotov cock- tails and there was fighting with police. Pouvaana's home was found to be equipped like a fortress.

* * *

THE Senator for French Polynesia, M. Gerald Coppenwrath, said in the French Senate recently that he was totally opposed to the French Government's mooted plan to build an atomic testing ground at Mangareva in the Gambier Group.

He said the local population would strongly resist such a project, and that, in his opinion, either Clipperton or Kerguelen Island would be a better site. (Clipperton Island is off the coast of Mexico; Kerguelen is in the southern Indian Ocean).

* * *

FOLLOWING a reduction in Japanese purchases of phosphate, the production of phosphate at Makatea has been reduced. A num- ber of laborers at the deposits have been put off. Makatea Island, the most north-westerly of the Tuamotu Archipelago, is one of the three main phosphate producers in the Pacific— the others being Nauru and Ocean Island.

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Cook Islanders Plan Own Museum and Library

From W. H. Percival, in Rarotonga

Islanders in the Cook Group are making a belated, but strenuous effort to establish their own public library and museum.

Mr. A. O. Dare.

'OR many years the more thoughtful inhabitants have been aware the need for such a cultural centre. ıt efforts in the past to establish ıe have failed because of lack of oney and a suitable site.

Today, the need for a library and useum is greater than ever. The pulation has increased and, alough more Islanders are learning ıglish at school, they have little portunity for reading English after aving school.

Visitors to Rarotonga are also ineasing and some of them require cess to reference books while enged in academic work.

Besides this, much of the historical aterial of the Cook Group has alady been lost, and there is a danger at what remains will also vanish ıless a museum is established.

Since the coming of the white man, e most valuable and interesting tifacts, such as canoes, heathen ods, weapons and tools have been ipped away to overseas museums.

Some Cook Islanders have thoughtssly destroyed such things themlves, as when Mauke Islanders cut some old, double-hulled sea-going noes for use as coffins in 1933.

Most young people in the Cook lands know little or nothing of their lands' history, a sad state of affairs r a once proud people who have en termed "The Vikings of the acific".

During the past 18 months, a ovement for the preservation of ıe past has arisen. Backed by the esident Commissioner, Mr. A. O. are, it includes several prominent cal personalities.

As land is difficult to obtain in arotonga, especially in the port of varua, Makea Nui Ariki, CBE, a oman of high rank, who is rominent in political and social ircles, gave some of her family land t Avarua for the building of a cul-ıral centre.

The site is part of the land known s Taputapuatea, on which stands the ined palace of the Makea family nd the remains of a marae, an openir temple of heathen days.

Taputapuatea is bound up with Rarotongan history. It was there that the Union Jack was first flown—in a successful attempt to prevent the French from annexing Rarotonga in 1888.

The site has now been cleared of bush and Mr. Kenneth Mills, a New Zealand Ministry of Works architect and a former Resident Agent of Mauke Island, has drawn up plans for the library and museum free of charge.

He designed an attractive, modern building of low cost and large area, with provision for future additions. Windows mounted between steel studs will form part of the library walls, giving the maximum of natural light; internal walls will be movable, allowing the floor areas for museum and library to be adjusted as experience dictates.

Space has been allowed for displays of artifacts, models and photographs of Polynesian subjects and for the projection of films and slides.

Some interesting artifacts have already been given for future display, including the "Avarua Adze", found in a garden plot some years ago.

This is a perfect specimen of a ceremonial adze, one of the best ever found in Polynesia.

In November this year, an archaeological team from New Zealand's Canterbury Museum, led by Dr. Roger Duff, will visit Rarotonga.

The expedition's chief purpose will be to fix a more accurate date for the island's early settlement, but any objects unearthed during their dig will also be of great interest to the Cook Islands' Library and Museum.

The library will have books for both reference and lending, with space for 2,000 reference works and 4,500 other books.

There will be storage space for a further 1,000 books, and future extensions will accommodate another 3,000.

Initially, the library will serve Rarotongan needs, but when book stocks build up, boxes of books will be distributed to the outer islands.

It is planned to work in close conjunction with the New Zealand National Library Service, so that books can be exchanged regularly.

Efforts will be made to accumulate a reference library dealing mainly with Polynesia.

The lending library will be stocked with books written in fairly simple English so that young people throughout the Cook Group will have the chance to read and so increase their understanding of English.

A reading room, with seats for 30 readers, will be open in the evenings and will prove a boon to Islands' students following up their school studies with correspondence courses.

Advertisement

Feed Roaches to Death

Here is a recipe for a very simple cockroach food trap which is exceedingly effective. Place either a banana, some dripping, a piece of cake or any kind of food favoured by cockroaches on a sheet of newspaper. Now sprinkle Pea Beu Cockroach Powder round the food and place on the floor. Leave overnight.

Do this regularly and watch cockroach population diminish.

The same powder and paper can be used over and over again.

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A Cook Islander will then b trained in New Zealand as a librarian

The building's total area will b about 5,000 square feet, with pro vision for an extension of 1,00 square feet. Its estimated cost £8,000. A further £4,000 will be re quired for books and equipment.

The total of £12,000 would seem modest enough for such a project i most countries, but Cook Islander incomes are low and to them th figure is formidable.

The Cook Islands Legislative As sembly has offered a subsidy of £ for every £1 raised by public sub scription over three years.

During the first financial year end ing March 31, 1962, a target figur of £2,000 was raised by the public.

This year, however, the committe is finding it harder to raise the secon £2,000.

To succeed, they need the suppor of all Cook Islanders and others in terested—including those living i New Zealand.

The Secretary, Library an Museum, Rarotonga, would b pleased to receive contributions.

Norfolk Island Plan To Care For Old People

A meeting of the Norfolk Islan Council and the Hospital Board, con vened in late September by the Ad ministrator, Mr. R. H. Wordsworth made several recommendations to care for Norfolk Island's old people

The Government Medical Officer the hospital matron and a representa tive of the Hospital Ladies Auxiliary also attended the meeting.

The meeting recommended that the annexe of the hospital should be made available to aged people in need of attention with no one to look after them, and that the accommodation rate should be "somewhere lower than for normal hospital accommodation".

Another recommendation was that an attendant, whose salary would be paid from public funds, should be appointed to look after the inmates and to visit elderly people living alone to ensure that they were properly caring for themselves.

The meeting decided to set up an interim committee comprising repre-sentatives of the Hospital Board, the Norfolk Island Council, the Hospital Ladies Auxiliary, the Sunshine Club and the Government Medical Officer to formulate policy and fix accom-modation charges.

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FIJI PLANS TO ENTER PALM OIL MARKET

Fiji has plans to enter the competitive, but lucrative palm oil market. Should present experiments on the Novono Flats, Vanua Levu, prove successful, £Stg.250,000 will be invested to create a new industry.

THE Fiji Development Company, a subsidiary of the Commonwealth (previously Colonial) Development Corporation, in co-operation with the Local Department of Agriculture, is undertaking the pilot scheme at Novono. Funds are coming from the CDC and know-how from the agricultural experts.

The project is, necessarily long-term, for it will be at least four years before a decision can be made about the commercial possibilities of the plan.

The palm seed will arrive in Fiji from Malaya in December, and germination and pre-nursery work will start the same month.

The oil palm tree has been grown in various parts of Fiji and on various soil types, but only on a small scale. It has been shown that the oil palm will grow under the prevailing climatic conditions of Fiji.

Oil palms come into production in the fourth year from planting. Expensive factory installations are needed for the extraction of the oil. The nuts, in bunches weighing between 30 and 50 lb are about the size of a walnut. The oil is used largely in the manufacture of soap and margarine. The kernel, after extraction of the oil, is used as food for cattle.

The CDC already operates commercial plantations of oil palm in Malaya and North Borneo. Should Fiji be able to enter the trade in four or five years she will have as her major competitors West Africa, Malaya, Indonesia and Borneo.

NEW STAMPS. Seven new postage stamps, to complete a definitive issue of 15, will be issued in Fiji on December 3. Their denominations are 1d, 1½d, 2½d, 3d, 1/6, 2/- and 5/-. The three lowest denominations feature the Annigoni portrait of the Queen; the 3d stamp portrays the Queen in uniform as Colonel-in-Chief of the Brigade of Guards; the theme of the 1/6 stamp is the 180th meridian; the 2/- stamp depicts a wild Fijian mountain orchid; and the 5/- stamp features an orange dove found only on Taveuni.

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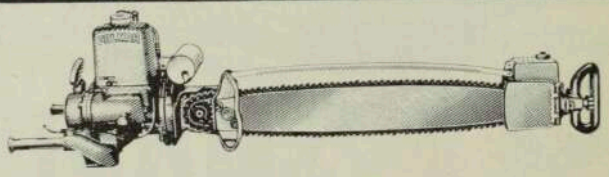

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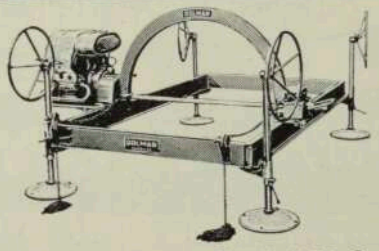

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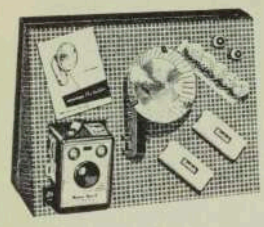

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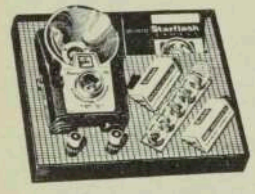

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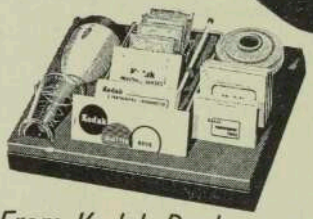

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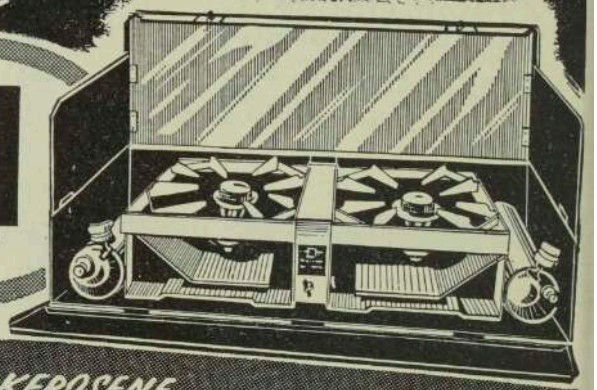

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apuan To Lead P-NG Empire Games Team

A Papuan Assistant Patrol icer, Leana Gari, has been ned captain of the 22-member m to represent Papua - New inea at the Commonwealth l Empire Games in Perth in vember.

ARI, 22, who is stationed at Rabaul, is expected to compete the 100-yard sprint and in the y.

he team will be the first from P- to contest international athletics its own right and not as part of stralia. It contains natives and opeans from both territories—10 letes, four boxers, seven bowlers one weightlifter.

Besides Gari, the athletes are New and high jumper Edward Labo-, sprinter Bruce Richter, of Port resby, Australian broad jump mpion Alan Crawley, John Kapu- and Damien Midi (both in the), Robin Barclay (pole vault), Oe harea and Tony Herriot (javelin), sprinter Labert, an able seaman, Manus.

Sectional manager, Mr. F. P. Kaad, NG District Commissioner, ran in Empire Games 220 hurdles in lney in 1938.

The boxing team is Ken Hopkins, t middle weight, his brother Terry pkins, light weight, Arthur To-ira, light welter weight, and tthew Julius, bantam weight.

Kaputin, Laboram, Midi, Ivaharea, maira and Julius are all natives, putin, a Tolai, is married to a mer Perth girl and they now live Port Moresby.

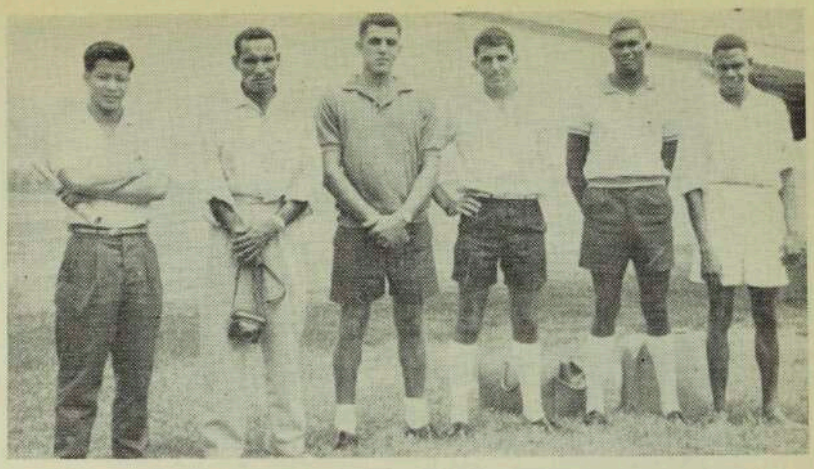
A Chinese boy from Rabaul, David to, a bantam-weight, is the weight-er nominated.

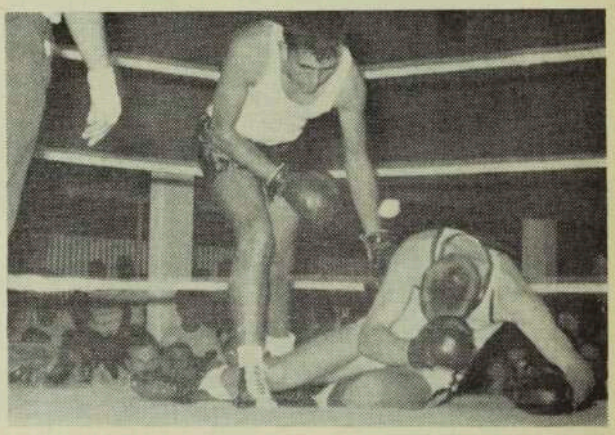
The bowlers are George Page, Rod iley and Bill Holding, of Port resby, and Wally Jackson, Lon rnes, Bill Schleusner and Harry lson, of Lae.

The manager of the Territories m is former star quarter-miler and stralian Olympic captain Kevan sper, now an oil company execu-e in Rabaul.

The team is scheduled to leave P-G for Australia on November 14.

The Games, starting on November and continuing until December 1, ll be opened by the Duke of inburgh. En route the Duke will ke a brief stop at Nadi, Fiji, on vember 20.





Above are six members of the P-NG Empire Games team chosen from New Britain. They are, from left to right, David Seeto, Leana Gari, Ken Hopkins, Terry Hopkins, Edward Laboram and Damien Midi. Gari is captain of the full 22-man P-NG team. Below, Terry Hopkins beats Warwick Richter on a second round TKO in a Territory championship held recently in Lae.

Photos: C. H. Meen

It's Not So Heavenly In Heaven

When American writer James A. Michener wrote his book "Return to Paradise" in 1950, the word he used to describe the Cook Islands was "heavenly".

But it's one thing to visit heaven and another thing to live there—and if you live there, heaven is not so heavenly after all.

This, at any rate, was more or less the burden of a speech which the Hon. Parua Ariki, member for Atiu in the Cook Islands Legislative Assembly, made to the Assembly recently on the subject of education.

He said the Cook Islands had lost 33 school teachers to New Zealand in the previous six months, and that the situation was both acute and alarming.

"Many reasons have been given," he said, "as to why the teachers leave—big money, to be able to own a good home later in the Cook Islands, to live a life of comparative luxury, etc.

"But the problem seems to boil down to one thing: unless the Cook Islands can provide facilities and conditions similar to New Zealand, there seems no way to stop them and the position will get worse and worse.

"Imported officers do not want to come down here unless they are supplied with good homes, good pay and good working conditions. Cook Islanders desire the same things.

"But there is not enough to satisfy them in the Cook Islands, neither pay, homes nor conditions of which they can be proud."

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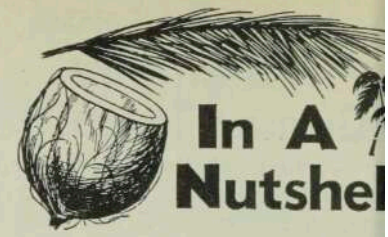

In A Nutshel

THE new British Resident Comm sioner in the New Hebrid Mr. A. M. Wilkie, and his Fren counterpart, Monsieur M. Delaun officially opened a new airfield Aneityum on October 6.

The airfield, the first to be built the New Hebrides since internal services were started, is on the sm island of Inyeng.

During its construction, relics a 19th century whaling station w found. The relics included try po harpoons, pieces of iron and cem slabs.

With the opening of this airfie all the southern islands of the Co dominium now have landing stri Aneityum will be included in t operational area of New Hebrid Airways Limited.

* * *

The first concert shell in P-NG soon to be built at Kieta, Bouga ville. The people of Kieta hope raise between £500 and £700 to p for the platform and shell. The sta will be big enough to hold 50 p formers, and the shell will made of steel.

* * *

There are now 3,700 scouts, cu and rover scouts in P-NG—t highest number since scouting w started in the Territory nearly years ago. Last year a record nu ber of 900 boys joined the Territo Boy Scouts' Association and duri the year five Papuan and Ne Guinean scouts passed tests for th Queen's Scout Badge, one of t highest awards scouts can obtain. the Christmas holidays 20 scouts fro P-NG will attend the Australi Scout's Corroboree which will held at Hobart, together with abo 2,000 scouts from Australia, Asia a the South Seas.

* * *

A five year plan for the extensi of agricultural work among t natives of P-NG has been approv by the Minister for Territories, M Paul Hasluck. Mr. Hasluck said t programme aimed to create a high

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el of village subsistence and an reased standard of living. This uld result from the superior cash p varieties giving higher yields, ter cash crop processing and rketing facilities.

* * *

A night-club brawl at Suva about middle of October saw a member the crew of the *Oronsay* in court t day on a charge of having mur- ed a fellow sailor. Both worked the liner's engine-room.

The same afternoon the police, act- under a court warrant, took five re members of the crew from the *onsay* only an hour or so before was to leave Suva because they re required as witnesses.

The man charged with murder is rence Ernest Dobbs, 20, of Swan-, Wales. The dead man, who was ried at Suva on October 15, was exander James Cameron, 21, of rkcaldy, Scotland.

* * *

New industries may be established Papua if natural gas near Barikewa n be harnessed. Prospects are ing investigated by the Burmah Oil). of Australia Ltd. and the urphy Australia Oil Co. The Ad- inistration will contribute half the sts, which are expected to be 2,000.

Territories Minister, Mr. Hasluck, ld the House of Representatives cently that the first stage of the in- stigation was to examine prospects establishing industries. These uld be the making of cement, trogen products and carbon black, said.

If the report was favourable, a cond-stage investigation would be ade to determine the extent of gas serves.

* * *

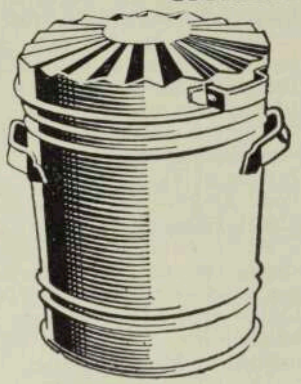
At a meeting attended by Papuan, ew Guinean and European repre- ntatives of the Anglican, Methodist, d Lutheran Churches and the Lon- on Missionary Society in Lae, NG, cently it was decided to invite Afri- n Church leaders to visit Papua- ew Guinea. The visit will probably ot take place until 1964.

* * *

The Sugar Price Stabilisation Fund vy in Fiji has been suspended from e start of the 1962 sugar season. he fund came into operation in 946 when the British Government greed to pay a higher price than e world price for a proportion of ommonwealth producers' exports of ugar to Britain.

MALLEYS

GARBAGE BINS



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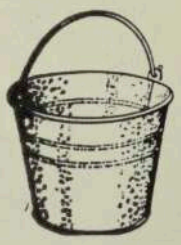

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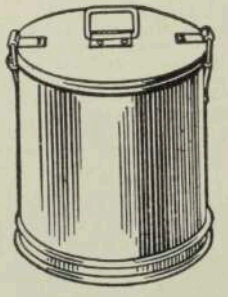

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Minerva Reef Epic

(Continued from page 12)

the men at Minerva Reef they flashed a message to Suva and rescue operations were started immediately.

A Sunderland flying-boat set out for Minerva Reef from Suva that evening and by the light of flares dropped food and water. The crew saw some of the survivors jump into the water to retrieve the supplies.

About midday next day another Sunderland alighted in the lagoon at Minerva Reef, some distance from the Japanese ship. Using a rubber dinghy they picked the survivors up, the five fittest men first, then made another trip for five stretcher cases.

On their third and last voyage the men in the dinghy had the sad task of picking up the body of a man who had died the day before.

Back at Laucala Bay some of the survivors were helped into waiting ambulances; others had to be carried to stretchers.

At the CWM Hospital medical and nursing assistance was waiting for them, also comfortable clean beds.

As the men had not eaten proper food for so long they were fed sparingly. Two of them were so weak that they had to be fed intraveneously.

In Tonga, there was excitement, tinged with sadness, when news of the rescue of the men reached Nukualofa.

Excitement rose at the prospect of family reunions, but there was sadness for those who did not live through the ordeal.

Ala, the wife of Captain Fifita, who had stubbornly refused to hold a mourning feast for her husband, said that after hearing that the yacht was missing, she was confident that good news would be received.

She said she felt that the loss of her son, Sateki, as any mother would feel, but was proud that he gave his life to help his shipmates.

Captain Fifita and Tevita Vasele remained at Kadavu for three days before flying to Suva in a Sunderland to join their comrades in the CWM Hospital.

At the hospital, Captain Fifita strode up and down the ward shaking hands with them all. Tears came to his eyes as he warmly embraced another son, Talo Fifita, who had remained at Minerva.

The Tongans had a constant stream of visitors while they were in hospital and received many gifts of money, cigarettes, clothing, and other comforts.

Search for Body

Meanwhile, Kadavu Islanders unsuccessfully searched for the body of Captain Fifita's son. However, they did find the capsized outrigger, which they towed to Nacamoto.

Captain Fifita said in Suva that when he left Tonga on July 4 he weighed 20 st. 8 lb. He estimated that when he arrived at Suva his weight was down to about 13 st.

For endless days on Minerva Reef he had to maintain strict discipline among the remainder of the cast ways, a task which became more ar more difficult as the men began despair of their chances of rescue.

He said the minds of some of th men started to wander, and all the could talk about was their hom and their families.

Captain Fifita also had a trag story to tell about Fatai Fetiaiki, th first man who died on Minerva Ree —24 days after the shipwreck.

The captain had conducted prayer meeting and when it was ove Fatai still appeared to be praying c asleep.

Fifita then asked the men if the had any food and one said he had piece of fish left from a previou meal.

When the man tried to give the fis to Fatai, he was found to be dead.

Fatai was buried in a grave i coral sand on the reef.

When two men died on the sam day some days later no one ha sufficient strength to scrape grave for them, so the captain had th bodies wrapped and cast into the sea

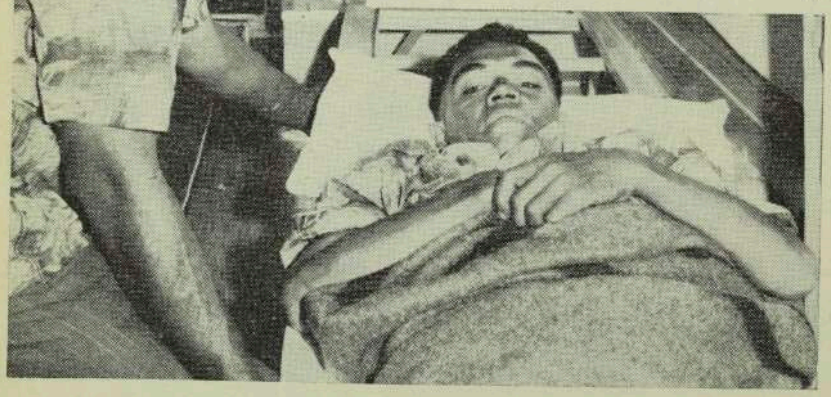
The two men were Sione Sikemet and Sione Lose.

Fetiaiki Pulu, whose father sur vived, died the day before the firs Sunderland arrived over the reef.

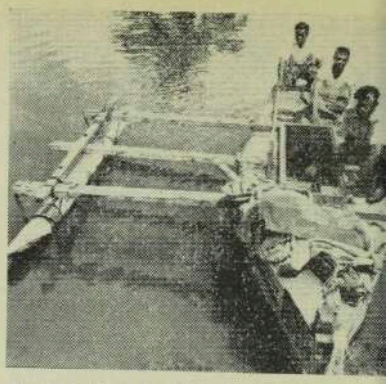
The 12 survivors of the *Tuaikea pau*, flew back to Nukualofa in a Royal New Zealand Air Force Sun derland flying-boat on October 22.

Queen Salote proclaimed a publi holiday to welcome the return of the castaways, and to remember the five men who died.

The 10 men who were rescued from Minerva Reef are Ve'etutu Pahulu Soakai Pulu, Vaingina Unga, Fine Feuiaka, Toia Paa Bloomfield, Sipa Fine, Finau Laione, Talo Fifita William Fa and Saia Peni.



Clean-shaven after their ordeal, Captain Tevita Fifita (left) makes Tevita Uasele comfortable on an ambulance stretcher at Laucala Bay on their arrival from Kadavu. Uasele with Captain Fifita and his son, Sateki Fifita, made the 300-mile outrigger voyage from Minerva Reef to Kadavu. Sateki Fifita was drowned at the end of the journey.
Photo: Stan Whippy



The makeshift outrigger in which three m made the 300-mile voyage from Minerva Re to Kadavu. Kadavu Islanders found it wh searching for the body of Sateki Fifita. Tongan flag firmly fixed to the bow w later given to Captain Tevita Fifita.
Photo: Stan Whip

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PEOPLE

A New Guinean businessman, who ns a coffee plantation, a herd of tle, a lighting plant, sawmill, ctor, bakery, store and a coffee ping factory, is contributing greatly the development of the mountain age of Boana, 30 miles from Lae. e man, Siugeu, who was also re- nsible for building an airstrip in Boana area, manages a Com- nwealth Bank Agency, recently in- lled a town clock in Boana, and has trucks which operate in Lae.

is is what the smart young policeman now wearing in the New Hebrides. The en pictured are Corporal H. Kalmela ft) and Constable Wilfred. The photo- aph was taken in Vila by Reece Dis- combe.

One of the jobs that look like being uidated in Hollandia, West New uinea, shortly is that of Australian aison Officer. The Indonesians have ready stated that although this pointment is "no doubt important" Australia, it is not provided for nder the agreement between Indo- sia and Holland will have "to be considered".

Mr. P. J. Mollison, of the P-NG epartment of the Administrator, has en holding the position for the last ree years; in September Mr. James ray, of the Canberra Department Territories, was sent to assist him. heir job is normally a cross between roviding consular services, giving

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Doctors all over the world recommend Carnation Milk for babies. They know Carnation is the safest, purest, most easily digested form of milk for baby's bottle. Wonderfully nourishing, it's no wonder Carnation is the largest selling brand of milk in the world.

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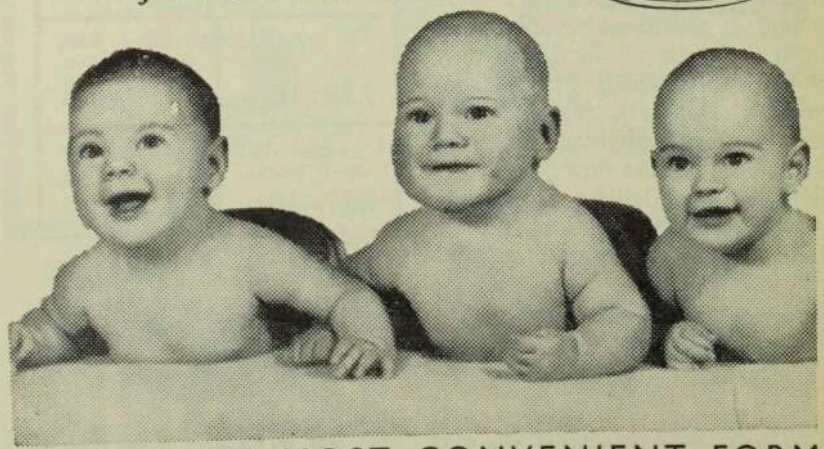
Carnation Milk

from contented cows.



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This is the Envoy Sea King, a Swiss watch specially designed to fulfil extra duties normally not expected from a watch. Waterproofed to 600 feet, it has a calibrated rotary bezel, plus the most advanced built-in features that signify accuracy under rugged conditions. The Envoy Sea King is one of the finest watch values from Switzerland—and you may choose this watch direct from Proud's Bond in Sydney. The great savings available to residents outside Australia are shown at right. Prompt delivery is guaranteed. Proud's reputation is your assurance of value and quality.

Envoy Sea King — waterproofed to 600 feet, rotary bezelled for timing dives, completely automatic, anti-magnetic, 21-jewel fine precision movement, unbreakable mainspring, stainless steel throughout.

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On bracelet, Aust. price, **£32/10/-**	Ex-bond, Duty and Tax free, **£20/10/-**
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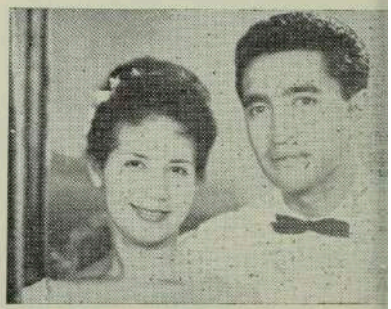
information to WNG residents wa
ing to go to Australia, and look
after the interests of some Austral
NG natives who were attending
nautical school near Hollandia.

In the last abnormal months p
of their job was to look after
tressed Australian journalists w
would land in Hollandia with
having made provision for a bed
for transport. Mr. Mollison is
to go on leave, and under new c
ditions, has no wish to return
Hollandia.

Mr. C. A. B. Pley, the Du
liaison officer in Port Moresby, a
has had his job fold up under hi
His wife and children returned
Holland some time ago and he w
leave Port Moresby for the sa
destination by the end of October.

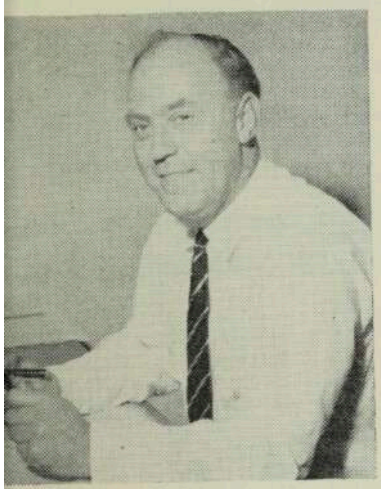
**Miss J. Clapham (left), the Red Cross Fi
Officer in Suva, recently handed over
duties to Miss A. Sopper (right) who arri
in Fiji on September 29 from the US. M
Clapham has now returned to the US**
Photo: S. A. Whi

Quantities of bread, scones, cak
and sausage rolls are now being pr
duced for sale to villages at Hanu
bada, Port Moresby, by a Papua
Heni Davai, who built his own bake
there. Davai, who learnt his tra
as a baker before the war la
worked as a carpenter with the D
partment of Works and Housing, to
two months to build his bake
Davai and his wife do all the wo
at the bakery.



**This couple, Mr. T. R. Tahapehi, of Raba
and Miss Flora Regione, of Nonga Hospit
were recently married at Rabaul's St. Xav
Church, Rabaul.**—Photo: Chin H. Meen.

young Papuan, Vincent Eri, of vala village in the Kukipi sub-rict of the Kerema area, is now g trained to become the Terri-'s first Assistant Education Officer. training, which began in Port resby in June, will continue until end of this year when it will be ded if further training is neces-.



E. J. R. Davies, of Auckland (above), ntly appointed Resident Agent on Penrhyn nd, in the Northern Cook Group, is keenly rested in ship-modelling, yachting and ery. He has obtained copies of the kyard plans of Captain Cook's ship deavour" and intends to build a model, t long, during his term on Penrhyn. Mr. ies came to New Zealand from North Wales r World War II. After working in the inistration office of a forestry station and ching in primary schools in the Auckland rict, he joined the Department of Agriculture in 1953.

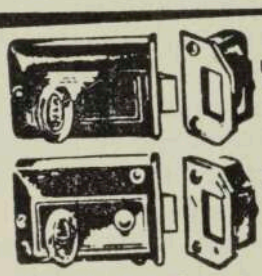
An American who spends 12 nths in the Fiji civil service is und to learn something about itish red tape. And an American about to do it—Mr. W. A. Kyler, graduate of the Duke University w School and Ohio Wesleyan Uni-rsity. He won a scholarship from e Syracuse University, New York, hich enabled him to make the trip the South Pacific.

Some years ago Syracuse Univer-y organised a scheme for placing lected young American graduates th colonial and other Governments that they could gain experience of ose countries. It was also planned at they should go where there was ed of staff.

Mr. Kyler before leaving for Fiji ent some time studying the Fijian nguage at the School of Oriental d African Studies, London. As the st of his fellowship is being borne y Syracuse University, Fiji is getting e services of a civil servant for ee.

LOCK UP WITH Lockwood for top security..

Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".
Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



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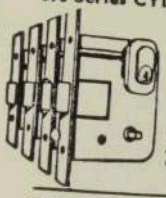
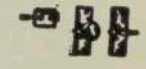
STREAM LATCHES. Many popular durable finishes. No. 211 illustrated. No. 200 "Narrostile" also available.

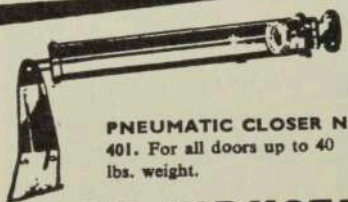


570 Series CYLINDER MORTICE LOCKS. Precision, dependability, security! Moving parts solid brass Over 30 applications in all. Available as a 'master-key' system.

307 SCREEN DOOR TOUCH LATCH. Just push door to open, pull it to close! Easy to install and features strong snib.

NO's 300, 300/101 LATCH. Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.





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NO's 403, 404 HYDRAULIC CLOSERS. For all doors. Brackets and arms for every installation.

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KRAFT PROCESSED CHEDDAR CHEESE

AUSTRALIA'S FINEST PROCESSED CHEESE

Available in 2oz., 4oz., 12oz., blue cans.

Available in 8oz. blue cartons.

All in slim re-usable glasses.

Kraft Cheddar is made under the most hygienic conditions from creamy, dairy fresh milk. It takes *one gallon* of milk to make every pound of Kraft Processed Cheddar Cheese—that's why it is the ideal food for health, strength and energy. Kraft Cheddar can be used in so many different and exciting ways . . . sandwiches, salads, grilling or cooking. Kraft Cheddar Cheese keeps its mild, consistent flavour in all temperatures.

For quick-spreading sandwiches and savouries try

KRAFT SPREADS

4 Delicious Flavours

- Blue Cheese Spread
- Gorgonzola Cheese Spread
- Cheddar Cheese Spread
- Cream Cheese Spread

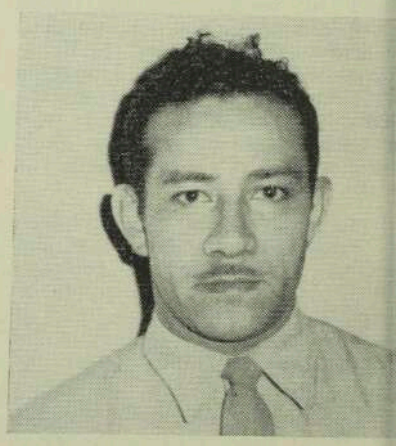
KR437B

Dr. Bill Rees and his bride, formerly Eleanor Brown, leave Vila's native Ch of England after their recent marri Archdeacon Rawcliffe performed the ceremo

Photo: Reece Disco

The Islands trading firm of Nels and Robertson Pty. Ltd., of Sydn specialises in the length of serv of its executive officers but few ha outdone Mr. W. E. Ryall, a direct of the company who clocked up years with the firm within a few da of his 75th birthday in October. went to N & R as a junior cle in 1904 in the days when the found of the firm, the late Mr. Ivan Nelsc was in active control and when t offices were in Loftus St., Sydney.

The only concession Mr. Ryall h made to the passing years is to c down the number of days he nc goes to his office. Mr. Haro Cooper, also a Director of N & has completed 49 years with the fir and is also semi-retired—he goes the office a couple of days each wee



A familiar face at the City of Sydney Polic Citizens Boys' Club recently has been Hol Johanson, a heavyweight boxer from Fiji, wi has been training there for the Commonweal Games in Perth. His trainer, Mr. Barn Hall, told "PIM" in October that Holga hi a good chance of reaching the finals in h division.

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DEATHS OF ISLANDS PEOPLE

Captain H. D. Scott

Captain Henry Daniel Scott, who d at Lami, Fiji, on October 3, at age of 93, had a colourful career trading ships in the Colony, and s closely associated with the first ht across the Pacific in 1928.

His death removed one of the few naining pioneers who could re- mber Fiji's cession to Britain in 74.

After running away to sea at an ly age, he lived at Bau h Ratu Epeli, son of Ratu Cako- u who ceded Fiji to Britain.

In the many sailing canoes at Bau was in his element, but he had learn a trade, so he went to Levuka become a sailmaker. It was as a lmaker that he eventually took up lifelong sea career.

From that trade he graduated ough small ships and became ster of the Government ship *Adi ti.*

When Kingsford-Smith and Ulm ded at Albert Park, Suva, in 1928, was found that the park was too all for their aircraft to take off th a full load of fuel. Captain ott in the *Adi Beti* took them to selai Beach in the Rewa Delta.

The aviation pioneers found that ptain Scott's recommendation was their liking, and it was from selai that they took off on the last of their epic flight. In 1958 ptain Scott renewed acquaintance th the two survivors of that flight James Warner and Harry Lyon, o were on their way to Australia take part in commemoration cere- onies.

Captain Scott is survived by his dow, two sons and a daughter. One his sons, Albert, is master of the overnment ship *Degei II.*

Mr. T. W. A. Nicholson

Mr. Thomas William Alport icholson, for many years the gineer-in-charge of the Suva power ation, died at Newport, Sydney, here he had been living in retire- ent, on August 31. He was 67.

Mr. Nicholson was born at Suva, d served in the Royal Navy during e first World War. As engineer- -charge of the powerhouse, he had face difficult times during World ar II and in the immediate post- ar years when power rationing was cessary.

The profitable nature of the Suva electricity undertaking today is largely due to his energy and foresight, for in spite of those hard years, he was constantly planning ahead.

He is survived by his wife, a daughter and a son.

Mr. Alexander Conyngham Rentoul

The death occurred in Sydney on October 6 of Mr. Alexander Conyngham Rentoul, a former Resident Magistrate in Papua, who spent more than 30 years in Government service in the Territory.

Mr. Rentoul went to Papua about 1910 as a clerk and later became a patrol officer. He was a Resident Magistrate for many years and was serving in Port Moresby when civilians were evacuated in 1942. After being evacuated, he served in the New Hebrides for a year or so. He then retired to Sydney. He was ill for several years before his death.

Mr. Rentoul, who was in his mid-seventies, served in the 1st AIF in World War I. He is survived by his widow and a son, Laurence.

In a tribute to Mr. Rentoul, Mr. Leonard Murray, a former P-NG Administrator, said: "In Mr. Rentoul's time as a patrol officer, Papua was a very wild and largely unpacified territory. Mr. Rentoul always discharged his duties with great satisfaction to the Administration. He was a fine man".

Mr. James Murphy

Mr. James Murphy, machine shop foreman for Bulolo Gold Dredging Ltd., died in Sydney in mid-October after a long illness. Mr. Murphy, a Scotsman in his early fifties, had been at Bulolo for 15 years. He is survived by his widow, Mrs. Maida Murphy.

Mr. Fred Werner

A well-known Rabaul identity, Mr. Fred Werner, who died in Queensland recently after a brief illness, first came to Rabaul before World War I. In recent years he was a plantation owner in the Talasea area. Mr. Werner, who was unmarried, was 61.

Mrs. Agnes Burnett

Mrs. Agnes Cuthbert Burnett, widow of the late William Burnett, of Apia, Western Samoa, died in Auckland on September 19. Mr. and Mrs. Burnett were residents of Apia for many years. Mrs. Burnett's ashes were returned to Samoa for burial.

Mr. Virgil Christian

Mr. Virgil Christian, a descendant of *Bounty* mutineer Fletcher Christian, died on Pitcairn Island recently. He was one of Pitcairn's oldest inhabitants.

Apelu Galeai, Sr.

Apelu Galeai, Sr., County Chief of Fitiuta County, Manua, American Samoa, died at Leone on October 2 after a lingering illness. He had occupied his post in Fitiuta County since October, 1955. He left a widow, four sons, four daughters and 23 grandchildren.

Albert Rudolph Von Hoff

The death occurred at Avatiu, Rarotonga, on September 25 of Albert Rudolph Von Hoff, a well-known trader, who was born in Rarotonga 64 years ago. After being educated in New Zealand, Mr. Von Hoff returned to Rarotonga, and entered his father's business. He took over as manager on his father's death.

Mr. Von Hoff is survived by his widow, five sons and four daughters. Only one son and one daughter live in Rarotonga, the others being in New Zealand.

Modern Quarters For Nauru and Ocean Is.

The British Phosphate Commissioners have awarded a £3,000,000 contract to an Australian firm, E. S. Clementson Pty. Ltd., the building division of Project Development Corporation Ltd., to build modern living quarters for their workers at Nauru and Ocean Island.

The workers, who come from the Gilbert and Ellice Islands and Hongkong, will be accommodated in self-contained, three bedroom flats in modern, European-style, two-storey buildings. Each kitchen will have an electric stove, stainless steel sink and built-in cupboards.

Single employees will be accommodated in spacious houses with individual bedrooms and modern messing facilities.

A total of 596 family units will be built on Nauru and 432 units on Ocean Island. There will be 19 housing blocks built on Nauru for single men and 12 on Ocean Island. Building will start in March, 1963.

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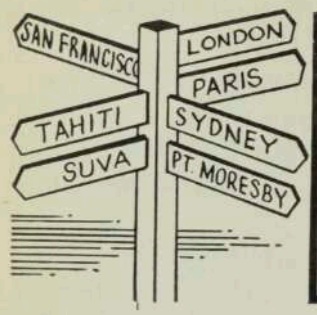
The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



TRAVEL TALK

To Europe, Italian Fashion

Two big new liners will be added to the already impressive array of vessels on the Australia-Europe service in 1963—the Lloyd Triestino ships *Galileo* and *Marconi*. They are said to combine the latest in technical facilities and the ultimate in passenger comfort.

THE Australian operations are the biggest section of Lloyd Triestino's business, although the Line also operates services to Africa, India and the Far East.

The vessels the company already operates on the Australian service are the *Australia*, *Oceania* and *Neptunia*. The two new additions will cost a total of £A24,000,000.

The first of the new ships, *Galileo*, was launched at Monfalcone, Italy, in July, 1961, by Signora Fanfani, wife of the Italian Prime Minister. She is expected to make her maiden voyage to Australia in April, 1963, leaving Sydney homeward bound on May 19.

Her sister ship, *Marconi*, was launched in September, 1961, and after fitting-out will be ready for service about July/August, 1963.

The ships have an operational speed of 24 knots compared to about 18 knots for the other L.T. ships at present operating on the run and are 27,500 tons compared to about 13,000 tons of the older vessels. Each accommodates 1,700 passengers compared to the present complement of 750; and each will have a crew of 400.

Time taken for the voyage from Italy to Fremantle will be cut from the present 21 days to 16 days.

Streamlined design of the vessels results from a synthesis of racy Italian styling and the requirements of aerodynamics and hydrodymatics. The aft position of the funnel makes possible five full decks and four partial ones.

The ships have been designed with an eye to passenger comfort and include some features which are unique even among today's luxury liners. Though divided into two classes, provision has been made for a number of interchangeable features so that each ship can be converted to one class for cruise voyages. They are air-conditioned throughout, and have stabilizers.

First class facilities include large dining-room; lounges with smoking rooms and bars; a ball-room with adjoining verandahs furnished like a winter garden; a lido-verandah wi night-club and grill room, an indo games room; a nursery for t children; writing and reading room and an up-to-date gymnasium.

For tourist class passengers there a large dining room with two small rooms adjoining where 750 peop may be served at a sitting, spacio lounges, a large living-room with ba reading and writing rooms, a ba room, a lido-verandah, a room f 200 children and an open-air pla ground.

All cabins have been designed i dividually for maximum comfort wi the best use of space.

The open decks are large, providir space for four swimming pools—o for first class, one for tourist cla and two for children of each class.

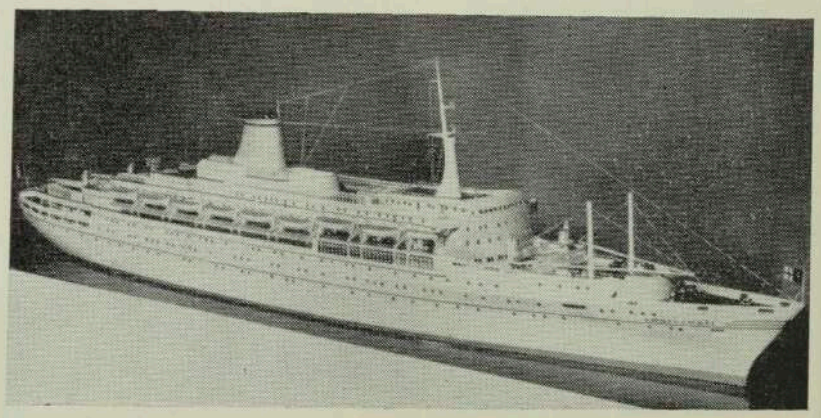
Both classes have their own fashic and gift shops as well as such faciliti as hairdressers' and barbers' shops.

A cinema-television plant enabl passengers in their cabins or publ rooms to watch Italian and other tel vision shows, movies shown on boar and even ship's events relaye through closed-circuit television.

A radio telephone system enabl passengers to call any part of th world from their cabins; as wel there's an internal automatic tel phone system by which passenge can dial any part of the ship.

There is a teenagers' room and small-scale theatre complete with p and balcony accommodating 20 passengers from both classes.

Ports of call will be Sydne Melbourne, Adelaide, Fremantl Djakarta, Singapore, Bombay, Ade Suez Canal to Port Said, Messin



A model of the "Galileo", the new Lloyd Triestino liner which will make her maiden voyage to Australia in April, 1963. Her sister ship, "Marconi", will join her on the Australia-Europe run later in 1963. Both ships have a gross tonnage of 27,500 tons, travel at 24 knots and are completely air-conditioned and stabilised.

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ples, Genoa. Lloyd Triestino Rain- w Service onward-rail bookings er concession fares to anywhere in rope, including London. Two nths can be taken over the ropean rail journey and costs are low as £Stg.13 from Genoa to annel Ports, in first class.

Fares on *Galileo* and *Marconi* vary cording to grade of cabin and ether the sailing is "on season" or ff season".

First class, outside single, de luxe bin with shower, toilet, TV and rigerator is £A613 single, "on ason" and £488 "off season"; four- rth inside cabins, sharing shower d toilet with adjacent cabin are 313 per person "on season", £A250 ff season". Tourist class cabins nge from £A300 in two-berth out- le cabin with toilet and shower wn to £A163 for six-berth inside bin. Off season rates are £A244 d £A125 respectively. (All quota- ns for Sydney-Italian ports; fares e lower from other Aust. ports.)

An overall reduction of 10 per nt. is allowed for return bookings d Lloyd Triestino passage tickets e interchangeable with similar kets on other interchange lines or th most airlines.

The departure from Sydney of ese new ships is at present heduled for May 19 (*Galileo*); July (*Galileo*); August 26 (*Marconi*).

THE PACIFIC

ort Moresby Now as Motel-type Accommodation

As an alternative to hotel accom- odation in Port Moresby, Papua, . O. and F. W. Long have built hat they call the Brampton Home- el. It is run on motel lines, but ithout accommodation for cars.

The establishment is in Brampton treet, perched on high ground over- ooking Port Moresby, Ela Beach and ne reef beyond. Apart from the nagnificent view, the position gives ost rooms the benefit of all the reezes that blow.

Basic tariff is for bed-and-breakfast ut lunch and dinner are available ordered beforehand. Room rates ary according to the quality of the oom; some are small, simply fur- ished and modest in price; two are ir-conditioned, very well furnished, ith private balconies and are com- arable in price to local air-conditioned hotel rooms. At present a number of flats in the building, that were previously held on permanent tenancies, are being converted to suites of sitting room, bedroom and private bathroom; these should be available by April, 1963.

All rooms have bed lamps, inner- spring mattresses, and power points. Electric jug, toaster, tea, coffee, sugar and crockery, etc., are provided at no extra charge so that guests may pre- pare light refreshments for them- selves. Some of the suites have re- frigerators and there are facilities for other rooms to share refrigerators. Fans may be hired for non-air- conditioned rooms.

The Home-Tel is within seven or so minutes walk from the shops or a 2/6 car fare. Avis Rent-a-Cars may be hired through the Home-Tel office —the only drawback to this, at present, being that there are no facilities for parking at the house; cars must be left in a very narrow road below.

Daily tariff ranges from £2/2/- per day per person for bed and breakfast in the most modest room to £4 for one person in a large air-conditioned studio room with private entrance and balcony; if two share this room it is £6/10/- for the two of them. Weekly rates vary from £13/13/- for one person (£22/10/- for two); to, in the most modest room: to £4 for one person (£41 for two).

Bookings should be made to: Brampton Home-Tel, P.O. Box 5, Port Moresby, Papua; a deposit of 10 per cent. of the anticipated charge for the period booked is required.

The New Guinea Way To Europe

Although the Qantas Sydney-Far East service through Port Moresby to link with the jet service at Manila has been withdrawn, an increasing number of Papua-New Guinea and BSIP residents are making use of the KLM service to Europe through Biak, West New Guinea—and this in spite of the present confusion in WNG political affairs.

A prospective traveller from Lae, New Guinea, to Europe saves about £115 on a round trip by using this route rather than either the Pacific or the Middle East routes from Sydney.

The connection from New Guinea to pick up the KLM DC8 at Biak is at present run by the KLM off- shoot, De Kroonduif, or by TAA. Both use DC3 aircraft and run on alternate weeks. The flying-time Lae to Sentani (the airport for Hollandia) is about three hours; the time from Sentani to Biak is another three hours.

Both services, until recently, were running on Fridays but for the moment have changed over to Thurs- days ex-Lae, with an over-night stop in Hollandia—or more likely, Sentani, which is about 23 miles from Hol- landia. During the time the Dutch were being evacuated from WNG, this move caused some panic as there was no room in Hollandia hotels for in-transit passengers, and few facilities around Sentani. Some of the pas- sengers on the first TAA flight spent the Thursday night in makeshift ac- commodation in a church before go- ing on to Biak on the Friday.

KLM have two different routes out of Biak: to Amsterdam via Manila, Bangkok, Karachi, Beirut, Rome, and Frankfurt; or from Biak to Tokyo, Anchorage (Alaska) and over the Pole to Amsterdam.

The flight via the Middle East originates in Sydney on Fridays; the Over-the-Pole route originates in Biak, twice weekly at present, Mondays and Fridays. This flight leaves Biak in the late afternoon and is in Amster- dam the following day.

Cost of a tourist class return fare from Lae to Amsterdam via Biak and the Middle East is £546/15/-. First class is £859/10/-.

then stay at the Metropole. Wonderful service, fine food, you'll revel in comfort.

ROOM TARIFF — Single from 40/-; with bath, 70/-. Double from 75/-; with bath, from 115/-.

Rates that cut travel costs!

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Bent Street, Sydney. 'Phone: B 0522. Telegrams: Metropole, Sydney.

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Why so many seasoned travellers always GO MATSON TO THE U·S·A

S.S. Mariposa and S.S. Monterey are not like other ships. Their differences are important and worth knowing.

There are no cabins on a Matson ship. A "cabin" is a confined space. A Matson stateroom is a spacious home, with its own private air conditioning, hi-fi radio, bathroom, telephone, real beds, art pieces from America and Polynesia — and room service 24 hours a day.

You can get away from people with Matson. There's always a quiet corner for peaceful moments alone. Matson ships carry only 340 passengers, enough for companionship without crowds.

Life is relaxing with Matson. You can breakfast in bed, lunch on deck or in the dining room. You dine at night in an elegant atmosphere of ease and gaiety.

Live as **you** please, with Matson.

People like Matson for a good time. Friends relax on deck, drink at the Outrigger Bar, dance at the Polynesian Club, or gather after dinner in the Southern Cross Lounge. Social life moves at an easy pace.

Matson cuisine is world famous — for its overwhelming variety of foods, the international excellence of its cooking, and the charm and friendliness of its service.

Northbound from Sydney, Matson's two magnificent white ships, S.S. Mariposa and S.S. Monterey, sail every three weeks to Noumea, Fiji, Tin Can Island, Pago Pago, Hawaii, San Francisco. Southbound the ships call at Los Angeles, Bora Bora, Tahiti, Rarotonga, Auckland, Sydney. You stay in port long enough to really taste the magic of these enchanting islands.

Matson Lines

BOOKINGS AND INFORMATION

NOUMEA: Etablissements Ballande.
SUVA: Morris Hedstrom Ltd.
PAGO PAGO: B. F. Kneubuhl.
PAPEETE: Etablissements Baldwin
AUCKLAND: Matson Lines, 73 Queen Street.
SYDNEY: Matson Lines, 50 Young Street.

For complete sailing schedule, see page 158

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IIPPING TIME-TABLES

ydney-Papua-New Guinea

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

lekula sails from Sydney for ane, Nth. Qld. ports, Pt. Moresby, rai, Lae, Madang, Alexishafen, ak, Kavieng, Rabaul, Pt. Moresby, ey. Next Sydney sailings: Nov. 16, 12 (approx.).

laita sails from Sydney for Bris- , Pt. Moresby, Samarai, Rabaul, rum, Lorengau, Madang, Lae, Sam- Brisbane, Sydney. Next Sydney sail- Dec. 29, Feb. 8 (approx.).

lolo sails about every six weeks: ey, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. sby. Next Sydney sailings: Nov. 24, 5 (approx.).

ntoro sails from Melbourne for ey, Brisbane, Nth. Qld. ports, Pt. sby, Samarai, Rabaul, Kavieng, ak, Madang, Lae, Pt. Moresby. Next ey sailings: Dec. 14, Feb. 16 rox.).

tails from Burns, Philp and Co., Ltd., idge Street, Sydney (B 0547).

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ansi: Leaves Sydney about every four s for Brisbane, Port Moresby, rai, Lae, Madang, Wewak, Rabaul, Moresby, Sydney. Last Sydney sailing: 6. Next Sydney sailing: Dec. 7 rox.).

ochow: Leaves Sydney every four s for Brisbane, Rabaul, Kavieng, ang, Lae, Pt. Moresby, Sydney. Last ney sailing: Nov. 7. Next sailing from ney: Dec. 7 (approx.).

nkiang: Leaves Melbourne monthly Sydney, Brisbane, Rabaul, Kavieng, ang, Lae, Port Moresby, Sydney. t Sydney sailing: Nov. 14.

etails from New Guinea Australia Line ire and Yuill Pty., Ltd., agents), 6 ige St., Sydney (BU 1712).

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hina Navigation Co. Ltd. vessels ing and Anshun call at Pt. Moresby, ua on their way north from Sydney Hongkong. Next vessel:

nshun: Dep. Sydney Nov. 21, Pt. resby Nov. 30-Dec. 1, thence Manila Hongkong.

etails from Swire and Yuill Pty. Ltd., nts, 6 Bridge St., Sydney (BU 1712).

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lizabeth Boye: Leaves Sydney ap- ximately every five weeks for Port resby, Samarai, Wewak, Madang, Lae. t Sydney sailings: Nov. 28, Dec. 20 prox.).

lagen: Leaves Melbourne about every weeks for Sydney, Pt. Moresby, aul, Wewak, Madang, Lae, Sydney. t Sydney sailings: Nov. 26, Dec. 27 prox.).

ilitan: It is expected that this vessel l enter the P-NG trade during Novem- .

Details from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge Sydney (BU 8311).

Austasia Line vessels run between stralian ports (turn round at Adelaide) d Papua-New Guinea, with every third yage extending to Borneo.

Malacca: In early November was in dry ck in Singapore.

Matupi: After loading in southern Australian ports early November, Matupi will return to Sydney Nov. 29 (approx.). Due dep. Sydney again Dec. 3 for Brisbane Dec. 5-6, Pt. Moresby Dec. 11, Lae Dec. 16, Madang Dec. 18, Rabaul Dec. 22, then return direct to Sydney.

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: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Tenos: Dep. Japan (Kobe) Nov. 6 direct to Sydney, arr. Nov. 17; due dep. Sydney Nov. 21 for loading southern Australian ports. Due dep. Sydney again Dec. 5 for Brisbane Dec. 7-8, thence direct to Japan.

Aros: Dep. Hongkong Nov. 7 for Sydney via Nth. Borneo ports Nov. 10-14 (bunkers at Tarakan), Rabaul Nov. 21-22, Madang Nov. 23, Lae Nov. 24-25, Brisbane Nov. 29-Dec. 1, Sydney, arr. Dec. 3.

Delos: Due Sydney from P-NG Nov. 8; dep. Sydney Nov. 12 for loading at southern Australian ports, returning Nov. 25. Due dep. Sydney again Nov. 28 for Brisbane Nov. 30, Lae Dec. 4-5, Madang Dec. 6-7, Rabaul Dec. 8-9, Manila Dec. 15-16, Hongkong Dec. 18-20. Omits Japan and returns to Sydney (due Jan. 17 approx.), via Sagay (opt.), Borneo, Rabaul, Lae and Brisbane.

Samos: Dep. Sydney Nov. 9 for Brisbane Nov. 11-12, thence direct to Japan (Yokkaichi), arr. Nov. 22. Due dep.

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "THORSISLE" and "THOR I"

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

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

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

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PAPEETE—Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

FIJI DIRECT SERVICE

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London E.C.3

BURNS PHILP (SOUTH SEA) CO. LTD.
Suva

Australia-NZ-Fiji-Canada-USA

		HIMALAYA	ORIANA	IBERIA	ARCADIA
SYDNEY	depart	From	Nov. 14	Nov. 18	Dec. 7
AUCKLAND	arr/dep	Far	Nov. 17	Nov. 21	Dec. 10
SUVA	arr/dep	East	Nov. 20	Nov. 24	Dec. 13
HONOLULU	arr/dep	Nov. 15	Nov. 24	Nov. 29	Dec. 18
VANCOUVER	arr/dep	Nov. 20-21	Nov. 28-29	thence	Dec. 23-24
SAN FRANCISCO	arr/dep	Nov. 23-24	Dec. 1-2	Panama,	Dec. 26-27
LOS ANGELES	arr/dep	Nov. 25	Dec. 3	West	Dec. 28
HONOLULU	arr/dep	Nov. 30	Dec. 7	Indies	Jan. 2
SUVA	arr/dep	thence	Dec. 13-14	and	Jan. 9
AUCKLAND	arr/dep	Far East	Dec. 16	United	Jan. 12
SYDNEY	arrive	Dec. 26	Dec. 18	Kingdom	Jan. 15

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	From	Nov. 25	Dec. 16	Jan. 10
LOS ANGELES	arr/dep	US	Nov. 26	Dec. 17	Jan. 11
BORA BORA	arr/dep	Nov. 10	Dec. 4	Dec. 25	Jan. 19
PAPEETE	arr/dep	Nov. 11-13	Dec. 5-7	Dec. 26-28	Jan. 20-22
RAROTONGA	arr/dep	Nov. 14	Dec. 8	Dec. 29	Jan. 23
AUCKLAND	arr/dep	Nov. 19-20	Dec. 13-14	Jan. 3-4	Jan. 28-29
SYDNEY	arr/dep	Nov. 23-26	Dec. 17-20	Jan. 7-10	Feb. 1-4
NOUMEA	arr/dep	Nov. 29	Dec. 23	Jan. 13	Feb. 7
SUVA	arr/dep	Dec. 1	Dec. 25	Jan. 15	Feb. 9
NIUAFOOU	arr/dep	Dec. 2	Dec. 26	Jan. 16	Feb. 10
PAGO PAGO	arr/dep	Dec. 2	Dec. 26	Jan. 16	Feb. 10
HONOLULU	arr/dep	Dec. 7-8	Dec. 31-Jan. 1	Jan. 21-22	Feb. 15-16
SAN FRANCISCO	arrive	Dec. 13	Jan. 6	Jan. 27	Feb. 21

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Japan (Kobe) Dec. 6, direct to Sydney, arr. Dec. 17 (approx.).

Milos: Dep. Japan (Moji) Nov. 27 for Hongkong Dec. 1-2, Madang Dec. 10-11, Lae Dec. 12-13, Rabaul Dec. 14-15, Honiara Dec. 17, Vanikoro Dec. 19-22, Santo Dec. 23-24, Brisbane Dec. 28-31, Sydney, arr. Jan. 2.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney - BSI - P-NG

Slevik: Leaves Sydney monthly for Honiara, Gizo, Rabaul. Next Sydney sailing: Dec. 7 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Sydney-West NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian port to West New Guinea (optional ports: Hollandia, Biak, Sorong); thence Manila, Hongkong and China; thence West Africa; and return to Australia. Next Sydney sailings: Van Neck Dec. 20, Van Cloon Jan. 22 (approx.).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Oranje sails irregularly from Sydney for Europe, via NZ, Papeete and Panama Canal; occasionally calls are made at Papeete on southbound trips.

Next inwards voyage: Oranje at Papeete Dec. 7-8.

Next outwards voyage: Oranje due dep. Sydney June 12, 1963 (at Papeete June 19-20).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyages: Ruahine dep. London Nov. 2, due Papeete Nov. 27 (approx.).

Next northbound voyages: Remuera, dep. Wellington Nov. 24, due Papeete Nov. 30 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

New Zealand-Tahiti

Vessels of Crusader Shipping Co. Ltd., Wellington, NZ, call every two months (approx.) at Papeete on north-bound voyages of West Coast North American service. Next vessel: Norefjell dep. Auckland Nov. 29, due Papeete Dec. 5.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Service (a West German-owned shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of USA.

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:

Beaverbank: From Continent and London due at Port Moresby Nov. 14, Samarai Nov. 16, Lae Nov. 17, Madang Nov. 19, Wewak Nov. 20, Rabaul Nov. 21, Kavieng Nov. 23, Honiara Nov. 25.

Cloverbank: From Continent, dep. London Nov. 14 for Pt. Moresby Dec. 19, Samarai Dec. 21, Lae Dec. 22, Madang Dec. 24, Wewak Dec. 26, Rabaul Dec. 27, Kavieng Dec. 29, Honiara Dec. 31.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-West NG

A regular service from the Conti and UK, via Panama, to Tahiti, Caledonia, BSI, P-NG and West N operated jointly by Nederland Line R Dutch Mail and Royal Rotterdam Llo

Schelde Lloyd (RL): From Europe UK, due Papeete Nov. 24, Noumea De Honiara Dec. 6, Pt. Moresby Dec. Rabaul Dec. 14, Lae Dec. 16, Mad Dec. 18, Hollandia Dec. 19, Biak 27, Manokwari Dec. 31, Sorong Jan.

Rotti (NL): From Continent, London Nov. 27 for Papeete Dec. Noumea Jan. 5, Honiara Jan. 10, Moresby Jan. 13, Rabaul Jan. 17, Lae 19, Madang Jan. 21, Hollandia Jan. Biak Jan. 30, Manokwari Feb. 5, So Feb. 9.

Details from Royal Interocean Li 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping (UK), running between New Zeal and the Far East, call at Noumea (Caledonia), and Pt. Moresby (Papua), in some instances, Guam, on their no bound run. Next voyages:

Saracen: Dep. Auckland Dec. 6 Noumea Dec. 9, Rabaul Dec. 12, Moresby Dec. 14, thence Pt. Swettenh Singapore, Hongkong and Manila.

Port Montreal: Dep. Auckland Dec for Guam Dec. 22, thence Japan.

Details from Shaw, Savill Line, age 101 Queen St., Auckland. (Tel. 30-31

Far East-Sth. West. & Cent Pacific

China Navigation Co., Ltd., ves maintain monthly service from Ja southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; usu return to Japan direct.

Chekiang: Dep. Japan Nov. 15 for Ho kong Nov. 19-23, Wewak Dec. 1, Mad Dec. 4, Lae Dec. 7, Kavieng Dec. 9, Rab Dec. 11, Pt. Moresby Dec. 15, Su Lautoka Dec. 21, Noumea Dec. 29, due Japan Jan. 11.

Chengtu: Dep. Japan Dec. 17 for Ho kong Dec. 21-25, Madang Jan. 2, Lae J 5, Rabaul Jan. 8, Samarai Jan. 10, Moresby Jan. 15, Santo Jan. 19, Vila J 21, Suva/Lautoka Jan. 24, due Ja (for docking) Feb. 8.

Chungking: In Thailand on char will re-enter service with southwa voyage from Japan on Dec. 31.

Details from China Navigation Co., L (Swire and Yuill Pty., Ltd., agents), Bridge St., Sydney (BU 1712).

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Norf Is., Vila, Santo, Honiara and BSI po Bougainville ports, leaving Sydney ab once every six weeks. Next Sydney s ings: Nov. 22, Dec. 29 (approx.).

Details from Burns, Philp and Co. L 7 Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polynesi

Vessels of Messageries Maritimes Li from Marseilles, via West Indies Panama, call about every six weeks Tai-o-hae (Marquesas), Papeete, V Noumea and Sydney, and return by sa route.

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t inwards voyages, ex-Marseilles:
anesien: Papeete Nov. 25-29, Vila
i-9, Noumea Dec. 10-14, Sydney Dec.

donien: Tai-o-hae Jan. 16, Papeete
17-21, Vila Jan. 28-29, Noumea Jan.
2, Sydney Feb. 6.
t outwards voyages, ex-Sydney:
itien: Dep. Sydney Nov. 23, Noumea
26-29, Vila Nov. 30-Dec. 8, Papeete
14-19, Tai-o-hae Dec. 22.
anesien: Dep. Sydney Dec. 19,
ea Dec. 22-26, Vila Dec. 27-Jan. 4,
te Jan. 11-16, Tai-o-hae Jan. 19.

---

ynesie maintains monthly passenger
gs between Sydney, Noumea, Vila
Santo. Next Sydney sailings: Nov.
ec. 7 (omits Santo), Dec. 21.
ails from Messageries Maritimes, 36
enor St., Sydney (BU 2654).

dney-Norfolk Is.-Noumea

orado del Mar (owned by Societe
ime Caledonienne, Noumea), carry-
argo only, makes a regular monthly
e from Sydney to Norfolk Is. and
Caledonia (Noumea). Next Sydney
g: Nov. 15 (approx.).
ails from F. H. Stephens Pty. Ltd.,
ridge St., Sydney (27-3605).

Europe-Sydney-Noumea

rgo vessels of Messageries Mari-
run monthly between France and
ea via Fr. East Africa and Aus-
n ports. From Sydney, vessels go to
ane and Noumea; return to France
Australian coastal ports.
xt sailings from Sydney: Vivarais Nov. 17 (Noumea Nov. 24). Vanoise Dec. 15 (Noumea Dec. 22).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports. Next calls at Papeete: Godavery Nov. 12, Shropshire Dec. 13.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Nov. 24, Dec. 24.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Nov. 13, Dec. 11.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton via South Africa, at Sydney Nov. 25-27, Wellington Dec. 1-2, Auckland Dec. 5-6, Suva Dec. 9, Papeete Dec. 13-14, thence via Panama Canal to UK, arr. Southampton Jan. 10.

Southern Cross: Dep. Southampton Dec. 4, via Panama Canal, for Papeete Dec. 28-29, Suva Jan. 3, Wellington Jan. 7-9, Sydney Jan. 12-14, thence via South Africa to UK, arr. Southampton Feb. 18.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

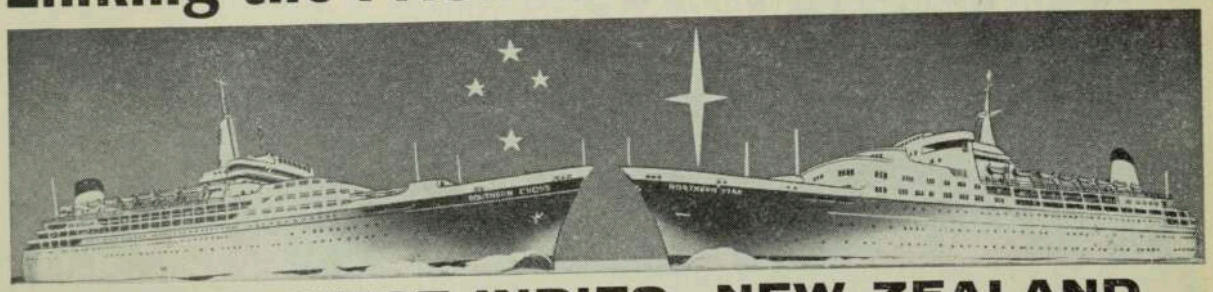
N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco Nov. 24 for Los Angeles Nov. 25-27, Papeete Dec. 7-10, Pago Pago Dec. 14-17, Apia Dec. 18-19, Suva Dec. 22-23, Noumea Dec. 25-27, Rabaul Dec. 31-Jan. 2, Apia (open), Pago Pago Jan. 7-9, Los Angeles Jan. 22-25, San Francisco Jan. 26.

(Over)

Linking the PACIFIC ISLANDS with



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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

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Thorsisle: Dep. San Francisco Jan. 12, Los Angeles Jan. 13-15, Papeete Jan. 26-29, Pago Pago Feb. 2-4, Apia Feb. 5-6, Suva Feb. 9-10, Noumea Feb. 12-14, Apia (open), Pago Pago Feb. 20-22, Los Angeles Mar. 8-9, San Francisco Mar. 10.

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 Brisbane, Sierra Nov. 14 (approx), Ventura Dec. 15 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Star Nov. 14, Pioneer Isle Dec. 27.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route.

She will be off the Pacific run—engaged on a charter in Japan—from Nov. 19 (when she leaves Vancouver) until early Jan.

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). Next Sydney sailings: Nov. 27, Dec. 20 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Milos del Mar (owned by Societe Maritime Caledonienne, Noumea), carrying cargo only, is expected to commence a new monthly service in mid-November from Melbourne and Sydney to Suva and Lautoka.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

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: Waiana Nov. 29 (approx.), Kawerau Jan. 11 (approx.).

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 Wait operated by the Union Steam Ship of NZ, Ltd., maintain a two-mon service across the Pacific, from Melbo and Sydney to Vancouver and USA p Occasionally calls are made at Fan Island, en route.

Next sailings: Waitomo Nov. (approx.), Waihemo early Jan.

Waitemata, from NZ ports, makes t or four trips yearly to Vancouver Rarotonga and Papeete).

Details from Union Steam Ship of NZ Ltd., 247 George St., Syd (B 0528); and other branches and age

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintai by Conference vessels, sailing at reg monthly intervals out of London, Panama, for Apia, Suva and Laut Bethell, Gwyn and Co., Ltd., act as Lo ing Brokers in London.

UK sailing dates for early 1963: 3, 31, Feb. 28, Mar. 28.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a ser from Singapore to Fiji, NZ, and A tralia, with three vessels (Van Cle Van Noort and Van Neck) call periodically at Suva and/or Lauto

Next calls at Fiji: Van Cloon Dec. 13 Van Noort Jan. 14-15 (approx.).

Details from Royal Interocean Lines, George Street, Sydney (2-0573).

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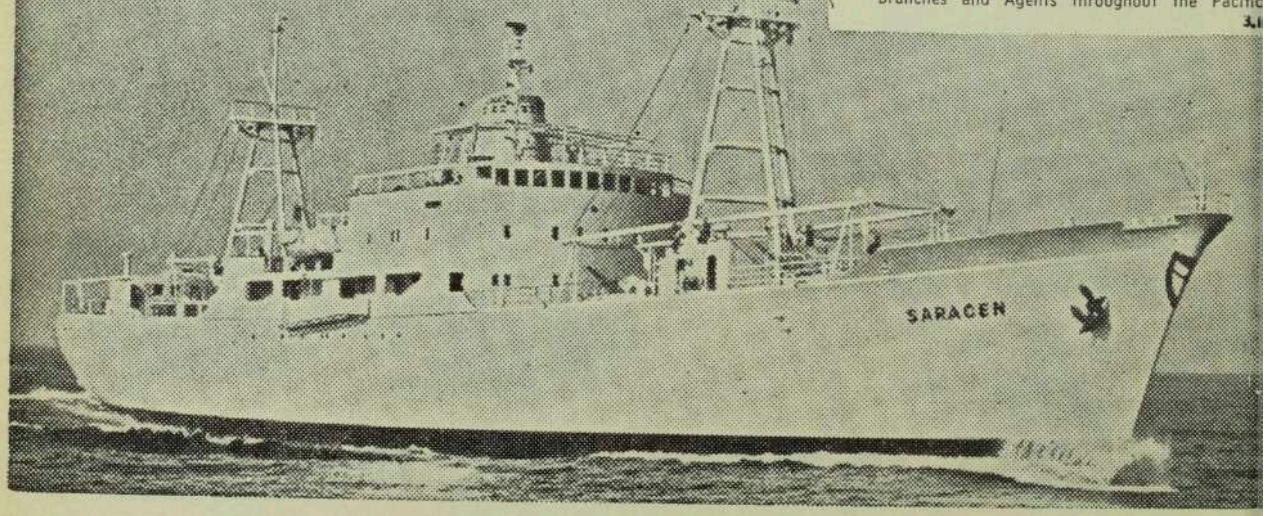

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RWAYS TIME-TABLES

RANS-PACIFIC SERVICES
. Australia (or NZ)-Fiji-Hawaii-N. America

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

, Thurs. and Sun.: Sydney (dep. 7 .m.), Nadi (arr. 12.50 a.m., dep. 1.35 m.), Honolulu, San Francisco.

, Wed. and Sat.: Sydney (dep. p.m.), Nadi (arr. 12.50 a.m., dep. .35 a.m.), Honolulu, San Francisco, ew York, London.

Sydney (dep. 7 p.m.), Nadi (arr. 2.50 a.m., dep. 1.35 a.m.), Honolulu, an Francisco (extends to Vancouver lternate weeks; from Sydney, Nov. 9, 3, Dec. 7, 21, Jan. 4, 18, etc.).

SOUTHBOUND

, Wed. and Fri.: London, New York, an Francisco, Honolulu, Nadi (arr. .40 a.m., dep. 5.30 a.m.), Sydney arr. 7.35 a.m.).

., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.40 a.m., dep. .30 a.m.), Sydney (arr. 7.35 a.m.).

San Francisco (service begins from Vancouver alternate Sats.: Nov. 10, 24, Dec. 8, 22, Jan. 5, 19, etc.), Honolulu, Nadi (arr. 4.40 a.m., dep. 5.30 a.m.), Sydney (arr. 7.35 a.m.).

nternational Dateline is crossed be-n Nadi and Honolulu.)

antas/TEAL Electra International Mk. ircraft from Auckland connect at Nadi Wed., Thurs., Fri., Sat., Sun., and Tues. Qantas northbound flights, and on ., Thurs., Fri., Sat., Sun. and Tues. Auckland, with Qantas south-bound ts. (See Tables 18 and 19).

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

s., Thurs. and Sun.: Dep. Sydney 5 p.m. for Nadi (arr. 10.55 p.m., dep. 11.45 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs., Sun. 5.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

s., Fri. and Sun.: Dep. Los Angeles 9.30 p.m. for Honolulu, Nadi (arr. 5.15 a.m. Thurs., Sun., Tues., dep. 6 a.m.) and Sydney (arr. 8.10 a.m., Thurs., Sun., Tues.).

International Dateline is crossed be-en Nadi and Honolulu.)

PAA use DC7C aircraft on connecting vices Auckland, Nadi, Tafuna (Am. noa), and Honolulu (see Table 21).

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

. Sat.: Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m., dep. 5.35 p.m.), Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 9 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 1.45 p.m.).

(Service operates Nov. 17, Dec. 1, 15, Jan. 12, 26, etc.).

. Sat.: Dep. Amsterdam 2 p.m. by DC8 for Vancouver, Honolulu (arr. Sun. 9.35 p.m., dep. Sun. 10.35 p.m. by Britannia), Nadi (arr. Tues. 6 a.m., dep. 6.45 a.m.), Auckland (arr. 10.55 a.m., dep. 11.45 a.m.), Sydney (arr. Tues. 2.15 p.m.).

(Service operates Nov. 10, 24, Dec. 8, 22, n. 5, 19, etc.).

(International Dateline is crossed be-een Nadi and Honolulu.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. **(TAA)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.50 p.m.
Tues., Thurs., Sun. Dep.	Tues., Thurs., Sun. Arr.
Brisbane, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

Tues., Thurs. and Fri. **(Ansett)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat. Dep.	Wed., Fri., Sat. Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.05 a.m.
Dep.	Arr.
Pt. Moresby, 6.50 a.m.	Lae, 7.50 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. **(TAA)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

Wed., Fri. and Sat. **(Ansett)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.10 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.40 p.m., Cairns arr. 1.40 p.m., dep. 2.45 p.m., arr. Pt. Moresby 5.05 p.m. (Nov. 12, 26, Dec. 10, 24, Jan. 7, 21, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Nov. 14, 28, Dec. 12, 26, Jan. 9, 23, etc.).

CAIRNS-PT. MORESBY-CAIRNS
Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.45 p.m. (Nov. 17, Dec. 1, 15, 29, Jan. 12, 26, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.15 a.m. (Nov. 18, Dec. 2, 16, 30, Jan. 13, 27, etc.).

CAIRNS-PT. MORESBY-BRISBANE
Ansett, with DC4 (Air Cargo Only)

Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m. (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.).

3. P-NG Internal Services

Operated by TAA
PT. MORESBY-LAE
(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Nov. 13, 27, Dec. 11, 25, Jan. 8, 22, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Nov. 13, 27, Dec. 11, 25, Jan. 8, 22, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Nov. 14, 28, Dec. 12, 26, Jan. 9, 23, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Nov. 16, 30, Dec. 14, 28, Jan. 11, 25, etc.).

PT. MORESBY-WESTERN PAPUA
(Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Kerema, Pt. Moresby, arr. 2.10 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.15 p.m. (Nov. 8, 22, Dec. 6, 20, Jan. 3, 17, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for

UNION STEAM SHIP CO. OF N.Z.
LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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Daru, Pt. Moresby, arr. 11.30 a.m. (Nov. 9, 23, Dec. 7, 21, Jan. 4, 18, etc.).

PT. MORESBY-EASTERN PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (Nov. 5, 19, Dec. 3, 17, 31, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne Lagoon, Samarai, Pt. Moresby, arr. 4.30 p.m. (Nov. 12, Dec. 10, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Nov. 26, Dec. 24, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon., Wed.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

Sun.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer River, Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Goroka 1 p.m. for Lae, calling at any of: Aiyura, Kaiapit, Kainantu, Gusap, Arona.
(Note: Fortnightly calls at Dumpu—Nov. 13, 27, Dec. 11, 25, etc.).

Thurs.: Dep. Lae 8.40 a.m. for Goroka, calling at any of Kiapit, Arona, Gusap, Aiyura, Kainantu.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.

Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.

Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 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 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Finschhafen, Lae, arr. 2.10 p.m.

Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri. and alt. Wed. (Nov. 14, 28, Dec. 12, 26, etc.): Dep. Rabaul 8 a.m. for Buka, Wakanai, Aropa, Buin. Aropa, Wakanai, Buka, Rabaul, arr. 3.20 p.m

Operated by Ansett-Mandated Air Lines

Ansett-MAL DC3's, connect at Lae with Sydney-Lae-Sydney DC6B services:—

Wed.: Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.

Wed., Sat.: Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Wed., Fri., Sat.: Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Fri.: Dep. Lae 8.55 a.m. for Wau, Madang, arr. 10.55 a.m.

Fri. (Piaggio): Dep. Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, arr. 12.35 p.m.

Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Fri. (Piaggio): Dep. Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.

Other Ansett-MAL scheduled internal P-NG services (mainly by DC3) include:

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Rabaul, arr. 2.25 p.m.
Dep. Lae 6.30 a.m. for Goroka, Kainantu, Wau, Pt. Moresby, Wau. Goroka, Lae, arr. 3 p.m.

Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae, arr. 3.40 p.m.

Wed.: Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
Dep. (Piaggio) Hagen 6.30 a.m. for Banz, Goroka, Hagen, arr. 8.50 a.m.
Dep. (Norseman) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.
Dep. (Cessna) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
Dep. (Cessna) Wewak 8 a.m. for Telefomin, Wewak, arr. 11.10 a.m.

Wed., Fri.: Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
Dep. Goroka 7.50 a.m. for Wau, Pt. Moresby, arr. 10.25 a.m.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Lae 6.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Kainantu (Fri. only), Lae arr. 2.35 p.m. (3 p.m. Fri.).

Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m., dep. 9.20 a.m. Rabaul, arr. 12 noon.

Wed., Sat.: Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Thurs.: Dep. (Piaggio) Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Madang, arr. 2.50 p.m.
Dep. (Norseman) Wewak 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak, arr. 12.05 p.m.

Thurs., Sat.: Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, Wau, Madang, arr. 10.55 a.m.
Dep. (Piaggio) Goroka 10.40 a.m. for Minj, Banz, Hagen, Wabag, Hagen, Banz, Minj, Goroka, arr. 2.55 p.m.
Dep. (Cessna) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12.30 p.m.
Dep. (Cessna) Wewak 8 a.m. for Angoram, Wewak, arr. 9 a.m.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. (Cessna) Mt. Hagen 8.30 a.m. for Mendi, Tari, Mendi, Mt. Hagen, arr. 11.45 a.m.
Dep. (Cessna) Wewak 9.30 a.m. for Ambunti, Berui, Maprik, Wewak, arr. 11.35 a.m.

Papuan Air Transport Ltd. ("Patair")

Local services operated in Papua by Papuan Air Transport Ltd. include:

Mon.: Dep. (Cessna) Pt. Moresby 7.30 a.m. for Amazon Bay, Baibara, Pt. More arr. 11.50 a.m.
Dep. (Piaggio) Pt. Moresby 7.30 for Kairuku, Bereina, Tapini, Wolt Tapini, Bereina, Kairuku, Pt. More arr. 1.30 p.m.

Tues.: Dep. (Cessna) Pt. Moresby 7.45 for Kubuna, Aroa, Rogers, Pt. More arr. 10.25 a.m.
Dep. (DC3) Pt. Moresby 7.45 for Daru, Balimo, Pt. Moresby, 4.50 p.m.
Dep. (DC3) Pt. Moresby 6.30 for Popendetta, Garaina, Lae, Pop detta, Pt. Moresby, arr. 1.30 p.m.
Dep. (Piaggio) Pt. Moresby 7.30 and 10.45 a.m. for Tapini, Pt. Mores arr. 9.10 a.m. and 11.15 a.m.
Dep. (Piaggio) Pt. Moresby 11.40 for Woitape, Pt. Moresby, arr. 1 p.m.
Dep. (Piaggio) Pt. Moresby 12.30 for Paili, Cape Rodney, Pt. Mores arr. 2.50 p.m.

Wed.: Dep. (Piaggio) Pt. Moresby 7 for Bereina, Baimuru, Erave, Mer Baimuru, Bereina, Pt. Moresby, 2.50 p.m.
Dep. (DC3) Pt. Moresby for Koko Popondetta, Pt. Moresby, arr. 11.10 a

Thurs.: Dep. (DC3) Pt. Moresby 7.40 for Popondetta, Embi, Wanige Kiriwina, Embi, Popondetta, Moresby, arr. 2.20 p.m.
Dep. (Piaggio) Pt. Moresby 10.45 a for Woitape, Pt. Moresby, arr. 12 p.m.
Dep. (Piaggio) Pt. Moresby 7.30 a for Tapini, Pt. Moresby, arr. 9.10 a.

Fri.: Dep. (DC3) Pt. Moresby 10 a.m. Gurney, Pt. Moresby, arr. 2.50 p.m.
Dep. (Piaggio) Pt. Moresby 12.30 p for Paili, Cape Rodney, Pt. Moresb arr. 2.50 p.m.
Dep. (DC3) Pt. Moresby 11.30 a for Bereina, Pt. Moresby, arr. 1.30 p.
Dep. (Piaggio) Pt. Moresby 11 a for Rogers, Aroa, Kairuku, Pt. Moresb arr. 1.45 p.m.

Sat.: Dep. (Piaggio) Pt. Moresby 7.30 a for Tapini, Pt. Moresby, arr. 9.10 a
Dep. (DC3) Pt. Moresby 7.45 a for Popondetta, Kokoda, Pt. Moresb arr. 10.20 a.m.

Monthly, first Wed.: Dep. (Piaggio) Moresby 7 a.m. for Daru, Pt. Moresb arr. 11 a.m. (Dec. 5, Jan. 2, etc.).

3A. P-NG - West NG

LAE-HOLLANDIA (West New Guinea) TAA, with DC3 aircraft

Alt. Thurs. (Nov. 15, 29, Dec. 13, 2 Jan. 10, 24, etc.) dep. Lae 9 a.m. f Madang, Wewak, Hollandia, arr. 1. p.m.

Alt. Fri. (Nov. 16, 30, Dec. 14, 28, Ja 11, 25, etc.): Dep. Hollandia 11.35 a. for Wewak, Madang, Lae arr. 5. p.m.

BIAK (WEST NG)-LAE De Kroonduif with DC3 Aircraft

De Kroonduif NV maintains a fort nightly service between Biak, Hollandi and Lae with DC3 aircraft. It connect with KLM's DC8 service to Europe (Tabl 4).

Alt. Thurs. (Nov. 8, 22, Dec. 6, 20, Jan 3, 17, etc.): Dep. Biak 6 a.m., Hollandi arr. 8.10 a.m., dep. 9.10 a.m., arr. La 1.10 p.m.

Alt. Fri. (Nov. 9, 23, Dec. 7, 21, Jan. 4 18, etc.): Dep. Lae 9.15 a.m., Hol landia arr. 12.05 p.m., dep. 1.05 p.m. arr. Biak 3.10 p.m.

WEST NG INTERNAL SERVICES De Kroonduif Airlines

DC3 aircraft link Biak with Hollandia (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Kebar Wamena, Ransiki, Genjem; Twin Pioneer

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eroei, Steenkool, Manokwari, Noem-Inawatan, Teminabuan, Sorong, or, Nabiri, Wissel Lakes, Kokanao; er to Fakfak, Kaimana, Teminabuan, aroe, Inawatan.

4. Australia-West NG

KLM Royal Dutch Airlines

eekly DC8 service between Sydney . Fri. 10.45 a.m.) and Holland, calling Biak, West NG (arr. Fri. 3.40 p.m., 4.40 p.m.), Manila (Philippines) and terdam (arr. Sat. 11.50 p.m.). Dep. terdam Wed. 1 p.m., via Manila and (arr. Fri. 12.20 a.m.) for Sydney . Fri. 7.05 a.m.).

C8 aircraft dep. Biak Mon. and Fri. 5 p.m.) for Japan en route to Am-dam (arr. Tues. and Sat. 8.45 a.m.). Amsterdam Wed. (2.45 p.m.) and (7 p.m.) for Japan and Biak, arr. rs. (11.50 p.m.) and Mon. (4.30 a.m.).

5. N. Guinea-Solomons

A, with Fokker Friendship Prop-Jet and DC3 Aircraft

Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda. Yandina, Honiara arr. 4.20 p.m. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.45 p.m. (Nov. 21, Dec. 12, 26, Jan. 9, 23, etc.).

Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Nov. 13, 27, Dec. 11, 25, etc.).

Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Nov. 14, 28, Dec. 12, 26, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

urs.: Dep. Sydney 10.15 a.m., arr. Noumea 1.45 p.m.

urs.: Dep. Noumea 3 p.m., arr. Sydney 4.50 p.m.

. Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

p. Paris Mon. 5 p.m., eastbound for Athens, Beirut, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 8.25 a.m.).

p. Sydney Wed. 9.40 a.m. for Noumea (arr. 1.25 p.m., dep. 3.30 p.m.), Nadi (arr. 6.15 p.m., dep. 7.05 p.m.), cross International Dateline, Papeete (arr. Wed. 1.10 a.m., dep. alt. Wed. (Nov. 7, 21, Dec. 5, 19, etc.) and Fri. 12 noon), Los Angeles, Montreal, Paris (arr. Sun. 8.15 a.m.).

p. Paris Fri. 5.30 p.m. westbound for Montreal, Los Angeles (dep. alt. Thurs. (Nov. 8, 22, Dec. 6, 20, etc.) and Sat. 1.30 p.m.), Papeete (arr. Thurs. and Sat. 7.55 p.m., dep. Sun. 1.40 a.m.), cross International Dateline, Nadi (arr. Mon. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Mon. 6.30 a.m., dep. 9.10 a.m.), Sydney (arr. 11 a.m.).

p. Sydney Mon. 1 p.m. for Darwin, Saigon, Rangoon, Karachi, Teheran, Rome, Paris (arr. Tues. 2.15 p.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

lt. Wed. (Nov. 14, 28, Dec. 12, 26, etc.): Dep. Papeete for Honolulu, arr. 9.05 p.m.

lt. Thurs. (Nov. 8, 22, Dec. 6, 20, etc.): Dep. Honolulu 11.45 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft

Fri. and alt. Wed. (Nov. 7, 21, Dec. 5, 19, etc.): Dep. Papeete 12 noon for Los Angeles, arr. 10.10 p.m.

Sat. and alt. Thurs. (Nov. 8, 22, Dec. 6, 20, etc.): Dep. Los Angeles 1.30 p.m. for Papeete, arr. 7.55 a.m.

8. Sydney-Lord Howe Is.

Airlines of N.S.W.

with Sandringham Flying-boats

Regular return flight from Rose Bay base each Tues. and Sat. (with extra flight Thurs. as required).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Every Sat.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, Sun., 2.45 p.m. for Sydney, arr. 6.45 p.m. Flight extends NI-Auckland-NI. (See table 12).

10. New Caledonia-New Hebrides

TAI with DC4 Aircraft

Thurs., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

11. Noumea-Wallis Is.-Tahiti

TAI with DC4 Aircraft

Monthly (second Sunday), dep. Noumea, Nov. 11, Dec. 9, Jan. 13, etc.

Dep. Noumea, Sun., 11 p.m. for Wallis Is. (arr. Mon., 6.30 a.m., dep. 8 a.m.), crosses International Dateline, Papeete (arr. Sun., 7.05 p.m.).

Dep. Papeete, Tues., 8.30 a.m., crosses International Dateline, Wallis Is. (arr. Wed., 3.15 p.m., dep. 4.45 p.m.), Noumea (arr. 10.15 p.m.).

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)

Every Sat.: Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun.: dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m. (See Table 9).

13. Sydney-Auckland

QANTAS and TEAL jointly, with Electra International Mk. II's

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.

Fri., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.

Daily: Dep. Sydney 1 p.m., arr. Auckland 6.35 p.m.

Fri., Sun.: Dep. Sydney 4.30 p.m., arr. Auckland 8.05 p.m.

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's

Mon., Thurs.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.

Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.

Tues., Fri., Sat., Sun.: Dep. Christchurch 7 p.m., arr. Sydney 9.05 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's.

Mon., Thurs.: Dep. Christchurch 4 p.m., arr. Melbourne 6.55 p.m.

Tues., Fri.: Dep. Melbourne 11.30 a.m., arr. Christchurch 6.40 p.m.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II's.

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's.

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

Wed.: Fri.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

18. Auckland-Brisbane

QANTAS and TEAL jointly, with Electra International Mk. II

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.

Sat.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

19. Auckland-Fiji

TEAL, with Electra International Mk. II's

Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.

Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.

Thurs.*, Sat.*: Dep. Nadi 5.45 a.m., arr. Auckland 9.20 a.m.

* Wed., Fri., flights ex-Auckland, and Thurs., Sat., flights ex-Nadi are 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., cross 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., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

21. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

Sun. and Thurs.: Dep. Auckland 6 p.m., arr. Nadi 10.45 p.m.; dep. Nadi: Mon. only 12 noon, cross International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 2.55 a.m. Mon.

Tues.: Dep. Honolulu 12.45 a.m., arr. Tafuna 8.30 a.m. Tues., dep. Tafuna 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed., dep. Nadi 6.30 a.m. Sun., Thurs., arr. Auckland 11.15 p.m. Sun., Thurs.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron Aircraft

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

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Suva-Savusavu-Matei-Savusavu-Suva: Dep. 11 a.m. Wed.
Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.
Suva-Ura-Suva: Dep. 7.45 a.m. Thurs., Sun.
Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs.: Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (Nov. 15, 29, Dec. 13, 27, Jan. 10, 24, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Nov. 17, Dec. 1, 15, 29, Jan. 12, 26, etc.).
Alt. Sat.: Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m. (Nov. 10, 24, Dec. 8, 22, Jan. 5, 19, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Nov. 8, 22, Dec. 6, 20, Jan. 3, 17, 31, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (Nov. 7, 21, Dec. 5, 19, Jan. 2, 16, 30, etc.).
Alt. Thurs. (Nov. 8, 22, Dec. 6, 20, Jan. 3, 17, 31, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva, alt. Fri., 1.40 p.m. (Nov. 9, 23, Dec. 7, 21, Jan. 4, 18, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Alt. Sun. (Nov. 18, Dec. 2, 16, 30, Jan. 13, 27, etc.): Dep. Nausori 8.30 a.m., Nadi arr. 8.15 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. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, 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-Am. Samoa

South Pacific Air Lines with Super-G Constellation Aircraft

Weekly from Honolulu to Faaa International Airport, Papeete; fortnightly via Pago Pago (Am. Samoa).
Wed.: Dep. Honolulu 11 p.m., arr. Papeete Thurs. 8 a.m.
Thurs.: Dep. Papeete 10 p.m., arr. Honolulu Fri. 7 a.m.
Alt. Sun.: Dep. Honolulu 11 p.m., Pago Pago arr. Mon. 7 a.m. (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, etc.).
Alt. Tues.: Dep. Pago Pago 10 a.m., Honolulu arr. Tues. 10 p.m. (Nov. 13, 27, Dec. 11, 25, Jan. 8, 22, etc.).

Details from South Pacific Air Lines, 311 California St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.
Fri.: Dep. Auckland 5 p.m. for Noumea arr. 10 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince Aircraft

Between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome)—flight time is 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 2 p.m.; Mon. 9.15 a.m., 2 p.m.; Tues. 8 a.m.; Wed., Thurs. 9.15 a.m.; Fri. 9.15 a.m., 2 p.m. (on demand); Sat. 9.15 a.m., 2 p.m.
Dep. Tafuna (Am. Samoa): Sun. 8.30 a.m., 4.30 p.m.; Mon. 10.30 a.m., 3.15 p.m.; Tues. 9.30 a.m.; Wed. 10.30 a.m.; Thurs. 10.30 a.m.; Fri. 10.30 a.m., 3.15 p.m. (on demand); Sat. 10.30 a.m.

Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Sun., Mon., Tues., Fri.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.20 a.m., dep. 8.50 a.m., Bora Bora arr. 9.10 a.m., dep. 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.
Thurs.: Dep. Papeete 7.20 a.m., Bora Bora arr. 8.20 a.m., dep. 8.50 a.m., Raiatea arr. 9.10 a.m., dep. 9.30 a.m., Papeete arr. 10.20 a.m.
Thurs.: Dep. Papeete 1.30 p.m., Raiatea arr. 2.20 p.m., dep. 2.40 p.m., Bora Bora arr. 3 p.m., dep. 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.

Other local, short-hop inter-island services are operated by Bermuda flying-boat.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues., Fri. dep. Noumea 2 p.m. for Mare, Noumea, arr. 4 p.m.
Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat.: Dep. Noumea 2 p.m. for Lifou, Noumea, arr. 4 p.m.
Noumea-Ouvea: Tues. dep. Noumea 11 a.m. for Ouvea, Noumea, arr. 1.30 p.m. Sat.: Dep. Noumea 8 a.m. for Ouvea, Noumea, arr. 10 a.m.
Noumea-Houailou-Koumac: Wed., Sat. dep. Noumea 1 p.m. for Houailou and Koumac, Noumea, arr. 4.25 p.m.
Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Sun.: Dep. Noumea 8 a.m. for Isle of Pines, Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-motored amphibian flying-boats, PAA operates a service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana Groups) for US Government.

Details from High Commissioner of the Trust Territory, Box 542, Agana, Guam.

32. Sydney-Indonesia

From Oct. 27, Qantas operates weekly direct service (Boeing 707 V-Jet) Sydney-Djakarta—dep. Sydney Sat. 12 noon, arr. Djakarta 5.5 p.m.; as well as weekly Sydney-Darwin-Djakarta — dep. Sydney Sun. 12 noon, arr. Djakarta 6.10 p.m.

Return by BOAC, dep. Djakarta Sat. (8.30 p.m.), Mon. (1.15 a.m.), Wed. (8 p.m.), via Darwin, arr. Sydney 12 hours later.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO

	Single £	s.	d.	Return £	s.	d.	T
Moresby	48	14	0	92	5	0	
Lae	60	4	0	115	5	0	
Rabaul	70	9	0	135	15	0	
Noumea	56	18	0	102	8	0	
Honiara	92	4	0	179	5	0	
Norfolk Is.	27	10	0	49	10	0	
Lord Howe	16	9	0	32	18	0	
Nadi	85	9	0	153	17	0	
Suva	92	0	0	167	0	0	
Auckland	53	15	0	96	15	0	1
Christchurch	53	15	0	96	15	0	1
Wellington	53	15	0	96	15	0	1
Honolulu	282	12	0	508	14	0	
San Francisco	350	9	0	630	17	0	
Vancouver	350	9	0	630	17	0	
Papeete	181	5	0	325	5	0	1-2
Biak	103	15	0	186	15	0	
Djakarta	155	0	0	279	0	0	3

FROM AUCKLAND (NZ currency) TO

Nadi	41	7	0	74	0	0	19
Norfolk Is.	19	15	0	35	11	0	12
Papeete	114	10	0	206	2	0	19
Noumea	45	10	0	81	18	0	27

FROM SUVA (Fiji currency) TO—

Nadi	5	16	0	11	12	0	22
Nukualofa	18	10	0	34	0	0	23
Apia	25	0	0	45	0	0	24
Honiara	57	10	0	103	10	0	25
Vila	26	11	0	47	16	0	25
Santo	34	3	0	61	10	0	25

FROM NADI (Fiji currency) TO—

Noumea	32	13	0	58	16	0	7
Papeete	87	5	0	157	1	0	7

Fares quoted are First Class.

Exchange Rates

FIJI.—Through **BANK OF NSW, A BANK and BANK OF NZ. Australia Fiji**, basis £100 Fiji: Buying, £A111/2 **Selling, £A113. Fiji-London,** basis £ London: B. £110/15/-; S. £112. **NZ-F** basis £100 NZ: B. £111/11/9; S. £110/4

SAMOA.—Through BANK OF NZ. A tralia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. **Samo London,** basis £100 London: B. £99/7/ S. £101/10/-. **Samoa-NZ,** basis £100 N B. £100; S. £100/10/-. **Samoa-Fiji,** ba £100 Samoa; B. £111; S. £110.

NORFOLK IS.—Commonwealth B a n quotes exchange rate **Australia - Norfo Island:** 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BAN (Pt. Moresby, Lae, Rabaul, Goroka, Bulol Kavieng, Madang, Wewak). **BANK OF NS** (branches: Port Moresby, Lae, Bulol Rabaul, Madang, Samarai, Goroka agencies: Wau, Boroko, Kokopo), **AN BANK** (Port Moresby, Lae, Rabaul) ar **NATIONAL BANK OF A/ASIA.** (Po Moresby, Lae) quote exchange ra Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacif francs (CPF) are used in New Cale donia, New Hebrides, and Fr. Polynesi **FRENCH BANK (Comptoir Nation D'Escompte de Paris),** Sydney, in Oc 1962, quoted: Selling, Noumea, 196 Pa francs to £ Aust.; Papeete 196 (nom. Pac. francs to £ Aust.; 246 Pac. franc to £ Stg., 96.5 Pac. francs to US $ Noumea. 18 Pac. francs to 1 Frenc heavy franc (conversion rate: 1 Pac franc equals 0.055 heavy franc). Paris London: Selling, 13.7215 heavy francs t £Stg.

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Pacific Commerce and Produce

old Water On Papuan Oil Claim

om our Canberra Correspondent

he Minister for National De-oment, Senator Spooner, has lenged a claim that the oil-s of Papua are capable of ucing as much oil as the dle East.

E claim was put forward by Pro-fessor E. A. Rudd at a meeting e Australasian Institute of Min-nd Metallurgy.

d the Minister's rebuttal came st on the eve of the announce-that Oil Search Ltd. would spud s latest venture, Iamara No. 1, e end of October.

nara is on the southern bank of Fly River, about 45 miles from mouth.

ofessor Rudd, who is Professor conomic Geology at the Univer-of Adelaide, told the Institute lining and Metallurgy's meeting rfers' Paradise that it was hard outsiders to get reliable informa-on the search for oil in Papua. stralians would have heard very about it but for the fact that Puri well had blown itself in un-tedly, he said.

ofessor Rudd described Papua as xtreme case of big companies ng a large area for a long time out conducting an adequate cam-n to explore the geology.

nator Spooner, in a series of amentary answers, said that re-in Papua, after £36 million had spent on exploration, did not ort Professor Rudd's optimistic

apua has not yet been com-ly explored for oil," he said. ecause of the climate and ter-oil exploration there is slow and y. It is therefore not possible to pare the oil producing capabilities apua and the Middle East. Oil h operations costing £36 million failed to find oil in commercial tities."

nator Spooner said Professor d's statement that Puri blew in pectedly was not correct.

e well first produced gas at a imum rate of three million cu. ft. a day, then oil at a maximum rate of 1,600 barrels a day.

But after two days water appeared in production and quantities of oil and gas declined quickly.

Senator Spooner said that because of the high cost of drilling operations in Papua he exercised his discretion and the company did not receive the full 50 per cent. subsidy.*

Drilling cost more than £1,100,000, but subsidy was limited to £250,000.

Answering a question from Dr. J. Cairns (Lab., Vic.) on whether the Government had taken steps to ensure that when oil was discovered the field was not shut down, Senator Spooner said that the Petroleum (Prospecting and Mining) Ordinance contained full provisions to ensure that production of oil and gas was carried out in accordance with accepted oilfield practice.

* The 1962-63 Budget lifted total expenditure on oil search subsidy from £2.7 million to £5 million, but because of the increased number of applications, the maximum amount of subsidy payable for any one operation has been cut from 50 per cent. to 30 per cent.

Progress of Pacific Islands Mines Ltd.

There has been a sharp fall in the Stock Exchange quotations for Pacific Islands Mines Ltd.—the new company which is developing the gold deposits on the island of Misima, in Eastern Papua. The 2/6 shares have been selling at between 1/1 and 1/3.

There is no discernible cause for this, except a world-wide slump in share values generally. The company's staff, working three shifts a day, has only just started driving the 1,000 feet adit to the spot where it expects to reach the main lode; and no results can be reported until at least 900 feet have been driven. The work is being done by Papuans, directed by European mine technicians.

Southern Pacific Insurance's Profit Well Up

Southern Pacific Insurance Co. Ltd. (one of the W. R. Carpenter group) showed a rise of 28.7 per cent. in net profit for the year ended March 31 last —up £26,480 to a total of £122,238.

Dividend, unchanged at 12½ per cent., absorbs £30,000. Tax provision is shown at £22,715. Income from investments rose £9,914 to £89,241.

Investments of the company and its subsidiary, Southern Cross Marine Insurance Co. Ltd., are shown at cost at £1,278,011. This includes Government bonds at cost £200,214, with a market value of £203,185; and shares, debentures and fixed deposits in listed companies, £980,342 (market value £1,444,748).

Net premium income dropped £84,681 to £986,518.

Dividend Again For Plantation Holdings

Plantation Holdings Ltd., of New Guinea, plans a return to the dividend list with a final payment of 7 per cent. for the year to June 30, according to a recent announcement by the directors. The results for the year have not yet been made public (to late October).

In the 12 months to June, 1961, directors recommended a payment of 5 per cent. from a profit of £13,324—only 6.3 per cent. earning rate on ordinary capital. However, at the annual meeting shareholders rejected the motion in order to preserve liquidity.

The last dividend paid was 12 per cent. in 1959-60 from £20,763 earnings.

Hackshall's Disclose First Group Profits

Hackshall's Ltd., bakers and general merchants, which has three subsidiaries in Fiji (including the thriving Pacific Biscuit Co. Ltd., Union Soaps Pty. Ltd., and Pacific Soaps Ltd., which has a copra crushing mill), has published group accounts for the first time. They showed a group profit of £112,391 for the year ended June 30.

In addition to its Islands interests, Hackshall's has 11 subsidiaries in NSW and one in Victoria.

For the fifth successive year the ordinary dividend is 15 per cent. (absorbing £75,937).

The profit remained after providing £42,402 for depreciation and £54,270 for tax. Parent profit showed its 20th successive rise at £85,419—up £885.

The group accounts showed a substantial hidden reserve in investments which at June 30 had a market value of £1,011,883, compared with a book value of £703,468.

Bulolo Delays Decision On Take-Over Offer

A year ago, in October, 1961, Placer Development Ltd. offered to buy out Bulolo Gold Dredging Ltd., New Guinea, on the basis of a 1-Placer for 3-Bulolo shares and it was announced that BGD shareholders "would meet early next year to consider the offer", which was open until July 11, 1962. Since then, however, all efforts to find out how the plan was progressing met with silence.

But BGD's latest quarterly report supplies the reason for the delay and announced that the offer had been extended to October 23—extended again, then, to May 31, 1963.

(Over)

CLARENCE DEGENHARDT & CO.
Stock & Share Brokers
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Mercantile Mutual Building, 117 Pitt Street, Sydney.
Telephones: BW 1751 (5 lines), BL 3327 (3 lines)
Telegrams: WARDANKO, Sydney. **Cable Address:** OGIANI, Sydney

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The report said that the hold-up was because one of the chief matters outstanding is the obligation of the Australian Government to pay a subsidy to Commonwealth-NG Timbers Ltd. if the products of that company attracted Customs duty on entry into Australia. The last payment by the Government as subsidy (or refund of duty) was made for the year ended June 30, 1959.

The actual amount of subsidy that will be paid in respect of duty paid since, is as yet not determined, but represents a basic factor in the value of the BGD's shareholding in Commonwealth-NG Timbers.

As this shareholding is one of BGD's principal assets, directors consider that it is virtually impossible to proceed with the offer for purchase of assets until this determination has been made. "The position has been made known to the Australian Government, and it is hoped that a decision will soon be made", said the directors.

Placer Dev. Profit Down, But Dividend Goes Up

Placer Development Ltd., which has a 20 per cent. interest in Bulolo Gold Dredging Ltd., New Guinea (and hopes to own it completely soon—see above), earned a slightly lower profit in the year ended April 30, $2,615,927 Canadian —a decline of $119,376.

Despite this, dividends for the year total 80 cents a share, compared with 70 cents the previous year. Since April the company has lifted its annual dividend rate to $1 a share.

The balance sheet shows a big jump in cash from $3,555,683 to $8,242,823, and a drop in Government securities from $5,326,575 to $854,083.

Investment income includes $230,000 from Pato Consolidated Gold Dredging Ltd., South America. Since the balancing date, Placer has sold its Pato holding for $3,413,523 Canadian cash, representing a profit of about $1,850,000.

Loloma (Fiji) GM Plans Big Capital Reshuffle

Formerly one of the two big gold mining companies in Fiji, Loloma (Fiji) Gold Mines NL will seek to reconstruct and increase its capital at an extraordinary meeting of shareholders in December.

Loloma nowadays is mainly an investment concern and sub-underwriter, since it sold its mining interests to a sister company, Emperor Mines Ltd., for an issue of Emperor shares in 1960.

Present paid-up capital is £93,375 in 650,000 contributing 5/- shares paid to 1/6 and 180,000 fully paid 5/- shares. Under the new proposals, holders of both contributing and fully paid shares will transfer their holdings for 2/- fully paid shares on a 3-for-1 basis. Thus, after reconstruction, capital will be £247,500 in 2/- shares of the one class.

The proposals will not become effective until sanctioned by the Victorian Supreme Court.

Carpenter Group's Profit Lifted by Nearly 40 Per Cent.

An increase of 38.3 per cent. in net profit for W. R. Carpenter Holdings Ltd. —from £1,032,181 to £1,427,903—allowed it to maintain the 15 per cent. dividend rate on higher capital for the year ended September 30. During the year, capital rose by £1,126,409 to £3,933,093, mainly the result of taking over Claude Neon Industries Ltd.

Taxation provision is £234,754 higher at £735,398, while the £970,433 allowance for depreciation and amortisation compares with £315,110 previously. Outside shareholders' interests rose from £58,201 to £69,099. Directors' fees were up from £23,002 to £29,499.

After allowing for dividend payment and appropriation of £28,667 to revenue reserves, a balance of £809,262 is carried forward.

Current assets rose during the year from £8,134,770 to £10,448,988 and current liabilities from £5,194,959 to £7,312,281.

Sangara, Sandy Creek Shares Drop Lower

Sydney Stock Exchange quotations for the shares of Sandy Creek Gold Sluicing Ltd. and Sangara (Holdings) Ltd. had dropped almost to rock bottom by late October following developments in the affairs of Hamac Holdings Ltd. and P-NG Development Corporation in Port Moresby in September.

Sandy Creek's shares were quoted at 3d, compared with 10½d in late September and 1/3 to 1/8 in August; and Sangara's shares were at 5½d compared with 1/1½ to 1/3 in late September and 1/9 in August.

In September, a receiver for the dissenting creditors of Hamac was appointed to control certain Hamac assets, including the Wau, Goroka and Lae hotels. This followed P-NG Development's failure to pay certain debts owing to Hamac's creditors, which it had undertaken to pay by September 1, 1962.

Sangara became involved in the transactions when it bought the Wau, Goroka and Lae hotels and a controlling interest in New Guinea Breweries at Lae from P-NG Development last May. These properties had previously been owned by Hamac. It is supposed that Sangara's purchase was cancelled when P-NG Development failed to pay Hamac's debts; but no statement has been issued by the parties concerned.

Sandy Creek's involvement followed its acquisition of £150,000 8 per cent. registered mortgage debentures in Sangara in mid-July ("PIM", Aug., p. 164).

A summary of the events leading up to the present situation was given in "PIM" in October, p. 165.

Best Market for Rice

Nearly 30,000 tons of rice are imported annually by Papua-New Guinea from Australia, and the Territory is the industry's best export market, said Mr. C. E. Dalton, manager of the Rice Marketing Board on his return to Sydney in October after a fortnight in various P-NG centres.

Economic Outlook

JUST when it looked as though Sy Stock Exchange was at last sho a return to confidence, Presi Kennedy's blunt warning to Russia October 23 and the US Navy bloc of Cuba took the wind out of the mar sails.

Index of ordinary shares the prev day reached 295.47 after a slow, labo climb, and persistent rises in share p and relatively large turnovers indic the upward trend might continue, eve ploddingly, into the over-300 mark. the Cuba crisis; and the index dro sharply to 290.12 the following day. market now apparently will reflect pattern of international events during next month or so—by late Oct., as ten eased, share prices began to recover.

On the national front, most Austral welcomed Prime Minister Men announcement in mid-October that Federal Government would appoin committee to enquire into the Comm wealth's economy.

Terms of reference will incl Population trends; basic physical sources; overseas investment; growth industry; development of exports; and effects of tariffs and other forms of tection. Mr. Menzies said the Gov ment hoped the Committee would up "a chart of Australia's econ potential to show the extent, capabil and limitations of Australia's resource

SYDNEY SALES PRICES

	Sept. 25	Oct.
Bali Plantations . .	3/9	4/-
Burns Philp	95/3	95/-
Burns Philp (SS) .	48/-	47/-
Choiseul Plntn. . .	200/-	200/-
C.S.R. Co.	48/6	54/-
Dylup Plantations .	5/2½	5/6
Fiji Industries . . .	13/6	12/-
Hackshall's	16/-	14/3
Kauri Timber . . .	7/3	6/3
Kerema Rubber . .	5/-	5/-
Koitaki Rubber . .	11/3	12/4
Lolorua Rubber . .	7/9	8/-
Makurapau Plntn. .	1/9	2/1
Mariboi Rubber . .	4/11½	5/2
Norfolk Is. Whaling .	9d	8
Pacific Is. Timbers .	2/6	2/6
Palgrave	2/6	2/4
Plantation Holdings .	2/7	2/1
Queensland Insurance	117/-	115/-
Rubberlands	4/-	4/6
Sandy Creek	7d	8
Sangara	11d	6
Sogeri Rubber . . .	6/3	5/6
Sthn. Pac. Insurance	21/-	23/3
Steamships Trading	11/9	11/3
W. R. Carpenter Hold	30/3	31/3
Watkins Consolidated	3/9	3/9

OIL AND MINING SHARES

	Dec. 4, '58	Sept. 25	Oct.
FIJI			
Emperor . .	b9/-	s6/-	b5/
Loloma . .	b30/-	b50/-	b51
PAPUA-NEW GUINEA, ETC.			
Bulolo G.D.	b32/-	s56/-	s54
N.G.G. Ltd.	b2/3	b2/-	b1/
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Ent. of N.G.	s11d	b3½d	b4d
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lless otherwise stated, quotations are ustralian currency. Aust. £ equals ximately 16/- Stg., NZ, or W. a; 18/- Fiji; 20/- Tonga, Solomons PHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PUA-NEW GUINEA:—All production elivered to Copra Marketing Board, olled by six members, including three ers' representatives; and the Board ts distribution and sales, and makes ents to the producers. Production mainly to (a) Unilever, in UK, (b) alia for local consumption, (c) ing-mill in Rabaul, and (d) Japan lus as available). Prices generally with ruling rate in Philippines, with iums for hot-air dried.

NG Board's Tentative Purchase s for copra delivered main ports are: Air Dried, £A54/10/- per ton; FMS, 3 per ton; Smoke-Dried, £A52 per

JI:—No Government control—pro- rs sell where they wish. Bulk of goes to crushing-mills in Suva. October 22 prices were HAD 6/15/-, FM £F44/5/-.

ESTERN SAMOA:—Official Copra d takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, to Unilever, UK. Local price, re- y has been £56/12/6 Samoan, first .

NGA:—Sales are under Government ol. Part of production goes to pe, under arrangement with Unilever olled by Philippines prices, and part o open market.

LOMON IS.:—All production marketed igh official BSI Copra Board, at s based on Philippines rates. Output to Unilever, UK; to Australian ers; and the balance on to the open et. Local price for October was: rade, £48/-/-; 2nd grade, £46/10/-; grade, £44/-/- per ton, f.o.b., BSIP (Honiara, Yandina and Gizo).

LBERT AND ELLICE:—Production eted in Europe through official Copra d, at prices based on Philippines less freight, etc. The Govt. recently ased the subsidy to producers to: 5/5 per ton for 1st grade, and 4/7 for 2nd grade.

W HEBRIDES:—On Oct. 23, the price was approximately £A36/-/- 0 Pac. francs) per ton delivered Santo. French price then was 79 y francs per metric ton, c.i.f., eilles.

OK IS.: Copra goes to Abels, Ltd., uckland, who operate the only NZ crushing mill. Price paid is average on price for previous three months, handling charges. Price for last ter of 1962 is £NZ50/3/11 1st e, £NZ48/18/11 standard grade—both , Rarotonga.

OTHER PRODUCE

OCOA:—Islands prices are usually d on the rates for Ghana cocoa which Oct. 23 had recovered to £Stg.165/-/- ton, c.i.f., Sydney.

-N.G.: Sydney buyers on Oct. 23 re- ed: Quote No. 1: In store, Rabaul, rt quality £200 per ton; quote No. 2: quality, on wharf Syd., Melb., £190; tore, N.G. ports, £170 to £175 Aust.

SAMOA:—Nominal prices quoted in ey in mid-Oct. were: Grade 1, g.230; grade 2, £Stg.215, f.o.b., Apia.

COFFEE.—P.-N.G.: Oct. 23, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/4, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on Oct. 23 as: Kenya A, f.a.q., £Stg.420, B £Stg.350, C £Stg.300; U/G £Stg.270; Tanganyika AA £Stg.345, A £Stg.335, B £Stg.310; Buguishu AA £Stg.295; Uganda Robusta £Stg.160.

PEANUTS: P.-N.G.: Sydney agents quoted Oct. 23:—F.o.b., Lae; 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 Oct. 23 was: No. 1 RSS, Spot, 77⅝ Straits cents per lb (27.07d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Oct. 23: White and yellow label processed, standard packs, 38/-, green label 37/-, c.i.f., Sydney.

RICE (Aust.): Prices until April 30, 1963—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £59/-/- per ton, f.o.w.; under 5 tons £59/10/-. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/15/- f.o.w., under 5 tons, £66/5/-. **Other Pac. Islands:** Dry, white or brown, etc., £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** in mid-Oct. 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.—Sydney buyers in mid-Oct. indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £115 to £120 per ton, f.o.b., Papuan ports; **N.G.**—£105, c.i.f., Sydney; **B.S.I.**—£110, f.o.b., Honiara. No. 2.—**Papua**—£95 per ton; **N.G., B.S.I.**—£90 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Oct. 23: No. 1: £300-£320 per ton, f.o.b., Islands port. No. 2: £280 (best quality), on wharf, Sydney; or £290, f.o.b., Islands port.

CROCODILE SKINS.—On Oct. 23 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—16/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 10/- per in. **B.S.I.**—16/- per in. (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

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Coconut Oil: LONDON, Oct. 22, Ceylon, 1% in bulk, £Stg.89 per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.88/-/-, c.i.f.

Rubber: LONDON, Oct. 22, c.i.f., RSS No. 1 Spot, 23¼d. Stg. lb (nominal): Dec. shipment 23⅛d. Stg. lb, Oct. shipment 22-15/16d. Stg. lb.

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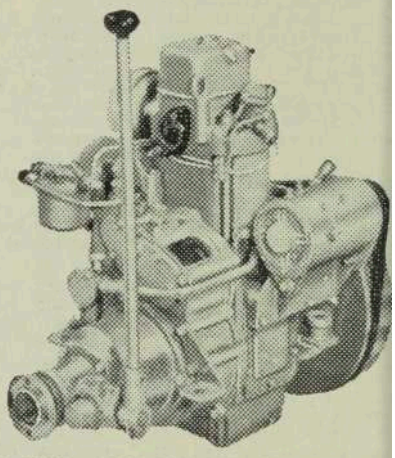

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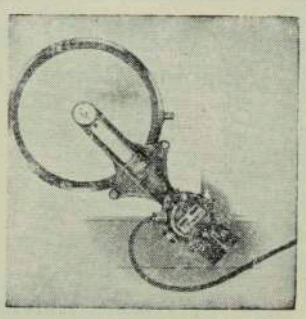

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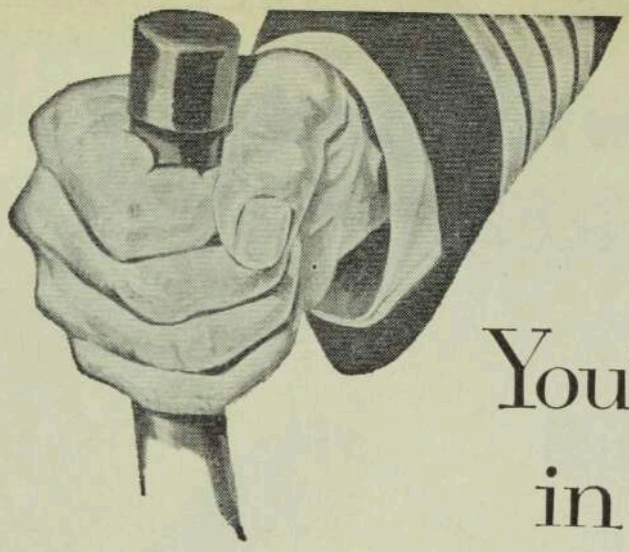

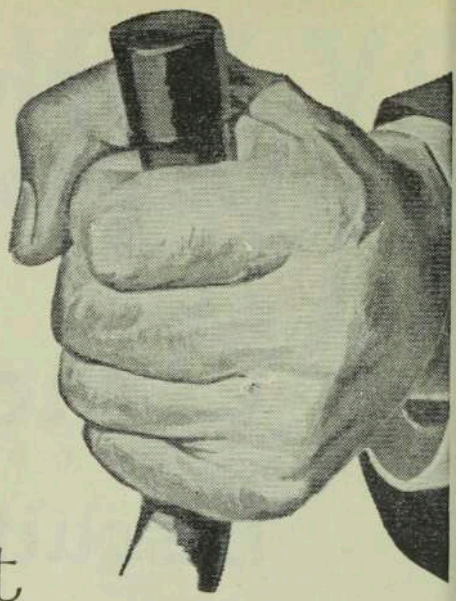

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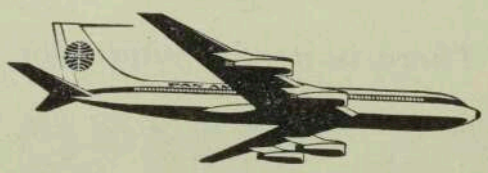

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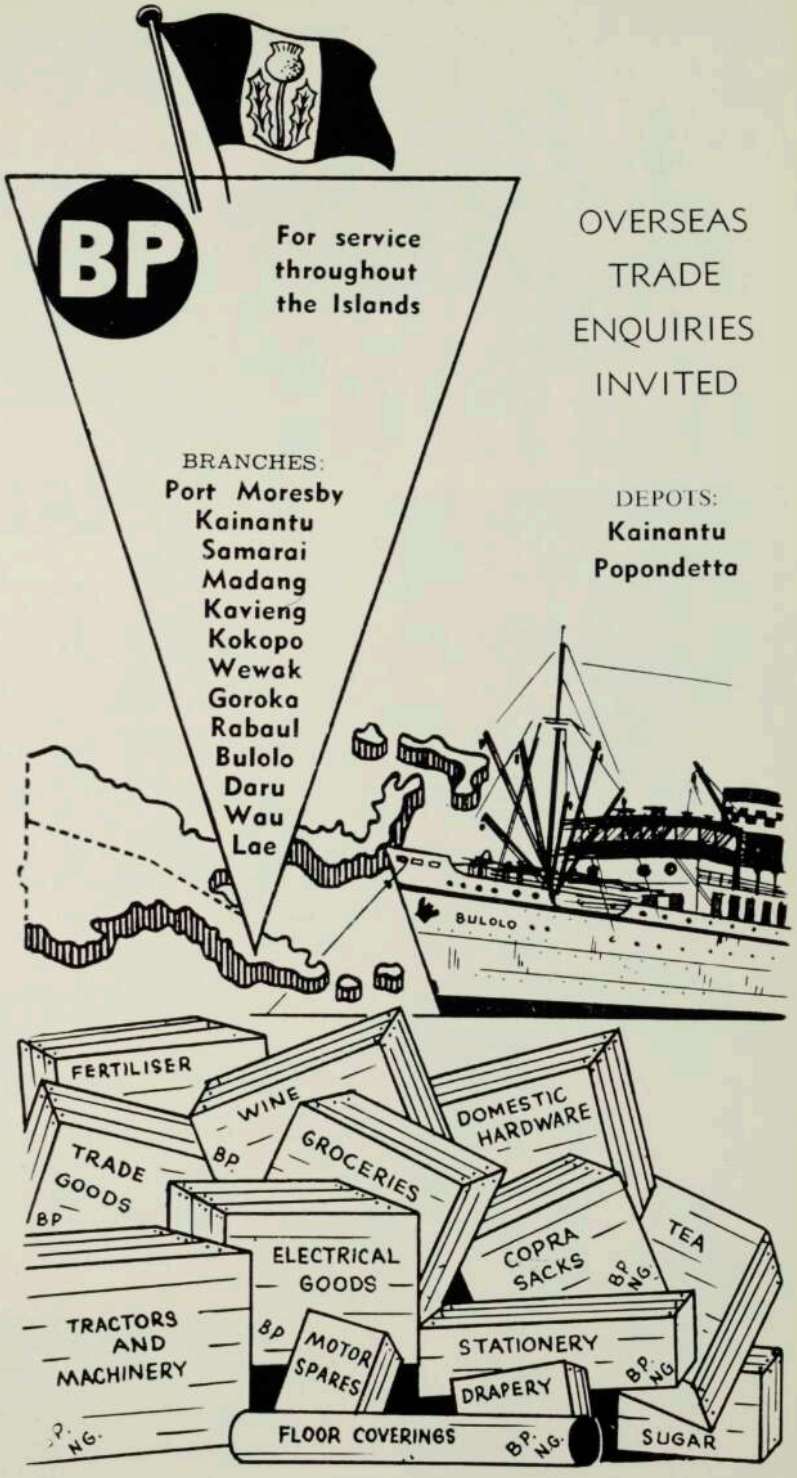
tewarts & Lloyds (Distributors) Pty. Ltd.

urns, Philp & Co. Ltd. (All States)

urns Philp & Co. Ltd., London, E.C.3.

urns Philp Co. of San Francisco

COFFEE BEANS, COCOA BEANS, PEANUTS, RUBBER and TROCAS SHELL



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Coconut Products Ltd., Rabaul.

PAPUA:
Island Products Ltd., Port Moresby.

FIJI:
W. R. Carpenter & Co. (Fiji) Ltd.
Morris Hedstrom Ltd., Suva.
Suva Motors Ltd., Suva.
Island Industries Ltd., Suva.

Established 1914

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Con St., Sydney.

W. R. CARPENTER & CO. LTD

27 O'Connell St., Sydney, Australia

Cable Address: "CAMOHE"
Telephone: BL 5421
Postal Address: G.P.O. Box 168, Syd

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