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Pacific Islands Monthly

JANUARY, 1963

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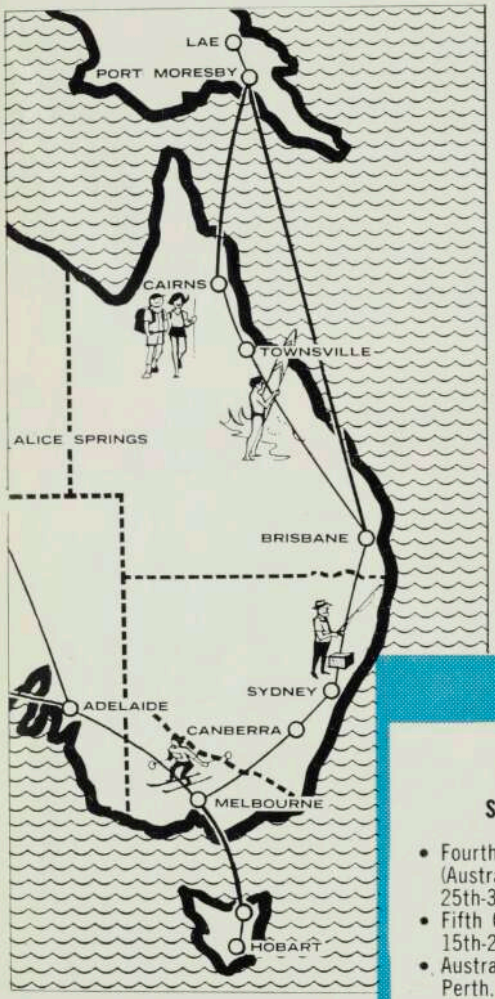

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- Fifth Cricket Test. Sydney. 15th-20th February, 1963.
- Australian Swimming Championships Perth. 16th-22nd February, 1963.
- International Trade Fair, Melbourne. 27th February-16th March, 1963.
- Australian Surf Carnival Warrnambool, Victoria. 10th-11th March, 1963.
- Apex 28th Association Convention Geelong, Victoria. Easter, 1963.
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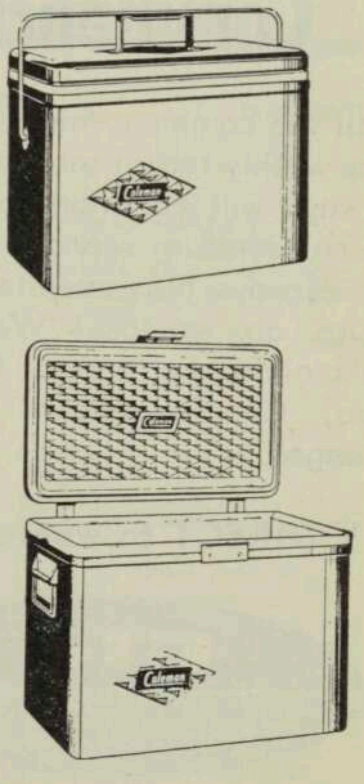

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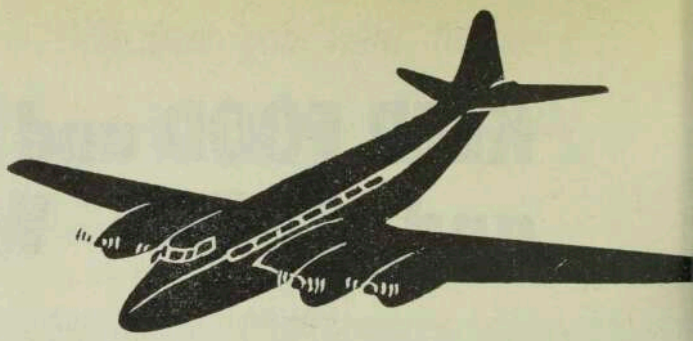

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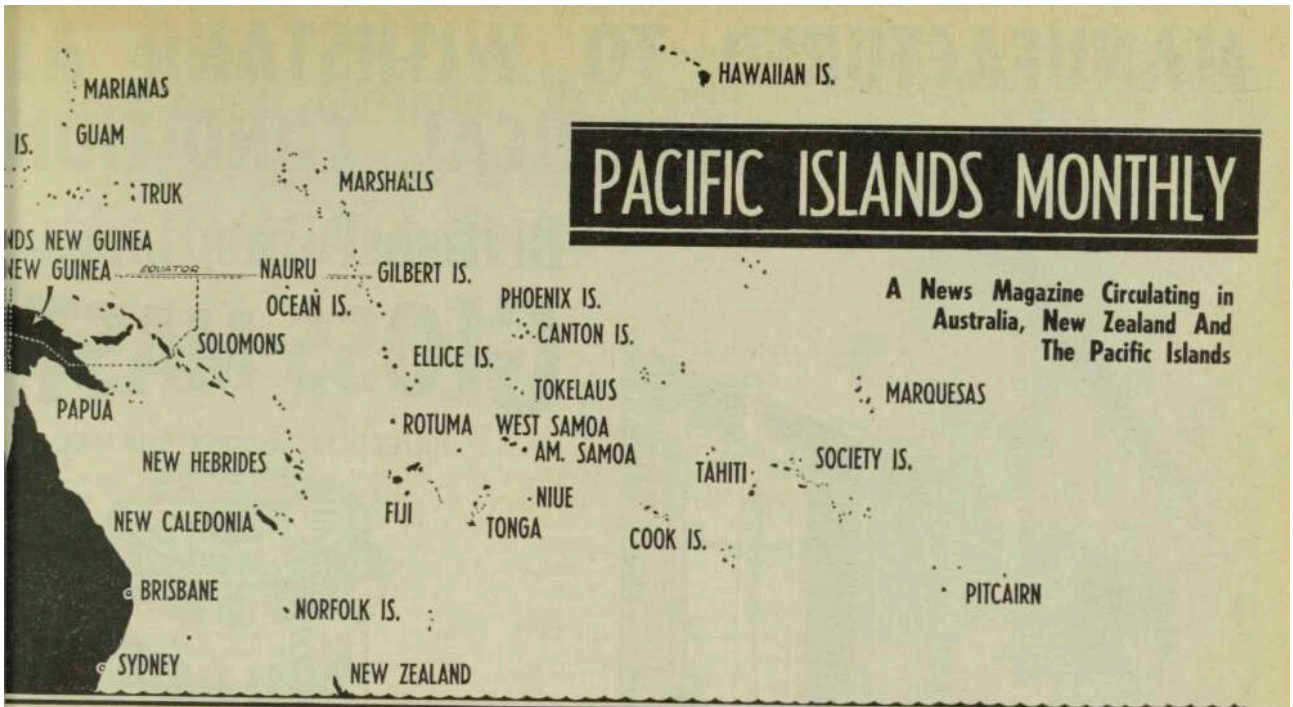

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THE COVER: That's a smiling face that's known throughout the South Seas. It belongs to Mrs. Aggie Grey, of Apia, Western Samoa, who was in Sydney in December as guest of Pan American Airways to mark the inaugural Tafuna-Sydney jet service. With her came a big bunch of fellow VIP's. You'll find the details inside, together with a note on page 18 about how Aggie was **not** Michener's Bloody Mary.

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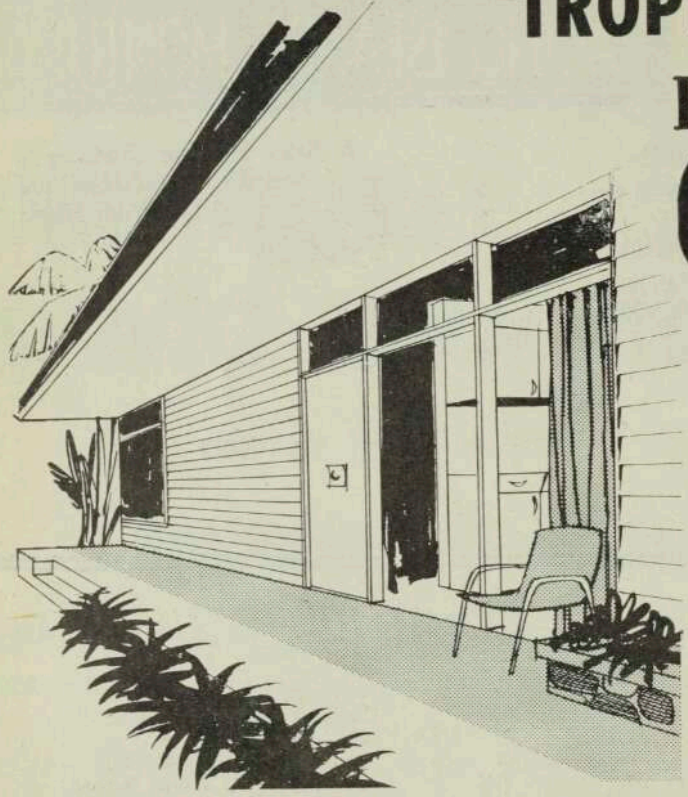

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'Something Definite' Wanted: Fijians Demand Voice In Their Own Future

From our Suva Correspondent

A resolution of the Legislative Council of Fiji, adopted on December 13, that "there should be no change in Fiji's present constitution until the Fijian people express their desire for further constitutional changes", came as a surprise.

It was moved, practically without consultation with anyone, by Ravuama Vunivalu. Ravuama is one of a group of half a dozen youngish Fijians, well-educated and taking a keen, growing interest in Fiji's future; and he is particularly outspoken in relation to the political danger inherent in the rapid growth of the immigrant race, the Indians.

THIS Fijian group appears to have been unfavourably impressed by nt events. One was the manner which Britain and Australia re- ned inert while the United ions, under United States pressure, wed the Indonesians to push the ch out of West New Guinea, out making any provision for the re security of the indigenous race, Papuans.

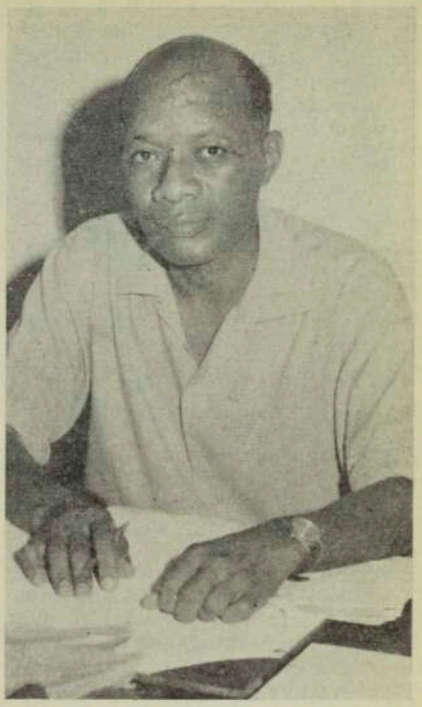
hat (say the Fijians) could hap- in Fiji.

nother event was the action of Governor, at the opening of the on, in urging that the people of should prepare for self-govern- t. Did that mean that Britain is g to rid herself of her responsi- es in Fiji?

he third factor was the Gov- r's announcement that Under- etary for the Colonies Nigel er is coming to Fiji in January to move things along. Fiji has known a succession of British Ministers who came, talked lengthily and made vague promises to the Fijians, and then disappeared into other spheres. The British Colonial Office is in a state of change—and the people of Fiji do not know what is likely to happen to them.

Ravuama's motion was designed to force something definite in the shape of a policy statement. He supported it in a very effective, courteous and logical speech, the burden of which was: Has the position of the Fijians, vis-a-vis the British Crown, changed? If it has, please tell us frankly and clearly, and when we get over the shock we will be able to adjust ourselves to a new situation, and adjust policy and actions.

At first, it was feared that the motion would trigger off a racial storm. But Ravuama's speech was so tactful, and so well reasoned, that—with one exception—he was not actively opposed by the Indian members.



Ravuama Vunivalu.

Ratu K. K. T. Mara, another leading Fijian, seconded the motion. In another speech notable for clarity and logic, he appealed to the Governor to give them some clearer indication of what is likely to happen.

Indians are Co-operative

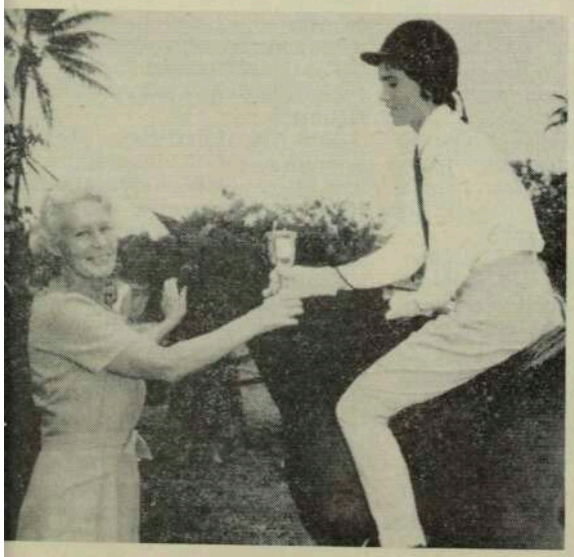
Of the four Indian members, three (Messrs. Deoki, Madhaven and L. Lakshman) accepted most of the Fijian arguments, and appealed for greater understanding of their own position as Fiji-born citizens.

They sought co-operation with the Fijians in facing the problems of the uncertain political future. But they explained that they could not vote for the motion, unless it said "the people of Fiji" (which would have covered all races).

Dr. A. H. Sahu Khan, declared that the motion was based on racialism, and was untimely—they already had all the assurances they needed from the British Government, he said.

The Fijians and the European members expressed sharp antagonism to the suggestion that Britain might permit the United Nations to deal in some way with the situation in Fiji.

The motion was carried by nine votes (Messrs. Falvey, Gibson, Kermode, Cayser, and Moore, and



POLO CLUB REVIVED

Phillipa Ganley, 14, receives the Julie West Cup from Lady Maddocks, wife of the Governor of Fiji, at the opening meeting of the revived Riding and Polo Club of Suva. The cup is for horsemanship. Mr. Maurice Scott, club president, looks on. — Photo: Stan Whippy.

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Ravuama Vunivalu, Ratu P. K. Ganilau, Ratu K. K. T. Mara, and Semesa Sikivou) to four (the four Indian members).

European sentiment probably was summed up effectively by Mr. C. W. Cayzer.

"We don't want freedom (so-called) or constitutional changes pushed on us until we are ready for them," said Mr. Cayzer. "We must be on our guard, that we are not influenced by the insensate demands going on in the world today for 'liberation whether you want it or not'.

"The world has seen too much, in the last few years, of countries being given so-called freedom, when some of them did not want it, and certainly in most cases were not fit for it.

"That tendency is flaring up all over the world today and, frankly, I am sometimes ashamed of being an Australian, when I think that the Australian Government and the Australian people were too weak to utter a stronger protest against the murder and rape of West New Guinea.

"The fruits of that are already being reaped in the demand that the agreed conditions should be waived in favour of Indonesia, and also in problems cropping up at the other end of the archipelago."

Mr. Cayzer said that when he was a youngster the world still was under the peaceful influence of Queen Victoria, and Britain really meant something.

"But now we have a yelping pack of newly-emerged countries which are completely incapable of running their own affairs, let alone interfering with the affairs of other nations, and we should resist any inclusion in their activity," he said.

"The United Nations is an ideal but, human nature being what it is, it does not work. When dealing with welfare, health services and that sort of thing I have nothing but praise for it; but when it starts interfering with the control of other countries, and their business, I feel nauseated."

Mr. Cayzer called United Nations an "anatomical monstrosity with no teeth", compared it with the pre-creation verse in Genesis, and said, "It is without form and void.

"That is the United Nations. I want none of it. I hope this Colony will be spared interference by the United Nations."

No More Concessions

Ravuama told the council that the Fijians would not yield any further concessions about their rights. After having seen developments in other territories, they saw a sort of conflict between the general assurances that have been given to them from time to time, and what they now regard as pressure brought about by high-powered politics, affecting the future of the Fijian people. He told the Council that the motion was designed to get, from those responsible for Fiji, re-affirmation of their acceptance of the trust which the Fijian people had placed in them.

Ravuama claimed that the Fijian people had not been kept fully informed by the Colonial office of its plans for the political future of the Colony. The purpose behind his motion was to bring out views and ideas which would give some indication of the kind of future the children of the present generation might expect.

"Without an authoritative statement —and that statement must come from the Government—the Fijian people will continue to wonder, to seek, to ask, but not to find," he said.

But his plea was in vain. The Government closed up and said nothing, apart from the Colonial Secretary quoting passages from the Governor's address of November 23.

All the official members abstained from voting. The Colonial Secretary, Mr. P. D. Macdonald, made it clear at the outset that the Government was not going to get involved in the debate. Critical people could say that was typical of the lack of strong leadership in Fiji.

Copra On The Move—Up

Probably the best Christmas present Pacific Islands copra planters received was news of rises in UK copra market prices in December.

In the week before Christmas, quotations had risen from £Stg.60/3/- on November 6 to £Stg.62/10/- (equivalent to £A78/2/6), and prices to producers in the Islands (particularly Fiji and BSI) had advanced accordingly.

In the New Hebrides, in time with the rise in the Marseilles price, copra prices went from £A42/10/- to £A47/15/-.

P-NG Copra Marketing Board chairman, Mr. I. McDonald, said in December that a decline of some 200,000 tons in world production was expected in 1962-63 and there was now a tendency towards a sellers' market.

Wanaro N'Godrella shows his paces
Photo: "Corail"

YOUNG TENNIS HOPEFUL IN NOUMEA

From Fred Dunn, in Noumea

A New Caledonian nati named Wanaro N'Godrella tipped as a potential Wimbled tennis champion.

HE may be offered a scholars in Australia to improve chances.

Wanaro was discovered by an A tralian professional tennis co John Hillerbrand, when on a visit Noumea.

Said Mr. Hillerbrand: "This pla astonishes me by his control of ball. His possibilities are unlimi It would not surprise me if one he won the Wimbledon champi ship."

He said he would like to t Wanaro in hand for about a year.

Noumea sporting authorities are tempting to arrange a scholarship enable Wanaro to take advantage the offer. The authorities are organising a tennis coaching sch to be headed by Mr. Hillerbrand, are encouraging parents to send t children. This follows recognition the excellent results achieved by A tralian and NZ coaches here.

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omise in UN

NZ Outlines Political Steps For Cook Is.

he 25,000 people of the Cook Niue Islands would be self-erning within three years, New land promised the United Nations December.

HE New Zealand delegate to the Trusteeship Committee, Mr. H. Roberts, said that the steps to determination had been worked by New Zealand in consultation the islanders and had been nimously approved by the islands' slatures.

Ir. Roberts's speech followed isations by the Burmese delegate, in Maung, that New Zealand was ninor colonial Power" which had e practically nothing to increase individual capacity of the Pacific nds she administered.

Ir. Roberts said that in 1963, cutive Councils would operate, se membership, apart from the dent Commissioner would be en by the Legislative Assemblies. p. 37).

Commissioner Withdraws

hen, in 1964, the Resident Com-ioner and the remaining official bers would be withdrawn from Legislative Assembly and cutive Council.

The latter will then become fully-ed cabinets, responsible to each mbly for the administration and l government of the territory," aid.

he New Zealand delegate con-d: "When the constitutional cture has thus been completed, ill be for the people of each tory to decide their future.

The problems of administration o small a group are made much e difficult by the inescapable and nportant facts of South Pacific raphy," Mr. Roberts added.

The islands are scattered over a on square miles of ocean. This tes its customs and often its very al outlook, bounded by the reef h rings each island.

o overcome this isolation is aps the greatest task facing an inistering authority."

Not alcohol, but a hot cup of tea for this bright group of students of the Papuan Medical College, Port Moresby, here seen at their annual Speech Day function.

New Deal For Fiji's Men As . . .

DOUBTS GROW IN P-NG ON "OPEN SLATHER" DRINKING

As 1962 drew to a close, there were growing doubts in Papua-New Guinea about the wisdom of "open slather" drinking for natives, while in Fiji many people were wondering what would happen after New Year's Day when new legislation would be in force giving males of all races freedom to drink what they liked.

IN New Guinea, where natives have had full drinking rights on licensed premises since November 2, outspoken statements by several leading citizens in December indicated that everyone was not as happy about the new liquor set-up as Territories Minister, Mr. Hasluck, professed to be after 62 natives were charged with drunkenness in late November.

New Britain's Director of Catholic Education, Rev. Father John O'Hanlon, said the introduction of native drinking in P-NG was not nearly as trouble free as might appear on the surface.

Father O'Hanlon, who was a member of the Liquor Inquiry Commission which resulted in an interim ordinance lifting the ban on native drinking, said this in a letter to the New Britain District Advisory Council.

Father O'Hanlon claimed that drinking conditions in hotels were becoming "disgusting". Sales to natives of basic foodstuffs were dropping, hotel property was being stolen, natives were using food money to buy liquor, and the degeneration of drinking conditions in hotels were driving white people into private clubs.

"In other words," he said, "the native who battled so hard to get into our bars now finds himself in undisputed possession. Surely his victory is hollow now he finds himself alone with his compatriots."

In Port Moresby, the Papuan president of the Fairfax Local Government Council, Toua Kapena, said that some people in Hanuabada village were drinking so heavily that they were always borrowing money. Several women had reported that their husbands were spending up to half their weekly wages in hotel bars as soon as they received their pay.

Although it had always been the custom to lend money, food or anything else, many people were now refusing to lend money as they realised

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it would only encourage their friends to drink.

Mr. Kapena added that missionaries, health, education and welfare officers should conduct a campaign throughout the Territory to educate the natives about the harmful effects of liquor.

Another native leader, Pastor Reatau Mea, of the Papua Ekalesia, told a meeting of about 350 people at an anti-drink meeting at Hanuabada that liquor threatened the life of the whole of Papua and New Guinea.

Meanwhile, the P-NG Director of the Department of Information, Mr. L. Newby, announced that social and sports organisations throughout the Territory would be asked to co-operate with the Administration and missions in temperance education programmes.

He said this after representatives of missions and organisations interested in the promotion of sane drinking had a two-day meeting convened by the Administration in Port Moresby.

The representatives agreed that there were ample grounds for co-operation between the Administration, missions and voluntary organisations, and that an education programme should be based on the right of the individual to make his own decision about drinking; an intellectual rather than an emotional approach; and an aim to present facts accurately and conservatively.

The meeting proposed that the Administration should prepare and disseminate factual information about alcohol.

The meeting agreed it was preferable for organisations to combine in a temperance programme, rather than to work separately.

Another development during December was the publication of the Liquor Inquiry Commission's report.

The report, which was issued on December 13, urged that drinking hours should be restricted in the Territory's hotels and clubs.

It said that the European population in the Territory should "be prepared to accept a limitation of privileges it has previously enjoyed". The Commission proposed that a new ordinance should limit trading hours in hotels and private clubs to 12 hours—from 10 a.m. to 10 p.m., and from 11 a.m. to 1 p.m. and 4 p.m. to 7 p.m. on Sundays.

At present, hotel bars are open from 9 a.m. to 11 p.m. daily except Sunday when they are open for short periods. Private clubs are open every day from 10 a.m. to midnight.

The Liquor Commission, which was headed by Judge F. R. Nelson, of Melbourne, had seven members, two of whom were natives.

The Commission supported a proposal that a new type of licence—a tavern licence—should be introduced permitting the sale of intoxicants to the public without the necessity to provide bedroom and dining room accommodation.

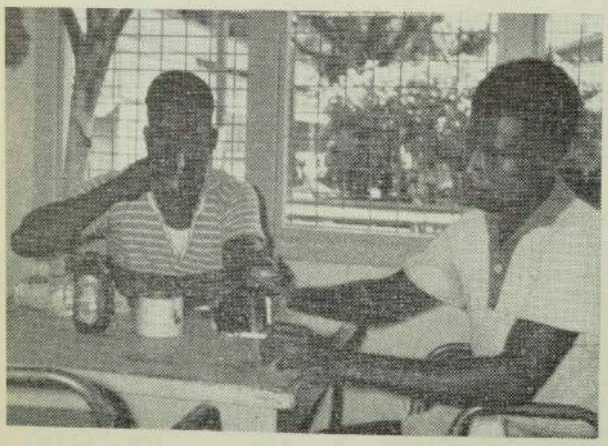
Other Developments

The Commission also proposed canteen licences.

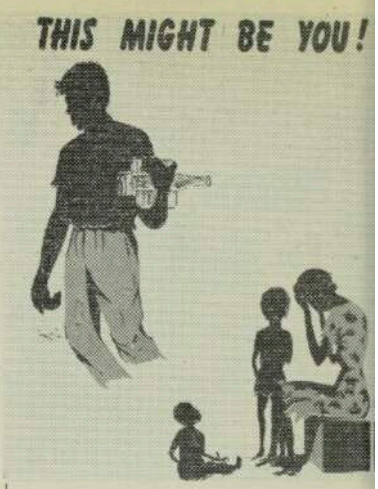
It added that a licensee should have power to close a bar at his discretion.

Other events on the liquor front in the Territory during the month were:

- The fining of 62 natives in Port Moresby on December 3 for drunkenness on the night of November 29.
- An announcement by the Acting Administrator, Dr. J. T. Gunther, that he had decided on a partial relaxation of restrictions on liquor advertising, which had previously been limited to the publication of price lists.



You can drink in New Guinea hotels on Sundays — something you can't do in Australia. These two men found a pleasant corner of the Hotel Cecil, Lae, to indulge their new freedom. — Photo: Pat Robertson.



The British Solomon Islands have for months been circulating posters like these, aimed at warning native drinkers of the dangers of alcohol. This one, which was produced by the SPC Literature Production Training Centre, pictures undernourished children and warns: The price of one case of beer equals one bag of rice, or 12 lb of fresh meat and five calicoes.

The fining of 62 natives for dr kenness followed the rowdiest sce in Port Moresby since natives H been permitted to drink. Most them were picked up in the vicin of the Hotel Papua, almost direc opposite the police station, and w locked up for the night.

When Mr. Hasluck was asked the House of Representatives whet there had been "a spate of drunk ness charges" against Papuans, said he was not quite sure what co stituted a spate, but "a very succe ful party" had been held and people had been "arrested and locl up for their own protection".

Mr. Hasluck went on: "They to the occurrence quite happily, an think the person who suffered m discomfort was the Assistant Co missioner of Police, who was k awake all night by their singing.

"The next morning, all exc about 13, whose bail was forfeit appeared in court and were fined each. It was generally felt, I thi that a good time was had by all.

"This single instance of me making, arising out of a new-fo liberty, certainly does not, in view, warrant unusual concern; we believe that as the people beco accustomed to their new opportuni

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ey will learn to restrain themselves d act with temperance.

"We feel that the number of parties at end this way will be no greater an the number of parties that end in similar way on the Australian mainnd."

In his announcement on liquor adrtising in the Territory, Dr. Gunther d that restrictions were being reted followed "representations by vertising interests and assessment developments since the introducn of the Liquor Ordinance on vember 2".

Dr. Gunther said advertisements uld now be permitted which did more than include:

The name of the liquor, manufacturer, where available, in what sizes, prices.

Modest claims in English as to the qualities of the liquor.

Pictures of the containers, label, and liquor in glasses.

Background pictures of a scenic nature but not of people in social situations.

Restrictions would not be lifted on vertisements which suggested that nk was a prerequisite for a arantee of social and material adncement.

Advertising in Papuan and New inean languages would be proited.

Dr. Gunther said the restrictions to continued would guard against adtising which put pressure on ople, who did not drink liquor, to e up drinking.

Fiji Position

In Fiji the legislation which will ne into force on New Year's Day ing males of all races freedom drink what they like was passed the Legislative Council last July.

Previously, Fijians and Indians re restricted to beer only for conmption on licensed premises.

The Government had planned to e liquor for all sexes, but when the islation was under discussion the ian and Indian members objected ongly. Thus, Fijian and Indian men will still have to secure a mit to drink, but for European men there is no restriction—except t they may not drink in hotel bars.

Under the new legislation, whole- licences will be converted into licences, which means that liquor now be sold by the single bottle. viously, sales had to be made in of not less than two gallons.

THE COMPLICATED POLITICS OF POLYNESIA

From Judy Tudor in Papeete

The French have taught French Polynesia their own brand of complicated politics and, in many respects, French Polynesians have improved on the chaos. To this extent then, the recent election of M. Alfred Poroi as new Senator to France, as described in the December PIM (p. 73) is only half the story.

THE victory of M. Poroi can justly be described as popular but it certainly isn't popular with everyone and certainly not with the party led by Mr. Tony Bambridge.

Before the French Polynesian elections of October 14, for the local Assemblee Territoriale, the Poroi and Bambridge interests were united in the political party known as UNR, generally regarded as conservative. Before the elections the UNR split on the question of representation in the French Senate and they faced the electors as the UTD, led by M. Poroi and the UT led by M. Bambridge. The result was that the RDPT, which has been variously described as everything from "Communist" to "immature" in its time, is now the party with the biggest representation in the new Assemblee, although no party now holds a clear majority.

The Assemblee has 30 members and after the October election it was made up as follows:

RDPT	14
UT	8
UTD	5
Independents	3

The UT is stronger in the outer islands than the UTD but the latter was much stronger in the municipalities—M. Poroi has been Mayor of Papeete for 20 years and M. Marcel Hart, also a UTD man, has been Mayor of Uturoa, Raiatea, for some years. (He is also one of the present Vice-Presidents of the Assemblee Territoriale.) The UTD's strength in the right places therefore resulted in M. Poroi emerging triumphant as the new Senator. (Senate election is not by universal suffrage but by the Assemblee members and a similar number of other office holders).

The discussion of local politics with outsiders is, on the whole, not a popular pastime in French Polynesia. And not very profitable to the outsider, either.

The views of local participants are likely to be coloured by their loyalties; the opinion of foreigners domiciled there, which might be regarded as reasonably unbiassed, is unforthcoming as a general rule in that too much opinion about such matters is unlikely to endear them to the authorities. The official view, on the other hand, is that as local politics are largely influenced by Polynesian family considerations, religion and regional loyalties they are thus likely to be "immature" in the Western sense; and that there is no desire for "independence" whatsoever, one reason for this being French Polynesia's unviable economy and the large amounts of money France pours in there.

"Practical People"

If you point out that other countries whose economies were just as vulnerable have been swept by nationalism and have achieved an independent state, it is waved aside—and probably with some justification. It is possible that French Polynesians have a much better idea than most just on which side their bread is buttered.

As much as you can get a concensus of opinion in Tahiti, few in or out of official circles see anything very significant in the fact that the RDPT is now the biggest single party in the Assemblee, and the conservatives are split in two. The referendum of September, 1958, in which French Polynesia decided to remain French, still holds good.

The RDPT is at present led by M. Jacques Taurua and seems to have lost a great deal of its fire since the muddled but vigorous leadership of ex-Senator Pouvaana a Oopa. It still regards itself as the "people's party" but its greatest unifying force is the desire to have Pouvaana released from the exile in France to which he was banished in 1959 for his now-famous attempt at insurrection.

It is agreed by everyone not in the party, however, that the RDPT hasn't got Buckley's chance of having Pouvaana returned to Polynesia. It is alleged, moreover, that he is quite well and content under minimum surveillance in France at the country's expense, and that he even has matrimonial intentions there.

New High Commissioner

M. Laurent Pechoux has returned to France after four years' service as French High Commissioner in the Pacific. His replacement will be M. Camille Biros, a former Secretary-General to the Government in New Caledonia, where he was popular.

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Significant Step: Papuan Church Self-Governing

The Papua Ekalesia—the first church to reach autonomy within Papua-New Guinea—will continue to move towards union with other churches in the Territory.

MOVES towards union have in the past been made by the London Missionary Society, which has "fathered" the new Papuan church, and these efforts will be discontinued, even though the Papua Ekalesia has its own self-governing Assembly as authority.

The Papua Ekalesia came into existence in P-NG on November 21 —the 88th anniversary of the landing in Port Moresby in 1874 of Dr. William Lawes, Papua's first missionary and European resident.

Dr. Lawes brought with him LMS experience on Niue Island, and also the word "ekalesia", which is a Samoan version of the Greek word meaning assembly of people.

The word has now gone into the languages of Papua, so that thousands of Christians regard it as being synonymous with church. "Are you an ekalesia?" means "Are you a member of the church?" For this reason it was regarded as a fitting choice as the name of the new Papuan church.

The governing body of the Papua Ekalesia comprises about 30 Papuans, 20 Europeans and some South Sea islanders.

The LMS in Papua has now virtually ceased to exist, except as a legal entity. The Rev. D. E. Ure, secretary of the LMS, has become the secretary-treasurer of the Papua Ekalesia.

First chairman of the Assembly is the Rev. Percy Chatterton, a missionary with long experience in Papua. The vice-chairman is a Papuan, Rev. Reatau Mea.

Workers from overseas are now servants of the Papua Ekalesia.

At least 50,000 people are associated with the Papua Ekalesia, which operates training centres, schools and hospitals. It is getting help from many churches including the Presbyterian Church, the Congregational Church of Samoa and the Nauru Protestant Church.

The LMS founders in 1795 declared it as a fundamental principle that the society would not send any particular form of church order to missionary fields.

The vice-chairman of the Papua Ekales is a Papuan—Rev. Reatau Mea.

The LMS has been in the Paci since 1797, when 30 missionari arrived in Tahiti from England the *Duff*—the first Protestant m sionaries to leave England for a foreign country. A leading light the formation of the LMS, Rev. D Thomas Haweis, had been an e thusiastic reader of the voyages Cook, Wallis and Bligh, and he f the South Seas were a good starti point.

A big party of church leaders fro the Pacific and abroad took part the inauguration of the Pap Ekalesia in Port Moresby.

They included the general secr tary of the LMS, London, Re Maxwell O. Janes; the secretary the LMS in Australia and N Rev. Norman F. Cocks, of Sydne and the Rev. Vavae Toma, of We Samoa, who is secretary of the Co tinuation Committee set up by a ge eral conference of churches held Apia in 1961. This body among oth things is establishing a central the logical college in the South Seas, Suva.

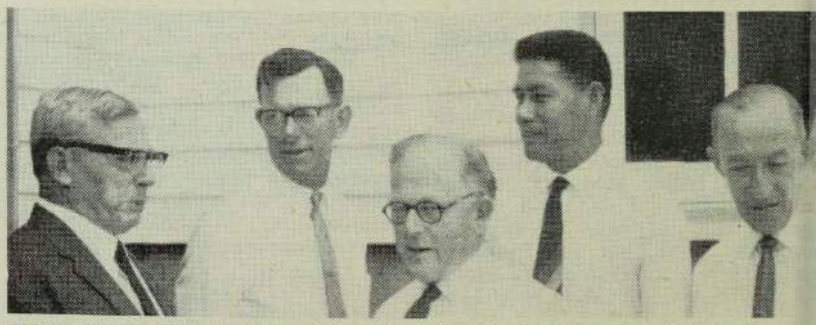
INDONESIAN FLAG FLIES IN WNG

The Indonesian flag was flown in West New Guinea on January 1, and will now fly alongside the United Nations flag until May 1, when the UN will formally hand over control of the former Dutch territory to Indonesia.

THE UN permitted the flag to fly as a symbolic gesture to President Soekarno, so he could fulfil an earlier "pledge" to take West New Guinea by the end of 1962.

However, Indonesia's campaign to actually have full control by January 1 failed. Holland in December rejected the request of a four-man delegation from WNG that the transfer "should be made by December 31 because WNG was stagnating under UN administration". The delegation, led by a Papuan member of the NG Council, E. J. Bonay, claimed to represent Papuan opinion.

In Port Moresby in December the managing director of Delta Constructions, Mr. D. A. Clamp, said he had submitted a claim for £1,000 to the UN in WNG for having "wasted his time". At UN request he had tendered for construction work there but his tenders had been "leaked" to an Indonesian firm, who had finally got the job.



From left to right in this photograph, taken in Port Moresby in November at the inauguration of the Papuan Ekalesia, are: Rev. Percy Chatterton (chairman of the Assembly); Rev. Donald Duncan (secretary, Overseas Missions Committee, Presbyterian Church of New Zealand); Rev. Maxwell O. Janes (general secretary, LMS London); Rev. Vavae Toma (secretary of Continuation Committee of Conference of Churches and Missions in South Pacific, 1961); Rev. G. Lindsay Lockley (principal, Cromwell College, University of Queensland).

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EXCITING VANIKORO DISCOVERY

Remains Of Historic Ship Found After 175 Years

Special to "Pacific Islands Monthly"

After it had lain on the seabed at Vanikoro in the Southern olomons for 175 years, Mr. Reece Discombe, a deep-sea diver and ngineer of Vila, New Hebrides, has discovered the wreck of La erouse's ship *Boussole*.

THE *Boussole*, one of the most famous ships in Pacific history, as lost in a storm at Vanikoro about pril, 1788, while La Perouse was on voyage of exploration in the Paci- for the French Government.

Remains of his other ship, the *strolabe*, which was also wrecked Vanikoro, were found about 135 ars ago.

The finding of the remains of the *oussole* corresponds almost exactly ith the 175th anniversary of La erouse's arrival at Botany Bay—ly two days after Governor Arthur illip had arrived with the First leet.

He sailed again about March 10, 88, and was never seen by white en again. No clue to his fate was scovered until 1826 when an Irish aman, Captain Peter Dillon, anced upon articles of European igin at Tikopia, which the Tiko- ans told him they had got from arby Vanikoro.

"Sunk in Deep Water"

Captain Dillon visited Vanikoro e following year and recovered merous articles washed ashore om La Perouse's ships.

He was also told by the natives at the two ships had been wrecked a storm many years earlier; that e had gone down in fairly shallow ter inside the reef; that the other d sunk in deep water outside the ef; and that most of the men who ere not drowned or eaten by sharks ere massacred when they came hore.

Later that year, the French naviga- Dumont D'Urville recovered chors, cannon and other items from e inner wreck (presumed to be the *strolabe*); but until Mr. Discombe's scovery, no one had succeeded in ding the remains of the *Boussole*.

Mr. Discombe first became in- rested in searching for the *Boussole* 1958 when he went to Vanikoro with an expedition to search for further remains of La Perouse. He took part in a second expedition in 1959. Numerous relics from the *Astrolabe* were recovered on both occasions.

Mr. Discombe was at Vanikoro again in June last year to investigate the possibility of salvaging a cargo of jettisoned brass, and it was then that he tentatively established the whereabouts of the *Boussole*.

Diving outside the reef, he found a gap in the reef about 20 to 30 ft wide in which were anchors, cannon, pieces of copper and iron and lead ingots in water up to 100 ft deep.

He could not make a thorough investigation until December when he was in Vanikoro again to salvage the jettisoned brass, and he now has no doubt that the wreckage is that of the *Boussole*.

In a letter to *PIM*, he said: "Everything is buried in coral, which has to be blasted all the way. I have brought back (to Vila) quite interesting relics.

"I rigged up a barge to fish out some anchors and cannons, but could not get to the wreck because of the seas.

"I have found a gold coin, but it is still in the coral. I also found some silver, possibly a snuff outfit, etc.

"I am sure that the ship is broken in half as there are huge coral-encrusted pieces in 100 ft of water, which all requires blasting."

SOUTH PACIFIC VIP's IN SYDNEY

Sydney in December was visited by the largest number of South Seas VIP's ever to have arrived at the one time. They came from American and Western Samoa and Fiji and stayed for periods up to a week, touring the city and near-city beauty spots, visiting the theatre and nightclubs and attending functions in their honour.

The VIP's were guests of Pan American Airways to mark the inauguration of a weekly 707 service between the US and Sydney via Tafuna, American Samoa. This service does not call at Nadi. A big party of VIP's also arrived from Honolulu and the mainland US.

The Islands' group included the Governor of American Samoa, Mr. H. Rex Lee, and Mrs. Lee; the Lieutenant-Governor, Mr. Owen Aspinall, and Mrs. Aspinall; the Prime Minister of Western Samoa, Fiame Mataafa; and the Mayor of Suva, Mr. Charles Stinson, and Mrs. Stinson. In the photo, Mr. Lawrence Vass, US Consul-General in Sydney, is seen at a function at the Chevron Hilton Hotel talking to Chief Leiato, of American Samoa, Secretary of Samoan Affairs, Governor and Mrs. Lee and Chief Tamotu Mulitauaopele. See also Tropicalities, p. 17, and People, p. 134.

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COMMENTARY

razy Politics
i the Northwest

)EHIND Brunei is Indonesia; and) the threat of Indonesia to the ure security of Australia now is)wing steadily.

That is another way of saying that donesia is a menace to the whole the South Pacific, because Indo-sia is the southward-pointing spear-ad of Asian anti-European national-n; and Australia's influence—ether Australia likes it or not—is minant in the South Pacific.

The Indonesians, a chattering, dis-ited, non-aggressive type of Malay, ver have been regarded very iously by the West—and there is reason now why they should ther us, except that they number arly 100,000,000, and they are be-actively encouraged by anti-estern factors to dream in terms of pire. The Philippines Republic is ng similarly encouraged.

The sudden outbreak of pro-Malay)ellion in the tiny, oil-rich, British-)tected State of Brunei is part of pattern. In territory, Brunei is gligible. But it is of vital impor-ce to Britain, because the volume oil produced there is, next to nada, greater than that in any other tish country.

Britain has three territories (North rneo, Brunei and Sarawak) in rneo, lying right alongside Indo-ian Borneo; and Britain now is ming the new Federation of laysia, which will throw those ee little countries into one admini-ative unit, with Malaya and Singa-e. The Government of Brunei, ich traditionally is directed by a tan, has accepted the Federation a; but the underground agents of mmunism had no difficulty,)arently, in creating an organisation fighting nationalists in Brunei.

The British will suppress the revolt hey cannot afford to jeopardise ir oil supply—and the next elopment, probably, will be a yell m Djakarta, that God's chosen tector of the Malays, President karno, demands freedom for the vn-trodden serfs of Brunei.

And let no one be surprised if shington supports President Soe-no in this!

Some commentators see something ny in the picture of poverty-cken Indonesia reaching out for pire in New Guinea and in Borneo; the dream is being actively encouraged—each for its own diplomatic purpose—by the Communist Powers and the United States.

President Soekarno, ever since the Bandoeng demonstration in 1955, has seen the world in three political divisions—Western, Communist and Afro-Asian—with himself as leader of the Afro-Asians. He plans a regional alliance covering East Indies, part of Southeast Asia, Borneo, Philippines and New Guinea.

Normally, the world would ignore Soekarno, and leave him to fry in the economic desert he has created for himself in Indonesia.

But Americans and Russians, each fearing that the other may get an advantage there, keep pouring "aid" funds into Djakarta. And, it was announced only in December that Australia had given Indonesia £100,000 for some technical project under the Colombo Plan, although it is apparent that Australia, sooner or later, will have to check the thrusting Indonesians in the centre of New Guinea.

It's a crazy world.

No Trade Without Communication

SIX months after it happened, the pros and cons of the 1962 New Zealand trade mission to the Pacific Islands are still being argued in New Zealand and in some of the Pacific Islands—including Tahiti (see p. 29). Traders and NZ's own Trade Correspondent there are of the opinion that whatever good was done in Tahiti at the time of the mission's visit has subsequently been undone by "complete lack of shipping" between NZ and Papeete.

Perhaps a fairer comment would be "lack of adequate use of the facilities" by importers and exporters, because shipping does exist between these two points. Some follow-up liaison work in this department is indicated.

Tahiti's drive for tourists means that the Territory is in the market for food to feed them and New Zealand's meat, butter, cheese, eggs and dairy produce are well liked in Tahiti. About 150-200 tons of freezer cargo from NZ is imported each month—and most of it reaches Tahiti the long way round by Matson vessels which drag it all the way from Auckland to the American West Coast, then all the way back to Papeete.

The Matson liners' refrigerated, food-carrying capacity is limited and there is little room for expanding exports through this medium.

The New Zealand Shipping Co., whose vessels call at Papeete, has shown little or no interest in carrying freezer to Tahiti so long as it can get cargoes right through to Europe. It might reconsider this attitude if it could get priorities to the main mail wharf at Papeete but the French authorities are unlikely to grant anything of the sort, especially when it is at the expense of their own shipping lines.

Tahiti, which had about 700 tourists five years ago, an expected 10,000 in 1962 and more on the way, will increasingly be in the market for temperate-zone foodstuffs and other commodities. As things stand at the moment, Australia is in a better position to deliver the goods, and the opinion amongst traders in Tahiti at present is that NZ trade cannot expand until NZ does something about providing better shipping facilities. One indication that the market is there is the fact that luxury goods—including flowers, strawberries, cherries, etc.—are being airfreighted to Papeete from NZ in increasing consignments.

Everything being equal, French Polynesia would probably rather buy from NZ than from Australia. In 1961, NZ imports from French Polynesia amounted to 148,438,000 Pac. Fcs.—mostly for phosphate. Australia, in the same year, imported goods only to the value of 13,691,000 Pac. Fcs. In 1961 French Polynesia imported goods valued at 51,319,000 Pac. Fcs. from NZ but goods to the value of 74,977,000 Pac. Fcs. from Australia.

Discussions on Norfolk's Political Future

THE Administrator of Norfolk Island, Major-General R. H. Wordsworth, and members of the Norfolk Island Council, have recently been engaged in a series of meetings aimed at getting agreement on a form of Government for the island acceptable to both the Federal Government and to local people. The meetings have been confidential.

Some Norfolk Islanders believe that if agreement is reached it might be decided not to go ahead with the referendum which had been promised.

Whatever it means, people with the interests of the island at heart will hope the talks result in a long period of political peace and progress for Norfolk.

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Dramatic End To Tuna Catch

From Judy Tudor, in Papeete

Mr. T. Playfair, export manager of CSR Co.'s Sydney building division, who was a visitor to Tahiti, Mr. Rex McLaughlin, Papeete manager for TEAL, and Mr. Dave Cave, American owner of Hertz, Papeete, had a deep-sea fishing adventure in mid-December that, at times, looked like being their last.

THEY left Papeete about 8.30 a.m., December 14, in a hired fishing launch with two Tahitians as crew, and went about 20 miles out beyond Moorea in open sea before they began to fish. They got amongst some big stuff and at 2.30 p.m. Mr. Playfair hooked what turned out to be a huge tuna. (It was 350 lb and is believed to be something of a record although it cannot be claimed as it took two to land it.)

Mr. Playfair fought it for three hours and when he became exhausted Mr. McLaughlin took it on for an hour. They eventually landed it at 6.45 p.m. and turned for home—the two local men were to attend a dinner party that night. Half an hour later the launch engine failed.

Limped

The two Tahitian crewmen patched it up and it limped to within 11 miles of base, in the channel between Tahiti and Moorea, before failing completely. By this time, it was 11 p.m., and in a night of howling wind and pounding rain the launch was tossed about like a cork. Those on it could hear the huge seas pounding on the reefs off Moorea and Tahiti but fortunately the boat drifted down the channel and again headed for the open sea.

At this stage it was found that the auxiliary outboard that is carried as an emergency had been taken off for checking a week previously and had been left ashore. The two-way radio, ship-to-shore, installed for just this sort of situation, was found to be only one-way—those on board could hear but not send.

The launch was equipped with three standard-type flares—they are attached to six-ft. poles and are more use for guiding rescue ships to the spot than attracting attention; and three self-igniting parachute rockets that are tricky for the novice to launch. The first took off into the sea, went under the boat and came up the other side to explode like a depth-charge; the second headed horizontally for the open sea; the third, and last, did the right thing, went straight up and exploded into a purple star that could be seen for miles. But by this time it was near midnight and still raining and not even Tahitians spend much time looking out to sea under those conditions.

But on that night, a card party was in progress away down in the Paea district and the Tahitian driver of one member of the party, waiting in the car, saw the rocket out to sea. He informed his employer who immediately rang the authorities in Papeete who knew of the missing launch but were ignorant as to what direction it had headed the previous morning.

A powerful rescue launch immediately left for the area where the rocket had been seen and although rescuers and the disabled launch were for the most part hidden from each other by the big seas, they finally made the rendezvous.

The fishing party was landed at Papeete about 4 a.m.—chastened, dampened but still in possession of that record tuna.

Mr. Playfair spends a lot of time travelling around the Pacific these days but reckons that, at the moment, he has had enough big-game fishing, Tahitian style, to do him for the rest of his life.

£50 PRIZES FOR NEW HEBRIDES STAMP DESIGNS

Four prizes of £Stg.50 each will be awarded for the best entries in four sections of a postage stamp design contest being conducted by the Anglo-French New Hebrides Administration.

The contest is to obtain designs for four new stamps, in both the English and French series, for issue in 1963.

Two of the designs must feature marine life of the New Hebrides. These stamps will have denominations of 30 and 50 gold centimes (centimes-or).

The third design must feature the industrial life of the New Hebrides—denomination: 15 gold centimes (centimes-or); and the fourth, a bird indigenous to, or known to live in, the New Hebrides—denomination: 3 gold francs (francs-or).

All designs must include the words "New Hebrides" and "Condominium" or "Nouvelles-Hebrides" and "Condominium" and the value in figures surmounted by the word "Postage" or "Postes" as appropriate. The letters EIIR and St. Edward's Crown and the letters RF and symbol are also to be included.

Designs in English must have the letters EIIR and St. Edward's Crown on the right and the letters RF and symbol on the left. The positioning of cyphers, etc., on French designs will be reversed.

The stamps will be printed in multi-colour photogravure and will be 39 mm. x 25 mm. perforation to perforation in horizontal format. Designs, either drawings or photographs, must be in the same proportion, 780 mm. x 500 mm. being preferred.

The Condominium Postmaster, Department of Posts and Telecommunications, Vila, New Hebrides, will supply further information about the contest. Entries must reach him by March 15.

13 Teams For Soutl Pacific Games

THIRTEEN territories have in cated their intention of tak part in the first South Pacific Gam in Suva in August.

Besides Fiji, the territories Papua-New Guinea, Nauru, N Caledonia, French Polynesia, Wa and Futuna, Western Samoa, Co Islands, Niue, British Solomon Islan Protectorate, Gilbert and Ell Islands Colony, Guam and Tonga.

The team from French Polyne is expected to comprise 42 to 45 m and six to eight women. T Governor of French Polynesia, Mo sieur A. Grimald, is expected to among the official party accompan ing the team.

Teams from two of the competi territories — Fiji and Papua-N Guinea — gained valuable experien in the British Commonwealth Gam in Perth in December, although th won only three bronze medals tween them.

The medal winners, all boxers w Moses Evans (middleweight) a Helga Johansen (heavyweight), Fiji, and Ken Hopkins (light-midd weight), of Papua-New Guinea.

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The Editors' Mailbag

te Tom Manning's ork in the Solomons

Among the Christmas mail was a rm tribute to the late Tom nning, of Honiara, whose obituary s published in *PIM* in September. e tribute came from Sir John itch, KCMG, OBE, formerly stern Pacific High Commissioner, l now living in London.

Sir John writes:

The article in September relates ticularly to Tom Manning's earlier vice on Canton and Christmas nds, and does not, to my mind, full justice to the part played by n (and by his charming wife, Ella) the life of Honiara during the er part of his career.

Quite apart from his capable ninistration of the Protectorate sts and Telecommunications De- tment, Tom Manning made a at contribution to the social enities of the growing township Honiara.

On more than one occasion he s president of the Guadalcanal ub, an office which was never a ecure, but it was especially the niara Golf Club which was dear his heart and which, it is no ggeration to say, might never have vived and flourished without him. was one of the moving spirits in rting the golf course. During his ence on leave in 1955 it nearly sed, but he revived it again on return.

He continued to strive for it and h he and his daughter, Joanne, nt many strenuous hours at week- ls driving the club's ancient tractor. those who have enjoyed, and now oy, a round of golf at Honiara uld pay tribute to Tom Manning's ermination.

In addition to all these activities was chairman of the Boy Scouts mmittee during my time as High mmissioner. These and other ser- es to the community played their t, with his efficient administration his Department, in prompting me recommend him in 1959 for the ard of the Imperial Service Order l it was a great personal pleasure me and, I know, to many others en Her Majesty saw fit to accept s recommendation.

The Imperial Service Order is an ard particularly reserved for civil vants such as Tom Manning with g, loyal and devoted service. But, apart from all this, the Mannings were never happier than when dispensing kindness and hospitality in their home in Honiara and there must be many, like my wife and myself, who find it difficult to picture the place without them.

The Naming of Missionaries

Occasional contributor Lew Priday was astray in some of his facts in his article on the Duke of Yorks (*PIM*, Nov. p. 89). "Tolala" in his December column pointed out one error, and we've since had notes about another.

Priday said in his article that he had met at Port Hunter "Mr. and Mrs. Poole, the Methodist missionary and his wife . . . Mrs. Poole's first husband [was] Mr. Mannering".

As the Rev. R. S. Brown, NSW Secretary of the Methodist Overseas Missions, now points out, Priday had it the wrong way round. Priday in fact met the Rev. C. W. J. and Mrs. Mannering. It was the Rev. J. W. Poole, Mrs. Mannering's first husband, who was lost during the Japanese occupation. He was captured in the Bainings area of New Britain.

PIM apologises for causing this embarrassment. Contributor Priday is somewhere in Europe, address unknown, otherwise he would, we know, also tender his regrets.

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. . . . Margaret Merril.

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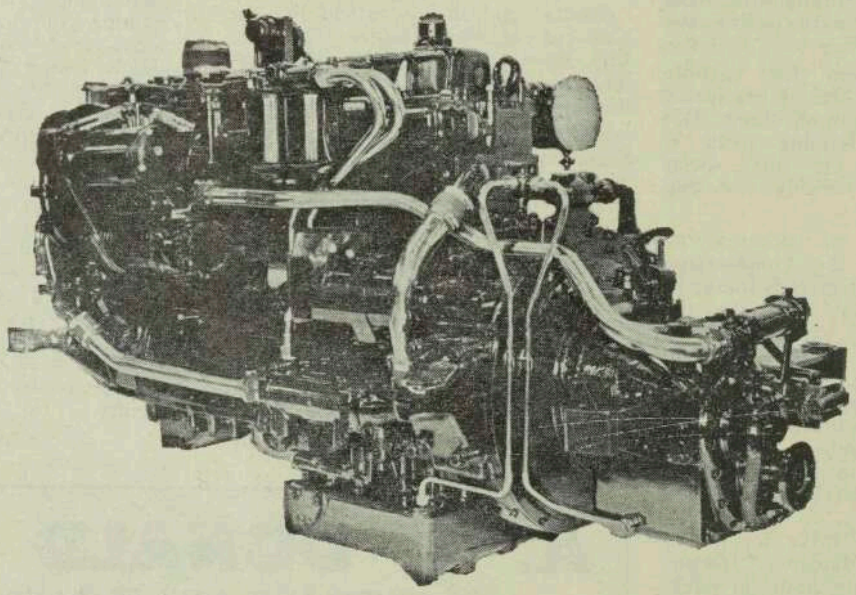

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Tropicalities

Western Samoa is at present going through a rush of rubber stamps to the head. Like form filling and breathing hard while reading even the fine print, it is a symptom of the newly independent State which should clear up in time. In the meantime, the new officials love it, even if it does drive the European visitor up the wall.

RAVAIL really begins on the short air hop between Tafuna Faleolo when the visitor of even ew days (who already has got a nit to Enter) is asked to fill in a stionnaire that, apart from the l information that officials thirst r, wants to know such things as r mother's and father's birth es. You are also asked to emnly swear" to obey the laws Western Samoa.

s one official said to us in Apia other day, Western Samoa doesn't t an influx of visitors and likes eep an eye on those that do come. umably it just helped someone to an eye on us better by knowing our mother was born in an ure little village in Victoria, ralia.

fter this, landing formalities are nore than receiving the appropri- rubber-stamp in your passport (at the time) the rather mystify- official invitation to "come and me Wednesday," or whatever ens to be about two days prior our scheduled departure.

How to Exit

Wednesday—or whatever S (for p) Day you happen to have— will have read the notice on the board at Aggie Grey's about necessity for getting your pass- stamped with an "exit permit". will probably have been told e dire fate of the three recent ese visitors who didn't, so you present yourself at the Immigra- Office in the Police Department ing.

hen we arrived the officer was "clearing the *Tofua*" so to fill ne we stepped into Police Super- dent A. L. Philipp's office, y. The Superintendent was born exas and comes quickly to the

ubbish," he said, "All that went ast year. Since the beginning of there has been no need for visitors of a few days to get exit permits."

Well, we said, the acting Government Secretary gave us to understand they were necessary, presumably as a final check on these people they like to keep an eye on. And what about these Japanese?

Those, said Supt. Philipp, were unfortunate. The man who usually does immigration duty at the airport was sick on that day and the relief sent out knew only the 1961 law, not the amended 1962 version. This man wouldn't let the Japanese on the plane so they had to drive 25 miles back into Apia for the necessary rubber stamp to be put on their passports. By the time they had again driven 25 miles back to Faleola the plane, of course, had departed.

But Who Knows?

We don't know whether Superintendent Philipp on that occasion explained to the unhappy Japanese that there had been no need for a stamp in the first place, but we fancy they were mad enough in any case.

The trouble with some Government officials, said Supt. Philipp, is that they don't know their own law. He could assure us that the law said "no exit permit necessary."

Fine for us to know it, we thought; but we're still in the soup if no one else knows it.

Nonetheless we hadn't the nerve to go straight back into the Immigration Office but went away quietly and privily consulted the hotel (which reiterated that the stamp was necessary); the local airline, which was of the same mind; and the New Zealand High Commissioner who said that although he believed that it wasn't *legally* necessary, it was as well to be on the safe side and get the passport stamped.

So on the Thursday, sneaking in under Supt. Philipp's eagle eye, we visited the Samoan Immigration Officer.

Mrs. Mary Croudace, sister of Aggie Grey, took the stage inpromptu at a Sydney night club in December, when the Samoan VIP's were in town. Everybody enjoyed it.

"Is this stamp really necessary?" we asked.

"Yes," he said. "Sit."

We sat. He opened the passport, grabbed a rubber stamp, pushed it firmly into a blank space, scribbled his name. The stamp said: "Seen. Bearer is permitted to leave for Tahiti via Pago Pago."

Honour was satisfied. We were cleared for take-off.

A few days previously we had been in the Inland Revenue Department on quite another matter connected with statistics. While we were talking to the official, out of the blue he dived for a piece of paper, scribbled on it and said, "Here, you might as well have this now you are here."

It said: "Taxation OK. Immigration Officer — for clearance purposes only."

We don't know what year's law he was working on, or whether he was just projecting into the future. But since, anyhow, we were never asked to produce it, we've just put it away tenderly amongst our souvenirs.

(Over)

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VIPs Come to Town

WE don't know what it cost Pan American Airways in December to bring to Sydney that big party of VIP's from America, Samoa and Fiji, and we suspect PanAm itself hasn't totted up the bill yet. But they certainly did the job in style, with the best hotel accommodation (TV in your room), and tours and shows laid on.

A number of well-known Islands faces were both seen and heard asleep at the ballet, but this, they assured us later, was no reflection on the ballet performance—merely an indication of the extent of hospitality which had kept them awake for 72 hours.

As long as you are prepared to work on the old adage that it doesn't matter what the newspapers say as long as they say *something*, PanAm must have been more than pleased at the space the VIP invasion rated in the Press. Titles and spelling were mixed with abandon, and no reporter ever satisfactorily settled the point of who outranked who.

All the mainland Americans were millionaires, Aggie Grey's hotel was moved from Apia to Pago and Governor H. Rex Lee couldn't get into the same paragraph as Suva Mayor Charles Stinson without Charles having star billing. Prime Minister Fiame Mataafa was pl
Mr. Mataafa, and his Independ
State somehow managed to be ow
by New Zealand still.

What the newspapers didn't m
tion was the fact that the inaugu
flight from Pago to Sydney dir
which was what all the hoo-haa
about, wasn't inaugural at all. By
time PanAm got the VIP's aboar
Pago, plus their luggage, the airc
didn't have room enough to sp
for the fuel. Problem: Were they
offload a handful of VIP's or to
down at Nadi and top up the
tanks? Answer: Stop at Fiji!

The return direct flight Sydney
Pago got inaugurated, thank hea
Among the VIP's on that flight
Jim Macdougall, doyen of the Syd
columnists, who in Honolulu mana
to get the same sort of Press tr
ment as our boys gave the Amer
party—i.e.: The space was there
the facts weren't too good.

The day after Jim's arrival
phone was running hot over a *Ho
lulu Star Bulletin* story reporting
as having turned thumbs down
Honolulu's hotel, beaches *and* g
The locals were most irate.
reader even quoted at Jim a
story which made some unfavour
remarks about some Austra
beaches.

Explained Jim, sweating at
brow: "I didn't say anything lik
I was taken for a ride by a loca
porter who did all the talking w
I just grunted."

Bloody Mary

AGGIE GREY was billed wide
Sydney as "the original Bl
Mary".

"Just fancy," said an incredu
Sydney Press photographer to
"She admits it!"

It would be more accurate to
not that Aggie admits it, but tha
doesn't deny it. She used to den
but has long since given up.

The fact is that Aggie Grey i
Michener's Bloody Mary.

Aggie Grey is not sure who st
that rabbit running, but the first
she ever saw it in print was in W
Price's book, *Adventures in Par*
published in 1956.

Perambulating Price referred t
as "boarding-house keeper and
type for Bloody Mary".

Later Aggie went to America.
was astounded when she steppe
the ship at San Francisco and
received by a big party of Pres
insisting she was Bloody Mary.
known to Aggie, the Press offic
the ship had spread the good
Aggie didn't particularly enthuse
it, and when on her trip throug

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ıe of the Pitcairn relics and handcrafts the Sydney home of Mr. and Mrs. F. P. Ward.

it became clear that the reputation going to stick anyhow, she finally ght up with James Michener ıo had stayed at her boarding se during the war) and asked him ıt blank.

Michener replied (the old ɔothie): "Only the good parts of ɔdy Mary are you, Aggie!"

Bloody Mary was a fictitious racter and Bali Ha'i was a tious island—although people still ıtify the "real" Bali Ha'i as just ut every island from Bougainville Moorea.

ostscript: We know an untold y about Bloody Mary's true ıtity, and this must be the time it. Bloody Mary was really a kinese woman who, we were told 1960, was "now living along the l between Vila and the airstrip". were told New Hebrides identity rge Hill knew her well. When we visited the New Hebrides we e to ask George to take us to her. 'e visited the New Hebrides soon r. George Hill died the day be- we arrived.

airn's Fan

HEN Queen Elizabeth, the Queen Mother, visited Sydney in 1958 was presented with a pandanus made by the people of Pitcairn ıd—and she made good use of it in the heat of Queensland and ıritius.

ow her daughter, Queen Eliza- will be in Sydney in a month wo and she, too, will have a ıirn fan.

rrangements for the presentation been made through the ernor-General by Mr. and Mrs. P. Ward, Seventh-day Adventist ionaries on Pitcairn from 1938 to , who also arranged the 1958 ntation.

ıe Wards are now retired but a large part of their heart is still on Pitcairn. They keep in very close touch, and know more Pitcairn news than anybody outside of Pitcairn. They are also excellent publicists for the island —occasionally giving talks and interviews.

One room of their cottage at 10 Donald Street, Carlingford, Sydney, is kept for their Pitcairn "treasures", which are added to from time to time as the Pitcairn mail arrives. The room is a storehouse of Pitcairn handcrafts.

There are model sailing ships, bowls, vases and ornaments of miro wood from Henderson Island, beautifully carved walking sticks, decorated pearl shell, pandanus baskets, bags and fans, pressed and painted leaves.

There are many souvenirs of the *Bounty* itself—pieces of metal ballast, threads of the hempen cable attached to the anchor (which was in the sea from 1790 to 1957), pieces of flint from the Bounty's tinder box, a small piece of the *Bounty's* rudder, and a selection of the hand-wrought copper nails made by the mutineers to build their houses, or pulled from the *Bounty's* timbers (some of the nails are today still in the timbers of Pitcairn homes). There are also many of the stone implements used by the people who populated Pitcairn at one time and of whom nothing is known.

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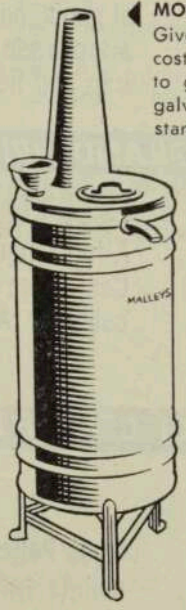

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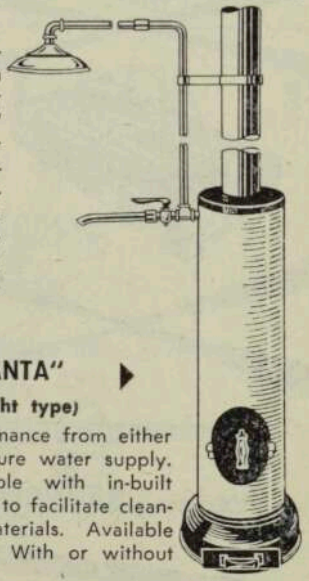

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Heard On The Coconut Radio

Who will get the job of Secretary of the Australian Department of Territories when Mr. C. R. ("Esky") Lambert retires in January, 1964? A decision is not a long way off. Canberra gossip has thrown three names into the hat in recent months—those of Mr. Robert Swift, the First Assistant Secretary; Mr. Dudley McCarthy, Assistant Secretary, and Dr. John Gunther, Papua-New Guinea's Assistant Administrator (Services).

But the other day an additional name came up—that of a rank outsider. Said the coconut radio: Malcolm Booker, Australian Ambassador to Thailand, would get the job.

We also found when we visited Wards recently that they had a all supply of their 64-page booklet, *me Ashore, A Peep at Pitcairn nd*, which they wrote while on cairn, and which is otherwise only ilable on Pitcairn. The booklet a collector's item, but the Wards l us they would sell the remaining ies for 5/- plus postage—and we ommend the bargain!)

The Wards went seven months hout mail on Pitcairn during the r—when 300 letters finally turned in one batch. But the next gap s twice as long—14 months without mail. Five letters finally turned at the end of that—all the others l presumably been sunk.

e Bomb Man

GORDON KEYS, the man who knows more about the auroral plays of H-bombs in the South ific than anybody outside of a all group of American scientists, Apia for NZ in December after years in Western Samoa. But he l still be interested in bomb oras, for he will continue this and er studies at Central Otago.

Gordon Keys has been in charge of Mulinuu (Apia) Observatory se last five years. He and his rming wife, a Cook Islands girl, 're been among Samoa's most popu- residents. Keys is one of those e polite, patient fellows it is im- sible to rattle; to whom nothing ny trouble.

He kept a check on the auroral plays produced by all of America's ific high altitude H-bomb blasts. He saw the first one by accident when at midnight on August 1, 1958, he happened to be at his front door as the sky lit up. America had let off a bomb at Johnston Island, 2,000 miles from Samoa, without any prior announcement.

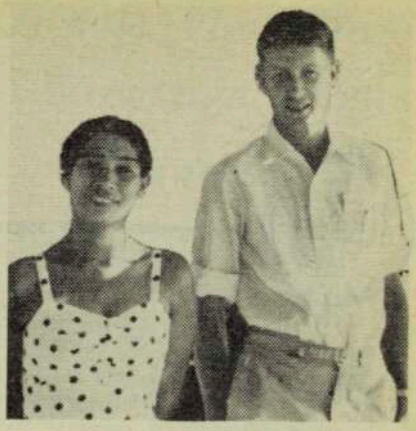
No doubt Keys would insist that it was dead easy to keep a check on the later ones because times and dates were announced beforehand. But we know something ourselves about the difficulties of bomb watching, and we would advise you not to fall for *that*. We can remember, as if it were yesterday instead of last August, squatting on a mountain in American Samoa from 4 p.m. one day to 3 a.m. the next, waiting for a bomb that never went off—one of a whole line of H-bombs that never went off.

There we were with our cine camera, tape recorder, transistor radio, package of sandwiches, crate of Melbourne Bitter and bottle of insect repellant, just waiting for the night sky to blaze up in red and blue with white streaks through the middle—but we ended with a wet behind.

The first few hours were dramatic enough.

"This is April Weather," boomed our transistor, "transmitting on Operational Countdown. . . . This is April Weather, transmitting on Operational Countdown—This is . . ."

Time passed. "This is H-minus 60 minutes," boomed our radio, all the way from Johnston. "Next call time will be H-minus 50 minutes. All forces at any distance, except those outside the danger area, must avoid use of binoculars, telescopes and other optical instruments to avoid possible eye damage."



Mr. and Mrs. J. Gordon Keys.

All good stuff. However, time passed.

"There has been a hold," said our radio. "I repeat, there has been a hold. Time is now H-minus 60 minutes."

Time passed. "This is H-minus 50 minutes," said The Voice. "There has

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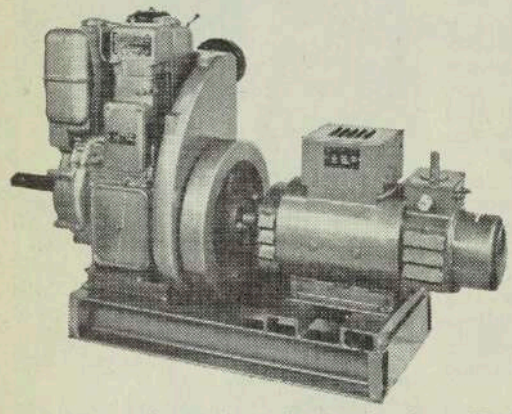

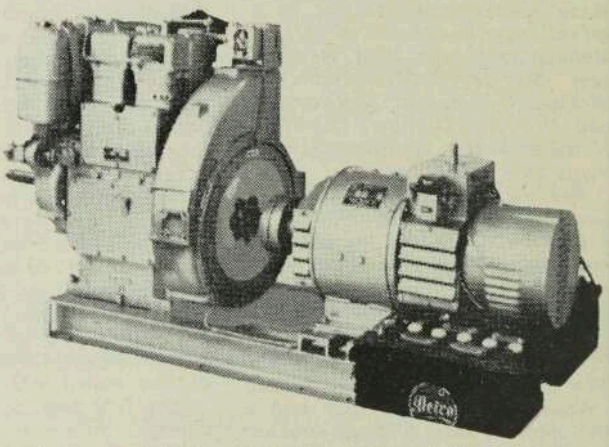

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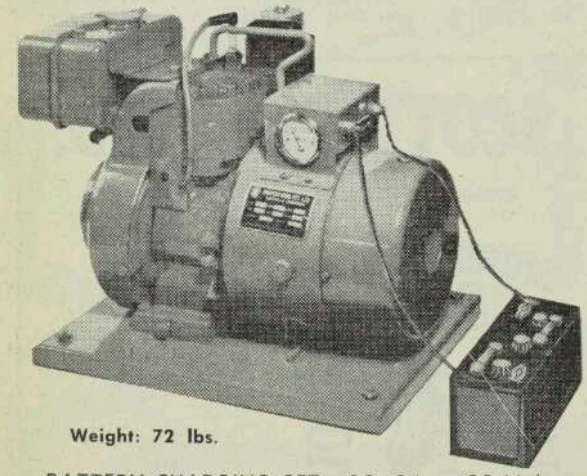

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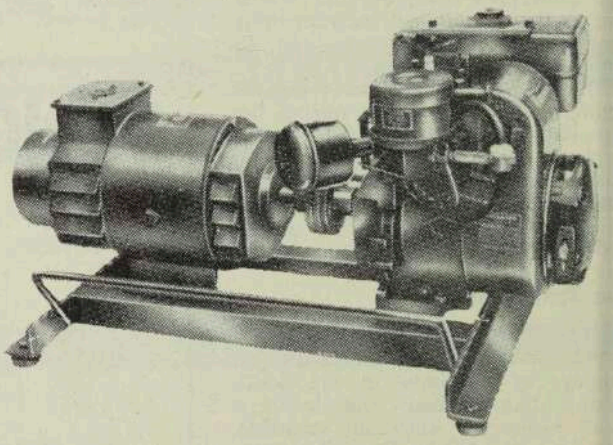

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en a hold. I repeat, there has been hold. Next call time will be H-inus 1 hour and 30 minutes."

Up on our mountain near Pago the osquitoes had long since licked off e repellant and the rain came down e in Maugham's book. The track our mountain top turned into a oving river of clay, and even if that mb had gone off we couldn't have en it through the storm thrashed lms.

But the bomb didn't go off.

They held it and they held it, until ally in the early hours the voice nounced that "the event scheduled r tonight has been cancelled".

They cancelled it the next night, o, and the next, but the night after at the thing blew up before they en got it off the ground. We weren't ere. We had long since left the task bomb watching to rare, polite, tient fellows like Gordon Keys, o was doing the job properly on s own mountain near Apia.

e'll Regret It

HE Pacific is such a widely scattered place that it takes us our time to keep tab on what is ppening in it without reading the rrespondence columns of the ndon Press. But more's the pity, we missed at the time an interest-g letter in the London *Times* of gust 21, from Sir John Gutch, gh Commissioner Western Pacific tween 1955 and 1960. If Sir Gar-ld Barwick, Australia's Minister for ternal Affairs, also missed seeing we would, respectfully, like to are our discovery with him:

"Your leading article in today's ue [wrote Sir John] appears, like West New Guinea agreement it-f, to place the Papuans last in der of consideration in this matter, hereas surely their interests, primi-e though many of them still are, uld have come first.

"Only the Dutch who, as their ime Minister has made clear, gave to Indonesian aggression because y could not count on the support their allies, seem to have expressed alms about the future of the puans.

"During the next nine months the tch administrators whom they know d trust are to be replaced by a atch United Nations team with no owledge of their country or their toms. This may, as you suggest, vide experience from which the ited Nations can profit, but I doubt ether it will bring much profit to Papuans.

"This interim period is to be fol-wed by Indonesian rule in prepara-n for a plebiscite before the end of 69, but who can seriously believe that a fair expression of the Papuans' wishes is likely to result from this arrangement?

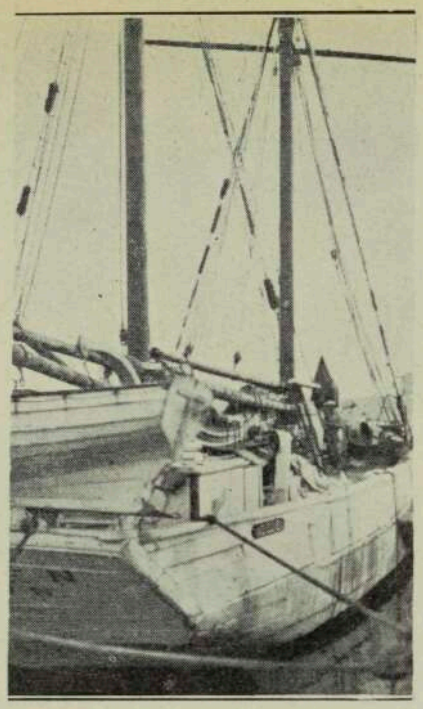
"No doubt the Indonesian programme will include as a first step the elimination of any Papuans who have been prominent under the Dutch regime.

"I cannot see that anyone is to be congratulated on the outcome of this protracted dispute except the Indonesians who are getting what they want and I have little doubt that in the long run this sacrifice of Papuan interests to expediency will be the cause of more serious trouble than has been averted.

"Australia, in particular, will have every reason to regret the admission of an unreliable and aggressive neighbour into her backgarden and onto the threshold of the Pacific."

As WPHC, Sir John was one of those who would have been glad to see some sort of political association between West New Guinea, P-NG and the BSIP ("if that's what they decide in their own time," he once told us).

His outspoken comment to *The Times* on Australia's position is thus important.



Above is the Danish ship "Monsunen" and, below, the nameplate given to Mr. Reece Discombe at Vanikoro.

New View On Wreckage From Vanikoro

By a Staff Writer

Danish shipping authorities believe that a piece of wreckage, bearing the word "Kobenhavn", which was found at Vanikoro in the Southern Solomons recently, probably came from the Danish ship *Monsunen* which was wrecked at Vanikoro in August, 1934.

THEY are confident that it did not belong to the five-masted Danish sailing ship *Kobenhavn* which disappeared without trace on a voyage from Buenos Aires to Australia in 1934.

The wreckage (a nameplate) was given by a native to Mr. Reece Discombe, of Vila, New Hebrides, when he went to Vanikoro in June last year to investigate the possibility of salvaging a cargo of jettisoned brass.

Mr. Discombe later sent the wreckage to *PIM*, and we handed it to the Danish Consul-General in Sydney who sent it to Denmark to try to establish its origin. (*PIM*, Dec., p. 11.)

After inspecting the plate, Danish shipping authorities and men who had been associated with the sailer *Kobenhavn* were satisfied that the wreckage had not come from that ship.

They believe it was probably a port of registry nameplate from the *Monsunen*—Kobenhavn being the Danish spelling of Copenhagen.

Monsunen, with a crew of nine, was lost at Vanikoro in a storm in August, 1934, while on a voyage round the world collecting ethnographic rarities for museums.

One of the crew members was the well-known Danish author-artist Hakon Mielche, who wrote a book about the voyage called *Let's See If the World is Round*—the first of his many successful travel books.

The photograph of *Monsunen*, reproduced here, was published in *PIM* for September, 1934. The nameplate seen on the side appears to be the same as, or similar to, the wreckage given to Mr. Discombe.

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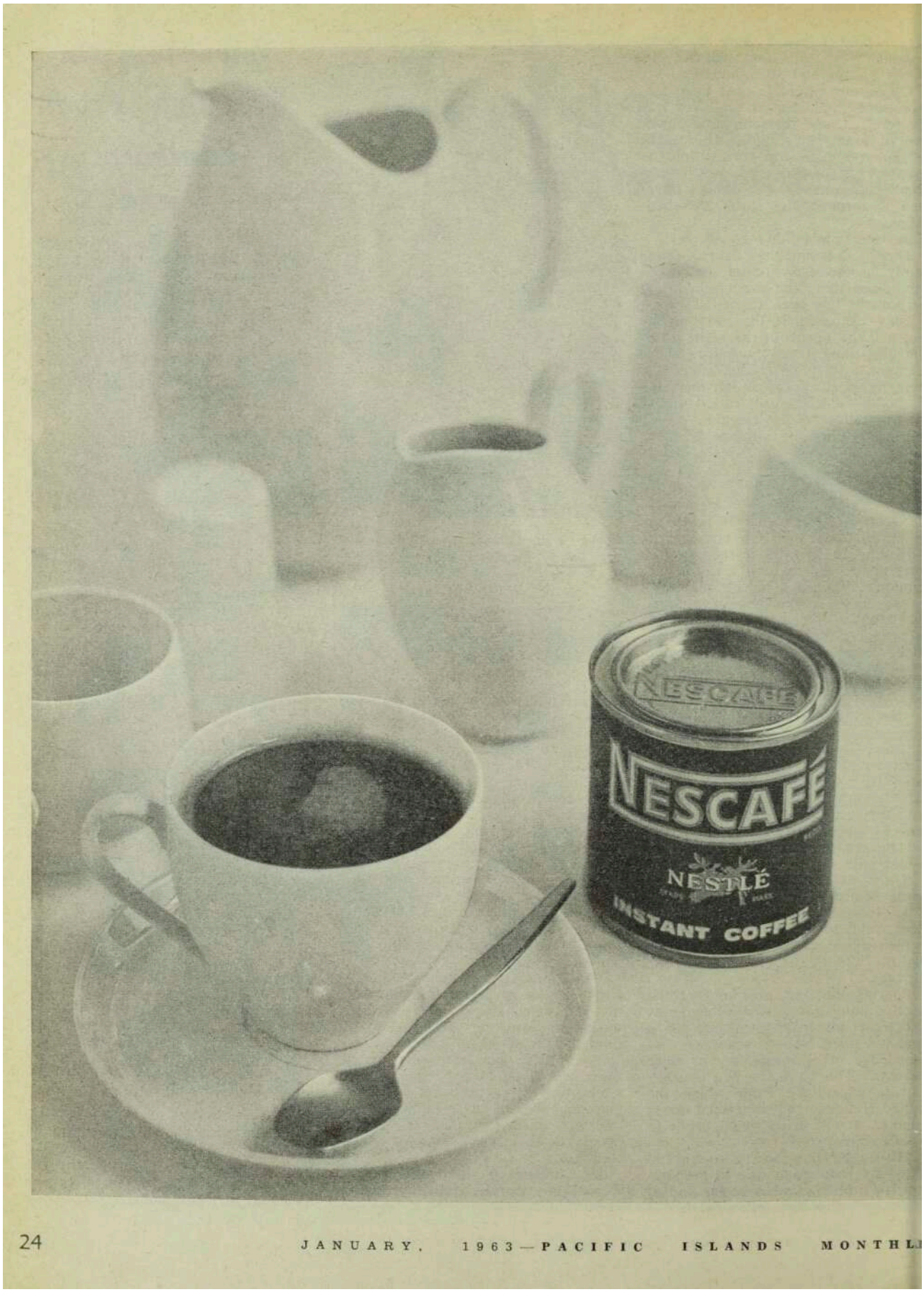

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Fiji Milk Plant Exports To The Islands

From a Suva Correspondent

The only sterilised milk processing plant in Australia, New Zealand or the Pacific Islands is doing better and better business from its headquarters in the Rewa Valley of Fiji, not far from Suva.

HE plant was established a little more than three years ago and handles about 900 gallons of a day and has sent trial shipments to American and Western oa, where it is competing with l milk at the same price.

he sterilising plant is operated by Rewa Co-operative Dairy Co., whose manager, Mr. N. Ralph, n Australian.

he idea of introducing sterilised to Fiji originated in the mind the late Mr. W. J. Gatward, a evu dairy farmer and hotelkeeper, 1955. The indications then were there was a demand for a milk ch did not need refrigeration, as e were many people in Fiji who d not afford refrigerators.

erilised milk can keep indefinitely out refrigeration so long as you not open the bottle. Once it is aled it must go into a refrigerator is to keep.

he promoters convinced the Agriural and Industrial Loans Board the scheme was sound, and red a loan of £50,000 from that ce. The Tailevu dairy farmers, are the major shareholders, conited another £30,000.

site was chosen at Nabua, about miles from Suva on the King's Road. There a modern factory, with the latest English sterilisation equipment imported from New Zealand, was erected. The factory was opened in August, 1959, and soon sterilised milk was available in Suva and the surrounding areas.

In the initial stages the company ran up against prejudice because the flavour of the milk was something new.

But that was only a minor problem. The company claims that sterilisation in no way impairs the quality, but actually makes the milk more palatable. It is often recommended for babies who cannot digest ordinary milk.

Mr. Ralph says: "The fact is that people, after they have used sterilised milk for a fortnight, will use nothing else."

The company draws its milk for processing from Tailevu, the Navuso Agricultural College and some farmers close to the factory. Five days a week a 1,000-gallon tanker calls at the Tailevu farms for the milk. (Navuso and local farmers deliver their own milk).

The farmers, who milk three times a day, keep the milk at an average temperature of 40 deg. Fahr. till it is picked up. Any milk over 50 deg. is rejected. By the time the milk reaches the factory it might have risen one or two degrees, but no more.

Mr. N. Ralph, manager of the Rewa Co-operative Dairy Co. Ltd.
—Photo: Stan Whippy.

At the factory the milk is pumped from the tanker into a holding vat. As it varies considerably in butterfat content it is standardised in a stainless steel standardising separator to 3.4 per cent. fat.

The milk is then heated to about 100 deg. Fahr. and filtered to remove any foreign matter, such as dust.

From the filter it is further heated to about 195 deg., and passed into the homogeniser, which is a high-pressure pump forcing the milk through two special valves at 2,500 lb per square inch pressure. This breaks up the fat into small globules and prevents it from rising to the top again in the finished product.

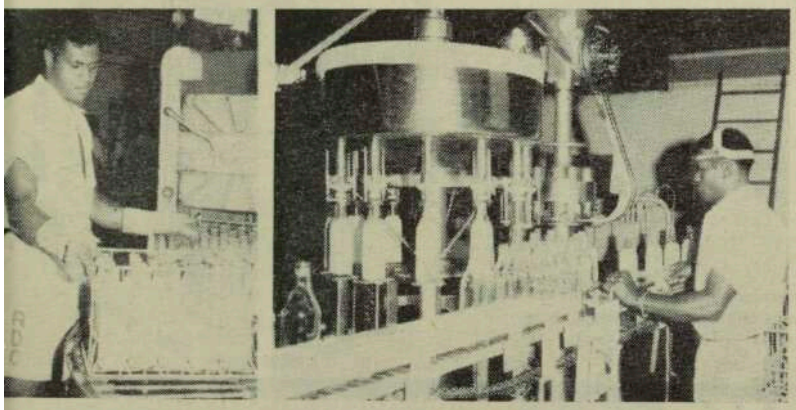
After homogenisation the milk is raised to 275 deg. Fahr., cooled to 174 deg. and then sent to the hot milk storage plant to await bottling.

The bottling process is important, for the bottles must be vacuum filled. A modern machine handles this. Once filled and crated, the bottles go into a steriliser, where the temperature is raised to 250 deg. Fahr. for 10 minutes, and then cooled.

During the cooling process the crates of bottles are rotated and air is blown over them by a series of fans. This agitation during cooling is to prevent skin formation on the top of the milk. After about 15 minutes the bottles are taken out of the cooler and stacked ready for delivery.

The plant is capable of handling 2,000 gallons of milk a day by working shifts. However, that happy stage may be years away, even though the Tailevu farmers took over the CSR Company dairy herds at Lautoka and Penang and moved them to Tailevu.

The main outlets are in the Suva-Nausori areas, but the company also distributes milk in north-west Viti



e picture at left shows crated bottled milk coming out of the steriliser. At right is the milk filling machine.—Photos: Stan Whippy.

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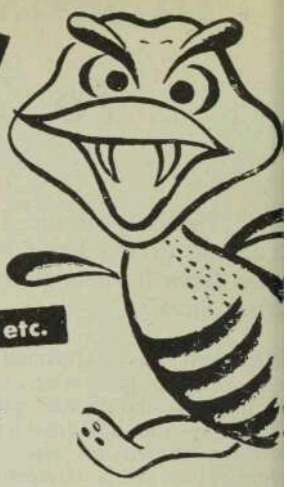

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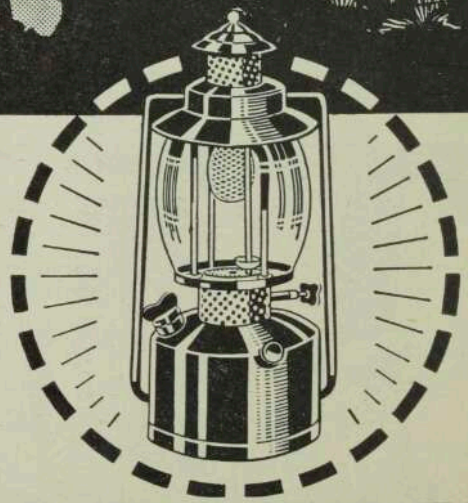

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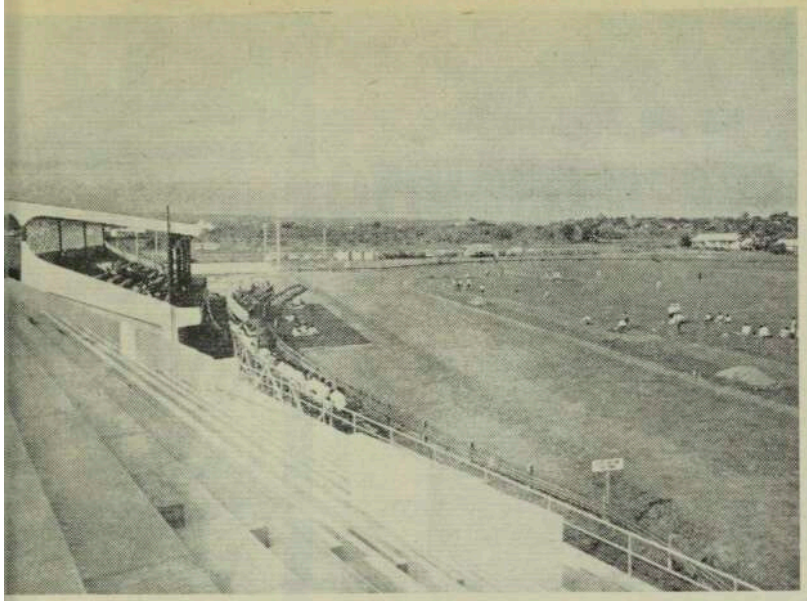

This is South Pacific Games Year!

The inaugural South Pacific Games—the South Pacific's own Olympics—will take place in Suva from August 29 to September 27 and the best of the South Sea's sportsmen and women will compete. Photo shows a section of Buckhurst Park, Suva, the main venue for the Games. Three pavilions can be seen—the main one in the centre. Beyond the roofed stand are the basketball court and boxing pavilion. Sprint events will be held in front of the main pavilion, longer races around the perimeter, field events in the centre.

—Photo: Rob Wright.

vu, Vanua Levu and Taveuni. At Suva and Nausori the milk ails at 10d a pint (the price was reased from 9d a few months ago) in north-west Viti Levu at 10½d. e Vanua Levu prices are fixed by big firms, such as Morris Hedm Ltd. and Burns Philp (SS) Co. ., who buy the milk at Suva for ribution to their branches.

Also produced at the factory is milk six flavours—coconut, lime, tard, orange, strawberry and colate. This is in pint bottles and istributed to the schools. Although has no free milk in schools, sales e been most successful, according Mr. Ralph.

The company also processes milk the pasteurised stage for distrition in bulk to hospitals and milk s. It also bottles a small protion of this milk.

The company also manufactures ter for which there is a ready dend. Last year the butter sales were ,633 lb. The cream for this butter collected from a wider area than milk for processing, for the milk st come from TB tested herds. The am comes from Tailevu, Vunidawa, ani, Naqali, Serea and small farms e to Nausori and Suva.

Although the sterilisation milk venture is comparatively new, the Rewa Co-operative Dairy Company dates its history back to the end of the First World War.

At that time the Government built a butter factory at Tailevu for a number of returned soldiers who settled on dairy farms in the area.

The butter factory was eventually amalgamated with the Rewa Dairy Co-op., which was established at Waila, near Nausori. While manufacturing butter at Waila the decision was reached to expand into sterilised milk, and shift the factory to Nabua.

Till the end of 1962, the milk was distributed by an agent at Suva, but from January 1, the company is doing its own distribution. This entails increasing the present factory staff to more than 30.

The manager, Mr. Ralph, is a Fellow of the Institute of Dairy Manufacturers (Australia) and comes from Coorey, near Gympie, Queensland. Before coming to Fiji about eight years ago he was production manager of the Wide Bay Dairy Co. at Gympie.

His assistant-manager is Mr. J. B. Smith, of Nowra, New South Wales.

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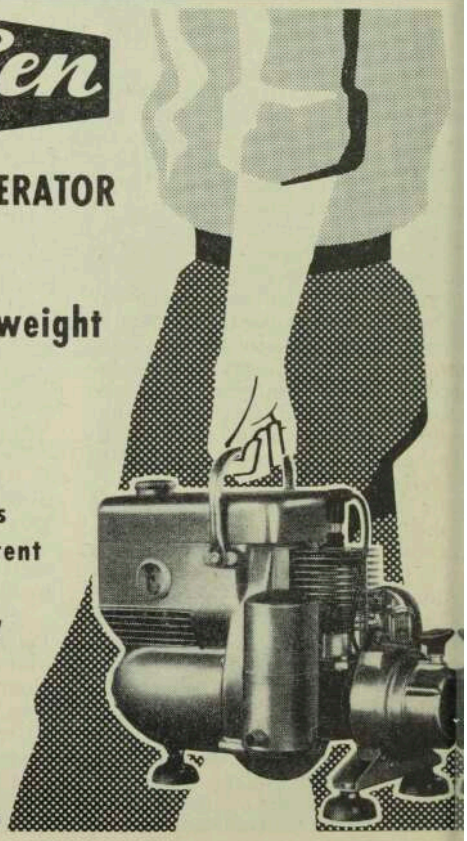

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ISLANDS MARKETS 'MUST BE FOLLOWED UP'

Criticism in the New Zealand Press the NZ trade mission which toured e Pacific Islands last July and ugust has brought a rebuke from moan newspaper editor and busi- ssman R. F. Rankin. Writing to e NZ magazine "Management", Mr. ankin says that Islands business- en do not share the views of the itics, and that more Islands trade issions are needed if NZ is to over- me the Common Market problem d to compete with the Japanese.

MANAGEMENT gave full-page prominence to Mr. Rankin's ter. Mr. Rankin is managing direc- r of Samoa Newspapers Ltd., of pia, publishers of *Samoana*. He is ew Zealand born but now has West moan citizenship.

The NZ trade mission—over 20 ong—visited Fiji, Tonga, Niue, nerican and Western Samoa, hiti, New Caledonia and the New ebrides. It was NZ's first trade mis- n to the Islands.

Mr. Rankin told *Management*: In carrying their democratic regard r mediocrity to extremes, New Zea- nders do not hesitate to deprecate achievements of their fellow untrymen.

This unpleasant trait was strikingly ustrated by the amount of quite warranted adverse criticism aimed the trade mission to the Islands.

Ranging from trivial complaints at mple tins filled with water, to accu- ions that mission members were t gallivanting around for the fun it, these criticisms came as a ck to Island businesmen who were nerally impressed at what struck m as an honest and long overdue praisal of the Island market.

Had nothing been accomplished in business line, certainly at Apia goodwill generated by mission mbers was an achievement in it- f.

But under dynamic and fluent der R. Stewart the mission accom- shed much more.

Amid the cocktails some blunt aking was done, and no member the mission could have returned to w Zealand unaware of the failings New Zealand exporters in the past, without new ideas on how to make most of this rapidly expanding rket that has been so largely neg- ted for so many years.

Mr. R. Stewart.

Mr. Stewart said on one occasion in Apia that he had got the impression that in the past if a product of similar quality and price was offered from England, Australia or New Zealand, Samoan importers would rather not import it from New Zealand because of the poor service due to New Zealand's inexperience with export market.

He was right; but he was also right when he said:

"New Zealand can compete, and with our new awareness of Samoa's market needs, the follow up with improved service, pricing, packaging, documentation and advertising must certainly result in increased trade with Samoa."

This new awareness has only been possible through the personal contact made possible by the mission visit.

The mission's worst critics in Apia were ex-patriate fellow New Zealanders. They were perhaps irritated at not being invited to social functions together with local businessmen and probably conditioned by the average New Zealand worker's resentment and envy of "big shots".

Whatever their reason for criticism their attempts at belittling the mission's efforts certainly did not warrant the publicity they were given in the Press and even well-known mercantile publications.

"We are aware that New Zealand's share of the Samoan market has been decreasing and our job is to counteract this," said Mr. Stewart.

"We should be selling far more. We

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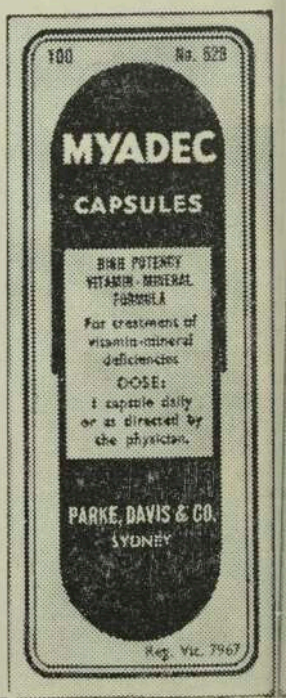

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Mr. G. F. D. Betham.

ave the goods of competitive quality nd price but New Zealand has only ally entered this export field in the st two years. From now on things ill change as we make a determined fort to sell."

The success of the mission could ot be gauged at the time of the visit, id Mr. Stewart; it was the follow that really mattered and that uld not be judged for months or en a year.

"We are determined to meet all ases of competition and will follow the gains we have made during r stay," he said.

These remarks and the effects of e mission take on a new signifi- nce in the face of Japanese moves er the past two months.

In spite of the statements by moan leaders that trade with Japan ll not prejudice Samoa's relation- ip with New Zealand it does not ke too much imagination to see the fer of an unlimited banana market higher prices, and a handy outlet r other Samoan produce drawing moa fully into the Japanese trading bit.

Exploratory talks have already en held in Japan concerning the pply of cheaper banana cases and rtilisers, and the prospects of using panese knowhow in various moan development projects.

"With Japanese banana ships call- g regularly, it is natural that eater interest in reciprocal trade ll develop to our mutual benefit," id Minister of Finance G. F. D. tham in September.

And this widening sphere of Jap- ese interest in the South Seas is t limited to Samoa.

Long term banana contracts have already been signed with Fiji, and Prince Tungi of Tonga sees future ties between Tonga and Japan growing so close that pupils at Tonga High School are now being taught the Japanese language.

With all the problems of the Common Market, it is obvious that New Zealand will need every new trade outlet it can find, and its Pacific neighbours are obvious, and, at the moment, receptive and available customers.

Taking a long term view these markets are not by any means insignificant. Samoa alone will have a population of over 400,000 in less than 40 years and at the present rate of increase will have over 1,000,000 in less than a century.

Whether the follow up to the mission is as energentic as it should be and produces the results that it could, is yet to be determined.

Carping critcism aside, more trade efforts such as the recent mission are the surest answer to New Zealand's trading problems, and together with the revival of such concepts as an honest day's work for a day's pay, perhaps the only way towards her survival as a country with one of the highest standards of living in the world.

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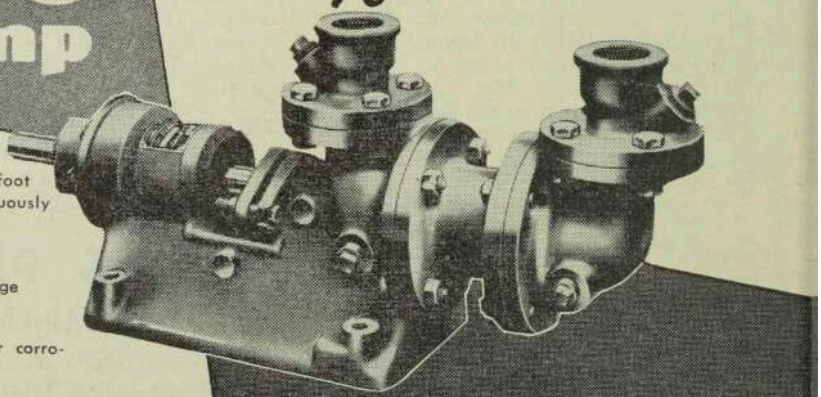

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)uty Free Goods In Fiji Now

From our Suva Correspondent

Cameras, radios and watches : among the things that can be ught in Fiji duty free from nuary 1.

RADERS expect a boost in tourist spending as a result of the de- ion. However, most of them think t the decision doesn't go far ugh (see panel).

The Financial Secretary, Mr. H. P. chie, announced in the December dget session of the Legislative uncil the list of items to be de- red duty free, and also the date new arrangement would come effect. The previous month he announced that the Government decided to make the concessions. had been under pressure for some e to make them — some people asked that Suva be declared a y free port.

The decision will mean the end the drawback of duty system, ler which tourists have been able buy duty-free items for delivery their ship or aircraft on departure.

The drawback system will not end il March 31 to give traders time clear stocks on which they have d duty.

After the Legco announcement unofficial members did their best to have such items as fur coats, expensive textiles, cigarette lighters and electric shavers included in the duty-free list.

Even though Mr. Ritchie stuck his toes in against this, he did offer some hope by saying that the prescribed items fitted the bill for "the time being." Presumably in the light of experience the list could be revised and perhaps added to.

Removal of the personal drawback system will be a relief to harassed Customs officers who have to cope with mountains of paper work within a very short space of time whenever an overseas ship is at Suva. It will also mean some relief from paper work for traders, although, from April 1, the range of goods they may sell duty free will be considerably reduced.

Mr. Ritchie, answering arguments that more goods should be sold duty free (he said the Government had been asked to remove duty "on almost every item imported") said the suggestions were impracticable.

There was still a vital need to raise revenue through import duties. And should Fiji become associated with the Common Market the Colony would have to pay regard to those trading interests.

"Extremely Careful"

"For that reason we have to be extremely careful about the items we exempt from duty and we have to see that revenue does not decrease to such an extent that we have to put on another tax to make it up," Mr. Ritchie said.

He said the Government would keep a "careful watch" on the tourist trade, but he felt the present list of duty free goods should not be interfered with before Fiji had a reasonable chance to see how it was working out. The list covered by far the greater proportion of drawback sales.

Mr. J. N. Falvey, European elected member, said Mr. Ritchie was putting forward a good argument for leaving the personal drawback system alone so that people could still be told that Fiji was a place for bargains.

Mr. R. G. Kermode said there were fewer difficulties in the drawback system and urged the Government to explore it thoroughly.

Mr. J. A. Moore also agreed that the drawback system should remain, as there was no better way, he said, of finding out what extra items should be added to the duty free list.

Mr. H. B. Gibson urged that jewellery should be added to the duty free list. "I know of nothing more

THESE ARE DUTY FREE IN FIJI

From January 1 people will be ble to buy the following items Fiji duty-free:

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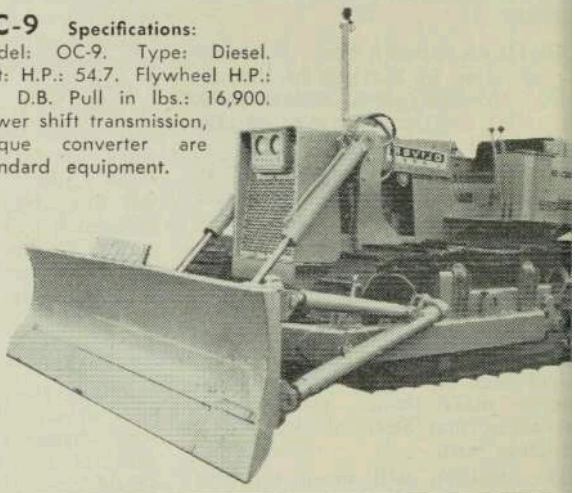

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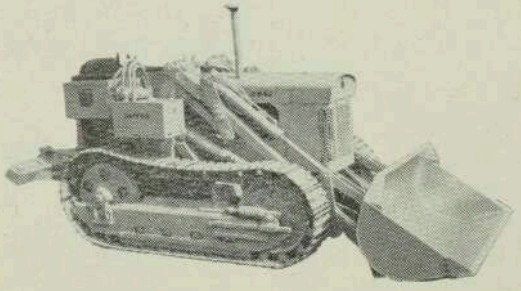

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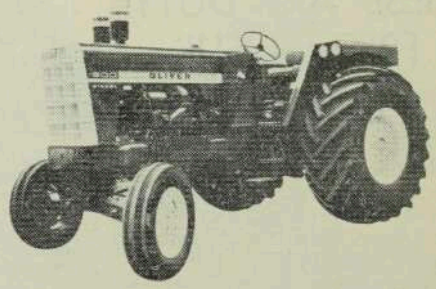

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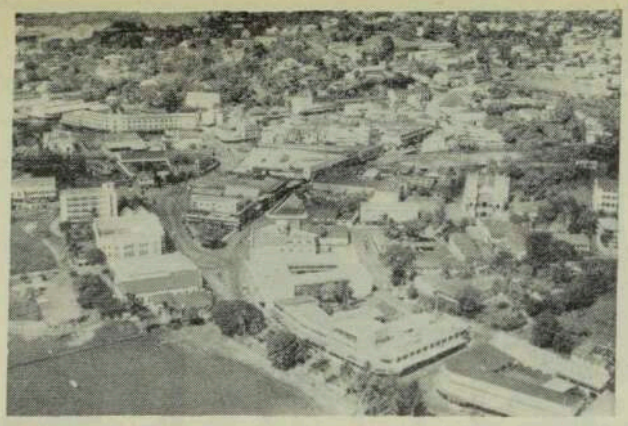
uva is becoming re-owned as a shop-ing centre for ourists calling on ne big overseas ners—and Fiji hopes nat the business entre, here seen om the air, will see ncreased trade as a esult of the decision o sell many luxury goods duty free.

Photo: Rob Wright.



alculated to persuade wealthy men nd women to stop over in Fiji than ne fact of shops selling high-class ewellery at about half the price at hich it can be bought in London, aris, New York and other places," e said.

Mr. Gibson added: "Don't let us ely too much on this duty free busi-ess. It has got possibilities but it only a gimmick." He said once isitors were attracted they should e sent away talking about the glories f Fiji—not only about the transistor adios and TV sets they had bought.

Ratu K. K. T. Mara said he was ather sorry that the drawback ystem would be ended.

Mr. Kermode said if the Govern-ent insisted on cutting out the rawback system it should introduce pecial bond stores in the main ports o sell goods to people leaving the olony.

Replying to the criticism, Mr. itchie said he still held the opinion at duty free goods were very much gamble and it could not be definitely id that they would attract more ourists.

Under the duty free scheme the overnment would lose about £25,000 £30,000 a year—the amount was ifficult to estimate—and for that eason alone the Government wanted abolish the personal drawback ystem so losses would be minimised. therwise Fiji would have two ystems, with all the disadvantages f the drawback system, which could ot be streamlined.

Mr. Ritchie added that figures for ne three-month period of 1962, osen at random, showed that of early £56,000 repaid as drawback duty, all but £382 were for items ready included in the new duty free st of goods.

TECHNICAL EDUCATION FOR P-NG GIRLS

From a Port Moresby Correspondent

Full time technical and home science courses for P-NG girls will start for the first time this year.

KAVARI Girls' School, near Port Moresby, will become a girls' technical school, and girls' junior technical schools will be established in other Territory centres.

A nucleus of homecraft teachers will be trained at the Kavari School this year to help staff the other technical schools as they are established.

The P-NG Chief of Technical Education, Mr. K. A. Lamacraft, said in Port Moresby in December that technical training for girls will help hasten improvements in general living standards in the villages.

The new syllabus in Port Moresby in 1963 would include two years' training in academic, commercial and homecraft subjects. This would help girls seeking jobs as dressmakers, hostel supervisors, housekeepers, typists and clerks.

New Boys' School

It was also announced in Port Moresby in December that 36 acres had been set aside at Bulolo for a junior technical school for boys, building of which would commence in 1963. Bulolo is one of the most important industrial centres in P-NG.

The new school will have 22 students to start with, rising to 200.

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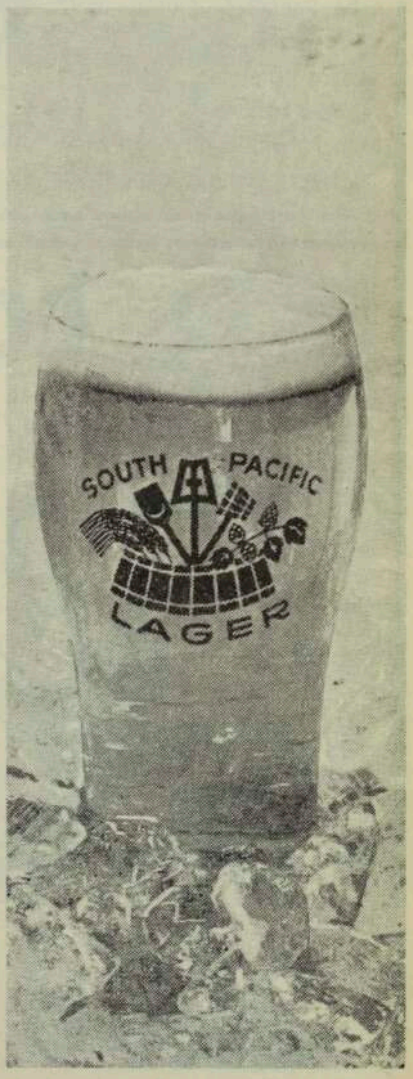

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NZ Clears Way or 'Cabinet Govt.' In The Cooks

m a Special Wellington Correspondent

The progress of New Zealand's nd territories towards self- ernment is illustrated by the pass- of the Cook Islands Amendment , 1962, which removes anomalies existing legislation and brings it line with legislation in New land.

IGHLIGHTS of the Amendment Act are:

- Provision for establishing an ecutive Committee of the Legisla- Assembly of the Cook Islands, cribed by the Minister of Island ritories, Mr. F. L. A. Gotz, in senting the Bill for its second ding, as "the first stage of a type Cabinet Government".
- Alterations to the criminal code, uding abolition of capital punish- nt, and reduction of penalties for ain offences now punishable with risonment for life;
- Provision, for the first time, of ystem of probation for prisoners ased from Cook Island gaols be- they have served their full sen- ces.

he sections relating to the inal code have been based on vant parts of appropriate New land Acts.

he "Cabinet Government" section he Cook Islands Amendment Act, 2, provides for an executive com- tee of the Cook Islands Legisla- Assembly consisting of the Resi- t Commissioner, the Secretary to Government, the Treasurer, and n members of the Assembly sen by the Assembly.

hese members were selected last after Mr. Gotz visited the Cooks announced that it was NZ policy give additional responsibility to island territory, bringing it to self- ernment eventually.

he Assembly expressed the hope the Cooks be self-governing in New Zealand sovereignty.

he functions of the Executive mmittee are to advise the Govern- t of the Cook Islands on policy ters, to promote economic de- pment, and to draw up proposals the annual appropriation of funds the Assembly.

rovision is made for the Resident mmissioner, with the approval of Minister or at his direction, to gate to the committee any powers.

nder the type of Cabinet Govern- ment of which the Executive Committee will be the first stage, responsibility for determining policy will be increasingly entrusted to the Assembly.

The Act also empowers the Executive Committee, if authorised by an ordinance of the Legislative Assembly, to approve expenditure before the passing of an annual appropriation ordinance in any financial year. This power is at present in the hands of the Resident Commissioner.

Alterations to the criminal code include extending the power of the High Court of the Cook Islands to grant a rehearing of criminal cases, besides cases within its civil jurisdiction as at present.

The reason for this provision is the possibility of a mistake or other irregularity occuring in a criminal case, especially one tried in the outer islands.

Such a defect might result in a miscarriage of justice that could not be remedied even by the long, cumbersome and fairly costly procedure of appealing to the Supreme Court of New Zealand.

The provision was drafted to look after such eventualities and is based on part of the Summary Proceedings Act, 1957, which has been found very useful in New Zealand.

Capital punishment for murder has been abolished in the Cook Islands

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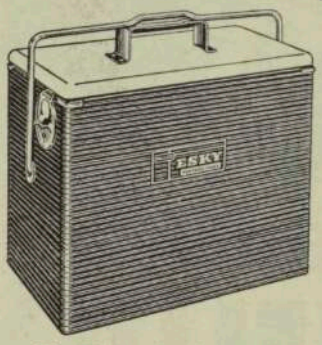

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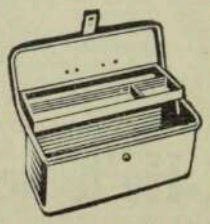

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ıd replaced by imprisonment for life all cases.

A new penalty, the same as pro-ded in New Zealand by the Crimes ct 1961, has been introduced for e offences of inciting to mutiny, at-mpted murder, counselling suicide, ıd rape, which were previously pun-ıable by imprisonment for life.

The penalty for inciting to mutiny ill henceforth be 10 years' imprison-ent, and for the other offences 14 ars' imprisonment.

Other sections repeal provisions of e previous Act relating to gaming, fine an accessory after the fact, pre-ribe punishment for accessories, and ovide for the release of prisoners ansferred to New Zealand, re-ıprisonment of a prisoner returned the Cook Islands from New Zea-nd who commits a breach of con-tions under which he was released, leferred" sentences, and pardon and mission of sentences.

The last provision will enable a stem of probation to be used for isoners released from imprisonment the Cook Islands before they have rved their sentences in full.

Other amendments include one tering the time of day in Niue. New ne has been made one hour ahead New Zealand time, instead of 40 inutes (the present legal time), at e request of the Island Assembly.

DUNG RAROTONGANS: These two althy-looking Cook Islands youngsters, ıo live at Avarua, Rarotonga, are called ine and Little Butch. We don't know ything more about them because that's the photographer told us when he sent the picture. It was taken by C. Russell, of Rarotonga.

Grown at Garaina

AUSTRALIANS WILL TRY N. GUINEA TEA

From a Port Moresby Correspondent

Australians will get a chance to drink New Guinea-grown tea shortly. A trial shipment is being organised to test market reaction in Australia.

NEW Guinea tea is a new development. The scheme is being sponsored by the Administration at Garaina, in the Morobe district, where a tea factory was opened last August after many years of planning and delays.

There are at present 300 acres of plucking tea at Garaina. The factory is able to process the output from only 100 acres but before making the next move the Administration wants to test the tea-growing possibilities of the Territory and see whether tea can be produced to compete on the world market.

Australia annually imports 63 million lb of tea, worth nearly £13 million, and a share in this and other overseas markets could mean a valuable export industry. About £117,000 a year is spent on tea imports to P-NG.

Impressive Samples

The decision to test the Australian market was made by an Australian firm which received samples it regarded as impressive.

Another Australian tea importing firm which received samples said the tea compared favourably with many grades of tea from established growing countries. This firm made some suggestions for altering the manufacturing process.

Two samples were also sent to London. One firm said it was not interested in teas from new producing countries. The other gave an encouraging report.

The P-NG Acting Director of Agriculture, Mr. A. E. Charles, said in Port Moresby that these reactions to the samples were "very encouraging" and improvements would be made in the processing techniques at Garaina to meet trade requirements.

[New Guinea already exports coffee.]

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Summer Beauty

Keep your complexion soft and beautiful without the slightest qualm of wrinkle dryness even in the hottest summer weather. All you need do is to smooth in a film of moist oil before you take to the sun being sure to give special attention round your eyes where the moist oil of ulan should be generous. Dark glasses will give your eyes added protection and look thoroughly becoming with their new and enchanting frames. When you come home, especially if you have been swimming, slip into a cool bath before massaging your body with oil of ulan. And finally remember, although the sun is wonderful, don't overdo the sun-bathing. Take to the sun gradually.

. . . . Margaret Merril.

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Vi-Stim To restore Vim and Vigour

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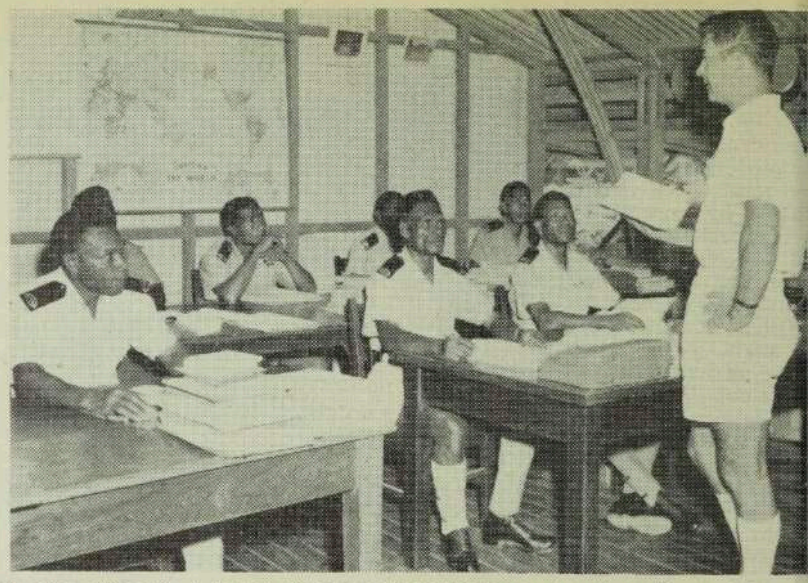
FIRST NG NATIVE POLICE OFFICERS IN TRAINING

From a Port Moresby Correspondent

The Royal Papua-New Guinea Constabulary is well on the way to training its own native police officers. Thirty-two cadets are now undergoing a four-year course at Kila, Port Moresby, and by the end of 1963 they will have their own Police Training College on a new 500-acre site at Bomana, some mile away.



Education officer C. J. Boxtel gives a mathematics lesson to police officer cadets at t Kila Police Training Depot, Port Moresby. The cadets receive a general education addition to police training.

ALL the Constabulary's officers at present are Europeans. The most junior European rank is Sub-Inspector.

The first intake of native cadet officers was in February, 1962, when 10 constables began their course at Kila. Another 22 constables began training last August.

All the cadets have at least three years' service in the ranks.

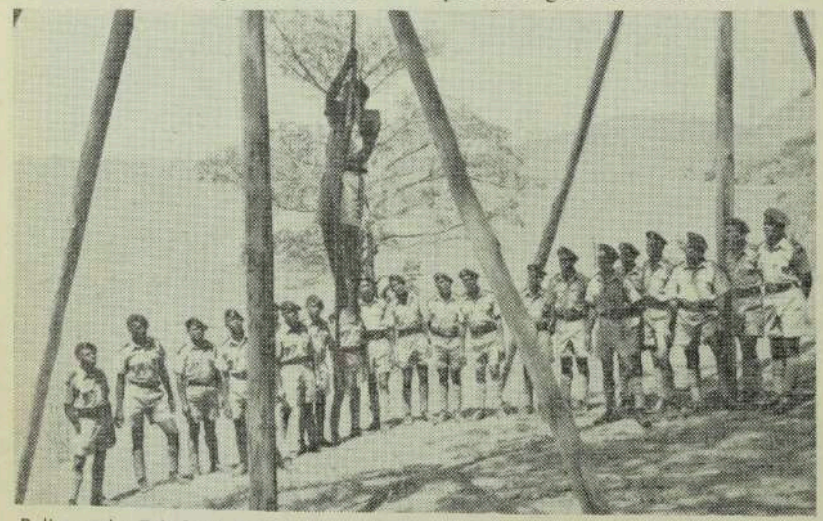
Director of cadet training is Senior Inspector W. M. Burns, who has been with the RPNGC for 16 years. For 10 years he was in charge of the Police Training Depot at Goroka, which closed in 1960. Since then all police training has been concentrated at Kila.

He will be principal of the new Police Training College at Bomana, tenders for which closed in December. The first stage of construction, which includes classrooms, administrative and service blocks, roadworks, parade grounds and sports ovals, is expected to be completed by next November.

It will accommodate 40 cadets, but the number of cadets will be increased to 60 when the third stage of the college is completed.

Superintendent B. Holloway, in charge of actual cadet training, says the syllabus for the new college will be the same as that at Australian police colleges.

Training will include law, police regulations and administration, fingerprint technique, physical training, sport and general education.



Police cadet Tek from Manus climbs the practice rope at Kila while the team looks on. Kila depot is right by the sea.—P-NG official photo.

GOOD SUGAR INDUSTRY PROSPECTS IN FIJI

From a Suva Correspondent

The position of the sugar i dustry in Fiji appears to be ve satisfactory.

THE four sugar mills have be crushing steadily since the begi ning of the season, and the indicatio in early December were that all r quirements would be met.

The world demand for sugar h been good. It has been stimulated the refusal of the United States accept any sugar from Cuba duri most of 1962. Australia and F sugar growers have benefited accor ingly.

The sugar-growers of Fiji have be encouraged to plant liberally for ne season. The estimated requirement planters up to November 7 w 34,095 acres; and the estimates of t millers at the same date showed th 32,015 acres—or 93.9 per cent. had been planted. This seems to e sure a satisfactory season in 1963.

The Legislative Council agreed a resolution in December that t Government should be empower to guarantee a loan to the Sug Board from the Sugar Price Stabilis tion Fund for housing and oth purposes. Some members, in va asked for Fund loans to be extend to farmers.

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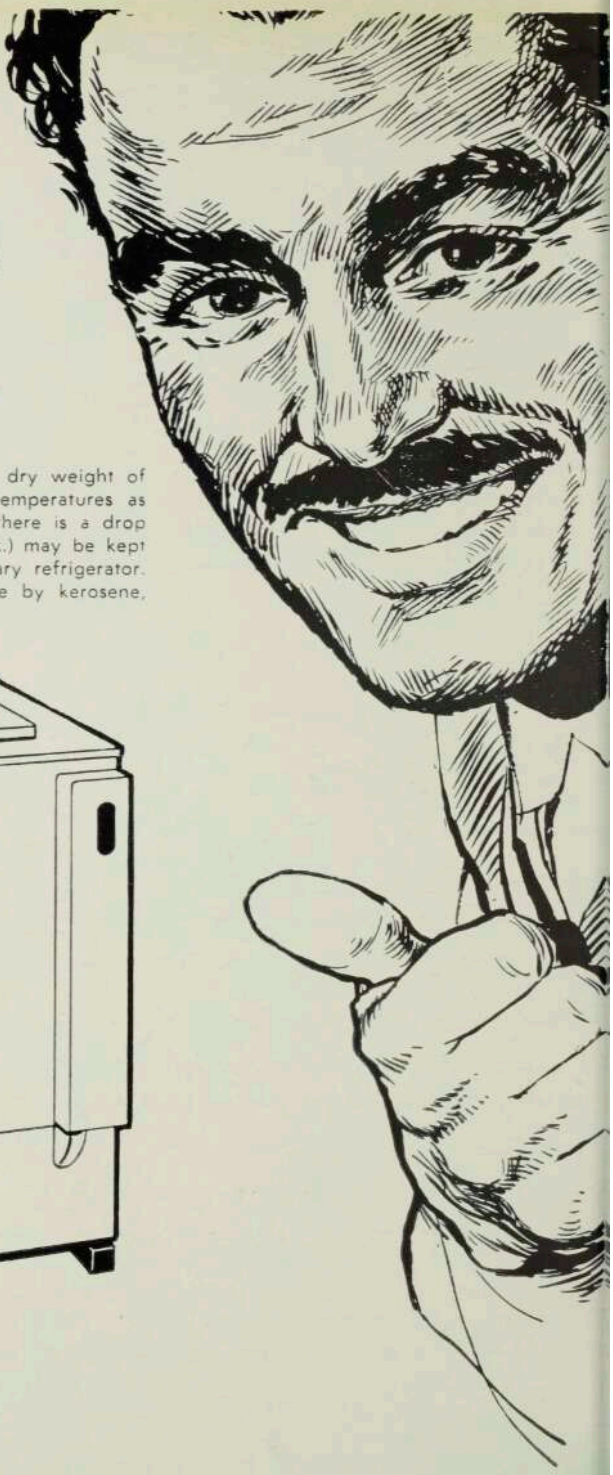

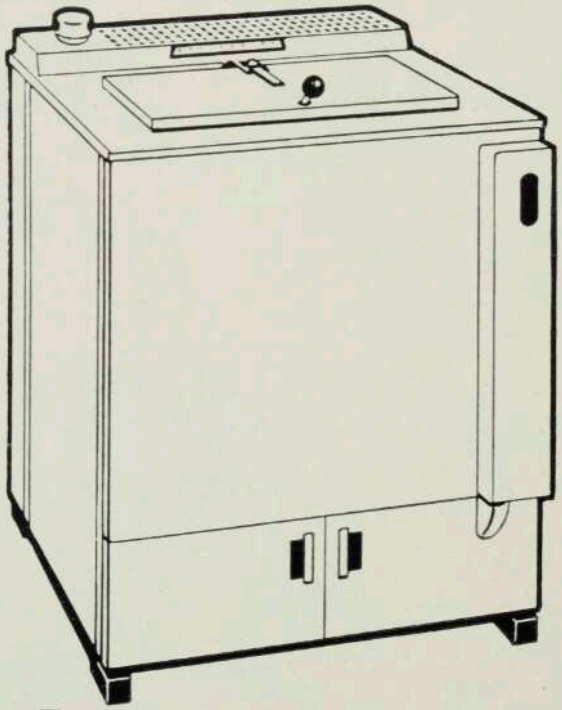

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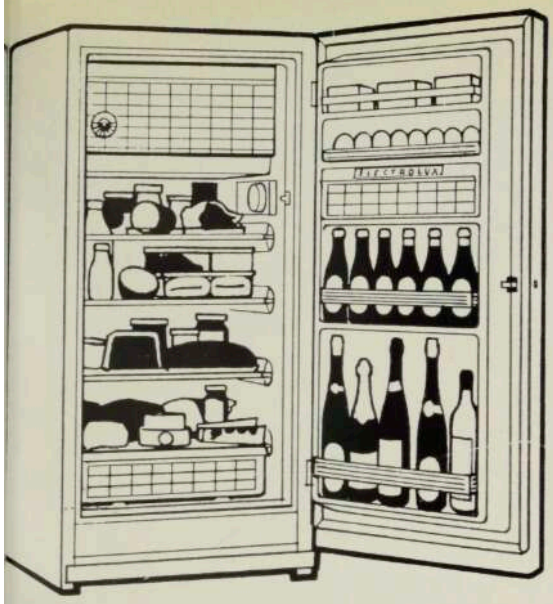

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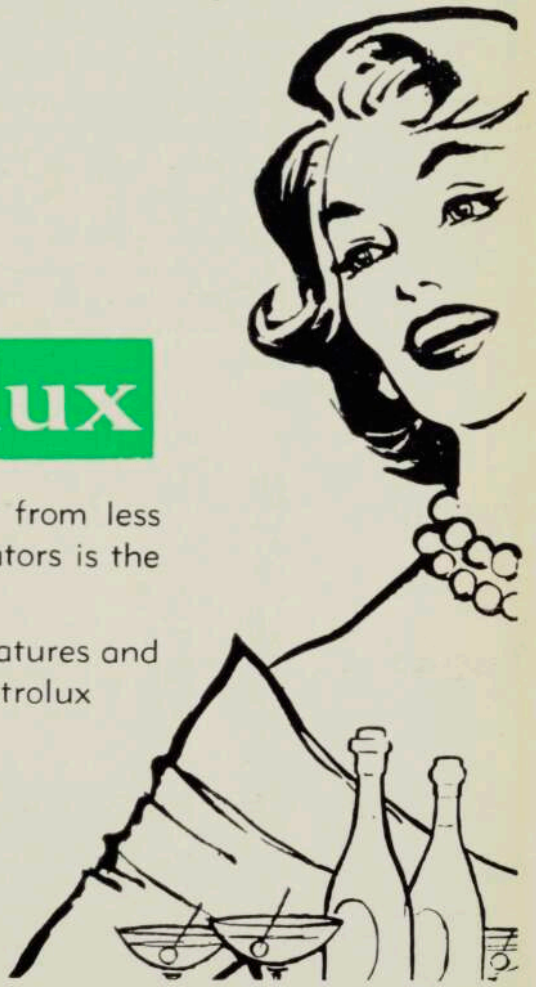

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1962 – THE MOMENTOUS YEAR!

Swift Developments Brought Major Changes In The South Seas

When historians of the South Pacific look back on 1962 in the years ahead, they will undoubtedly regard it as one of the most momentous—possibly *the* most momentous—since the Spanish explorer Vasco Nunez de Balboa gazed down from a peak in Darien in 1513 and named the ocean the Great South Sea.

The year 1962 saw what was possibly the beginning of the end of European colonialism in the South Pacific when the New Zealand Government granted independence to Western Samoa.

It also saw the beginning of Asiatic influence in the South Pacific when Holland lost West New Guinea, its last East Indies possession, and Indonesia moved in.

Where would Indonesia move next?

The Fautua—Heads of State of Western Samoa—Malietoa and Tamasese.

The flag of newly-independent Western Samoa is red, with white stars on a blue field in the top left corner. The stars are in the form of the Southern Cross.

THERE were many other changes and innovations in the area during the year which future historians will regard as significant. So we're stopping the clock and looking back to see exactly what did happen month by month.

JANUARY: After 47 years of New Zealand rule, preceded by 15 years of German rule, Western Samoa attained independence on January 1 with Tupua Tamasese Mea'ole and Malietoa Tunamafele as Heads of State and Fiame Mataafa Faumuina Mulinu'u II as Prime Minister.

* * *

Three Indonesian motor torpedo boats opened fire on a Dutch reconnaissance aircraft off the south-west coast of West New Guinea on January 15. A Dutch naval vessel returned the fire and sank one of the boats. The Dutch later announced that the three torpedo boats had contained more than 100 Indonesian soldiers and that captured documents revealed that the soldiers were to be put ashore to wipe out a Dutch Administration post.

FEBRUARY: In Lae, New Guinea, a big team of international scientists made perfect observations of the total eclipse of the sun. The eclipse caused consternation among many New New Guinea natives, some of whom

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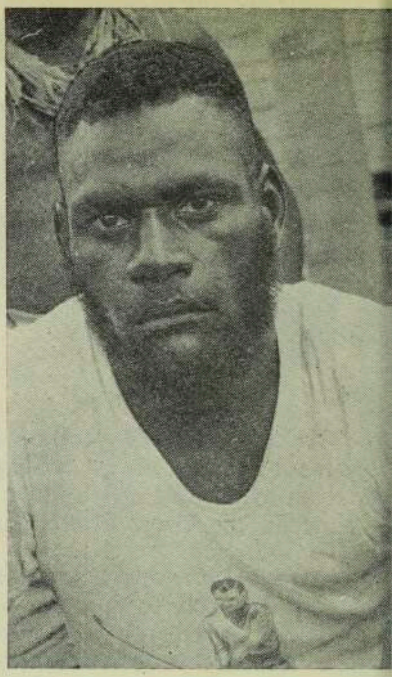

Bearded ex-schoolteacher Francis Haga one of the rebel leaders, in the Buka ta troubles in February.

had laid in supplies ready for a lon period of darkness.

* * *

On Buka, Bougainville, Ne Guinea, more than 1,000 villagers c the small hamlet of Hahalis attacke police sent to arrest some of ther for tax evasion. The resulting troubl ricocheted in headlines around th world, and the public learned for th first time of a movement known a the Hahalis Native Welfare Society which operated a form of homespu communism, and in which the com munity's single girls, housed togethe were encouraged to breed.

* * *

Nauruan leaders arrived i Canberra for talks on the future c Nauru, whose people will have t move before the phosphate deposit are exhausted in another 30 years The talks, held in secret, were on of a number of moves made to settl the problem of where the Nauruan new home should be—in Australia c on an island near Australia.

* * *

The West New Guinea Council, i Hollandia, decided it wanted th country's future decided by 1970 The Council decided it was of n importance who administered th country before provided the right c self-determination was guaranteed

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donesia was ruled out because it ould "not allow the Papuan people decide for themselves in freedom".

* * *

The Melbourne Herald announced at the Australian Government had itched its policy on West New uinea. It said the Government had cepted the view that Indonesia ould soon gain control of West New uinea and that it was better to have donesia as a friendly neighbour with common frontier rather than risk ustralian security by supporting the utch.

ARCH: Legislation providing for trade unions nongst native workers and for the ght to strike was passed at the NG Legislative Council.

* * *

In Suva the Rt. Rev. J. C. Vockler as enthroned as Bishop in Polynesia, place of Bishop Kempthorne, who tired after 39 years in the post.

* * *

The Netherlands New Guinea oblem began to build up politically wards a climax long expected by e West and promised by Indonesia that of a full scale attack by the donesians. Talks began in Washing- n between the Netherlands and donesian delegates, with Mr. sworth Bunker acting as third rty.

* * *

The Assemblee Territoriale in ew Caledonia was dissolved follow- g the refusal of Lenormand's ajority party to accept the agenda oposed by the High Commissioner. he issue was over whether the New aledonian Government should give e Nickel Company a subsidy in e form of exemption from export ty. New elections were fixed for pril.

PRIL: New elections in New Caledonia put Lenormand's party back again with an increase of two seats. The result was garded locally as a heavy defeat for usiness and the French Administration.

* * *

A New Guinea Patrol Officer, Otto lder, was acquitted on a charge of aving unlawfully burned native uses while on patrol. The case d caused considerable public comment in the Territory, especially mong Native Affairs officers who lt that regulations did not allow ough latitude for field staff to carry t dangerous work.

Fiji's Attorney-General, Mr. Ashley Greenwood, said Communist countries were taking a great interest in the South Pacific, and Fiji could not be too complacent. He revealed that a Chinese Communist cell had been discovered in Fiji.

* * *

America began nuclear testing at Johnston Island. Parties of American scientists were scattered throughout many Pacific islands for the tests.

Western Samoa's first budget following independence showed a deficit of £260,000 and development expenditure was cut drastically.

* * *

In New Caledonia the Assemblee Territoriale moved that France be invited to recall Governor Pechoux. That night a bomb exploded outside a Lenormand party newspaper office and the Government clamped down security measures, banning public assembly for 15 days.

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A Mission from the UN Trusteeship Council headed by Sir Hugh Foot visited Nauru and then went on to New Guinea. There was much speculation about the outcome in both territories.

* * *

Because of a shortage of able-bodied males, Pitcairn Island put out a "come home" call to Pitcairn Islanders living abroad. Pitcairn's population was then 115 with a male work force of only 22.

MAY: Malietoa, one of West Samoa's two Heads of State, and Miss Teresa Hunter, were married quietly near Apia in May. She is Malietoa's second wife.

* * *

At the end of the UN Mission's six weeks' tour of New Guinea, leader Sir Hugh Foot announced that Mission members had been struck by the good relations between all sections of the population, but at the same time had found impatience with "remaining survivals of discrimination".

* * *

The day before Sir Hugh's statement, Canberra announced that Papua-New Guinea natives would be allowed to drink liquor, and a committee would be set up to decide how best to alter the laws.

* * *

Captain Kenneth Walker, an American, landed at Brisbane airport after the first solo flight across the South Pacific from America in a single-engined aircraft.

* * *

It was announced that the Japanese were to take part in a tuna canning industry based at Rarotonga, Cook Islands. The Japanese would provide boats and crews to supply the tuna to the cannery, and also train Cook Islanders in tuna fishing.

* * *

Mr. V. J. Andersen arrived in Tarawa as new Resident Commissioner for the Gilbert and Ellice Islands Colony. He announced that it had been decided the GEIC was to be given "a measure of constitutional advance" and that details would be announced shortly.

* * *

More than 600 Indonesian paratroopers had landed in West New Guinea, and fighting was going on between them and Dutch forces. At last it was war, unofficially anyway, and on a small scale. The Indonesians were using aggressive infiltration tactics.

Sir Hugh Foot, leader of the United Nations mission to New Guinea.

There was something of a flurry in South Pacific trade circles over possibilities of a lucrative market for bananas in Japan. Tonga, West Samoa and Fiji were all involved, and Japanese businessmen arrived in force for discussions. Traditionally Islands bananas had always been sold to NZ.

JUNE: In New Guinea it was announced that American space tracking stations would be built on Manus and Buka, New Guinea, and might be finished by the end of the year.

* * *

Nauruan Head Chief Hammer DeRoburt in Canberra urged creation of an independent Nauruan nation, governed by the Nauruans but related to Australia by a Treaty of Friendship.

* * *

West Samoa, Fiji and Tonga held joint trade talks for the first time. The meeting was in Apia and centred around banana export possibilities to Japan.

* * *

Celebrations lasting over several days marked the centenary of Tongan Emancipation—the adopting of a code in 1862 to unify all Tonga.

JULY: It was reported in *PIM* that some member Governments of the South Pacific Commission were concerned that should Indonesia take over sovereignty of West New Guinea from the Dutch, Indonesia might be in a position to ask for membership of the SPC, and thus become a South Seas influence.

* * *

The Fifth South Pacific Conference met in Pago Pago, American Samoa, with 64 delegates and advisers from 16 Pacific Territories, Tonga and Western Samoa. Behind the scenes proposals were discussed for a review conference of the Commission to find out where the SPC was headed.

* * *

American Samoa was putting the finishing touches to the biggest face-lift in its history. New roads, buildings and a new international jet airport were completed.

* * *

Fiji enacted new liquor laws, allowing "open go" drinking by males of all races. Women would require permits.

* * *

A 25-man Government-supported New Zealand trade mission was making a big impact in a concerted trade drive in the South Seas.

* * *

The Cook Islands were promised full internal self-government. An executive committee of the Legislative Assembly was formed as a forerunner of Cabinet Government.

* * *

Antagonistic reaction of the Papuans of West New Guinea to the Indonesian infiltrators was surprising the Indonesians, who had believed they would be accepted as "liberators".

* * *

The Foot Mission to Nauru and New Guinea released its report. The main recommendation in New Guinea was that the Territory should prepare for a Parliament of 100 in 1964, elected on a common roll. There was much criticism of this proposal.

The Foot Mission to Nauru reported that the island should move quickly towards a Legislative Council. On the question of a new home for the Nauruans, it said Australia had to take the initiative and give the Nauruans concrete proposals which would establish them on their own island or settle them in a suburb of an Australian city.

* * *

The secret negotiations in Washington between Holland and Indonesia on the future of West New Guinea were entering what was described as "a promising new stage".

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9
FLIGHTS A WEEK TO
LONDON
QANTAS 707 V-JETS
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AUGUST: Papua-New Guinea abolished ensorship of films shown to the ative people—one of the discrimina-ons to which Sir Hugh Foot had eferred after his UN visit in April.

* * *

The 20th anniversary of the uccessful landing of the US Marines n the coast of Guadalcanal, BSIP, as celebrated there on August 8.

* * *

Western Samoa and New Zealand gned a Treaty of Friendship in pia.

* * *

Reports from Tahiti said France as planning to establish a missile-unching base on Mangareva, in the ambier Archipelago.

* * *

Holland and Indonesia announced a surprised world that West ew Guinea would be handed over the UN on October 1, and the N would hand it over to Indonesia May, 1963. Indonesia would uarantee the Papuans a plebiscite n self-determination in 1969, UN epresentatives remaining until then.

EPTEMBER: Thousands of Dutch-en and their families were leaving etherlands New Guinea as 350 ears of time ran out for the Dutch that part of the world. Only out 400 of the 2,400 Dutch public rvants agreed to remain after the N takeover.

* * *

Nauruan leaders on another visit Australia were shown several lands off the Queensland coast hich they hoped might be suitable r a new home for the Nauruan eople.

CTOBER: Mr. W. D. Forsyth was ap-inted Secretary-General of the uth Pacific Commission, to take up s post from March, 1963.

* * *

The Nauruans decided to suggest the Australian Government that ey be given Fraser Island, off ueensland, as their new home.

* * *

Ten men from the Tongan yacht *uaikaepau* were rescued from linerva Reef, Fiji, after two ship-ates survived an heroic voyage to adavu in a makeshift boat. The cht had been wrecked three months rlier. Five men had died.

Mr. V. J. Andersen, Resident Commissioner of the Gilbert and Ellice Islands Colony.

The age-old isolation of the Gilbert and Ellice Islands Colony must end, said the Resident Commissioner, Mr. V. J. Andersen, at a Colony Conference. The colony had to explore every means of economic development, including tourism, he said.

* * *

There was concern in New Caledonia over a recession, with most exports down.

* * *

A Select Committee of the Papua-New Guinea Legislative Council proposed that P-NG enlarge its Council in 1964 from 37 members to 65—55 of them to be elected on a common roll. The recommendations were approved by the Commonwealth Government, and plans were begun to work out the details of the common roll.

* * *

A bill granting Papua-New Guinea natives of either sex the right to drink liquor of any kind was passed by the Legislative Council following a report by a committee on liquor.

* * *

The UN flag was flown in West New Guinea as Dutch rule ended on October 1. Indonesia began sending in administration officials to fill the gaps left by the Dutch, all of which could not be filled by the UN. It was announced that the Indonesian flag would officially fly from January 1.

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NOVEMBER: Fiji decided to remove uty on some luxury items sold in ne Colony, to encourage more spend- ng by tourists.

* * *

The Governor of Fiji, Sir Kenneth Maddocks, announced that the time ad come for Fiji to accept greater olitical responsibility. He invited ne people to give their views to the nder-Secretary of State for the olonies, who would be visiting Fiji arly in 1963.

* * *

Papua-New Guinea's new drink aws came into effect on November . Drinkers behaved themselves.

ECEMBER: A new era in telecom- nications between Fiji, NZ, and ustralia began in Decen ber when ie second link in the trans-Pacific able project—between Auckland and iva—came into operation.

* * *

Tupua Tamasese, one of the two Vest Samoan Heads of State, was avely ill in Apia—fighting a ill- ess which had kept him in ed for any months.

Territories TALK-TALK

Whilst thumbing through some reference books the other day in an attempt to answer queries about the discovery of New Guinea, by whom and when, and the origin of some of the place-names, I came across a few interesting statements, which could have been facts, dealing with the island's early history.

With Tolala

THE enquiries came from overseas. They invariably do; because it seems that we as Aussies—as a general run—couldn't care less who discovered New Guinea or whence the derivation of the various names.

We aren't particularly concerned whether it was the Portuguese navigator, Antonio d'Abreu, in 1512 or the Spanish governor of the Moluccas, Jorge de Menezes, in 1526 who made the discovery, or for that matter it could have been Billy Hughes in 1929, Eddie Ward in 1943 or Paul Hasluck a decade later. The majority of us are more concerned with the changing present or the problematical future.

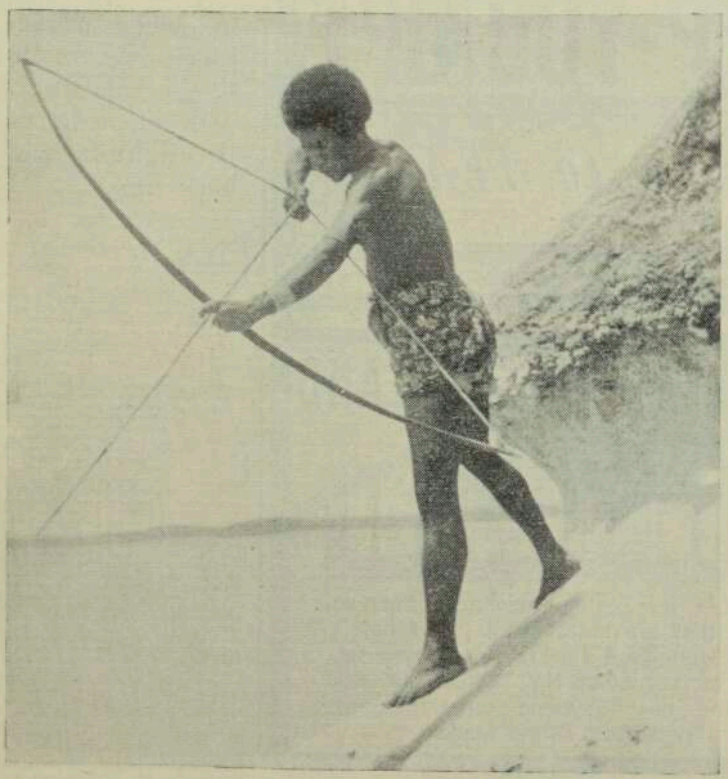
However our culture being what it is, history does form a part. We don't want to delay in gathering the data and recording them. And we must make the facts available to the general public in such a manner that they are accessible so nobody has to delve into contradictory records in remote government departments.

There are "contradictory records" in the confusion as to the first discoverer of New Guinea. Was it the Portuguese, d'Abreu in 1512, or the Spanish Governor of the Moluccas, who is described as Portuguese?

Was there any funny business in those days between Portugal and Spain as a result of the Treaty of Tordesillas, signed in 1494 between the two countries when they agreed to partition all newly-discovered land east and west, respectively, of the imaginary line drawn by Pope Alexander VI, one hundred leagues west of the Azores?

It was de Menezes who gave the island the name of "Ilhas dos Papuas" (derived from the Malay word *Papuwa*, meaning Frizzy-haired).

It was de Retes in 1545 who called the north coast of the island Nueva Guinea, from its resemblance to the West African Guinea coast. And this is an interesting point: the name Nueva Guinea was adopted by the Flemish geographer, Gerhadus Mercator, on his world map of 1569 and which is still in use.



Frizzy-haired natives such as this prompted the explorer de Menezes to name New Guinea "Ilhas dos Papuas".

Origin of Names

The Bismarck Archipelago was first named the New Britain Archipelago by William Dampier in 1700, and then when Germany took over the name was altered in 1885; Carteret in 1767 gave the name of Nova Hibernia (New Ireland) and also the Duke of York Group, which were later re-named Neu Mecklenburg and Neu Lauenburg by the Germans.

But did you know that the "Mother" and the "Daughters" peaks around Rabaul were named by Dampier in 1700? Or that the

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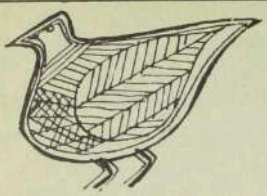

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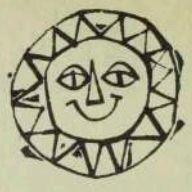

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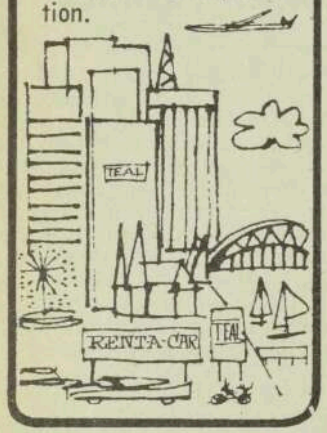

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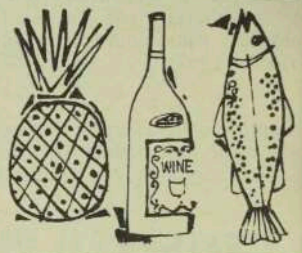

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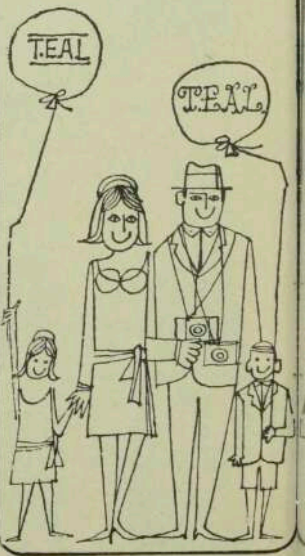

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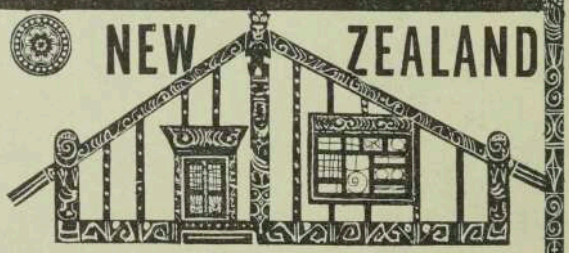

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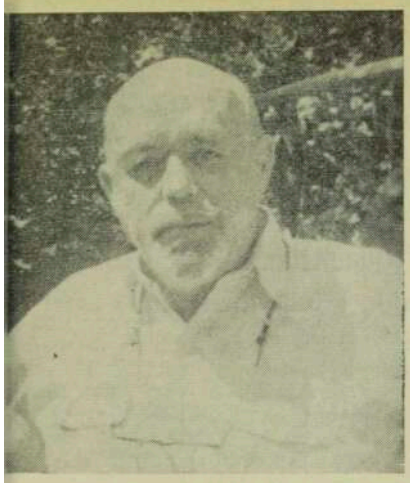


G. A. V. Stanley.

Abgarris, or Fead Island Group, was named after the whaler *Abgarris* in 1822?

And that Tabar, Lihir, Tanga and Feni islands were discovered by Tasman in 1643?

The Admiralty Group (Manus) is said to have been discovered by Grijalva in 1537. He was afterwards murdered by his mutinous crew. But whence comes "Admiralty"? I do not know.

Le Maire and Schouten in 1606 sighted them and called them a part of the "Twenty-Five Islands". The name could have been given by Carteret in 1767; he it was who named Djaul Sandwich Island after the First Lord of the Admiralty at that time. Djaul is the native name.

In a New Guinea newspaper I notice columnist J. D. McCarthy refers to the need of a New Guinea library, as suggested by Mr. Oram of the National University.

He mentions the G. A. V. Stanley collection of New Guineana which G.A.V. offered to the Territory, but which was not accepted. I saw it in 1955 when I made a visit to Moresby. It is a wonderful collection of valuable books; the finest private library I have seen.

It is to be hoped that it is not lost to the Territory.

A Forgotten Poet

I quote from a *PIM* item, with a date line "Port Moresby, March 1.":

It has been officially announced that Kieta has been selected to be the deep-sea port of Bougainville, and the construction of a wharf and copra shed—as first steps towards providing deep-sea berthage—is to begin soon.

The date? April, 1952. How soon? Echo answers: How soon?

A Page From The Past

Sometimes when I am feeling lonely and long for a touch of old Islands' nostalgia I get a copy of *PIM* from my files and browse through the pages. Only the other day I had such an urge and it was the May, 1952 issue, I picked up.

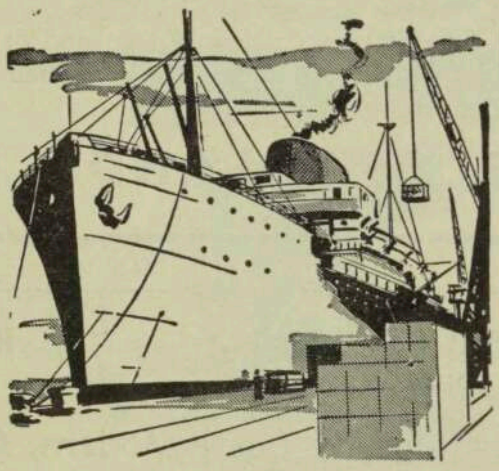
There I came across Heinrich Rudolph Wahlen's story of "How I Repopulated the Ninigos". It is a most interesting article and deserves to be included in historical archives of the Territory (if and when any such collection is made).

Herr Konsul Wahlen—as he was popularly known in the early days when he was Swedish Consul in Rabaul—describes how in 1902 when he took over the Western Islands (sometimes now referred to as "The Forgotten Islands") most of the atolls were thinly populated.

For humanitarian purposes as well as an eye to future native labour requirements, he evolved a scheme of importing Buka males as suitable stud stock. It worked out satisfactorily for all concerned.

He refers to the Anchorites Group, where there were only 36 inhabitants when first he visited it. There is now I understand no population at all. From here he received as a gift the son's chief to work for him as a house-boy at Maron. His name was Bullukau.

A few days ago I received a letter from an old-timer who knows the



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estern Islands well. He said that ahlen had written to him enquiring out this old retainer, and asking there was anything he wanted.

Bullukau, with his wife Poni, are l on Maty Island (part of the Wes- n Islands) so my scribe said, and was the last of the Anchorites.

Surely that is something worthy of e. (Wasn't it Fenimore Cooper o wrote a book about the *Last of Mohicans?*)

My correspondent continued that llukau's eye-sight had been failing he (the writer) had been able make arrangements with George ittaker for suitable eye-glasses to made and now Bullukau and his e "have a new lease of life". He ds: "Bullukau must have been serv- whites for well over 50 years— te a record, I'd think."

And *a propos* of the "Forgotten nds" this correspondent adds that PHD spraying team has again ited Maty Island and sprayed the ive village houses a second time the course of the anti-malarial npaign.

Let's hope now they become the les of Remembrance" instead of "Forgotten Isles".

le Bob Moody

Having finished the book review ges with Judy Tudor (*PIM*, c., p. 93) I picked up my Satur- 's *Sydney Morning Herald* and, usual, turned to the back page l there saw the name "Shaw- body, Robert", amongst the deaths.

This rugged old pioneer, whose tures had gazed up at me from December *PIM* page and whom I l known so well in the B4 days, l passed to his rest on November at Hall's Creek, aged 75.

Rest peacefully, Bob. It is well de- ved and there are many old New inea friends who will mourn your sing.

ose Peregrinating ns

t was with a considerable degree interest I read the story from a Hagen correspondent concern- N.G. Highlanders' reaction to the d" Press (*PIM*, Dec., p. 9) from ich P-NG has been suffering. The ritory has been suffering for too ny years at the hands of itinerant ters, especially from the Australian vspapers when New Guinea be- nes world news. It is unnecessary me to say, "I told you so." Most ders will recall that for some years v I have been emphasising this he danger which so many of these sensational, "objective", highly-coloured stories from the pens of itinerant special correspondents are to the Territory as a whole.

It's welcome to learn that an appreciation of this danger and a proper evaluation of the articles have been recognised by a coterie of practical and progressive organisations centred in the Highlands. Undoubtedly they are a community capable of getting things done.

There are some wise heads amongst them—not the least of them Tom Ellis whose remarks hit the target as efficiently as did his bombs in the last war.

My one regret is that this awakening did not take place years ago, before the bad impression had been made on the somewhat limited mentality of the Australian reader in regard to NG affairs, and prior to the Afro-Asian bloc assuming such an influential force in UN.

However, better late than never, and here's wishing them all success in their counter-propaganda campaign to put P-NG in its proper place in the sun and demonstrate some aspects

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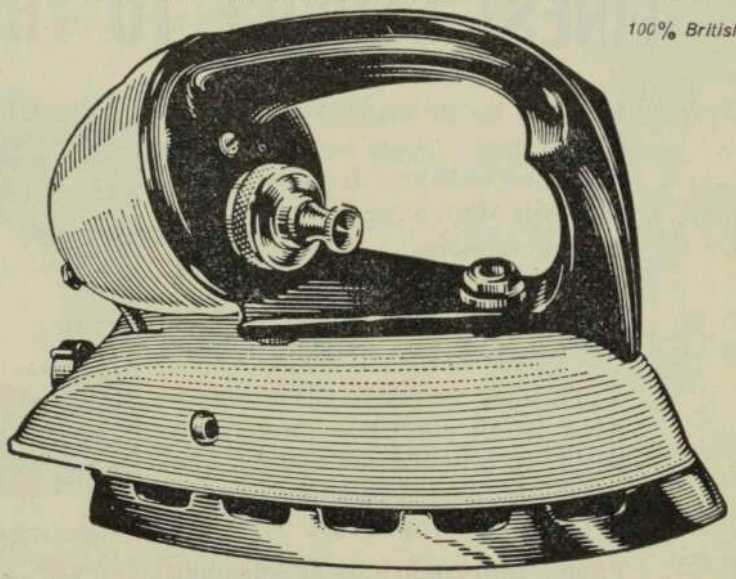

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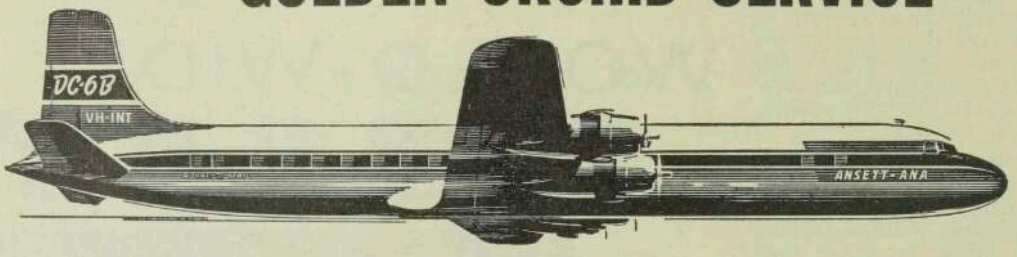

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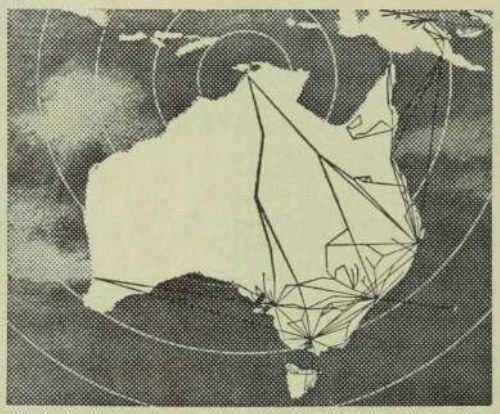

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loyalty, not only to themselves, ıt to the country which bred them.

Mightier Than ıe Sword"

I don't want to be-labour the issue ıt this matter of the Fourth Estate ıd the pen being mightier than the vord is naturally a topic very near my heart, having been connected ith the Press for nearly 60 years. ıat is a long time in anybody's life-an.

It was about two centuries ago ıat the noted British statesman, Ed-und Burke, made his famous ref-ence to the Fourth Estate that here were Three Estates in Parlia-ent" (the Lords Spiritual, the ɔrds Temporal and the Commons) ut in the Reporters' Gallery yonder, ere sat a Fourth Estate more im-ɔrtant far than they all."

That power has not diminished; in ct it has grown to unprecedented oportions, as everyone knows.

In more recent years its sub-liaries such as advertising agencies, blic relations bureaux, radio, TV, ve become mammoth enterprises, ntrolling information, and catering r public requirements (which are often non-essential).

As a result the John Citizens, too any of whom have lost their indivi-al initiative owing to Welfare State nditions, and other people thinking r them, are more than ever suscep-le to high-pressure sales talk, ıether it is buying things they don't ally want, or believing fantastic ɔries of racial discrimination in ew Guinea, and of native unco-erativeness.

A point, I think, which the High-ıd folk (and all other P-NG folk ıo think along the same lines) ɔuld realise is that the danger lies t so much with the individual re-rter (usually easily identified by his y-line") as with the executive who ıds him out to get the story.

I have yet to find a top-level news-per executive who permits the pub-ation of a story which is contrary the paper's policy.

A good journalist writes what he is d to write. He is quite capable of ɔorting the same circumstances ɔm an entirely different angle: ıried highlights here and there; a ange of nuance now and then; ig-ring some events; emphasising ıers.

So the counter-attack by the High-ıders will have to be directed ainst the top-level strata—the Es-ɔlishment—and not those working the lower level.

And when you bump the Upper Strata . . . Oh, boy! You have a problem. It would even be difficult for a "Letter To The Editor" to be published about a truly controversial matter, which might be an embarrass-ment to the Establishment.

All this may sound unencouraging to these people who quite rightly want to rectify a wrong. And there is no doubt but a wrong has been done to them over the past years. What I do want them to realise, how-ever, are the problems with which they are faced.

Actually the problems should never have arisen, as the folk in P-NG know too well. We have done a good job up there—officials, private enter-prise and missions.

Although at times there have been some differences of opinion, nothing particularly basic has been wrong. During the past decade there has been sniping from international on-lookers, as a result of global anta-gonism towards "colonialism", and the Australian Press has undoubtedly supplied pegs upon which to hang Afro-Asian propaganda.

It would not worry us too much except for the fact that that very word "propaganda" is one of the modern world's greatest curses when it is not based on fundamental truths.

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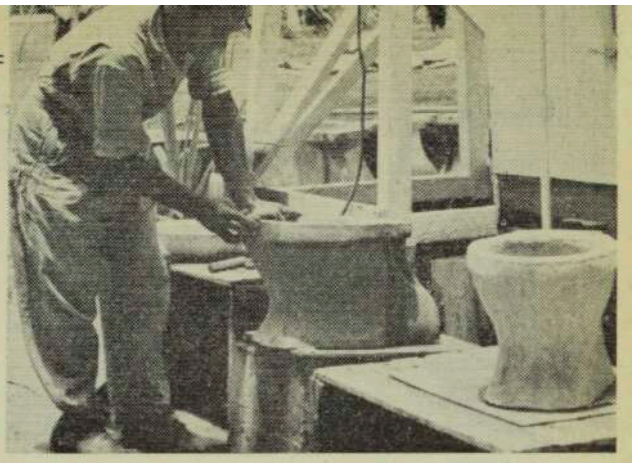
Sydneysider Goes Walkabout

Tonga Tourist is Not Amused



"Tonga makes its own means of sitting, at a cost 20 times cheaper than the imported variety." A workman puts the finishing touches to lavatory pedestals in Nukualofa.

Tonga like most of the islands of the Pacific is attracted to the tourist dollar—but it would like to have it without the tourists, who, it is felt in high places, might "spoil the people".

AT present the Tongan fears are groundless. There is little to nuse the tourist in Tonga and virtu-ly none of the facilities that such aces as Fiji and Tahiti are now ıxious to supply to visitors.

The energetic caller can see all of ongatapu's sights in a day — the ove where the bats hang head first om the trees in rows, the blow-les, the haamonga, the tombs of e kings, the Queen's palace on the reshore and even "Captain Cook's rtoise".

There is no swimming pool, staurant, coffee or tea rooms and e only hotel, Beach House, is un-ensed and unpublicised.

Beach House, like just about every-ing else in Tonga, is government-vned, but leased by Fiji Airways hich operates the once weekly air rvice from Suva, and sub-let to Mrs. lla Riechelmann, who runs it.

How old it is would be hard to dge but its architecture is distinctly id-Victorian, South Seas Colonial th verandahs and dark interior oms, push-out shutters held up by ttens, and many additions that have curred from time to time especially in the way of bathrooms and the usual offices. It has eight bedrooms none of them singles and sharing is the general procedure, like it or not.

With thin matchlining for partitions, Beach House gets a two-sleeping pill rating in my private hotel grading list—zero being my bed, in my own room, in my own house, in Sydney.

During the once-fortnightly period when Fiji Airways remains in Nukualofa from Thursday noon till Saturday, Beach House seethes as much as an eight bedroom establishment can ever seethe, and few of the nocturnal habits of guests can remain secret from the other guests for very long. On these nights there seems only a breath space between the late-comers who stamp in in size 10 field boots, full of cheer and Yacht Club beer at 2 a.m., and the early risers who tune in to the BBC on their private transistor radios at 6 a.m.

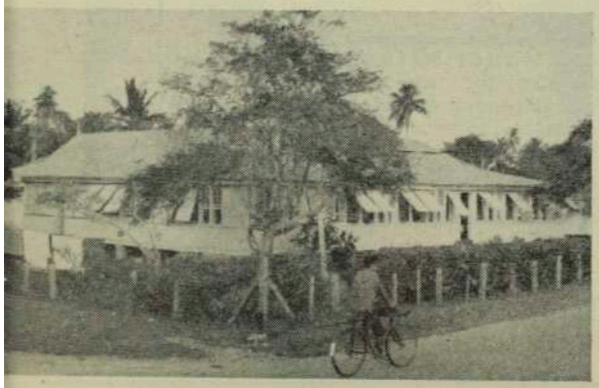
In recent months Nukualofa has had an influx of Americans observing the effect of their various atomic blasts in the Pacific. All but a handful have now departed, the remaining clutch being scientists of the Lockheed Corporation who have found some radiation band established somewhere in space above Tonga peculiarly interesting.

Mrs. Riechelmann runs Beach House as a civic duty and not because she wants to. She has been trying unsuccessfully to interest someone else in the venture so she can retire with honour, but so far there are no takers.

Now that Tonga's so-called tourist hotel venture has fallen through, it looks as though she will be stuck with it for some time yet. Local residents point out the large area on the sea-front, with its heaps of building sand, as the place where the tourist hotel was going to be, but now isn't. It was to be a joint enterprise between the Tongan Government and an American who married a local girl and who is alleged to be a millionaire. What caused the rift in the lute is unknown, although local opinion is that the Government imposed so many restrictions that not even a millionaire would have it on.

So, for the time being, the hotel joins the tuna industry, decimal coinage and numerous other enterprises that are on the pad but not yet ready for launching.

* * *



Nukualofa's Beach House is "distinctly mid-Victorian, South Seas Colonial".

PUBLIC IMAGE

Tonga is often presented to the world through the public image of go-ahead one-idea-a-minute, Prince Tungi—who is Premier, Minister of Foreign Affairs, Minister of Agriculture, Minister for Education, Ministerial head of the Broadcasting, Telegraph and Telephone Department, Chairman of the Copra Board and Produce Board, etc.

How much the ordinary Tongan

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o-ahead one-idea-a-minute Prince Tungi.

s gained behind this facade of get-o-and-go, the projected new industries and some extensive new uilding (that throws the older, more mshackle, rest of Tonga into arper relief) is harder to define.

The ordinary Tongan probably has ore bicycles and more transistor dios than he ever did (there are ecial means by which these can be quired easily and cheaply), but by d large he looks as grubby and impoverished as he ever did.

And he certainly isn't any closer real democracy in spite of his long-tablished Parliament. Tonga is run a feudal state and what the rulers y goes.

The voice of the so-called People's arty is weak and feeble, and Europeans—such few as still remain—have ng ago given up saying anything. me now appear afraid to criticise openly oppose—or they say that ey are—in case things are made orse for them.

These quidnuncs—all strictly off e record, of course—say that Tungi ill get rid of all of them in time. hat he will set up a Government ading corporation in opposition to e Big Firms; and that he would, he could, inveigle an American mpany to operate with "big planes", take the place of Fiji Airways.

Prince Tungi's antipathy towards A.—if indeed he has one at all—obably has more to do with the size the aircraft at present in use than ything else, although it could also part of his love of playing in new ck yards.

Fiji Airways' small Herons provide excellent service, probably best fitted to the present potential passenger loading, and for people of modest size who are content to sit in one spot for three hours they are perfectly comfortable.

But their interior dimensions are not tailored to fit 20-stone Tongans and Prince Tungi's yen for something bigger can be excused.

Europeans have never owned Tongan land but long plantation leases were granted in the early days. Most of these leases are now expiring, and they are not being renewed.

Planters whose land is thus being resumed are not compensated in any way although they can sell stock or buildings, if they can. No one sees anything out of the way in this (unless it's the planters); it is said merely that "they did very well in the past".

Among the non-Tongans there are about 100 who are virtually stateless. Most of these are of German or Scandinavian descent who either because they could not, or would not, never acquired Tongan citizenship, but clung to that of a European father or grandfather.

Now they cannot acquire British nationality presumably because residence in Tonga does not count as British; and no other nation seems

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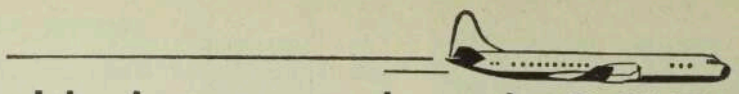

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Nukualofa from the air, as seen from the seat of a Fiji Airways' Heron.

keen to extend protection to them. During the first war, those of German parentage were prevented from carrying on business, but this did not incline Germany towards adopting them when petitioned by the German-Tongans some years later.

The Stateless 100 now are the concern of the British Consul in Tonga who provides them with certificates of identification, instead of passports, when they must travel out of the Kingdom.

* * *

BUILD YOUR OWN

A WHO environmental sanitation team under the direction of a Filipino engineer, a Mr. Adan, is currently doing something about Tongatapu's water supplies.

They have got a pilot reticulated scheme going at Houma, on the western end of the south coast, and expect to complete the project with 28 more village and school schemes before the end of 1963.

Flat Tongatapu has no streams, and depends for water on roof catchment and, when this fails, from wells. Because of these patchy water conservation methods. Tongatapu sanitation is of the deep-pit latrine type. Deep-pit latrines and deep wells add up to such endemic diseases as dysentery and typhoid and a former Medical Director was finally able to interest WHO in the problem in 1958.

Mr. Adan, a small man who looks even smaller amongst the mammoth Tongans, but who has a great sense of fun and twinkling bright eyes, reckons that if he can get a sufficiently reliable water supply to substitute flushing toilets for the deep-pit latrines, Tonga's enteric-type diseases will be close to cured.

The cheapest and easiest means to this end would be the so-called Asian-type lavatory—the hole in the floor with foot rests.

"But," says Mr Adan, his brown eyes creased in laughter wrinkles, "the Tongans just don't like to squat —they like to sit."

Tonga To Mint Gold Coins

Legislation for Tonga's long-heralded decimal currency is now on the statute books, but when the changeover from £ s. d. will come is still unknown.

The stage is all set, however, for launching Tonga's new gold coins in 1963. These are, purely and simply, a gimmick, and it is pleasurably anticipated that the Kingdom will make £20,000 a year on them from people who feel they have to own one.

The coin will be called a "koula" (koula meaning "gold" in Tongan), and will have a face value of £T20 (equivalent to £A20). It will have £A15 worth of gold in it and cost £1 for minting, thus the Tongan Government stands to make £4 on each deal from satisfied customers. There will also be a half koula, worth £5, for the less affluent souvenir seekers.

It is said here that the Tongan Government made £12,000 from its controversial Emancipation stamp issue of a few months back, and it's generally felt that the new coins will go with the same bang and with the same satisfactory result for the Treasury.

It is anticipated that rich Americans (and aren't all Americans rich?) will be amongst the most avid purchasers.

His big problem at the moment is to give them the means of sitting at a cost 20 times cheaper than the imported lavatory pedestal and cistern, which is sold in Tonga at about £28.

He has a team casting the pedestals in cement; the Works Department provides the wooden seats, and the whole job works out at about 30 shillings.

* * *

Death in Tonga has almost as important a place as life. Tongans, like the Spaniards, are almost in a constant state of visible mourning for some family connection; remote or close, and consequently half of the population is clothed in black, a colour that does nothing for the Tongan complexion.

When Sisilia, wife of High Chief Kalaniuvalu, one-time Chairman of Parliament, died in the evening of November 29, the obsequies began at midnight. From then until 7 a.m., the massed vows of grieving friends and relatives rang out across Nukualofa, powerful enough to penetrate into most dwellings and disturb all slumbers.

Tongan versions of *Shall We Gather at the River, Onward Christian Soldiers, Home Sweet Home* and innumerable unrecognisable hymns thundered across the landscape almost without pause, rising and swelling on the fitful breeze like some great mechanical organ. If few Tongans slept that night, there were even fewer foreigners.

The funeral rites the following day all but denuded Government offices of their higher-ups; none could be got-at, or seen, even though the monthly *Tofua* was in for the day, with its usual quota of visiting businessmen.

The bereaved family is important and highly connected; one son is Ngaul Mo Tutulu, aide-de-camp to Queen Salote.

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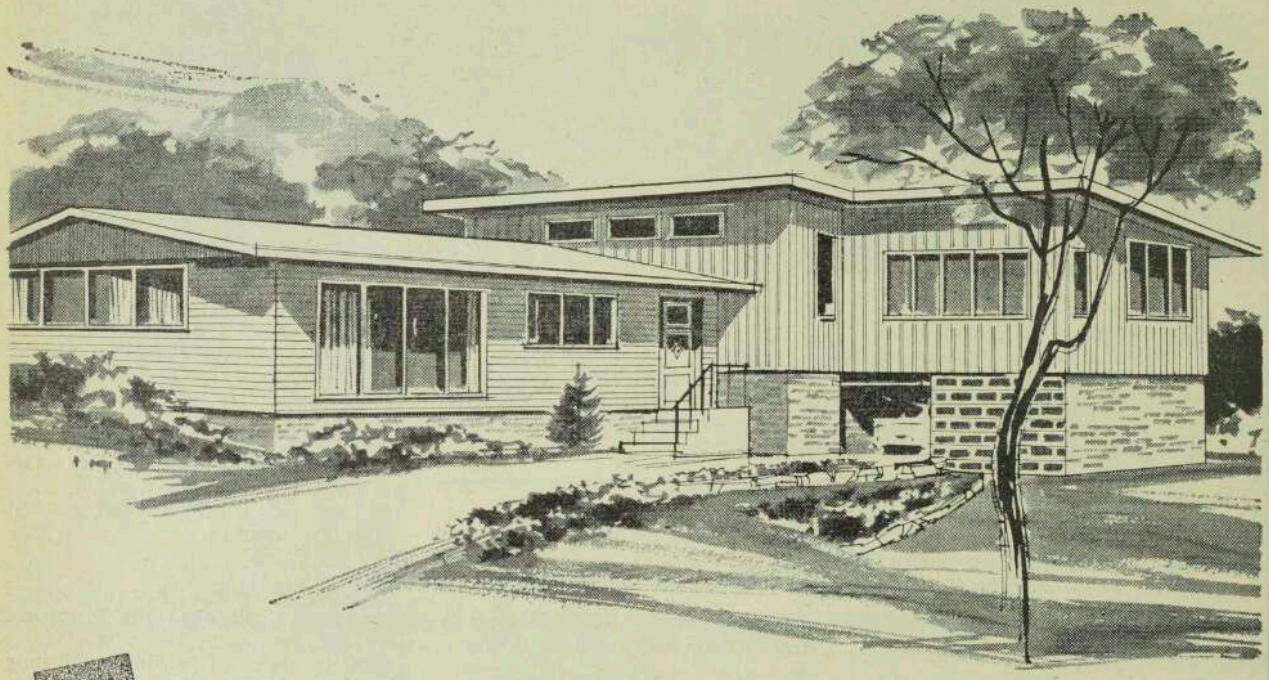

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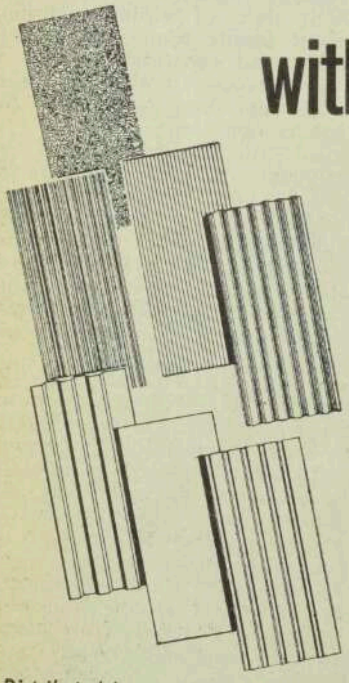

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Request For Fiji Tourist Survey

From a Suva Correspondent

Tourists come to Fiji because the Colony offers something different. That seemed to be the general conclusion of a conference on tourism held at the Mocambo Hotel, Nadi Airport. The conference discussed a wide number of subjects, all aimed at increasing the profitability of the industry.

THERE was general agreement that:

- Some firms which benefited did not contribute to the funds of the Fiji Visitors Bureau;
- An imitation Honolulu was not wanted in Fiji;
- More hotel rooms would soon be needed, particularly near beaches; and
- The Government should give a priority to an analysis of the industry to assess its value to the Colony.

The Development Commissioner, Mr. Eric Bevington, set the ball rolling with a typical hard-hitting speech in which he defended the Government against criticism that it had not given more money to the Fiji Visitors Bureau.

Strident criticism which had been evident at the 1961 conference, was not the way to win friends and influence people, he said.

The way to get more money out of the Government was to present a convincing case. Not only had the Government to be convinced, but the tourist industry, through the Visitors Bureau, had to enlist general public support and sympathy.

Mr. Bevington said Fiji provided something different for the person in Australia or NZ who did not have a very deep purse. Fiji was close to those countries, travel was easy and the fare was reasonable. Thus Fiji had a big advantage over Singapore, Hongkong and Hawaii in attracting tourists.

Mr. J. Minehan, assistant sales manager for Qantas, said that the Australian tourist in Fiji neither wanted nor expected to find a "commercialised imitation of Honolulu".

A typical setting, bure-type accommodation, island feasts and an atmosphere completely different from anything he would find at home were what the Australian tourist hoped for. Mr. Minehan said that Fiji was not taking advantage of what it had to offer—especially shopping.

Mrs. Iris Hunt, of Hunt's Travel Service, considered that if airlines made their off-season rates for travel from Australia coincide with Fiji's "off-season", more people would come to Fiji.

The Mayor of Suva, Cr. C. A. Stinson, who chaired the conference and who has devoted much time to developing the tourist industry, changed the subject abruptly when he complained of alleged unfair trading practices in luxury goods. Some traders, he complained, had cut prices to an unrealistic level.

In some cases, especially with transistor radios, a price of 5 per cent. on cost was the sale price. In extreme cases radios were sold below cost.

"We could safely add 30 per cent. or even 40 per cent. on the cost of radios and still send people home saying what a bargain they had got in Fiji," Mr. Stinson said.

He added there was a possibility that unscrupulous people might, if not curbed, push reputable traders out of the market. He did not say how this sort af thing could be curbed.

Landlord Went Too Far

From a Suva Correspondent

An official committee which sat in Fiji to inquire into agricultural landlord and tenant matters came to the conclusion that there were many unscrupulous landlords, who went to almost any lengths to exploit their tenants. There were examples quoted of landlords threatening tenants with notice unless they handed over a third of their produce profits.

But other landlords served notice to quit on such grounds as these:

- Because the tenant demanded receipts for rent;
- Because he refused to sell his rice crop to his landlord;
- Because he failed to provide free services to the landlord; and—
- Because the tenant refused to provide his daughter as mistress for the lardlord!

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'itcairn Protests)ver Mangareva Aissile Site

The people of Pitcairn Island ave protested to the South acific Office, their administra- ve headquarters in Fiji, over the ossibility that the French Gov- nment will use the island of angareva, in the Gambier rchipelago of French Polynesia, a nuclear and missile- unching base.

HE Pitcairners have asked the South Pacific Office to express eir "grave concern to the propriate authorities" at the ospects of finding themselves next- or to a nuclear and missile testing ound.

Mangareva is about 300 miles from cairn and about 250 miles from no Island to which the Pitcairners ke trips from time to time.

Reports that France is considering ngareva as a missile-launching e have been current for several nths.

t was reported in September M, Oct., p. 44) that a decision the matter was expected during November sessions of the French liament.

However, the French Parliament later dissolved and new elections e held after President de Gaulle ght wider powers, and so France's liamentary affairs were disrupted the decision on Mangareva was ayed.

Mr. S. A. Kinder, Pitcairn's cation officer and editor of *airn Miscellany*, expressed the nders' fears over a base on ngareva in the November issue of newspaper.

e said: "Up to the present time airn has seemed far away from great problems which have kept world in a state of uncertainty unrest for so many years.

Although by means of radio we able to follow world events from to day, because we are so ted these happenings are little e than words to us.

Now, however, even this little d of only two square miles, half- between New Zealand and ma, is suddenly confronted with the threat of a nuclear and guided missile testing ground being estab- lished by the French Government in the Gambier Group.

"Mangareva, the island on which it is believed the testing ground will be established, is one which has had close associations with Pitcairn in the years gone by.

"All the older islanders here have very happy memories of the days when the trading schooner ran be- tween Mangareva and Pitcairn, and of visits they made to the people there.

"Now the 600 odd people of Mangareva and the surrounding islands are being threatened with the possibility of being uprooted from their island home—their home for generations—to make way for what is called the progress of science, while here on Pitcairn, fears for our safety are expressed because of the small distance which separates us from this proposed testing ground.

"To the south of Mangareva lies nothing but water until the Antarctic continent is reached, to the north and west again there exists a vast extent of ocean over which any nuclear fall- out which may be created can be dispersed, but should there be some unexpected change in weather con- ditions, Pitcairn Island could be in an extremely dangerous position."

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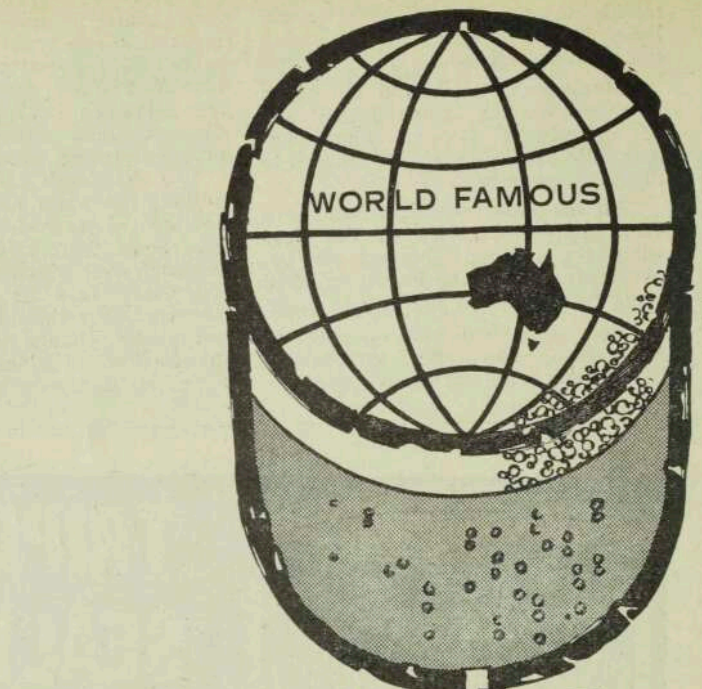

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HIGHLIGHTS OF THE BUDGET SESSION

Fiji's Birthrate Increase Disturbs Government

From our Suva Correspondent

Fiji is concerned about the problems that will arise if the Colony's "population explosion" continues. Two references to birth control were made at the Budget session of the Fiji Legislative Council, one by the Governor, Sir Kenneth Maddocks.

IR KENNETH told the Council that Fiji's economic well-being quired a considerable reduction in e birth-rate of all races. It was the overnment's policy, he said, to dis- minate information about family anning as widely as possible. The rrent facilities of 12 clinics would extended next year to all 51 Gov- nment dispensaries.

The Financial Secretary, Mr. H. P. tchie, said that the economy was owing signs of improving but that any difficulties still lay ahead aking it necessary to press forward quickly as possible with plans to crease production of all sorts. He nt on:

"At the same time, I consider that e of our most urgent needs is a duction in the rate of population crease, and I hope that proposals accelerating family planning will ar fruit rapidly.

"I would emphasise these two nts most strongly—the need both increase productivity and to slow wn considerably the population wth. Both must go together and elieve that if they can be achieved standard of living of the peoples Fiji will increase."

Fiji's population is now about ,000, 205,000 of whom are Indian 175,000 Fijian. The Indian birth- e last year was 44 per 1,000.

Other points made in the Fiji Bud- session were:

The Common Market

Mr. H. P. Ritchie said Fiji stood gain if Britain entered the Com- n Market. He said that the prob- e effects would be that Fiji would e to give imports from member associated territories the same tment she gave at present to im- ts from the Commonwealth.

Thus imports from the "Six" and nch territories in the Pacific would the same rates of duty as did orts from Britain.

As far as Fiji's near neighbours of Australia and New Zealand were concerned Fiji could permit them to enjoy the present low rates of duty. That choice would remain with Fiji.

Mr. Ritchie said Fiji would remain free to levy duties for revenue and protective duties to assist the Colony's development.

On the export side Fiji would get the same treatment from other associated territories as those territories gave to the Six and their associates.

Under Article 133 of the Rome Treaty, which provided that members should progressively reduce Customs duties to nil, the effect would be that once that stage was reached Fiji's produce would enter Common Market countries free of duty, and would enjoy tariff preferences in most cases against non-associated countries.

Negotiations on Fiji's main export —sugar—were not complete, but Britain was insisting that the Commonwealth Sugar Agreement should continue till the end of 1969, when it is due to expire. (In practice up till now the agreement runs for eight years and each year when a new price is negotiated the agreement is extended for another year.)

Britain was proposing that the agreement should be continued after 1969, or that the enlarged community should give equivalent benefits to the Commonwealth countries concerned. (Under the Commonwealth agreement Fiji and other producers enjoy a price preferential which has risen as high as £30 above the world price.)

Mr. Ritchie said that of particular interest to Fiji was the Commonwealth Market Development Fund which existed to help associated territories. If Britain joined the "Six", Fiji could expect to get aid from an extension of the fund, financed by Britain and other new members, and perhaps also from further funds con-

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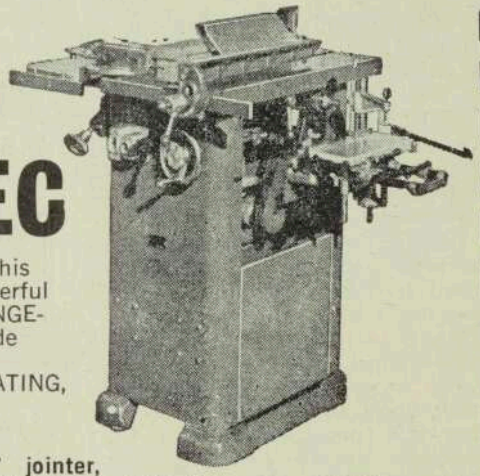

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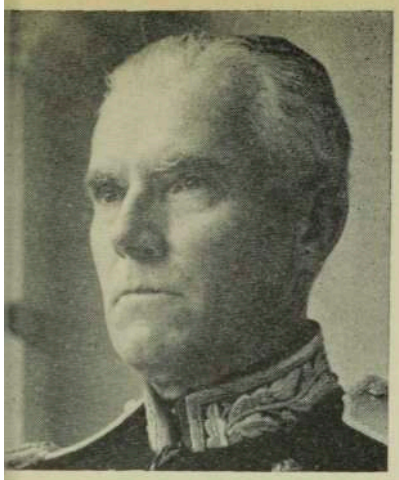

Sir Kenneth Maddocks.

ibuted by the present members.
The fund provides aid in different ays:

- It grants subsidies and loans n special terms for the economic nd social infrastructure and for pro- cts of a productive character of ublic importance;
- It can be used to ease interest rdens and to help finance local abilisation schemes; and
- It can be used to provide tech- cal assistance, scholarships and fel- wships.

Summing up, Mr. Ritchie said:
"My view is, in short, that pro- ded our sugar exports are safe- arded, it is to our overall advantage Britain joins the Common Market d if we become an associate."

Copra Criticism

A warning that copra grading ght be introduced in Fiji unless the ality improved was given by the overnor. Apart from a lower output e quality of the copra sold had en decreasing, Sir Kenneth said.
For some time copra arriving at va had been under observation and ts showed that moisture and free ty acid contents were rising adily.
"Unless there is a marked improve- nt some form of copra grading ght have to be introduced," he d.
He said he was aware that in 1956 neasure to provide for the grading copra was withdrawn in the face opposition by growers. However, Government could not stand by d allow the quality to continue to eriorate. If there was no improve- nt legislation would have to be acted and enforced.
"It cannot be too strongly empha- ed that if Fiji is to earn a good living from its produce, then the pro- duce must be of high quality," he added.

Better Telephones

Sir Kenneth Maddocks forecast that by 1964 telephone subscribers at Suva and Lautoka would be able to dial each other directly.

Contracts had been placed for the supply of equipment for the link, which would be a micro-wave system. Subsequently this would become the main artery of a system which would serve the whole of Viti Levu. Part of the project is a new automatic ex- change to be built at Lautoka.

Civil Service

Referring to the Fiji Civil Service, Sir Kenneth Maddocks said that about 91 per cent. of the officers were of local origin.

He said the process of localisation of the service would continue within the limits imposed by the need to maintain efficiency and to secure a balanced distribution of posts between Indians and Fijians.

Overseas officers who come to Fijji in future would be on contract, which should eventually mean a big saving in pensions, and a reduction in the number of long-term officers. (Over)

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[Employing officers in contract for mited terms of three years means nat when local men are capable of lling posts the Government is not p for heavy commitments at the nd of a contract officer's term.]

The Governor said he was pleased nat local people were being trained or more responsible posts in commerce, but that there was room for wider and more vigorous application of the principle. He hoped that ll employers would adopt it.

The Governor spoke before heads f departments were called before ne unofficial members of the council sitting as a Select Committee) to xplain their financial requirements or 1963.

One departmental head, Mr. T. A. landford, acting as Police Commissioner, said that in the police force ne right type of men for promotion senior posts had not become available.

Mr. Handford agreed that the subantive head of the department, Mr. . H. T. Beaumont, had said some ears ago that in seven years or so e hoped to fill vacancies in the senior rades by promotion of local officers.

Mr. Handford said it was essential nat standards of efficiency should be naintained. If suitable officers could ot be obtained locally, they would ave to be got elsewhere.

All posts which had recently been lled from overseas were either posts equiring specialist qualifications, or nes for which there was no suitble local person. He did not mean y that that there would never be uitable local candidates for prototion.

In 35 posts classed as senior (assistnt superintendent to commissioner) here was one locally-born superintenent, one local deputy superintendent, nd one local assistant superintenent.

Police to Serve Elsewhere

Fiji police will be allowed to serve other Pacific territories, and embers of other police forces may rve in Fiji under a law passed the Council at the Budget session. The law was introduced at the ggestion of the Secretary of State r the Colonies who had asked if iji could assist if the internal situaon in West Pacific territories was nsatisfactory.

However assistance would be given utside the Colony only if the internal tuation in Fiji was satisfactory. ut no policeman would be sent verseas against his wishes.

Ratu K. K. T. Mara (a Fijian ember), although agreeing with the move, startled the council when he announced:

"When the day comes that there is no Fijian to defend the Queen's peace and interests of this territory so that someone else has to come and defend it, it will mean there will be no Fijians left.

"But I hope I will not live to see the day when we will need their help to send forces over to Fiji to maintain law and order. Fiji is the foremost British territory in the Pacific, and of the dependent territories, Fiji is the foremost in loyalty anywhere in the world."

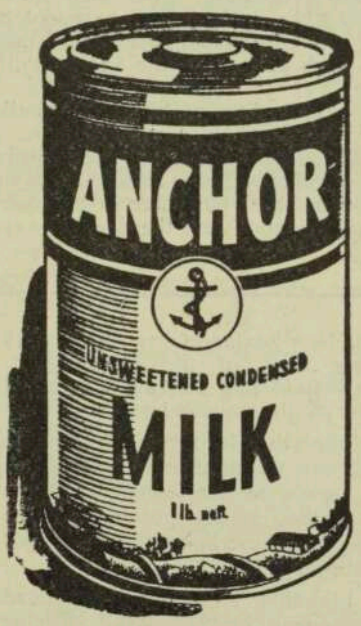
Nadi Airport

Expansion at Nadi International Airport in 1963 will cost £1,125,000, provided the member governments of the South Pacific Air Transport Council (Australia, New Zealand, and Britain agree). This figure was given at the session. The biggest item is £628,000 for maintenance and recurrent expenses which, alone, is more than double the estimated revenue of £305,000 for 1963.

Other proposed expenditure includes:

- £24,000 for capital items;
- £80,000 for parking space to cope with increased jetliner traffic;
- £100,000 to complete the new operations building; and
- £60,000 for proposed new housing and other buildings.

(Over)



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IT'S A LONG, LONG WAY TO PITCAIRN

THE difficulty in reaching isolated Pitcairn Island was exemplified recently when an American university student, Miss Norma Hall, tried—and finally succeeded—in getting there to spend a month to carry out investigations for a university project.

The story of Miss Hall's difficulties was told in the September issue of *Pitcairn Miscellany*, Pitcairn Island's monthly roneoed newspaper.

"In her efforts to reach this tiny outpost of the world," the *Miscellany* said, "her travels took her to Fiji, then on to New Zealand. When there seemed little likelihood of a passage from there to Pitcairn, she journeyed back to Fiji."

"Taking ship from there, she travelled on via Tonga and Niue to Pago Pago in American Samoa. Tahiti was the next place she headed for in the hope that she might find an island trader's vessel which was travelling down through the Society Islands towards her final destination. No such luck.

"The only course she had left was to return to the United States, go down to Panama and wait there in the hope that she could obtain a berth on one of the Shaw Savill ships. This she finally managed to do."

The editor of *Pitcairn Miscellany*, Mr. S. A. Kinder, drew a moral from Miss Hall's perigrinations. "If there is determination," he said, "then anything can be accomplished".

"Pitcairn Island has plenty of problems, just as every island and country has, but there is not one which cannot be solved if there is determination and the desire by each and everyone to give of his best."

The New Zealand Government pays 20 per cent. of the capital cost, while Britain and Australia pay equal shares of the remainder.

Perhaps that inconvenient staircase in the new terminal building may go. Well-known to air travellers, it has been under constant criticism since the new terminal building was opened in February, 1960.

A hint that it might be eliminated was dropped by Mr. H. P. Ritchie who was asked if it would be possible to do away with the need for passengers to use the stairway. Mr. Ritchie said the Government "was hopeful" the staircase could be eliminated.

The annual debate on the Fiji Budget gives unofficial members of the Council the chance to range far and wide over many topics. It is traditionally the wordiest debate of the year, and 1962 looked like being no exception for there is a general election in the offing.

There was a major sensation when the debate collapsed suddenly after only one member had spoken. This was Mr. H. B. Gibson, the European member for the Eastern Constituency who traditionally starts the debate rolling on the budget.

Each year after Mr. Gibson has finished unofficial members show a reluctance to rise to their feet to continue the debate. It is little use an official member getting up, for he has nothing to offer till he knows what the unofficials are going to say. But many of the unofficials do not want to speak till they hear what their colleagues have to say—they jockey for positions in the debate.

The silence went on so long this year that the Speaker, Mr. Maurice Scott, warned that if nobody wanted to speak he would have no option but to put the question that the Estimates for 1963 be adopted.

The silence continued and he gave a second warning, adding: "It seems extraordinary to me".

When there was still a reluctance to speak Mr. Scott put the motion which was carried on the voices.

It transpired later that several unofficial members had speeches prepared and were ready to deliver them but each had been waiting for the other. They were astounded when the axe fell. One Fijian member who was out of the chamber at the time was amazed when he returned to find it all over.

The unofficial members had no one but themselves to blame for the sorry mess.

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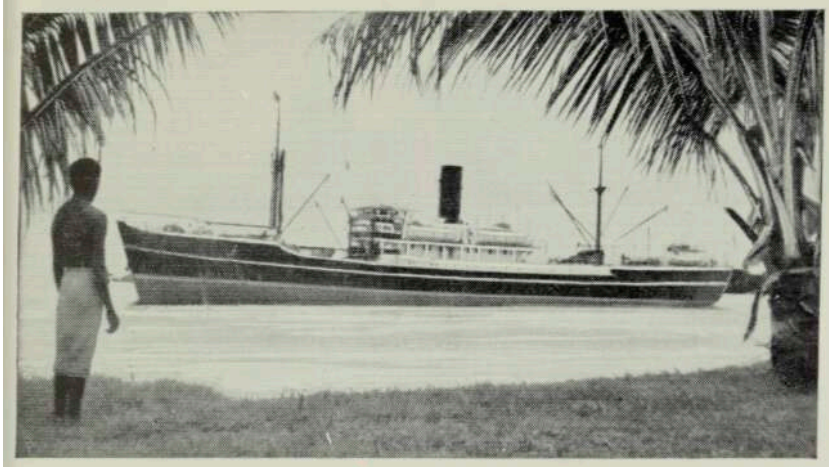

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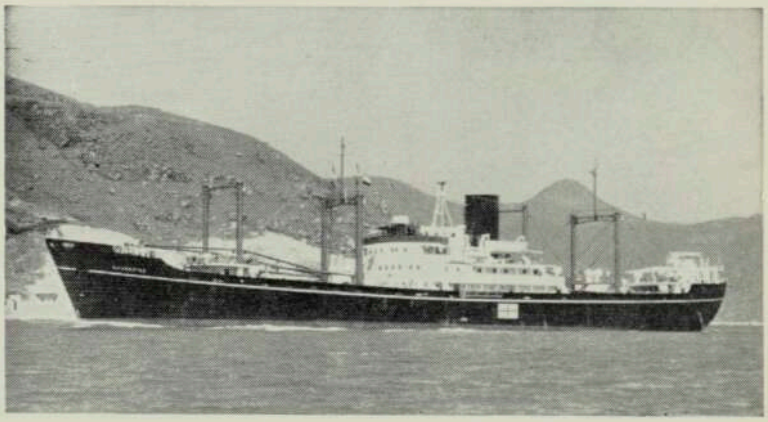

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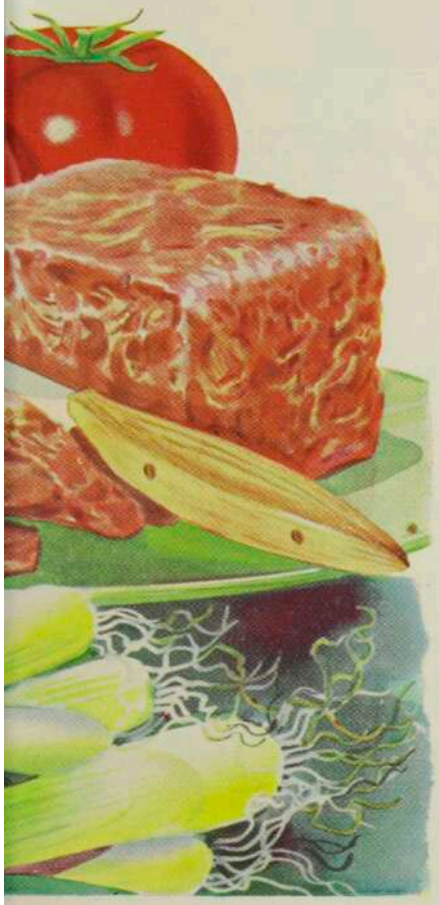

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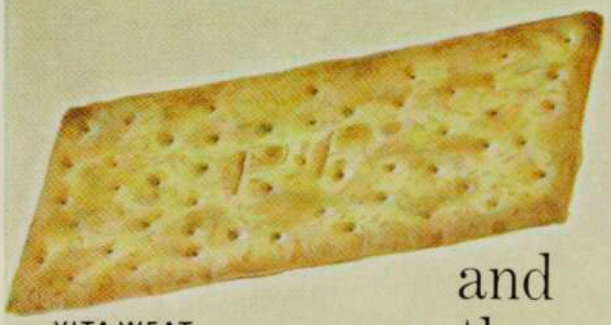

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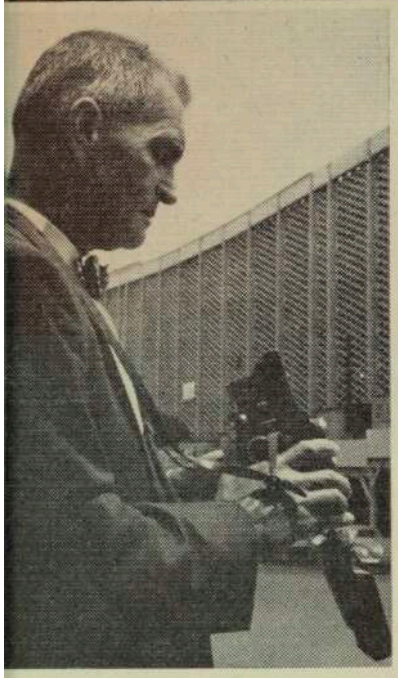


ob Wright (above) on the job in Sydney in ecember. Below is a typical Wright picture hich he has called "Room with a View". shows Ron Ricketts, a retired resident of evuka, at the window of the Hot Springs Hotel at Savusavu.

THE FACE BEHIND THE SOUTH SEA'S MOST FAMOUS CAMERA

By a Staff Writer

The South Pacific's best-known photographer took his first look at Sydney in December since the time, 30 years ago, that he played in a band at Bondi.

"This place has changed so much I don't know Pitt Street from Hyde Park, and the traffic is just plain mad," said Rob Wright, whose camera has recorded most of the important changes in the South Seas in the last 20 *years. Somehow he has never found the chance to call in on Sydney since* 1932.

THAT year the Sydney Harbour Bridge had only just been opened but Wright never crossed it until this visit.

"Glad to see it is still standing," he grinned as Sydneysider David Ragg, who, like Rob, was born in Fiji, drove him across it.

Rob Wright is in charge of the photographic section of the Fiji Public Relations Office. His photographs have for years appeared regularly in the world's leading magazines and in newspapers and periodicals everywhere.

They are well-known to *PIM* readers—there are many of his prints in this issue. Two of his pictures not long ago were selected by the *Encyclopaedia Britannica* to appear among the "Best 200 Press Pictures of a Decade". For his work on behalf of Fiji (and Colonial Office) publicity he received the MBE in 1959.

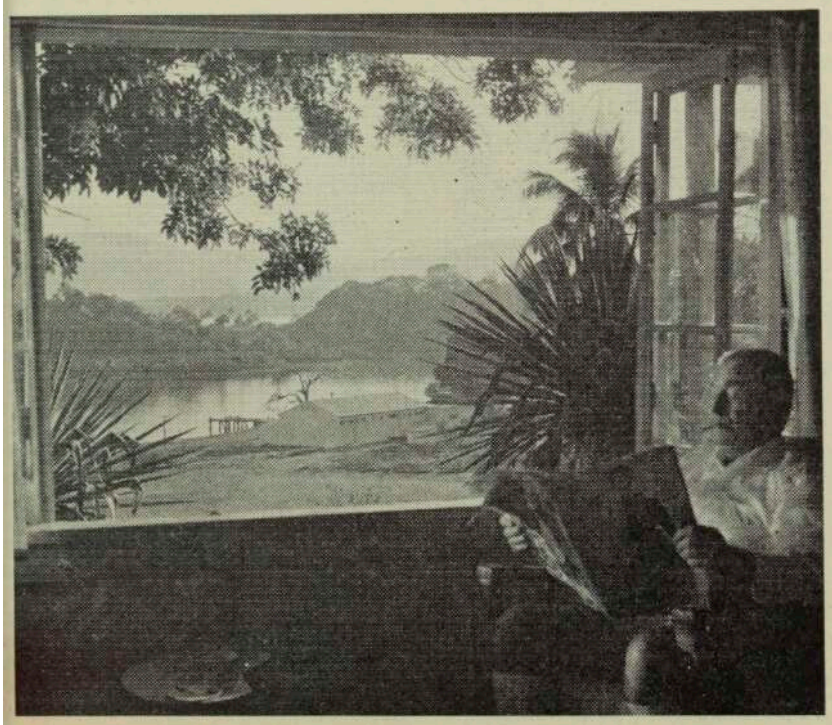
Rob Wright was born Robertson Ramsay Wright at the Government station, Sigatoka, Fiji, in July, 1906, son of an Englishman whose family had originally migrated to Australia.

Young Wright grew up with the Fijians, and in the Rewa River area learned to swim and fish—the start of something which next to photography is his greatest interest today. He is a skilled skindiver and an authority on fishing in Fiji. His weekly fishing column appears in *The Fiji Times*.

Wright was 16 when he became fascinated by photography—through a continental photographer who was then visiting Fiji and who encouraged him. But there was no immediate opportunity for making a living out of photography, so Wright acquired a saxophone and taught himself to play.

That was how he arrived in Australia 30 years ago, where he eked out a wage playing in bands and theatre orchestras in Sydney and Melbourne.

(Over)



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This was at the height of the financial depression and the living was precarious.

So in 1933 he returned to Suva, en route to America on a 50 ft yacht the *Nomad* which a mate had acquired. There were four of them in the crew and they took six months to sail her to the US, calling at Tonga, Samoa, Pukapuka, Suwarrow, Penryhn and Honolulu before reaching San Francisco.

This type of trans-Pacific sailing was a novelty in those days. Probably the first time Wright's name appeared in *PIM* was in December, 1935, as a result of that trip. He wrote to the Editor, bringing readers up to date with conditions on Suwarrow, where the party had "cavorted for four glorious days, kings of all we surveyed".

In the US, Wright worked around the west coast, making music in nightclubs and speak-easies, during the prohibition days. For young Rob Wright it was an exciting era. For a time he was rugby football coach at the University of San Francisco, and even tried gold fossicking around the Sierra Nevada country—without success.

It was gold which attracted him back to Fiji. Wright's father wrote that gold had been discovered in Tavua, so back came Rob, only to find the field had been staked for miles around.

He did the next best thing and went to work for Loloma mine, which was then being developed. Shift-work left him with time on his hands, so he imported camera equipment and started to acquire a practical knowledge of photography.

Even the mine management became interested in Wright's hobby, and commissioned him to photograph mine developments.

Rob Wright's camera has captured many happy scenes such as this: Lady Maddocks, wife of Fiji's Governor, with a vivacious Fijian baby and its admiring mother at the village of Naevuevu. They are wonderful publicity for Fiji, for pictures like this appear all over the world.

World War II took Wright and his wife (they now have three children) to Suva. There he called in to see Harold Cooper, then the chief of a newly-formed Government Information Office.

Wright was employed on trial to take photographs for the London War Ministry of the war effort in the Islands and soon he found himself with a fulltime appointment. He and Cooper, commissioned in the Fiji Military Forces, travelled widely through the Pacific.

When the war ended the Information Office didn't—and Wright found himself doing a publicity job for Fiji, with plenty of side trips to other islands—particularly to Tonga, where Queen Salote had known him and his camera since he was a young man.

Wright has photographed most of the important Tongan historical occasions in recent years—including Queen Elizabeth's visit there in 1954. (Wright will be on hand in Fiji in February to photograph Queen Elizabeth on her way to Australia.)

In the first years after the war Wright found himself up against new competition. His wartime work had been excellent, but it had found ready publication anyhow because of the interest in the Pacific.

But soon he was faced with stiff competition for magazine and newspaper space against top world photographers with first-class equipment and fully-fitted darkrooms—men who didn't have to conquer the climatic conditions of the South Sea Islands.

He spent hours experimenting to beat the climate. He concocted formulas of his own, which could work well but which were too messy and cumbersome for everyday practice.

Wright had to forget the text books which called for a 68 degree temperature as being the ultimate for good photographic work. At times he would open raw film just after it had arrived in Fiji and find it ruined by fungus.

But Wright won through, overcoming these technical difficulties and many others peculiar to the Islands, such as the problems of staff training. He has always scrutinised personally even the mechanical work turned out in his darkroom, striving hard to keep it up to the high standards he has set.

It has meant more time and energy, but it is worth it, when an overseas editor writes to say, "Thank you, Rob Wright, for some very nice quality prints."

Rob Wright's fame as a cameraman earns him frequent trips outside Fiji. In August last year, he was commissioned to visit the Solomons to cover the 20th anniversary celebrations in Honiara of the landing of the US Marines on Guadalcanal. During that visit, he took the above picture of Administration officials' bungalows at Auki, Malaita. He will be doing more of this type of publicity work in other British island groups this year.

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No Pidgin English For These New Guinea Youngsters!

High up in the Bismarck Mountains of New Guinea, about half way between Goroka and Madang, is a unique school where more than 300 New Guinea youngsters probably speak better English than any other group of native children in the Territory.

The school is St. Francis of Assisi Native Boarding School at Bundi, which was founded in 1958 by Father Michael Morrison, a Divine Word missionary, of Toowoomba, Queensland.

Originally, 36 boys attended the school. Now there are 207 boy boarders and 131 girl boarders, and plans are in hand to give full boarding school facilities to 450 children.

By Rev. Dr. Ralph M. Wiltgen, SVD
Divine Word Missionary

PIDGIN English is not tolerated at Bundi. It was resolved at the beginning and has been rigidly adhered to since that teaching should be done entirely and exclusively in English.

When the United Nations mission, headed by Sir Hugh Foot, visited the Trust Territory of New Guinea in 1962, it singled out the Bundi school and its founder for special praise because they had succeeded in making so many small children fluent in English.

The UN Mission flew to Bundi just to see the school, and stayed nearly two hours visiting classrooms, asking questions and talking to pupils.

Sir Hugh Foot said in a letter to Father Morrison afterwards: "I can confidently say that no school we have seen gave us greater pleasure or encouragement than this school in the mountains.

"Our visit to you convinced us—if we needed any convincing—that it is essential to by-pass Pidgin and go straight for the teaching of English from the beginning.

"Only by this means can the younger generation be given the kind of confidence which your children so strikingly display."

The Divine Word Mission has had a station at Bundi since 1933. When the first missionaries arrived, the area was virgin forest. To build an airstrip, the missionaries had to level a mountain top, and this they did without the aid of machinery. The airstrip is 2,100 ft long and 4,200 ft above sea level.

When Father Morrison was assigned to Bundi Mission in 1957, one of his first tasks was to start a school. As Bundi is isolated, he decided to make his school different from the usual government and mission schools.

Instead of taking youngsters eight and 10 years of age, he decided to admit those of six to eight. Instead of spending a year or two on Pidgin English, he decided to use English from the start. And instead of starting with a day school, he decided to start with a boarding school.

The lack of roads, the distance from outlying villages, and the heavy rainfall (220 inches a year) dictated the boarding school policy.

In January, 1958, when the call went out for prospective students, some 50 boys, mostly from neighbouring villages, responded. Of these, 36 were chosen in the six- to eight-year-old range, the remainder being refused admission because of "old age".

A graduate from the Native Teachers' Training College of the Alexishafen Vicariate was sent to Bundi as a teacher, and the school opened on February 1, 1958.

To feed the 36 boarders, relatives and friends of the boarders trudged long miles over jungle paths with weekly supplies of sweet potatoes.

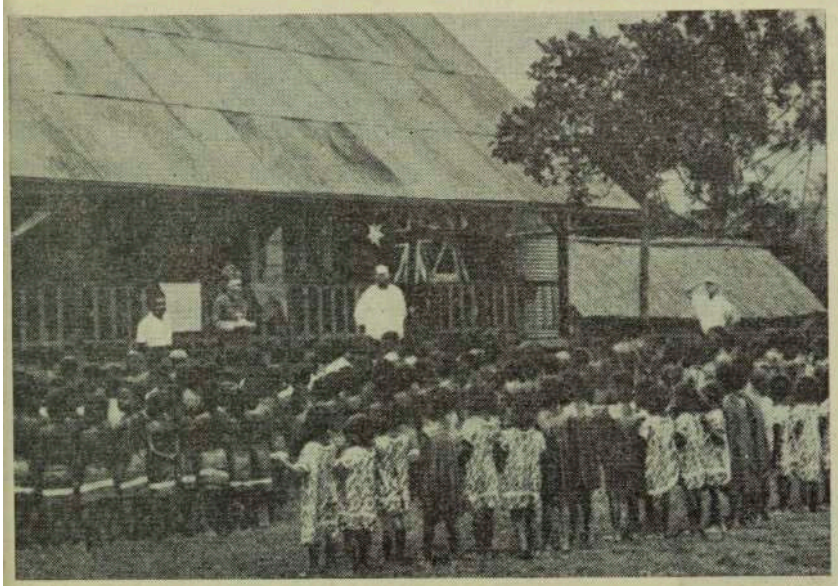
Then came Max David, Bundi's first lay missionary, who soon put the food situation on a more satisfactory footing. Brother David is a graduate of the Hawkesbury Agricultural College, near Sydney.

With the help of hundreds of children in the vicinity of Bundi, he planted gardens of sweet potatoes, taro, soya beans, peanuts, bananas, cabbages, string beans and many other plants, the seeds of which he received from friends in Australia.

Twenty girls were admitted to the school half way through the first year. "There being no female teacher on the station at that time, we were very hesitant to start with girls in a boarding school," Father Morrison says.

"But serious difficulties had been experienced in other areas where the boys had been educated and not the girls when an educated male had to seek an uneducated wife.

"This resulted in a subsequent relapse in the educational standard of



The Bundi mission school, with 338 pupils, is the biggest in New Guinea. Here Bishop Noser addresses the pupils in front of the Bundi rectory.

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the children, as basic progress in education begins with an educated mother."

According to Father Morrison, the children "adapted themselves wonderfully to the boarding school system, even those 40 per cent. who were so far from their villages that they could not enjoy week-ends at home".

The main difficulty in the first year was supervising and assisting the native teacher.

In 1959, 69 boys and 31 girls were enrolled, and the school became officially registered in the category of Territory Primary School, 3rd class. This is the highest rating that can be attained outside of rating on the Australian syllabus.

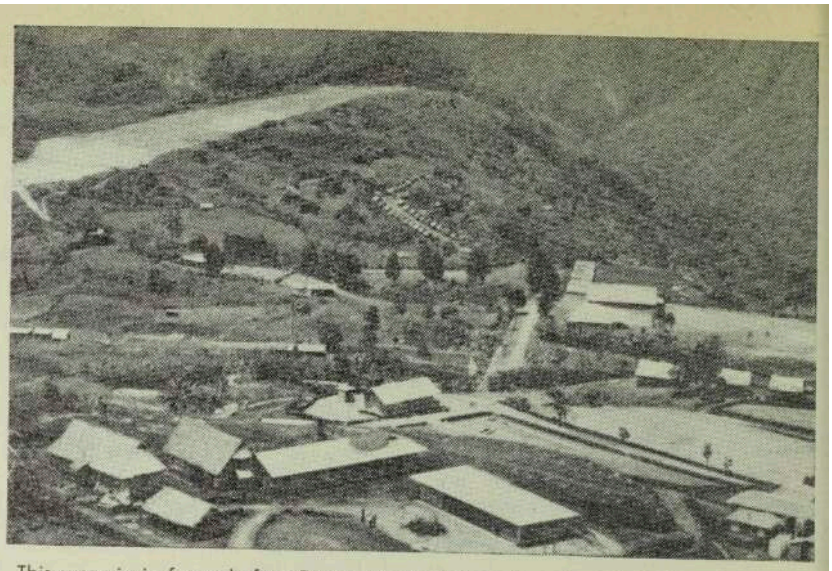
"While we feel sure we could attain rating on the Australian syllabus," Father Morrison says, "it is impractical for us to do so as we would then be deprived of Government financial help in school materials, which we could ill afford to lose".

In January, 1960, a lay missionary couple from Melbourne, Mr. and Mrs. B. J. Green, joined the teaching staff. Mr. Green, who had been a teacher and head teacher with the Department of Education in Victoria for more than 20 years, became head teacher of the Bundi school.

With the arrival of the Greens, the admission age was lowered to six and seven years. About one-third of the new enrolments were girls, and the total number of students reached 235.

Mrs. F. J. Morrison, Father Morrison's mother, who had been a teacher with the Queensland Department of Education for 19 years, joined the teaching staff in Janunary, 1961, and so did her husband.

This made it possible to lower the age limit for admission to five and six years. More than half the new pupils were girls.



This was virgin forest before Divine Word missionaries arrived in 1933 and founded Bundi Mission. They levelled the mountain top (upper left) without the aid of machinery and made the Bundi airstrip. The double row of houses near the airstrip is the present native village and then comes the long church building together with other mission buildings hidden from view at the rear right centre. In the foreground are Government buildings, including a hospital.

At the end of 1961, all children who were not meeting the standards set were weeded out. Father Morrison had found by then that children who started at the school between five and six were better student material than those who started at seven or eight.

"The younger children adapted themselves to the school syllabus much better than the older," he says.

At the beginning of last year, the enrolment age was reduced still further—to five. Half of the new pupils were girls, and the total enrolment was then 338.

These pupils were divided into 12 classes of 30 pupils or less, with one exception, and the 12 classes were divided into five grades.

The school then had 14 teachers—seven New Guineans and two male and five female lay missionaries. Six other male lay missionaries, together with Brother David who had established a sawmill to provide timber for the constantly growing school, looked after other needs.

Pastoral work is taken care of by Father Morrison, Father Anthony Javorski, from Slovakia, and Father Essel (diocesan priest) from Mainz, Germany.

The Sisters of Charity at Potts Point Sydney, will probably send three nuns to the school as teachers this year when the school's enrolment is expected to reach 400.

The school will soon be extended to include a Junior Agricultural School and a Technical School for training cabinetmakers.

For this, Father Morrison would like financial assistance from the United Nations. Although the allocation cannot be made directly, Sir Hugh Foot promised to see what he could do.

"The Agricultural School must come if our boarding school is to flourish," Father Morrison says, "and some trade must also come to the area if the children are to use their schooling to advantage at home".

When Max David (left) arrived at Bundi to begin his lay missionary career, he at once began giving Father Morrison (right) competition beard-wise and soon outdistanced him. Max David is a trained agriculturalist from Australia and runs the Bundi Mission Farm which keeps the boarders well fed. Mrs. Green (centre) is a lay missionary teacher in the school.

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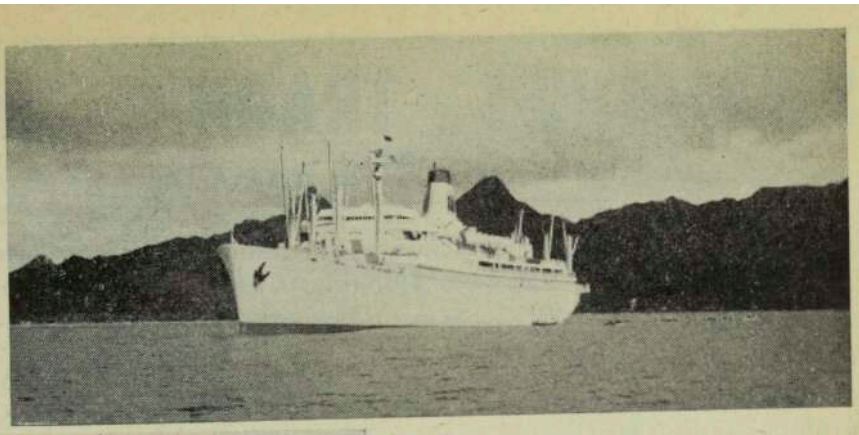
This, Yes



Most Cook Islands migrants to New ıland do not mind paying up to £100 a passage in the Matson liner onterey" (pictured against the back- ıp of Rarotonga's mountains) or in her er ship "Mariposa" as it may be the ly taste of the high life they'll ever have.

But Not This

● A passage from Rarotonga to Auckland in the Government ship "Moana Roa" (left) costs only £40, but Cook Islands migrants prefer to travel "on the Matson" because of the prestige connected with the venture.

Cook Islands Migrants Prefer It De Luxe

By Johnny Frisbie and Carl Hebenstreit

In terms of ease and comfort, there has never been an emigration movement quite like the one now in full swing from the Cook Islands to New Zealand.

UNLIKE most of today's migrants who travel in special migrant ıips or the tourist class sections of egular liners, the majority of the Cook Islanders going to New Zealand re travelling in the luxury of the two Matson liners, *Mariposa* and *Monerey*. Often they occupy the best abins on board.

In this, they have little choice as erths in the Government ship *Moana Roa* are scarce and the waiting list s long.

Of some 800 Maoris who left the Cook Islands in 1961 for new lives n New Zealand, nearly 550 paid out n estimated £35,000 passage money or the privilege. The figure for 1962 vill probably be even higher.

One might suppose that such large numbers of emigrant natives thrust into company with comparatively well-to-do and sophisticated travellers from abroad would create unhappy problems between the islanders and regular passengers and with the ship's crew.

But although there is occasional friction generated by an individual passenger, or a rare remark by a disgruntled crew member about the "brown orang-outangs", these troubles are results of a strictly minority "Oxford, Mississippi" mentality and do not reflect the general shipboard opinion about the dark-skinned passengers.

Says *Mariposa* Chief Purser James Yonge: "We feel Cook Islanders should have access to every facility available on this ship. After all, they're paying for it and deserve all the pleasures we have to offer."

But very often it is the islanders who make things more pleasant for the rest of the ship.

Impromptu island dances and songs fill the ship from morning to late into the night.

And although a regular passengar may sometimes complain when 6 a.m. brings guitar music and spirited laughter from the passageways, most feel the presence of the island Maoris adds a good dash of romance to the four-day trip between Rarotonga and Auckland.

The Americans, in particular, seem most beguiled by the Cook Islanders. So do the Australians. Less impressed are the New Zealand passengers, most of whom are familiar with Maoris on their home ground.

The Cook Islanders themselves are usually proud to be aboard. Some treat the trip as a first . . . *or* a last fling.

Others regard it more as a "debut" or "coming out into the world" party and want all their friends to know they are travelling "on the Matson"

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SE-104

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hey Prefer It De Luxe . . .

ther than the Government ship *oana Roa*.

There is a certain prestige attached the venture since a comparatively ge amount of money is involved the passage.

Perhaps because of this expense, ost wish the trip could be "stretched it". So the high speed of the luxury ers is the only complaint ever iced.

Otherwise, the islanders find easure and amusement in almost all ey do aboard, from taking hot owers for the first time in their es to talking to each other by the our over the private stateroom tele- ones, often running to the next ateroom to see if their friends are uly on the line.

The sumptuous choice of foods is nother novelty that causes delight. If e ordinary passenger is sometimes verwhelmed by the wide and deli- ous variety of food available at ch meal, picture a table of taro nd bully beef-oriented islanders aking their first order.

We saw one group—boys in their te teens and early twenties—shyly lacing their orders with a very londe waitress the second night out. They were dressed in blue jeans nd bright shirts, sharply contrasting ith the more conservative dress of e other diners.

With any other people, this con- ast plus their apparent inability to omprehend the menu might well ave been pathetically embarrassing witness.

But the young men's scarcely- ontained excitement over being erved by the pretty blonde plus the riendly willingness of the waitress to xplain the menu with a few jokes to put the islanders at ease, turned the situation into a pleasurable experience, even for those watching. Incidentally, the boys all had fried chicken.

Another wonder to the islanders is that for the first time in their lives they have access to a public bar at which they may order alcoholic drinks.

Asked whether this has led to trouble, Joe Colton, the *Mariposa's* friendly chief steward, replied: "Heck no! Well, very rarely indeed an islander gets out of hand, but most of them only drink Raro orange juice anyway."

When we asked Joe if the stewards felt less inclined to wait on the islanders since they could expect little in the way of tipping, he said:

"My boys don't expect tips from these people; they know it's not the custom. Besides, a steward knows he himself has a lot more money than an islander. No, I've never heard one of my boys complain."

In fact, there seems to be a great deal of sympathy for the islanders and a willingness to help. One crew member put it this way: "These poor people don't know what's ahead of them down there in the 'big smoke'. At least we can make things as good for them as possible before they get to Auckland."

This may be why so many islanders don't mind paying up to £100 for a trip on the *Mariposa* or *Monterey* rather than £40 on the Government ship *Moana Roa* as it may well be the only taste of high life they'll have for the rest of their lives.

One thing is certain: it is the kind of luxury emigration the likes of which most migrants in the world will never know.

NEW CHURCH: This handsome new Catholic church, recently erected at Tangarare, makes a pleasant break on the impressive, but monotonous weather coast of Guadalcanal. The church measures 44 ft. by 96 ft. It was built by Brother Sydenham, of Wagga, NSW.

Yesterday

It was reported in the January, 1943, issue of "PIM" that several merchants and traders from Pago Pago, American Samoa, had been heavily fined for selling goods at excessive profit. In one case, a fine of $2,000 was imposed; in another $500 and six months' imprisonment. At least one store had been closed and the trader's licence withdrawn. Other items in that issue of 20 years ago were:—

Tahitian women were in a state of consternation because supplies of lipstick and other cosmetics had become exhausted with little hope of replenishments until after the war.

• • •

Fiji was experiencing a shortage of postage stamps of ½d and 1d values. The Post Office was getting over the problem by issuing a receipt in lieu of stamps and franking the articles to be posted.

• • •

Two Melanesian Mission nurses had arrived in Wellington after spending five months hiding from the Japs in the jungles of the Solomons. The nurses were Miss E. Field, of NZ, and Miss C. M. Woods, of London.

• • •

Prince Tuboutoa had returned to Tonga after passing his final law examination at Sydney University. He had obtained LLB and BA degrees, and following in the footsteps of his father had become Premier of Tonga.

• • •

In the first and only session of the Legislative Assembly of Western Samoa in 1942, the General Laws Amendment Ordinance was passed by unanimous vote. The ordinance dealt with the preventing of insulting and derogatory remarks made by Samoans against each other's genealogy, which in the past had often led to feuds.

• • •

It was reported on January 12 that except for a small number of Japanese strongly entrenched on Sanananda Point, the enemy had been cleared out of Papua. Most of the Japanese army of 15,000, and its commander, General Horii, who had landed on the north-east coast of Papua, had been destroyed.

• • •

According to a Rarotonga report, Avarua's veteran "orometua" (minister), Vaika Ruariki, had retired after over 20 years' service in his district.

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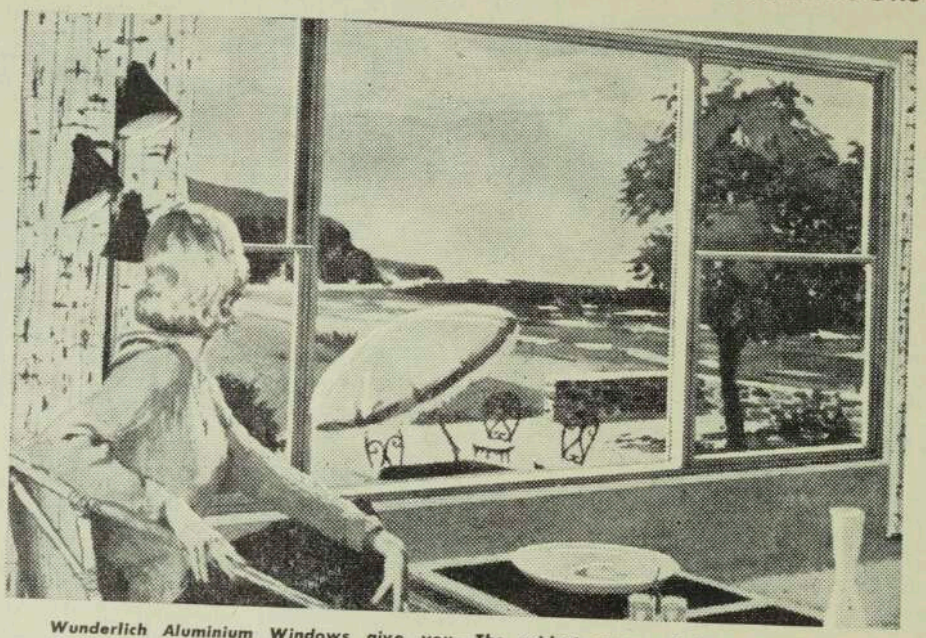
WUNDERLICH SETS THE MODERN TREND IN WINDOWS AND DOORS



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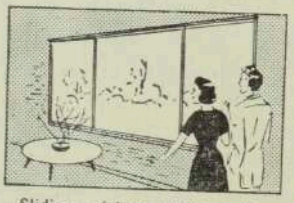
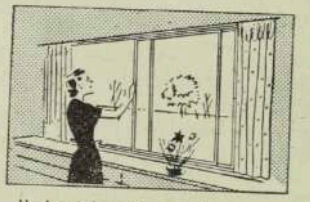
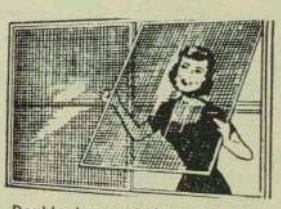


Sliding picture windows for easy operation and smooth, noiseless action. All Wunderlich aluminium windows withstand all climatic conditions.



Horizontal sliding windows are maintenance-free. Give an abundance of light and ventilation.



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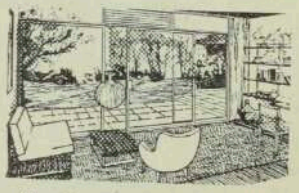

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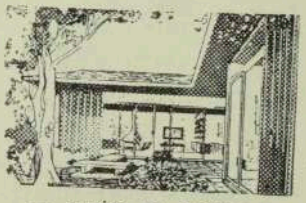
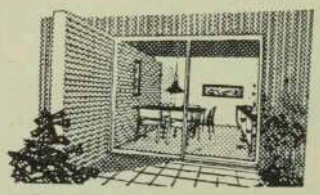


— require no maintenance, no painting — are completely weatherproof — and save £'s on initial installation costs.



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THE MONTH'S NEW READING

NEW ANGLE ON OLD SYDNEY

Although the first settlement of Sydney—and of Australia—has been treated in every possible way by historians and novelists, Dr. John Cobley has managed, even at this late date, to come up with a method entirely new.

ESEARCHING into the early his- tory of settlement in Australia a private purpose, he became so cinated by his discoveries in log ›ks in old journals, diaries and vate letters, now preserved in the lney Public Library, he decided to them into a book. *Sydney Cove 88* is the result.

n this the story of the year after arrival of the First Fleet is told diary form in extracts from what administrators, the soldiers and n the convicts wrote about it at time.

These extracts have been so pieced ether by Cobley that they form a itinuous narrative, fascinating in lf and valuable source-material for dents and other writers.

The First Fleet was made up of › Naval vessels, six transports and ›e store ships and the settlement t was finally established at Sydney ve consisted of approximately 750 victs (of whom one quarter were nen), Governor Phillip's adminis- ive staff and the necessary soldiers marines to keep some sort of law order.

"Finest Harbour"

The ships reached Botany Bay be- en January 18 and 20, 1788, but Surgeon-General John White re- ded, the bay was soon found not "merit the commendations be- wed upon it by the much-lamented ›k and others".

Within a few days the Governor a party had set off, in three ts, farther north along the coast explore what Cook had called ›ken Bay and on the way, on Jan- y 21, according to Phillip, they t into Port Jackson early in the rnoon and had the satisfaction of ling the finest harbour in the rld, in which a thousand sail of the may ride in almost perfect se- ity. . . ."

n the meantime, back at Botany , Lieut. King and others explored foreshores, looked for water and wood and with the help of trade beads and sign language managed to establish relations with the natives.

"They wanted to know," says King in his journal, "of what sex we were, which they explained by pointing where it was distinguishable. As they took us for women, not having our beard grown, I ordered one of the people to undeceive them in this particular, when they made a great shout of admiration and pointing to the shore which was but 10 yards from us, we saw a great number of Women & Girls with infant children on their shoulders, make their appearance on the beach—all in *puris naturalibus, pas meme la feuille de figeur.*"

The native men made it plain that women were at the visitors' disposal should they wish, but King declined the invitation although he decided to present one of the women with a handkerchief. When one was coaxed near enough "she suffered me to apply the handkerchief where Eve did the Fig leaf".

By January 27 all the ships of the fleet had anchored in Sydney Cove and the long weary business of establishing the infant colony was begun.

What strikes the reader most in this unusual way of presenting the story through the lips of the people concerned, is not the brutality of the convict system as it has been so frequently presented—and probably later developed—but the strength of character, sense of justice and compassion of the handful of men who were in charge of the experiment.

On a more prosaic level, the reader can also wonder at the daily temperatures as recorded for the first nine months and which on only one occasion went out of the low seventies. Either thermometers worked differently in those days, or Sydney was having the coldest summer on record—one that these days would cause week-end ice-cream vendors to scream in anguish and swim-suit manufacturers to go broke.

Nonetheless, with the summer temperatures at a spring-time 73 deg., some of these thick-blooded English types went to great pains to record that it was, in fact, "very hott".

(SYDNEY COVE, 1788. Published by Hodder & Stoughton Ltd. 44/9.)

Big Month for Australiana

December must have been a record month for the publication of Australiana. Books on Australian subjects from Australian publishers poured into "PIM's" book review department leaving the reviewers exhausted. Many of them are reviewed in this issue, but we hardly had time to read the dust jackets of many others on Australian art, Australian literature, Australian sport, Australian biography, and Australian historical treatises.

Best of Simpson's New Guinea

Colin Simpson's promised omnibus book on New Guinea became available before Christmas, a period when a lot of people who don't do so normally, buy and even read books.

THE book will have a demand long after the festive season is over. It is a combination of large parts of Simpson's *Adam with Arrows, Adam in Plumes* and the New Guinea chapters of *Islands of Men*. It has been called *Plumes and Arrows* and like the individual books, all of which have been published in the last seven or eight years, is a riot of colour plates—24 in all.

As the only "popular" works on the Territory, and because of their lavish illustrations, Colin Simpson's books have always had a ready sale with visitors to Papua-New Guinea, and with residents also for friends and relatives overseas. They are filled with names, facts and adventure.

The omnibus is sure to be just as well received by those who buy books in this price range. It has numerous line drawings by the author's wife, Claire; four dozen black and white plates as well as the two dozen coloured ones; and 400 pages of reading matter.

(PLUMES AND ARROWS. Angus and Robertson Ltd. 45/-.)

A LOOK AT AUSTRALIA'S CHANGING NORTH

Although author George Farwell was born in England and did not come to Australia until he was a young man (he visited Tahiti en route; was an extra in the first "Mutiny on the Bounty" film; and searched for the Pinaki treasure), he has long since established himself as one of the most "authentic" and readable writers on Australia's lonely outback.

CAPE YORK TO THE KIMBERLEYS, his latest and ninth book with an Australian setting, is an evocative, informative travel book about the northernmost part of the continent—an area that most Australians have never seen and never will.

In six months, Farwell's travels took him from the sugar towns of Queensland's Barrier coast, to the pearling centre of Thursday Island and the vast cattle stations and mining centres of the Gulf country and the Kimberleys.

In those six months, Farwell talked and lived with hundreds of the fascinating people of that sparsely settled land—the drovers, pearlers, missionaries, cattle buyers, prospectors, miners and station managers—and in so doing picked up a wealth of information which he has set down in his book in lively, entertaining fashion.

We learn, for instance, that big changes are coming over the cattle country. Whereas a few years ago, the only way to get a mob of cattle from the stations to market was to move them on the hoof over hundreds of miles of dusty tracks, in another 10 years these marathon droving trips may be things of the past.

Since 1960, a new means of transport—the cattle boat—has been operating from the Albert, Norman and Nassau Rivers that flow into the Gulf of Carpentaria, and the Etheridge and Croydon Shires of Queensland are now thinking of putting down all-weather roads suitable for motor transport. The cattle boats are already carrying 10,000 head of cattle a year to the Querrah meatworks at Cairns.

As author Farwell says, the eventual complete change-over from droving to motorised and sea transport will bring "a long, heroic passage of Queensland history to an end".

Minerals are also playing a big part in transforming Australia's lonely north. Farwell believes that the vast deposits of bauxite (the raw material of aluminium) around Weipa, on the western coast of Cape York Peninsula, will eventually bring settlements all over the peninsula.

As the deposits are in an area which takes in much of the Cape York Aboriginal Reserve, the working of them will eventually mean the destruction of the way of life of the natives who live there.

On this subject, Farwell says typically: "Something of great value will be lost when the dignified and naked aboriginal, warrior, hunter, and incomparably skilled tracker, finally discards his woomera and long-shafted spear for a jackhammer a lathe; when he pays cash for food over a refrigerated counter stead of stalking wild game, divi for lily roots and spearing turtle fr a bark canoe; when he lives in a t bedroom cottage and watches t vision, votes at union meetings a sings pop songs in the place of th stirring animalistic chants that s echo through the paperbarks by so pandanus-screened lagoon.

"But then I have never had enjoy the privations of living su an idyll, nor had to keep myself we fed while doing so. I have never h to endure the pleasures of circu cision with stone knives, sleep on t ground without clothes in the m quito-haunted Wet, feel an em belly when fish or lizards or gru were scarce, spend nights in terror the hostile spirit-world, fear t malign influence of sorcerers crouch in the bush as my trib enemies slaughtered women and p caninnies in yet another surpri assault."

(CAPE YORK TO THE KIMBERLEY Rigby Ltd., Adelaide. 28/6.)

Knights And Theodolites In The Early Australian West

If one can ignore the knights, and concentrate on the theodolites, he will find some fascinating bits of Australian history in the 230 pages of a meticulously-compiled book by the late Commonwealth Surveyor-General, Mr. F. M. Johnston.

TO a degree, it is the story of how members of the Johnston family surveyed large areas of West Australia, and Canberra, and New South Wales; and, since the clan began surveying in West Australia more than a century ago, an account of some interesting national developments are part of it.

One learns—probably for the first time—of how the large, ambitious town of Australind was planned by the West Australian Company, and laid out near Bunbury (on West Australia's south-west coast), and abandoned in favour of a site near Geraldton (north of Perth), and abandoned again and re-established at Bunbury; and finally, as the result of political intrigue and considerable mismanagement, how it was cast aside and forgotten.

It appears that a Johnston progenitor, Marshall W. Clifton, was associated with the Australind plan, and that he subsequently had much to do with the foundations of the West Australian State. His daughter married a Johnston, surveyor; their son was another surveying Johnsto and his son, in turn, became a d tinguished surveyor and the auth of this book.

Some of these ancestors are trac back to Norman conquest, and t genealogical records in the bo bristle with titles, from low knights to high-nosed dukes.

The most fascinating part of t book describes what the Kimberl country was like when it was fir explored and surveyed by the auth and his father. There is also the re history of the Trans-Continental ra way area and the first surveys Canberra.

One can forgive the author t knights and the family trees and t rather wearisome account of t numerous Clifton-Johnston clan, b cause of the interest and value of th careful description of early settleme and settlers in the West and Nor west. Its claims as a work of refe ence are heightened by a name ind and a gazeteer.

(KNIGHTS AND THEODOLITES. Saga of Surveyors. Edwards and Sha 171 Sussex St., Sydney. 30/-.)

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National Library of Australia

l and Kitty Monkman, on Green Island.

In Quest Of The Curly-Tailed Horses

Bugs, wogs and wrigglies have fascination for some people. ey fascinated Noel Monkman half his life before the chance ne suddenly to make a career them.

the 30 years since, Monkman has shared his fascination with rest of the world, producing film r film of underwater and reef from the coral islands of Aus-ia's Great Barrier Reef.

He and his wife Kitty live on en Island, one of the most utiful of the reef islands, where has a permanent laboratory.

Monkman is the pioneer of under- photography in Australia.

Many readers already know him l through his *Escape to Adventure*, ich tells the story of his diving eriences. *Quest of the Curly-led Horses* is his autobiography.

There is nothing dull about it, be-se there is nothing dull about nkman. Even his NZ boyhood s, which in the normal run of obiographies the reader would be py to pass swiftly over, make urful reading.

As the product of a broken home was virtually held incommunicado one house or another, mostly un-ndly ones where small boys with rgy were not tolerated.

On one occasion it got so intoler-e that he and a mate took off with their swag, and made headlines when they were discovered by search parties a week later living it up in a hut deep in the mountains. They had lived by shooting rabbits, which they had hung on a hook over a fire, fur and innards included, and simply gnawed at when they had decided they were sufficiently cooked. Nobody had explained to them the finer arts of skinning, but for six and seven-year-olds they had done pretty well.

What helped make life worth living for the youthful Monkman was his interest in the bugs and wogs of the pools—an interest satisfied more often than not in hours or days stolen from the schoolroom.

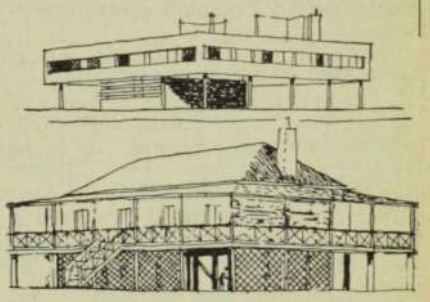
At heart and by inclination he was a naturalist, but fate pushed him in a different direction, until he became in order navvy, photographer, soldier and musician—only finally to give up his music for science, or more correctly, to return to the science he had given up for music.

For bug, wog and wriggly fans there is plenty of material of interest in Noel Monkman's book—and many photographs of microscopic life. And those whose main interest is in finding the recipe for a happy man will need to search no further.

(QUEST OF THE CURLY-TAILED HORSES. Angus and Robertson. 37/6.)

From Wattle Daub To Sail — Like Roofs

Has Australian architecture grown up? Melbourne architect Robin Boyd (*The Australian Ugliness*) attempts to supply an answer in an entertaining, 90-page book written with a shrewd eye for the essentials. His verdict: Australian building probably has grown up.



The traditional Queensland Elevated (lower) compared with the famous Villa Savoie, in France, built in 1928.

THE Walls Around Us is the story of Australian architecture in capsule form, made even more palatable by the author's sketches.

The title page says the book is "Told and illustrated for young readers", but God only knows why the publishers bothered to add this line, for this is a book for the general adult reader and for all inveterate house-watchers.

Its story begins with the wattle and daub huts of the first settlers and covers the 175 years to the new Sydney Opera House, whose contoversial sail-like roof is now being erected.

The homestead style, the extension of the verandah, the Brisbane style of houses on legs, the Gothic period, the houses of cast-iron and the period of ornamentation (including the big boom of atrocious taste in picture theatre styles between the wars) are all described—their exact position in the wider canvas being clearly marked. Some fascinating facts come to light.

Australia was erecting prefabricated houses as early as the 1850's, when many of iron were brought out from England following the demand for houses brought by the gold rush. Some came from America.

Skyscrapers are not new in Australia, either. The first, with an iron frame, was erected in Melbourne in 1855. But later, at a time when skyscrapers could have been built, arbitrary laws restricting height successfully curbed them for another 60 years, and not until 1956, when the Melbourne ICI building was erected, did the architects achieve a breakthrough. Boyd says that buildings higher than any in Australia are now being planned.

Australian building has grown up, says Boyd, because the builders and the people who pay them have grown up. They have realised that they do not now have to bury their head in the history books to produce a design suitable for Australia.

After a confused history, with few leaders of taste to give any kind of direction, Australian architecture may finally have reached an important stage of achieving something on its own.

(THE WALLS AROUND US. F. W. Cheshire Pty. Ltd. 19/6.)

From The Tots To The Teens

An interesting selection of books for the younger readers this month.

RUTH PARK, Australian novelist, sometime writer of children's stories, has written *The Muddle-Headed Wombat* for the tinies.

An attractive book, entertainingly written and amusingly illustrated by Noela Young, it should please everyone.

(Published by Australian Educational Press, GPO Box 3038, Sydney. 15/-.)

AS attractive and as entertaining, but different because it is in free verse, is *Gloop, The Gloomy Bunyip* (the "Saddest bunyip in Australia, Because he thinks he's been a failure"). Written by Colin Thiele and illustrated by John Bailey, it's wonderful stuff for reading aloud. It's a book they'll keep for years and years.

(Published by The Jacaranda Press, Brisbane. 19/6.)

FOR slightly older children there are two books by Eleanor Frances Lattimore, an American who appears to base all her books on China—as it was once, and certainly not as it is today. The two new books are *The Chinese Daughter* and *The Fisherman's Son*. Both are illustrated by the author and the first-mentioned is a lesson in junior race relations; the second about a family who lived on a sampan. Miss Lattimore comes from a family which laboured in the missionary field in China—in the days when there was still a future for this sort of thing.

(Published by Angus and Robertson. 13/6 each.)

FOR youngsters bordering on the teens *The Family Conspiracy*, by Joan Phipson, will make welcome holiday reading. Set on a sheep station in outback New South Wales it tells how four of the youngest in the family set out to earn some real money for a worthwhile project and how they succeeded—one of them by the well-known Australian method of investing in the State lottery!

(Published by Constable and Angus and Robertson. 17/6.)

The Long And The Short Of Matthew Flinders

Most Australians are more or less familiar with the life story of Captain Matthew Flinders, one of the most tragic figures in their country's history. The facts of his life are straightforward enough, but there is more than one way of interpreting them, as Sydney writer Sidney J. Baker shows in his new biography, *My Own Destroyer*.

AT the age of 15, despite his father's opposition, Flinders joined the Royal Navy as a lieutenant's servant. At 17, he sailed to Tahiti on Bligh's second voyage to collect breadfruit for the West Indies.

At 21, he went to Australia, where he did valuable exploratory work along the southern coasts with his friend George Bass. At 26, having caught the eye of the powerful Sir Joseph Banks, he was put in charge of HMS *Investigator* to circumnavigate Australia and survey its unknown coasts.

After flouting the Admiralty and nearly losing Sir Joseph's patronage by trying to smuggle his newly-married wife Ann aboard the *Investigator*, Flinders sailed for Australia, reaching Cape Leeuwin on December 6, 1801.

During the next 18 months, he not only circumnavigated the continent, but filled in most of the blank sections of the map with meticulously accurate observations. (His charts for parts of the Gulf of Carpentaria, with only a few additional observations, are still in use).

On reaching Sydney in mid-1803, the *Investigator* was condemned as unseaworthy, although she later returned to England after a voyage of great and constant danger.

Meanwhile, believing that the Admiralty would give him another ship so that he could chart part of the Australian coast in greater detail, Flinders obtained a passage in HMS *Porpoise* for England.

The *Porpoise* in company with two other ships, the *Bridgewater* and *Cato*, left Sydney in August, 1803, and seven days later the *Porpoise* and *Cato* were wrecked on the Great Barrier Reef.

After returning to Sydney in a cutter, Flinders was given command of the cranky 29-ton colonial schooner *Cumberland*. In this, he returned to the scene of the shipwrecks, picked up some officers and men who had remained there, and pushed on, as he hoped, for England.

Flinders, then 29, looked forwa eagerly to being reunited with wife after an absence of three ye and to being rewarded by Fortun smiles for his great exploratory wo But things did not turn out th way.

Twenty-three days out of Timor route to the Cape of Good Ho one of the pumps of the cran *Cumberland* failed and the sh could make little progress.

So Flinders decided to make t the French-ruled island of Mauriti Although France and England h been at war, Flinders felt certain receiving kind treatment at the islan for, besides having a passport fro the French, he had acted kindly Sydney towards the French explor Baudin, who had planned to put in Mauritius on his way home.

Trouble at Mauritius

As Flinders had no charts of t Mauritius coast, and finding that t waters were littered with coral ree he decided to follow a small ves which was heading into Baye du Ca

Soon after anchoring, Flinde learned that, after a brief respi Britain and France were at war agai Despite this, the French we courteous, if formal.

Next day, Flinders called on t Captain-General of Mauritius, t shortish, thick-set Charles DeCaen.

DeCaen kept Flinders waiting tw hours in the street before seeing hi When he did, he told Flinders blunt that he was both an imposter a a spy. His passport, he said, h been made out for the *Investigato* whereas Flinders had arrived in t *Cumberland*, which was clearly u suitable for exploration. Henc Flinders could not be Flinders n could he be an explorer.

Besides this, DeCaen said, Flinde had pursued a French vessel into t Baye du Cap, and only by skilf handling had it escaped being ove taken.

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ptain William Bligh, a small man, was e of the many small men with whom tthew Flinders could not hit things off. nders sailed under Bligh as a midship- n in HMS "Providence" when Bligh was t to Tahiti to collect breadfruit for the st Indies after his first voyage in the Bounty" ended in the famous mutiny.

All Flinders' protests of innocence d efforts to establish that he was o he was were in vain.

Next day, however, DeCaen parently had second thoughts, and ited Flinders to join him and his fe for dinner that evening.

Flinders sent a messenger back with clear-cut refusal. The result was t he remained a prisoner of Caen on Mauritius for seven long rs.

When at last, broken in health, he s released and returned to gland, he still did not get the cognition and rewards he thought deserved. In less than four years, en barely 40 and having just com- eted an account of his exploratory rk, he was dead.

On the surface, it would appear t Flinders' career ended as it did cause he made an error in replying DeCaen as he did and because he n became a victim of circum- nces. But Baker does not see ngs as simply as this in *My Own estroyer*, which is set within the mework of psycho-analysis.

To Baker, Flinders' career was vitably headed for disaster from early age because of a blemish his character: he could not stand ysically small men.

Flinders himself was 5 ft 6 in. l. He got on fine with all men ger than himself, such as Bass and nks. But he resented small men such as his father, Bligh and DeCaen, and was obsessed with an urge to defy them when they had any authority over him.

Baker says: "Since we lack details of Flinders' early life as a boy, it is impossible to say precisely how his objection against his father began, but that he flouted his father by refusing to become a surgeon and by choosing to follow a naval career there can be no doubt.

"If, as events were to prove, a 'little' son can successfully challenge a 'little' father, we are able to see how a pattern of conduct can be established."

"To psycho-analysis," Baker goes on, "the factor known as repetition compulsion in any personality serves as an important guide to the structure of that personality . . .

"In Flinders' case, we can presume that he felt guilt because of his successful contest with his father and that the seeds of this guilt were buried far back in his infancy . . .

"We can have no doubt that he repeated such conflicts many times in the course of his short life and none with such unhappy results as his clash with General DeCaen."

Although Baker has put together every scrap of available evidence to support his contentions, some readers will probably feel that it is insufficient.

However, for those unbelievers, Baker's book is still worth a place on their bookshelves as an excellent short biography of its subject.—R.A.L.

(MY OWN DESTROYER. Currawong Publishing Co. Pty. Ltd. 29/6.)

BROWN MEN AND RED SAND

by Charles P. Mountford. This is a well-established book by the Australian ethnologist, and was first published over 10 years ago. It describes one of half a dozen journeys he has made into Central Australia and is accepted as a standard work on the aborigines and their environment. The author says, in an introduction, that it is not intended as an anthropological treatise but as a travel book. Nonetheless it is concerned mostly with the natives he met in his journey and a great deal about their culture and folk-lore.

(Published by Angus and Robertson Ltd. Australian price, 28/6.)

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HUMAN HISTORY IN FRENCH POLYNESIA

One of the most useful books of Pacific Islands reference to appear in recent years is *Tahitiens* by that indefatigable researcher and author Patrick O'Reilly, assisted by Raoul Tessier.

THE book, in French, contains the biography virtually of every man and woman—European, Polynesian or Asian—who has lived long enough in French Polynesia, to have made a mark on the country, from the arrival of Wallis in 1767, up to the present day.

It is therefore more than a "Who's Who" of French Polynesia—it is also a list of biographies, and a carefully documented history of the territory. It is replete with indexes and chronologies. It is, in fact, a book which will be a "must" in the library of any student of the South Pacific Islands.

For example, it contains a full history of the royal Pomare family, and of George Pritchard, the LMS missionary who wrecked his career on the Pomare troubles. We are told about Gauguin, and Pierre Loti, and Nordhoff and Hall, and other artists who lived there and won fame.

One is given the story of that William Stewart who pioneered cotton and introduced the Chinese; and of the Abbe Rougier, who founded a coconut empire.

There is an account of the famous Bambridge family, and the biographies of Thomas (1801-1879), John (1859-1898), George (1887-1942) and of Antony, Antony Junior and Rudi, all very much alive.

Just to show how complete the record is, there is the story of that timid John Harris, who was taken by the mission ship *Duff* to be an LMS teacher in the Marquesas in 1897, and who bolted back onto the *Duff*—and stayed there—after one night among the island's untamed women.

There is a place for that hard-working Tahitian leader, Senator Alfred Poroi; and for the unfortunate Pouvana'a a Oopa, who has been banished in France; and for John Adams of the *Bounty*.

Biographies can be boring; but this is a fascinating book for those who know anything of the history of Polynesia.

Patrick O'Reilly has given us similarly valuable works on New Caledonia and New Hebrides; but this last one must represent more than usually painstaking research.

(TAHITIENS. Repertoire bio-bibliographique de la Polynesie Francaise; by Patrick O'Reilly and Raoul Teissier. Published by Societe des Oceanistes, Musee de l'Homme, Paris.)

First Cook Is. Dictionary

The first dictionary of Cook Islands Maori ever published was brought out recently by the New Zealand Department of Islands Territories in Wellington. It is called "A Dictionary of the Maori Language of Rarotonga".

The dictionary, which contains 460 pages, is the work of the late Stephen Savage, a former Registrar of the Native Land Court of the Cook Islands, who died in Rarotonga in 1941.

Savage, a part-Maori, began collecting material for the dictionary more than 30 years ago when he was an interpreter of the Native Land Court.

This position and his later position of Registrar gave him unique opportunities for hearing and recording the dignified oratory of Cook Islands Maori leaders.

In working on his dictionary he had the support and encouragement of many eminent scholars and linguists including anthropologist Sir Peter Buck and Bishop Herbert Williams, grandson of the compiler of the first New Zealand Maori dictionary and the dictionary's reviser.

The New Zealand Government bought the manuscript of Savage's dictionary from his estate after his death. After seeking the opinions of linguists on the best method of presenting its material, the Government decided to publish the manuscript as Savage left it.

The Government believes the dictionary "will appeal to all those who are interested in the culture, language and traditions of the Cook Islands" and that Cook Islanders "have been given a sound basis on which the future study of their language may be undertaken".

The dictionary was printed by the Government Printer of the Cook Islands at Rarotonga. Copies are obtainable from the Government Printer, Wellington, at 35/- (NZ) each.

The Drama Of Fighting Fires

People write books about th darndest things which sometime against all reason, turn out to b interesting. "Fire is Their Enemy an account of fire-fighting through th ages, by Charles Roetter, is a ca in point. It is fascinating readin not only for fire-bugs but for gener interest as well.

ALTHOUGH the author is Englis his account of famous fires an the human element that led up t them, covers those in many countrie

In a sense it is an encyclopaedia o famous fires: The Great Fire of 166 which, alleged to have started i Farynor's bakery, destroyed fiv sixths of London in a four-da holocaust; the Chicago fire of 187 for which Mrs. O'Leary's cow take the traditional blame, which rendere half the population of the city hom less in the first 24 hours; fires th followed the San Francisco and Toki earthquakes and the London Blit and the Black Friday fire of Januar 13, 1939, in which, in the wor bushfire Australia has known, 7 people lost their lives.

Hundreds of houses and million of acres of forest and land wer burnt out at that Victorian fire an the author recalls how the men o the little Victorian hill town o Noojee fought to save it as long a possible and then, at the last momen made for the creek where the families were already.

"In the meantime," he says, "thei women had deposited their familie savings, the title deeds to their proper ties and other valuables at the loca post office. The postmistress calml wrote out receipts and put each iten carefully away in the safe. Sh continued with her job until the pos office caught fire and then found tim to tap out a last message to th outside world on her telegraph: 'I am about to close down now as th flames are licking the building. have locked the valuables in the safe and I'm going to the creek. If th worst comes to the worst, you wil find the keys of the safe and th office strapped to my wrist.'"

"She survived and was awarded the OBE."

(FIRE IS THEIR ENEMY. Published by Angus and Robertson Ltd. 27/6.)

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Pick of the Paper-backs

THE GREATEST SHOWMAN ON EARTH, by Irving Wallace. Phineas T. Barnum, of course. Best known as the founder of the most famous circus, although this was comparatively late in his life, in his second million period. Barnum is credited also with the invention of modern high-pressure advertising. He was a hoaxer, swindler and had a complicated love-life; nonetheless when he died, in 1890, at the age of 80, even the London "Times" editorially regretted it and called him a "fine flower of Western civilisation . . . that gave lustre to America". (Pan Giant.) Also by Irving Wallace this month, THE CHAPMAN REPORT a novel based on an American survey on the sex habits of 3,500 married females, in which biological urge is finely shredded and put under a fluoroscope. (Pan Major.)

CONSPIRACY OF SILENCE, by Peter Eton and James Leasor. Fact that has all the elements of a first-class thriller. A fortune in gold ingots from Jugoslavia and millions looted by the Afrika Korps are both believed to be hidden somewhere on the coast of Corsica but no one yet has been able to find where. The authors tell how these fortunes were taken and something of the violent events that have followed right up to the present. (Pan Giant.)

MAGNIFICENT OBSESSION, by Lloyd C. Douglas. Over 1½ million copies of this book have been sold since it was first published 30 years ago—many of them to people who still believe in miracles. (Pan Giant.)

MANCHURIAN CANDIDATE, by Richard Condon. On modern standards, the book that has everything—horror, intrigue and sex. It's also tough American, laced with psychiatry, about a top-flight hero who turns out to be a traitor and one of Them. (Pan Giant.)

BOND STREET STORY, by Norman Collins. The interwoven lives of a dozen people who work in a London department store written by the master of this sort of novel. (Fontana Monarch.)

THE TRIUMPH OF SURGERY, by Jurgen Thorwald. This is a sequel to the same author's "A Century of the Surgeon", and presumably there is more yet to come as the current volume takes the reader from 1881 to 1912 when man was only on the threshold of modern surgery. Those who get their medical fiction through Dr. Kildare and such novels as "Not as a Stranger" may not find it their meat. Although treated as a first person account it is factual and based on great research. It has detailed list of sources and a bibliography. (Pan Major.)

TIME AND THE HOUR, by Howard Spring. One of this author's long, ambling, meticulous pieces about England and a complexity of characters between the wars. (Fontana Monarch.)

AWAY FROM HOME, by Rona Jaffe. Already the author of a best-seller, "The Best of Everything" which concerns career-girls in New York, the author shifts the scene of her second effort to Rio de Janeiro amongst the expatriate Americans whose sex problems don't benefit at all by the change of air. (Pan Giant.)

Thrillers and Mysteries

THE FULL TREATMENT, by Ronald Scott Thorn. About a man who's apt to strangle the women he sleeps with. (Pan Giant.)

THE NARROWING CIRCLE, by Julian Symons. A journalist solves a crime in this one. By the same author, THE PROGRESS OF A CRIME, which also has a newspaper background. (Both Fontana.)

SAVAGE STREETS, by William McGivern. American with teenage thugs. (Fontana.)

KNIFE EDGE, by Donald MacKenzie. Cannes, gambling and international crooks. (Great Pan.)

THE SLEEPING SPHINX, by John Dickson Carr—a Dr. Fell mystery. (Great Pan.)

THE MAN ON THE END OF THE ROPE, by Paul Townend. Thriller based on climbing Alps and with a foreign correspondent as the villian. (Fontana.)

THE PRINCE OF THE CAPTIVITY, by John Buchan. In the 1912 manner. (Pan Giant.)

YOU CAN CALL IT A DAY, by Peter Cheney. England—with French subtitles. (Fontana.)

For Other Tastes

THE CRIPPLED TANKER, by D. A. Rayner. Drama at sea during a 1943 convoy. (Fontana.)

THE WORLD IN PERIL, by Charles Chilton. Science-fiction from a BBC serial, "Journey into Space". (Great Pan.)

THE FALL OF SINGAPORE, by Frank Owen. Another version of why Britain's "impregnable" fortress fell to the Japanese in February, 1942. (Pan Giant.)

HOLOCAUST, by Paul Benzaquin. Another 1942 disaster—when Boston's swank night-club, the Cocoanut Grove, burnt out in 12 minutes and killed 500. (Great Pan.)

THE GENERAL, by Alan Sillitoe (author of "Saturday Night and Sunday Morning") who here takes on the imbecility of war. (Great Pan.)

THE BLACK SWAN, by Raphael Sabatini. Swashbuckling. (Great Pan.)

THE BUILDING OF JALNA, WHITEOAK HERITAGE and RENNY'S DAUGHTER, by Mazo de la Roche. All about the Whiteoak family, first to last. (Pan Giants.)

SHADOWS IN THE SUN, by Mary Howard. Romance. (Fontana.)

THE MUSGRAVES, by D. E. Stevenson. English family life. (Fontana.)

THE PICTUREGOERS, by David Lodge. A "shocking" novel of modern Britain. (Great Pan.)

THE HELL-BENT KID, by Charles O. Locke (Great Pan); RIDE OUT AND DIE, by Frank C. Robertson (Fontana); and ROPE THE WIND, by Norman Fox (Fontana). All Westerns.

(Our copies from Wm. Collins (Overseas) Ltd. Pan Majors and Fontana Monarchs, 7/6. Fontanas and Great Pans, 4/-; Pan Giants, 5/6.)

Australiana

COME AWAY, PEARLER, Colin Simpson's only novel—woven around the Australian pearling industry. (Pacific Books.)

STEAK FOR BREAKFAST, by Elizabeth O'Conner, is the hilarious, true story of a young mother's life on a Queensland cattle station. (Pacific Books.)

NED KELLY'S LAST STAND, by Frank Clune. Life-story of the most famous of the Australian bushrangers. (Pacific Books.)

(These three Pacific Books are in the paper-back series published by Angus and Robertson. All are 5/6.)

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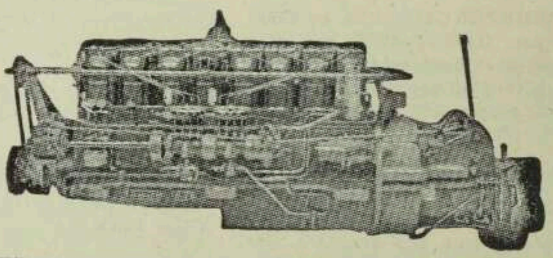

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Pacific Shipping And Cruising Yachts

Fiji's treacherous reefs claimed another victim on November 27 when the 9,000-ton Norwegian freighter *Ragna Ringdal* ran aground about 8.30 p.m. on Vatoa Reef in the Lau Group.

IX days later, a salvage expert Captain L. Sandorv who flew out om Oslo to make an on-the-spot amination for the underwriters, scribed the ship as a total write-off. Captain Sandorv said in Suva that attempt would be made to pull e ship off the reef as she was "too r gone".

He estimated the loss at about ,000,000. One bright spot was that ost of the cargo of timber could be lvaged.

The ship's master, Captain E. ndresen, with tears in his eyes said at the *Ragna Ringdal* would obably be his last ship. He had tired from the sea about three years o, but had returned to command e *Ragna Ringdal*.

When asked how the ship came to ound on the reef, Captain Andresen id: "I can't tell. If I had known would have avoided the accident". The *Ragna Ringdal* was on a yage from Vancouver to Sydney.

Capt. E. Andresen, master of the "Ragna Ringdal" (left) with salvage expert Capt. L. Sandorv.—Photo: Stan Whippy.

She carried a crew of 40 and three passengers who were on a round-the-world trip.

When word was first received at Suva that the ship had stranded a message was flashed to the *Tofua*, then between Suva and Nukualofa, to stand by and give assistance if possible.

The *Tofua* tried unsuccessfully to pull off *Ragna Ringdal* on the night of November 28. As she could be of no further assistance, and as the passengers and crew could get safely to Vatoa Island, she continued her voyage.

The next night a fairly strong wind sprang up, and the *Ragna Ringdal*, taking a pounding from rising waves, started to settle on her stern on the reef.

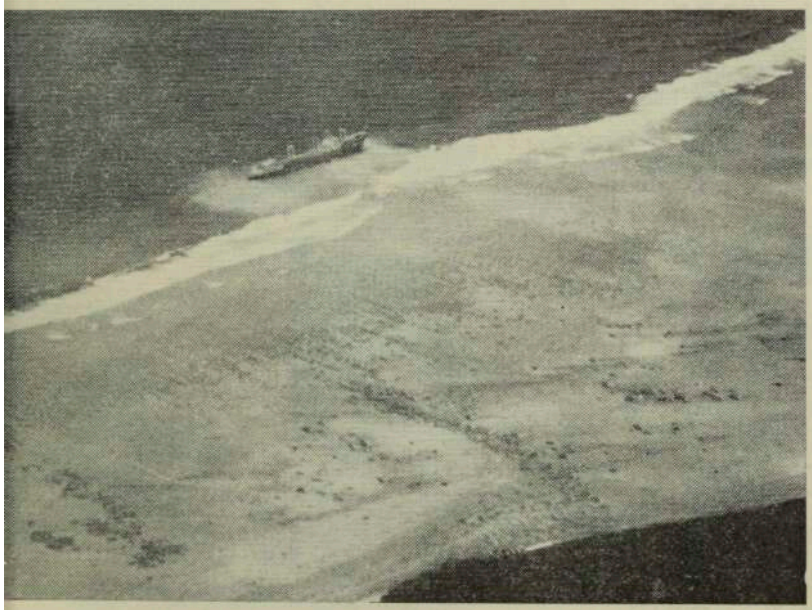
Meanwhile, the Government ship, *Degei II*, was called back to Suva from a trip to Lautoka to take on extra fuel and food to go to Vatoa with a party of Customs officers and police. The Royal New Zealand Air Force had already made a flight over the ship, carrying the Fiji Harbour Master, Captain E. L. James.

The departure of the *Degei II* from Suva was delayed pending the arrival of Captain Sandorv, but she got away on December 2.

On the same day, the RNZAF was called on to fly a mercy mission to Vatoa to bring a crew member of the *Ragna Ringdal* to Suva who was suffering from an infected forearm.

The RNZAF crew had a good look at the *Ragna Ringdal* and reported on their return that she was well down in the water, with a list of 15 to 20 degrees to port. Seas were then breaking over the port stern.

The Sunderland brought back two passengers, Miss Dorothy Baily, of Burbank, California, and Mrs. Elizabeth Goebner, of Millbrae,



This aerial view of the "Ragna Ringdal" on Vatoa Reef was taken by a PIM staff writer soon after she went aground.

In The News This Month

Baddeley
Banks
Benn Gunn
Blue Peter
Britannia
Cap Finisterre
Cap Ortegal
Cap Palmas
Corinthic
Degei II
Don Quijote
Elizabeth Helen
Fijian Trader
Fortune
Francis Drake
Geneve
George Anson
Gitana
Gunnars Knot
John Williams VII
Joyita
Larapinta
Loma
Maroro
Medley
Moisana
Monsoon
Moresby
Navaka
Nordlys
Orcades
Paluma
Pukaki
Ragna Ringdal
Santa Teretia II
Sea Wind
Southern Cross
Tere
Tofua
Trinui
Tuaikaepau
Tui Cakau
Vasey

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California. (The third passenger was Mrs. Goebner's husband).

Miss Baily said in Suva that she and others were watching a cinema show in the evening of November 27 when the ship started to shake. Everybody got up, and there was a violent jar. As they ran outside they could see the surf line, but did not know till afterwards that the ship had grounded.

"We had three nights on board after that. They were not comfortable nights as the ship shuddered every time the waves hit her," Miss Baily said.

Miss Baily said that two nights after the stranding the engineroom flooded and the generators stopped. The ship was in darkness till an auxiliary lighting plant was brought into action.

Miss Baily was full of praise for Captain Andresen who, with his crew, did everytyhing possible to make the passengers comfortable. She also praised the Fijians of Vatoa for their assistance.

Another woman in the *Ragna Ringdal,* the radio operator, attractive Anna Eikliru, of Tonsberg, Norway, said that apart from a slightly sunburned face, she felt "pretty good" after the ordeal.

A close-up of the "Ragna Ringdal" showing seas working over the port stern on December 2.

Some of the crew were brought to Suva in the *Degei,* others in the island trader *Tui Cakau.*

Soon after their arrival, arrangements were made for their repatriation to Norway.

The *Ragna Ringdal* was the second big ship to strand on a reef near Vatoa. In 1942 the American cargo ship *Thomas A. Edison,* carrying $7,000,000 worth of supplies for the United States forces in Fiji, stru Vuata Vatoa Reef, about three mil SSE of Vatoa.

A detachment from the Fiji Labo Corps managed to salvage abo $3,000,000 worth of the cargo.

● FOR THE NEW HEBRIDE A 47 ft vessel, to replace the Ne Hebrides Condominium Administr tion's *Don Quijote,* will be launch in March. The ship is being built Messrs. Lars Halvorsen Ltd., of Sy ney, and will be called *Navaka.*

● FOR WORK ON P-N COAST: The former Army sh *Vasey*, now named the *Elizabe Helen,* left Sydney on December for Port Moresby for work on coast routes in P-NG.

The ship was in the news in Au tralia recently when a Labour mer ber claimed in the House of Re resentatives that 11 Papuan seame engaged in the Territory as crew we living in "shocking condition aboard the vessel while waiting leave for the Territory.

However, when five of the Papuar returned to Port Moresby in la November, they told the Assistar Administrator, Mr. H. H. Reeve, th they had no complaints and ha made none in Sydney.

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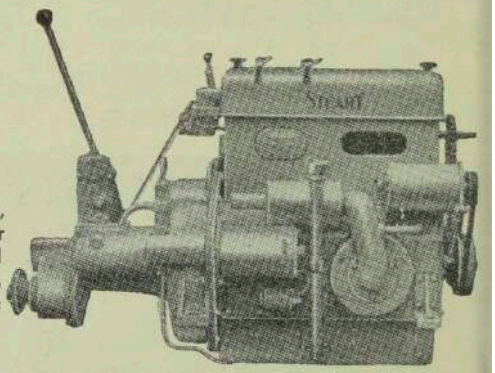

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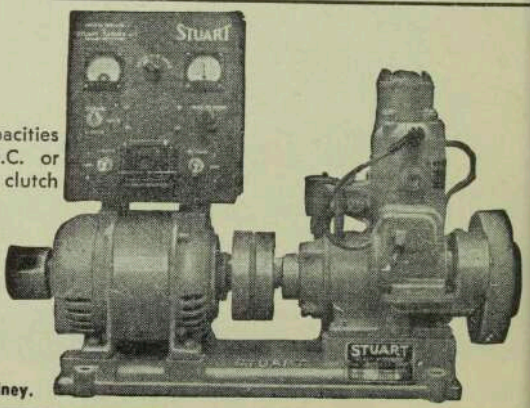

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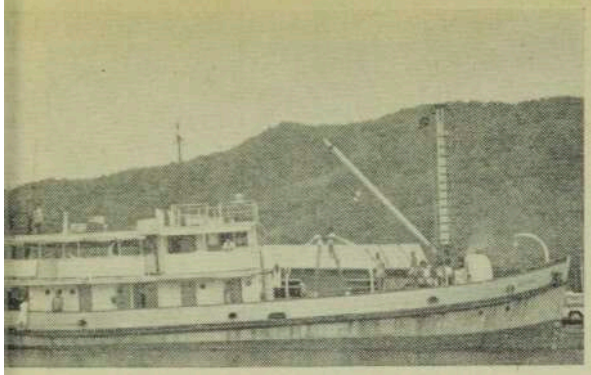

TRADER: The 85-ft. "Moisana", which was acquired by Messrs. Harry Brutnall and Bert Jacobsen from Steamships Trading, Pt. Moresby, in October will be used to trade between Rabaul and Manus in company with Brutnall and Jacobsen's "Leilani".

On the contrary, they said they had joyed their stay which included ht-seeing trips. They had accepted offer to return home to be with ir families.

● CALL AT SAVUSAVU: The O-Orient liner *Orcades* will call at vusavu on Fiji's Vanua Levu Island June 26. This will be the first it by a cruise liner to that port, ich is situated in one of the most asant parts of Fiji. (See picture, ge 81.)

The *Orcades* will be hove to off va Point between 3.30 p.m. and p.m. on June 25 for Customs and dical clearances before sailing to vusavu. She will arrive at Savusavu 7 a.m. next day and will leave at p.m. for Suva where another day ll be spent.

● A NEW *MORESBY* FOR THE AN: A new survey ship, now be- built at the Newcastle Dockyard r the Royal Australian Navy, is to named *Moresby* in honour of Cap- in John Moresby, who charted 600 les of the New Guinea coast and scovered Port Moresby in 1873. e ship, which will cost £2,000,000, ll be of 2,300 tons. She is expected be completed in September.

The Minister for Navy, Senator orton, who released these details in nberra, said the ship would be e second RAN vessel to be called *oresby*. The earlier one, one of e RAN's first and best-known sur- y ships, was in commission from 25 to 1946.

● NEW SERVICE TO JAPAN: abaul will see two new ships when e Dominion Line inaugurates a gular monthly passenger and cargo rvice between Australia and Japan March with the British liners *Fran- Drake* and *George Anson* (each 400 tons).

H. C. Sleigh Ltd., general agents Australia for the Dominion Navi- tion Co. Ltd., has announced that ch ship will carry 131 first-class passengers in fully air-conditioned accommodation and about 4,500 tons of cargo.

The two liners have large deck space and swimming pools.

On north-bound voyages the liners will call at Melbourne, Sydney, Brisbane, Manila, Hong Kong, Keelung (Formosa), Kobe and Yokohama. Stopovers in Japan will extend over seven days and in Hong Kong four days.

On the return trip the ships will call at Guam and Rabaul. The round trip will take about 66 days.

● NEW MISSION SHIP NAMED: The London Missionary Society's new 125-ton ship *John Williams VII* was officially named by Princess Margaret in a ceremony at Shadwell Basin, London, on November 29. The ship, which is 85 ft long, cost £100,000. It was bought and will be maintained mainly by gifts of children of the Congregational churches of Great Britain, South Africa, Australia and New Zealand.

The *John Williams*, which will be based at Tarawa, GEIC, will provide transport between Pacific islands for mission workers, high school students, and medical teams. Every two years She will collect delegates for the LMS south-west Pacific conference held in the Cook Islands.

About 12,000 children visited the ship in London before she sailed on her 2½-month voyage to the Pacific.

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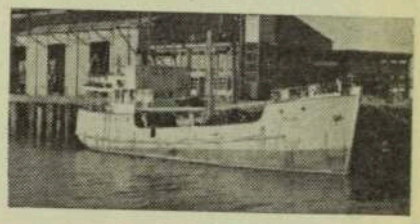

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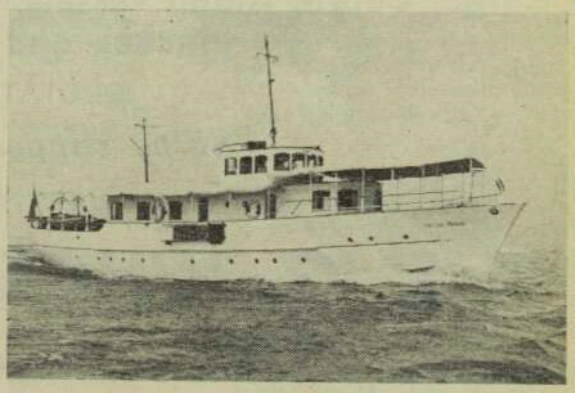

M.L. "The Lady Maurine". Twin Screw Teakwood Launch for Hong Kong Government. Delivered 1953.

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BSIP SHIP LOST: The BSIP
or vessel *Loma* sank early on
ember 17, about 11 miles west of
, Malaita, but the crew was safely
ed at Auki. The ship was carry-
a large number of full dieseline
ns, many of which floated loose
became navigation hazards. All
oing was warned to keep a good
out.

NAURUAN WANDERERS RE-
N: An excited crowd gathered
lauru's boat harbour on Novem-
9 to welcome home a party of
ruans who had left the island in
Gunnars Knot on July 25 to visit
Marshall and Caroline Islands—
e many have relatives as a re-
of their wartime transfer by
Japanese.
f the 81 who left in July, six
ded to stay in the Marshalls. On
other hand, four of the men
ght Kusaian brides back with
, and there were five visitors
Kusai and the Marshalls.
olunteers worked late into the
t and all next day unloading the
ls that the wanderers brought
. Among the items unloaded
three speedboat hulls, five pedal
ns, 20 Kusaian outrigger canoes,
es, live turtles and about 2,500
ets of fresh fruit.

MISSION SHIP REFLOATED:
Melanesian Mission's new ship
hern Cross, which went aground
he Alite Reef near Auki, Malaita,
, on October 24 was refloated
November.
he ship was winched across the
h of the reef and pulled into a
nel 120 ft long, 18 ft wide and
t 2½ ft deep, which was blasted
een the ship and the lagoon by
tain T. Hardy of the Royal En-
ers.
nly a few days earlier, Captain
dy had completed another blast-
job—to lower Pelope Shoal in
harbour at Honiara, near Point
z.

FIJIAN CREW: Eleven Fijians left Suva recently to join the 900-ton "Fijian Trader" in Sydney which will trade on the New South Wales coast and in New Zealand. The ship is owned by a newly-formed company, the Fijian Shipping and Trading Company, of Suva. Eight of the Fijian crew members are pictured here outside Suva's Centenary Methodist Church with the Rev. Niko Baleiverata (second from right, front row), of the Methodist Mission in Fiji. The crew members are, from left (front row), Alipate Ravono, Meli Vunakece, the Rev. Niko and Valerio Baleivarata. Second row (from left), Sosiveta Camaiverata, Joeli Tago and Eliki Qalo. Back row (from left), Apete Tamani and Filipe Jeke.—Photo: Stan Whippy.

The *Southern Cross* was en route from the Eastern District to Fauambu, near Auki, with 30-odd leper patients for the Melanesian Mission's Fauambu leprosarium when she went aground. The patients and crew were taken off by the *MV Baddeley* without incident.

The vessel is reported to have suffered only superficial damage from the grounding and the long haul across the reef.

● HE'LL SEE IT AT LAST: Captain Jones, master of the *Corinthic*, who has been one of Pitcairn Island's best friends for many years, will set foot on the island for the first time on or about January 12 when his ship calls at Pitcairn on her next voyage from England to New Zealand. Captain Jones is retiring soon.

The Pitcairn Island Council wrote to the head office of Shaw Savill recently asking permission for Captain Jones to leave his ship for an hour or two "to come ashore and see for himself the island he has served so generously for a good many years". The Shaw Savill people gave the OK.

Captain Jones is keen to get up to the taro ground and shoot a goat, besides having a quick look round to see how the trees he has given the island are faring.

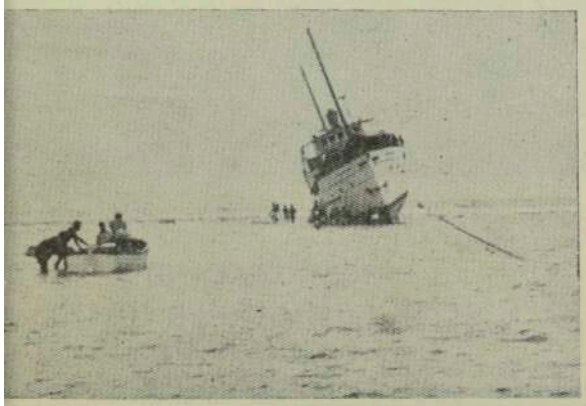
● GUNS DUMPED IN SEA: Fiji Police dumped more than 250 guns into the sea off Suva recently. They included an anti-tank weapon, machine guns, rifles and revolvers.

The arms had accumulated at the Suva police station during two arms amnesties, through confiscations of illegal weapons and because a number of people who had left weapons with the police for safe-keeping had never reclaimed them.

Weapons which were not already unserviceable were made useless before being dumped into 150 fathoms of water about a mile and a half from the main entrance to Suva Harbour.

● FRIGATE'S MERCY MISSION: The New Zealand Navy frigate, *Pukaki*, made a brief visit to Suva late in November and left hurriedly on a mercy mission to Raoul Island in the Kermadecs to save the life of a man suffering from head injuries after an acident.

On board was the RNZAF medical officer at Laucala Bay, Squadron-Leader K. R. Bremner. The man hurt was one of two Auckland University professors who were landed



The Melanesian Mission ship "Southern Cross" aground on Alite Reef, near Auki. She went on the reef at night at high water and stuck so fast that the only way of moving her was by winching across the reef. Photo: John Dixon, by courtesy of the Melanesian Mission.

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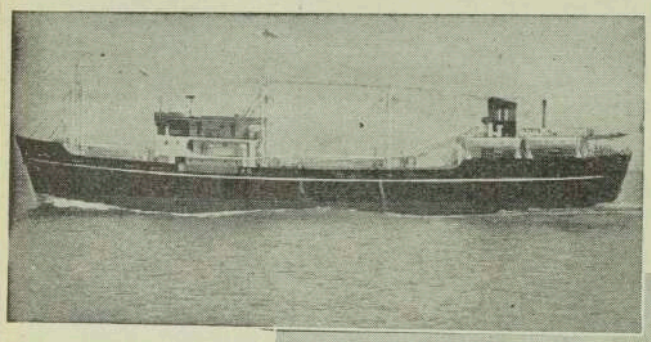
TAIKOO DOCKYARD HONG KONG



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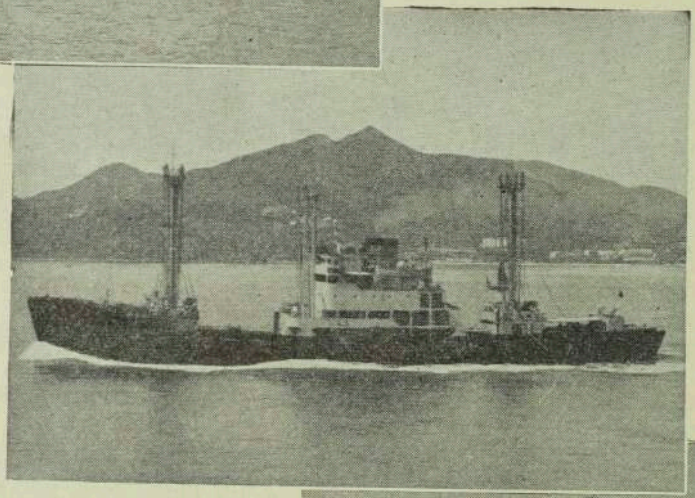
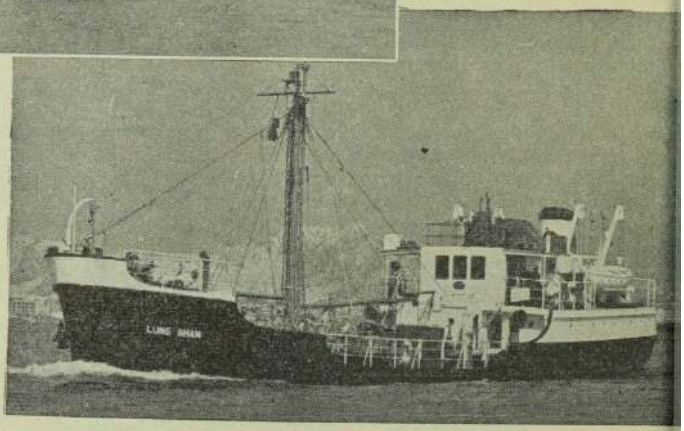
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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

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



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CHRISTCHURCH

Raoul from the *Pukaki* when the ate sailed north.

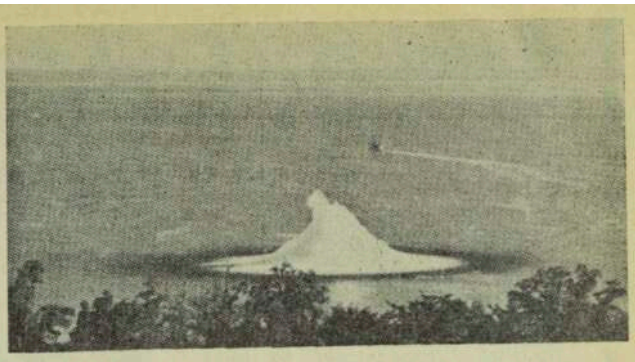
The RNZAF was unable to fly a rcy mission because there is no able landing area near the island.

There was a touch of drama after *aki's* hurried departure. Off Beqa nd, south of Suva, she suddenly ned back to pick up what official- n described as "necessary supplies" ch had been left behind. She an- red in the stream while the ship's ply officer went ashore in a motor t for the supplies. The *Pukaki* n resumed her mercy mission.

● HOPE FOR DEEP-WATER RTH: The chairman of the BSIP ts Authority, Mr. L. M. Davies, hopeful that a decision will soon made on a deep-water berth for niara.

Mr. Davies said recently that the lonial Office had been informed the lowering of Pelope Shoal, in harbour at Honiara, near Point iz, by underwater blasting. (This al has long been a hindrance and ger to shipping and to safe an- rage near the shore.)

Mr. Davies added that talks were ceeding in London between offi- ls of the Ministry of Transport, Crown Agents, and representatives of Messrs. Good and Partners, consulting engineers, on the technical aspects of proposals for a deep-water berth at Honiara.



SPECTACULAR: This spectacular geyser was seen in Honiara harbour recently when Capt. T. Hardy, of the Royal Engineers, laid charges to blow up Pelope Shoal, which had long been a menace to shipping. Photo: "Honiara Picture News".

● JAPAN-PACIFIC LINK: The Baiwa Navigation Company, of Japan, is to inaugurate a shipping line soon between Japan and Pacific ports, including Suva, Vila and Noumea.

● GERMAN GROUP'S NEW PLANS: The managing-director of Germany's biggest independent shipping group, Dr. Rolf Kersten, arrived in Auckland early in November for talks with Cabinet Ministers and representatives of the Meat, Wool, and Dairy Boards.

Dr. Kersten, 42, is a top executive for a leading West German industrialist and shipowner, Rudolph A. Oetker, whose fleet consists of more than 70 modern cargo ships, tankers and refrigerated vessels.

SHARK-PROOF: Capt. Hardy, wearing an aqualung, goes down in the shark-proof cage to examine Pelope Shoal before laying a charge.—Photo: "Honiara Picture News".

Odd Goings-On In Davey Jones' Locker

Reports from three out-of-the-way aces in the Pacific, which reached IM in December, indicate that some- ing odd went on down in Davey nes' Locker in October.

At Graciosa Bay, Santa Cruz, BSIP, e sea rose 10 ft. higher than normal n October 13 and 14—so high, in ct, that a three-year-old boy and a pra drier were washed off the each. (The boy was rescued and re- ved.)

At Kira Kira Harbour, San Cristobal, bout 150 miles from Santa Cruz, there as an unusually high tide on October 4 with the biggest waves any resi- ent had seen in 30 years.

And at Pitcairn Island on October 6, the island was buffeted by the ost spectacular seas the islanders had en for a long time. Just after 1 a.m. ext day, there was a sharp earth- uake, which caused considerable ex- tement—earth tremors being rare on ny Pitcairn.

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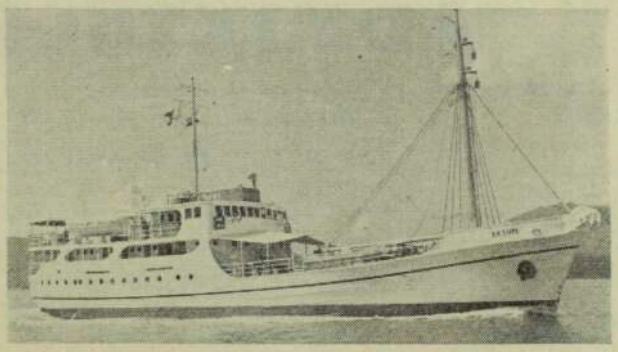

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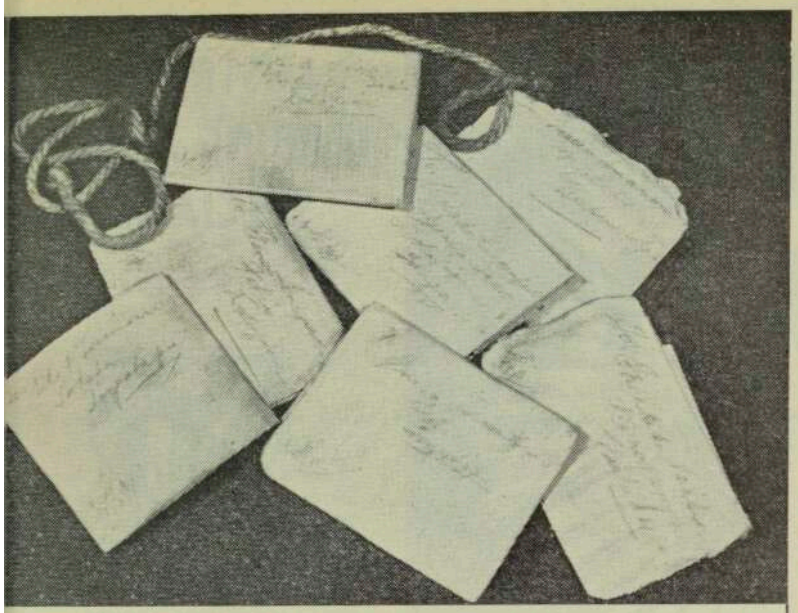

These seven letters were found floating in the sea in November by Fijian women fishing off the coast of Kadavu. They were from the survivors of the Tongan yacht "Tuaikaepau" and were written while they were still on Minerva Reef. The letters, addressed to kin in Tonga, were tied in a bundle by a piece of string. They are believed to have been lost when the outrigger boat in which Captain Tevita Fifita and two others sailed to Kadavu capsized on reaching the island. The letters were sent on to Tonga.
Photo: Rob Wright.

he Oetker group has been in the Zealand-West Coast of North erica trade under the name of Tasman Pacific Service, a division he Colombus Line, since Decem- 1960.

he group was now anxious to nd its relationship with New and, Dr. Kersten said.

Tasman Pacific Service will have e refrigerated and general cargo s—the *Cap Ortegal*, *Cap sterre* and *Cap Palmas*—on the by early February, giving it a ng every 25 days.

NEW WHARF: Work began ntly on the reconstruction of the sh Residency Wharf at Iririki, P. The wharf, which will be 80 ong, has been designed by Mr. G. Cox, director of Public ks in the BSIP. It will replace old wharf which was partly de- ed in the 1959 hurricane.

SURVEY SHIP SAILS: The al Australian Navy survey vessel, AS *Paluma*, sailed from Sydney December to begin her third year perations in New Guinea.

he Minister for the Navy, Senator ton, said that the 300-ton *Paluma* ld continue a survey of the south t of Papua.

In particular, the vessel would concentrate on the Cheshant Bay area between Hood and Arthur Points.

Paluma has a crew of three officers and 22 ratings.

She was due to arrive in Cheshant Bay on December 11.

Senator Gorton said the vessel was responsible for the biggest peacetime survey programme undertaken in New Guinea, and the Navy intended that she should work in the territory for some years, returning to Sydney only for annual refits.

The vessel would work off the south coast of Papua until next March when she would go to New Britain to survey Kimbe Bay. She would return to Sydney for a refit next August.

Paluma is under the command of 31-year-old Lt.-Commander Michael Calder, of Melbourne.

● PAPUAN CREW: Papuan sailors will comprise two-thirds of the crew of the general purpose vessel HMAS *Banks*.

Announcing this in December, the Minister for the Navy, Senator J. G. Gorton, said that nine Papuans would serve in the ship, including a petty officer, four able seamen and four engineering mechanics.

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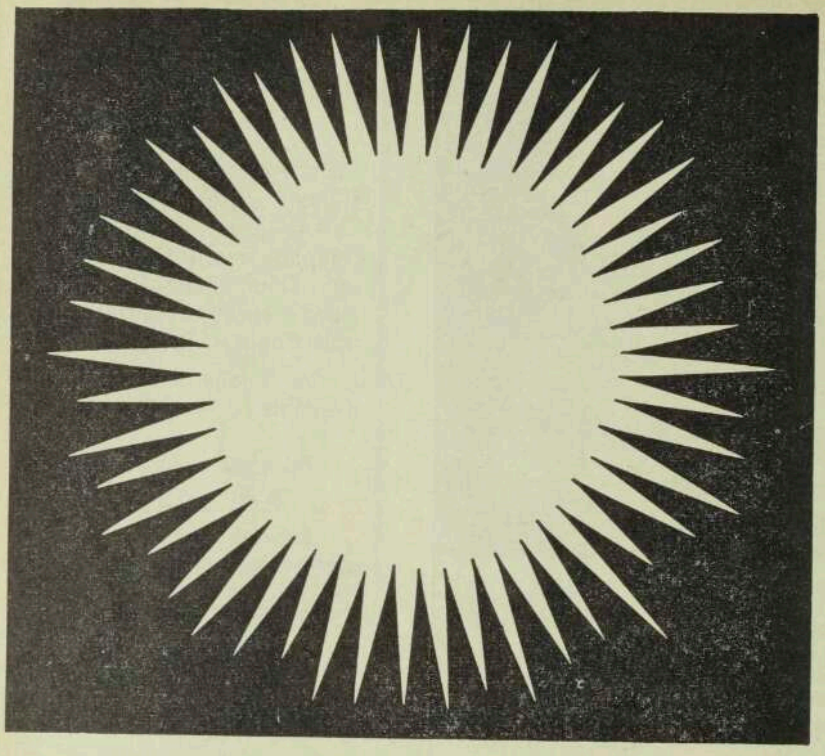

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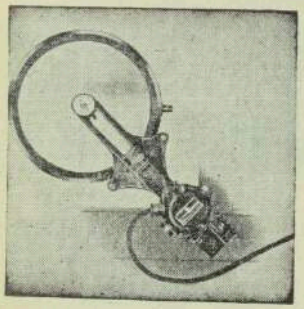

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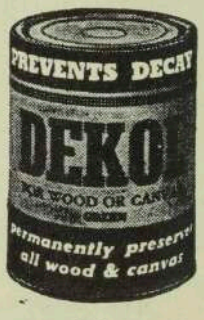

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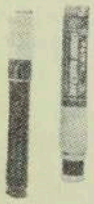

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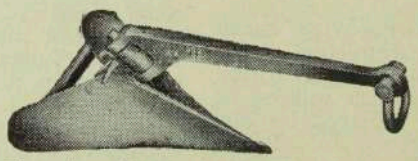

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ree Australian ratings, an e-room artificer, a radio elec- mechanic and a communication itor were included, because bers of the Papua-New Guinea ion were not trained in these s.

e only other members of the company of 15 would be two ralian officers.

nator Gorton said this would be first time that members of the ion had manned a commissioned of the RAN.

e *Banks* would be based at us Island for general duties and ing.

BRITANNIA IN FIJI: The l Yacht *Britannia* will be creat- interest in Fiji by the end of ary. She will arrive in Lautoka enty of time to take aboard the n and the Duke of Edinburgh they reach Nadi by air from lon at 10 p.m. on February 1. Royal couple will spend two in Fiji before heading for NZ Australia aboard the *Britannia*.

ey will board *Britannia* at oka shortly after arriving at , which is 15 miles away. *nnia* will then travel to Suva night, along the east coast of Viti , arriving off Suva at 10.30 the morning, where a 21-gun salute greet her passage through the

e Royal Yacht will berth at the y reconstructed King's Wharf, h has cost £2½ million. Work been continuing at a great pace e last few months.

fore the Queen and the Duke ashore they will be welcomed ceremony aboard ship by repre- ative Fijian chiefs. The ceremony lled *cavuikelekele*.

's an invitation to land and dates the ancient days of the big le canoes when chiefs visited other. The Fijians were per- ing this ceremony even before Tasman discovered Fiji in 1643, it's rarely seen these days, for reserved only for the most dis- ished visitors.

ritannia will head for NZ late the afternoon, February 2, after Royal couple conclude a busy in Suva.

he yacht will be used frequently ng the Australian Royal tour to the Queen the chance to rest.

PLANS FOR *JOYITA*: ough it is many months now e Lord Maugham bought the *ta*, the famous vessel is still ped up on the beach at Levuka, She is apparently likely to

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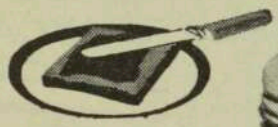
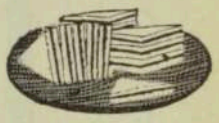


Spreads so smoothly on toast and biscuits



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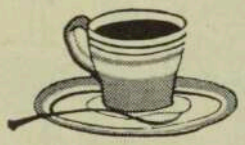

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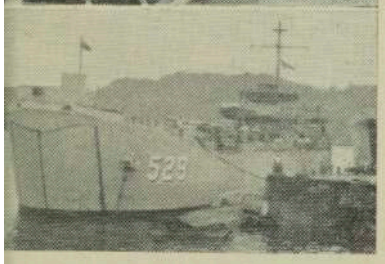
y there until Lord Maugham gets ng on plans to film the story of *Joyita* in Fiji—using the vessel a starring role.
Negotiations are believed to be der way for this film—although w it conflicts with the recently orted separate American plans to n the same story in Honolulu, body knows. Anyhow, Lord augham certainly has the main nibit all legally tied up. Captain n Brown, of the *Maroro*, keeps eye on *Joyita* on the beach, on augham's behalf.

● FOR THE BSIP: Four new sels for the BSIP Government are ng ordered for delivery in 1963 or 64. They include a new K class, the *Komaliae* and *Kangava*: a ft launch which will be built at the ki boat-building school; a launch h a speed of 15 knots for the Wes- n Solomons; and a landing-craft carrying heavy equipment and go, which is expected to arrive out March or April 1964.

● SKIMMING SEA SERVICE: A pping company in Auckland hopes operate a 75-passenger hydrofoil ft between the city and residential iheke Island this year. The ship, ning on the surface of the water at 40 knots, would cut the trip from 75 to 20 minutes.

● BRASS SALVAGE: After several setbacks due to shipping difficulties, Mr. Reece Discombe, a Vila engineer and deep-water diving expert, and Mr. Geoffrey Seagoe, a planter, got away to Vanikoro, in the Southern Solomons, in late November, to salvage brass scrap jettisoned by the MV *Milos* when she went on a reef a few years ago. Mr. Discombe and Mr. Seagoe surveyed the possibilities of salvage on an earlier visit in June. It was understood in Vila in December that salvage operations were being hampered by the growth of coral on the brass.

● FIRST STORM WARNING: The New Hebrides received its first storm warning of the season on December 4 when the Meteorological Officer reported a depression 300 miles to the west of the Banks Group, moving slowly south. Although Santo and much of the north of the New Hebrides experienced fresh winds and driving rain, the depression didn't develop, and the storm warning was withdrawn next day.



RABAUL: The KPM "Sungei Bila" ove), of 175 gross tons, recently made last trip to Rabaul before being based ingapore. The "Sungei Bila" was built Amsterdam in 1950 and operated in t New Guinea, but was often seen in aul. Because of the Indonesian take of WNG it became unprofitable to rate as before. Below is the USS yuga County" an American LST, which emergency supplies to typhoon- attered Guam from Rabaul recently.

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News of Cruising Yachts

● *BENN GUNN*, 41 ft ketch, with skipper Hank Horn, his daughter Khysie, and Elise Siess, of the Hawaii Yacht Club, arrived in Honolulu from Tahiti in November.

● *BLUE PETER*, American ethnologist Bill Phillips' 40-ton motor yacht, which was a familiar sight in Suva for many months last year, is still going through a run of bad luck.

After having been towed back to Suva from the Koro Sea in August because of engine failure, she set off again in late September, only to suffer more engine trouble. She was towed back to Suva again on November 14 over devious routes from the vicinity of Canton Island.

With Mr. Phillips when the *Blue Peter* sailed from Suva in September were his wife Evalina, Domingo Cristobal, mate, of Zamboanga, Jose Paglinawan, steward, of Manila, John Bower, quartermaster, Suva, and a deckhand, William Smith, also of Suva.

Describing *Blue Peter's* latest experiences, Mr. Phillips said that after leaving Suva she called at Apia and Pago Pago, and then got as far as Canton Island when the engine gave out. This was on October 10.

No one answered frequent calls for help because the Voice International

"Blue Peter"

Distress and Calling frequencies we not guarded on many Pacific Islan

There was nothing for it but resort to emergency sails. Hea winds soon tore these and the cr had to keep repairing them.

Their course all the time w roughly in the direction of Funafu in the Ellice Islands. When they g within 60 miles of Funafuti, Japanese fishing boat took them tow.

At Funafuti Mr. Phillips found impossible to get the engines repaire but the Catholic Mission offered send its ship *Santa Teretia II* fro Tarawa to tow *Blue Peter* to Suv The *Santa Teretia II* was going Suva anyway to go on the slip.

Mr. Phillips said that when th set foot on dry land in Suva aft tossing about for six weeks his wi became landsick. "After six weel some of the time in fairly rough sea he said, "Mrs. Phillips got used balancing herself. Now she ca understand why the sidewalks do move".

Mr. Phillips added that he hop to get a tow from Suva to Ne Zealand so that *Blue Peter* could g "proper repairs".

● *FORTUNE*, American yac with Dave and Nellie Goeffne reached Niue from Rarotonga October 21—the same day as t Australian ketch *Larapinta*. Duri her stay *Fortune* split her bowsp and the forestay of the mast bro when a sudden squall caused hig choppy seas. Later, when bo *Fortune* and *Larapinta* put out to s to avoid running on to the re *Larapinta's* steering gear was da aged. The damage to both yach was temporarily repaired, and th sailed for Vavau on October 25.

Dave Goeffney and his wife a both of Honolulu. They plan visit Australia and then return Hawaii. According to the *Ni*

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wsletter, *Fortune* is fitted "with manner of luxury items, a stereo-m, a deep freeze and an automatic ot being some of the accessories". Further details of *Larapinta's* age are given below.

● *GENEVE*, 25 ft Marconi rigged op, left Tonga for Suva on Decem-5, single-handed by Michel rmod, of Geneva, Switzerland. rmod built the craft in Callao, u, and on reaching Tonga he had ed 7,100 miles solo, having called the Galapagos, Marquesas, motus, Society and Cook Islands. purpose of his trip is to further studies in sociology. His final tination is Marseilles, France.

● *GITANA*, 34 ft yawl, with Bill Linda Taylor and their children rci, Jeff and Terry should have n in Tahiti by the beginning of cember. *PIM's* Honolulu corres-dent reported on December 1 that y had left Honolulu "some time ", after a stay in the Hawaiian ital following a trip from San go, California.

● *LARAPINTA*, Peter and Lesely unsey's 37 ft ketch, was given an husiastic welcome home by mem-s of Sydney's Middle Harbour cht Club on Sunday, December 8, r completing a 32,000-mile age round the world.

The Mounseys left Sydney for gland in 1959, and reached London the Cape of Good Hope after a age of 14 months. They lived ard the ketch in London for 18 nths, working at various jobs, be-e returning to Sydney via the ama Canal and Pacific ports.

n the Pacific, they called at the lapagos, Marquesas and Society nds, Rarotonga, Niue, Vavau and .

Except for a collision with a 45 whale and having to heave-to seven times because of bad weather, they had an almost trouble-free voyage both ways.

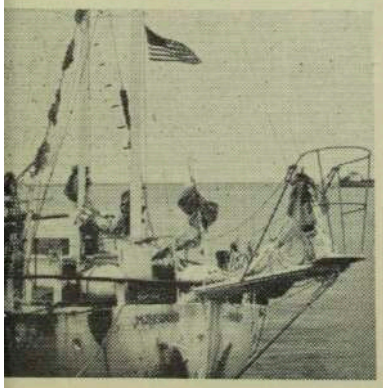
The collision with the whale occurred between the Galapagos and the Marquesas when *Larapinta* was sailing at about seven knots.

"It stopped us instantly and the impact stunned the whale," Mr. Mounsey said in Newcastle, *Larapinta's* last port of call before reaching Sydney. "We skidded along the whale's side and could have stepped from the yacht on to its back. Had it flicked its tail at that stage we would have been in serious trouble."

● *MEDLEY*, 37 ft American staysail schooner, left Suva for Sydney on November 23 with owner-skipper Dean Harrel and John Roe, both of Los Angeles.

In Sydney, plans were to ship the schooner back to the United States. The *Medley* was in Rarotonga in October. Her skipper's name was then reported as Harold and Mr. Roe was Rowe.

● *MONSOON*, 47 ft San Diego-registered yacht, arrived at Suva on November 22 en route to Auckland. On board were skipper Herb Hope, of Los Angeles, cook-deckhand Barbara Boulter, of San Francisco, and two merchant seamen, Andy



47-ft. San Diego yacht "Monsoon". Photo: Stan Whippy.

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Cooper, a Scotsman, and Barry Ryan, an Australian.

The *Monsoon* is on an 18-month cruise round the world. Before calling at Fiji she had visited the Marquesas, Tuamotus, Cooks and both Samoas.

The yacht was to stay at Suva for about a week, and then spend about four months in New Zealand and Australian waters.

At the end of the hurricane season she will sail through the Great Barrier Reef and Torres Strait to Indonesia. The itinerary after that will take her through the Suez Canal for a cruise in the Mediterranean. Present plans are that she will reach the Californian coast about Christmas, 1963.

● *NORDLYS*, 71 ft American schooner, which was recently in the South Pacific, has been bought by Harold F. Palmer, of Honolulu.

● *SEA WIND*, 38 ft San Diego ketch, which has been cruising in Pacific waters for about 18 months, arrived at Suva on November 28. On board were her owner and skipper Malcolm Graham and his wife, and J. A. Castille, who joined the ketch in Pago Pago.

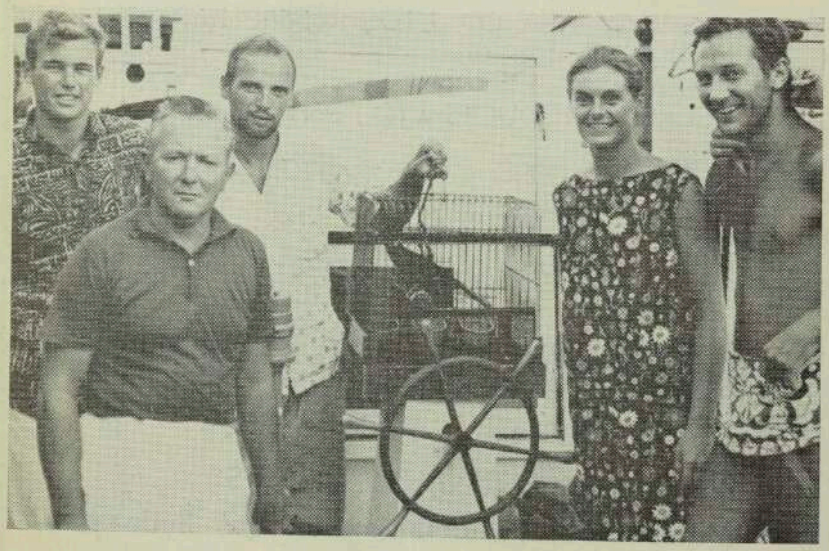
The Grahams are on a leisurely cruise round the world. Since leaving San Diego they have cruised off the Pacific coast of Mexico, and have visited the Marquesas, Tahiti, Pago Pago, Apia and Niuafo'ou.

The *Sea Wind* went on to the Government slip at Suva for repainting soon after her arrival. Mrs. Graham said she did not know when the voyage would be continued, but their next destination would be either New Zealand or New Caledonia. However, they did not want to be at sea during the hurricane season.

Mrs. Graham added that she would like to spend three months in Fiji cruising round the Islands.

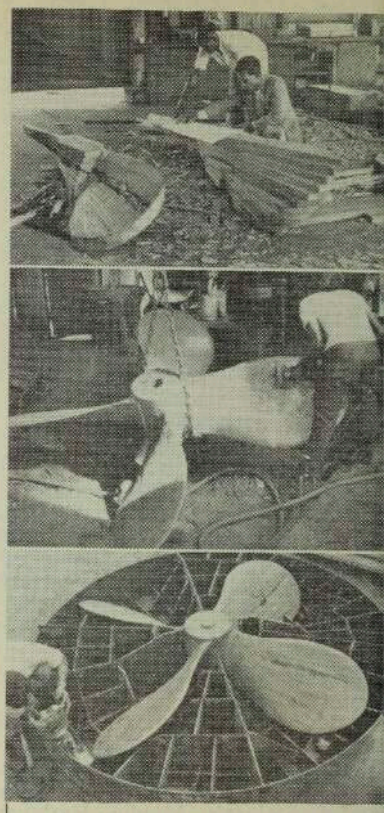
● *TERE*, a new 48 ft ketch, arrived in Honolulu from Hongkong by freighter in November for delivery to Louie and Marge Valier. Louie cruised the South Seas extensively some years ago in his first *Tere*, a 34 ft ketch. He plans to return and renew old friendships there in the near future.

● *TRINUI*, a 30 ft trimaran, left Fowey, Cornwall, on October 10 for Las Palmas, Grenada, Panama, Pacific ports and Auckland. On board were Alex Grimes, skipper, and R. Garside, a 21-year-old ex-third mate of the City Line. Mr. A. H. Leyland, of Auckland, who supplied us with this information, said in a friendly note: "Alex Grimes is well known around the Auckland waterfront, as he was chief officer of the Northern Steam Ship Co. prior to going home to see his folks and make this trip".



In Suva for several days in late November were these crew members of the San Diego yacht "Monsoon". They are (from left) Barney Ryan, Tony Horton, Herb Hope (skipper), Barbara Boulter (cook-deckhand), and Andy Cooper.

—Photo: Stan Whippy.



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● Top picture shows blades of the pattern being formed of laminated wooden sections.

● Centre: Rough spots on the casting being ground off with an abrasive wheel.

● Bottom: The 8-ft. diameter pattern being encased in a steel box at the foundry in preparation for the pouring of the molten metal. The steel casing was welded together.

Photos: Rob Wright.

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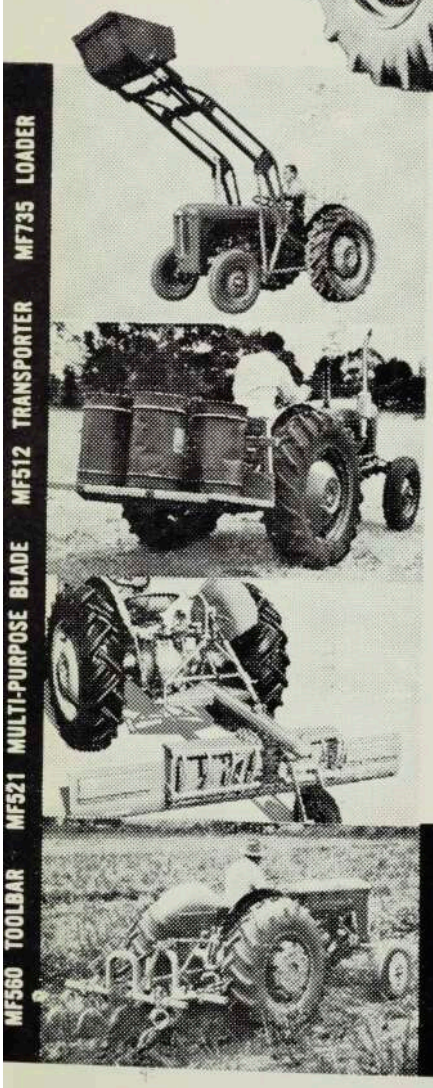

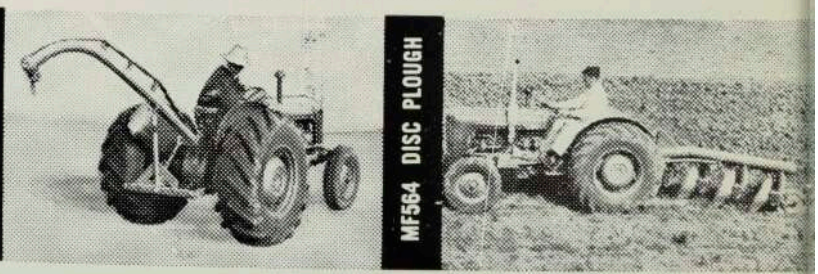

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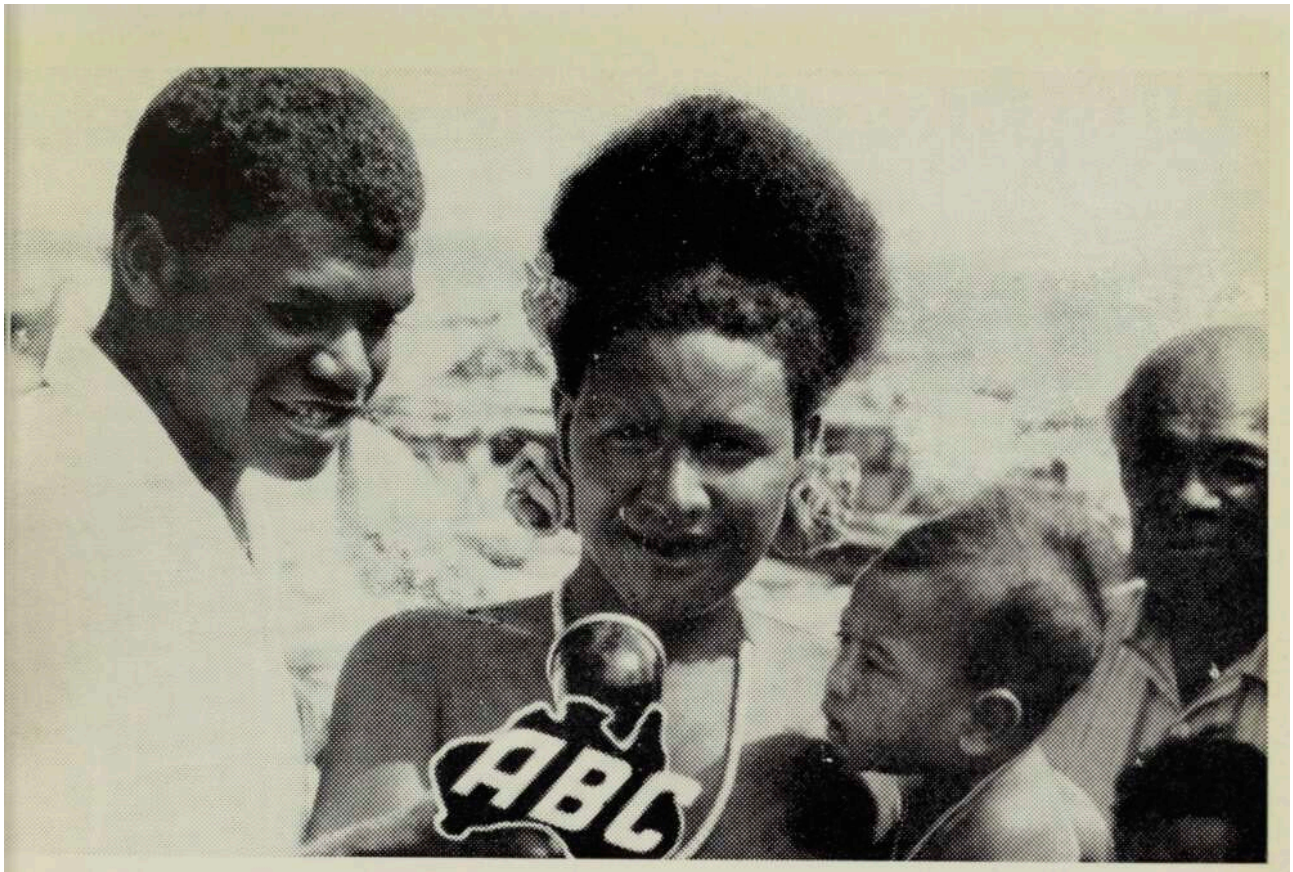

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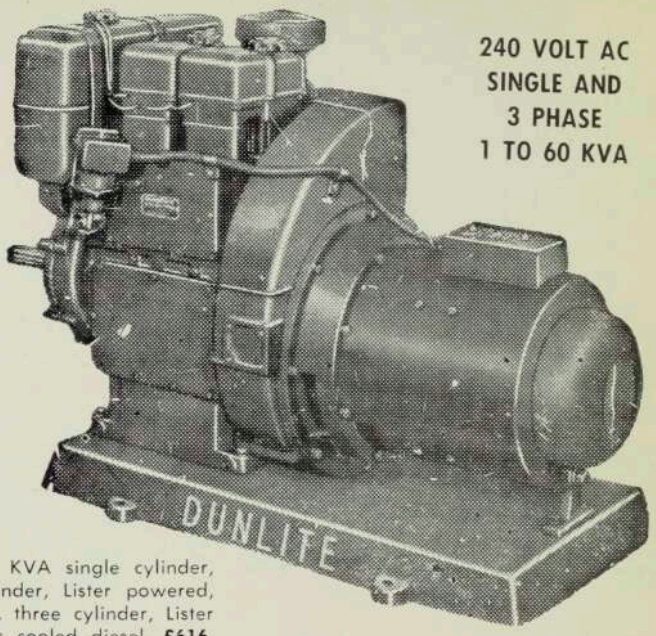

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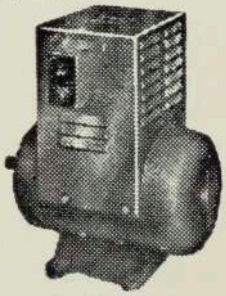

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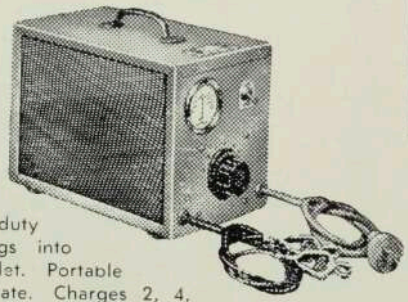

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"Significant Progress" In The New Hebrides In 1962

The New Hebrides had made "significant progress in many fields" during 1962, according to the British and French Resident Commissioners when they opened the sixth session of the New Hebrides Advisory Council.

THE Commissioners, Mr. A. M. Wilkie and Monsieur M. Delauney, said agricultural production had recovered and expanded following the drop caused by the 1959 cyclone; the Condominium's economy had been diversified by the export of manganese from the CFPO mine at Forari; investment in buildings and permanent installations at Vila and Santo had increased; and there had been improvements in air and sea communications both externally and internally.

The New Hebrides is jointly administered by France and Britain.

Exports of copra for the year were expected to be close to the 1959 record of 35,067 tons—about 34,000 tons as compared with 32,362 tons in 1961.

Cocoa exports were expected to reach 700 tons compared with 617 tons in 1961, and coffee exports were also expected to be up—240 tons compared with 217.

"An important advance," the Commissioners said, "is an increase in the export of frozen fish, which will amount to 4,700 metric tons as opposed to 3,673 tons in 1961. It is estimated that the figure will reach 5,000 metric tons in 1963.

"Perhaps the most notable economic development in 1962 has been the commencement of the export of manganese from the CFPO mine at Forari. This year (1962) it is estimated that 14,468 tons will be exported. The figure for next year is expected to be 60,000 tons."

The Commissioners said that the world price of copra had shown some recovery and there were indications that it would remain firm. The return to New Hebrides producers had improved as a result of reductions in the certificate of origin and freight rates.

The total value of exports for 1962 in sterling was estimated at £1,925,000 compared with £1,697,444 in 1961. On the other hand, the value of imports had dropped slightly.

"It is encouraging to note, "the Commissioners said, "that investment in building and permanent installations at Vila and Santo has increased.

"New buildings and installations have been completed at Santo, while at Vila a new hotel and other new commercial buildings are in the course of construction in the centre of the town.

"All these permanent works reflect a belief in the economic future of the Group. Not the least of the important developments is the fact that an experienced overseas construction firm has seen fit to make a substantial investment, to which there has been a good response."

Referring to transport, the Commissioner said: "Good progress has been made in the field of civil aviation. At the beginning of the year two technical experts made available by our Governments visited a total of 10 possible sites for local airfields and provided us with useful practical reports.

"Since the reports were received, it has been possible for the Joint Administration in association with the BRGM and the Aneityum Local Council to construct an airfield at Aneityum.

"Good progress has also been made in the construction of the airfield at Tongoa [since completed] and we are hopeful that further new airfields will be constructed in the coming year.

"The service provided by Fiji Airways between Suva-Vila-Santo and Honiara is to be increased to a weekly service shortly and it is hoped that the aircraft will go through to Honiara in one day thus obviating an overnight stop at Vila in each direction."

The Commissioners stressed the importance of a joint regulation enacted during the year to establish a Chamber of Commerce and Industry.

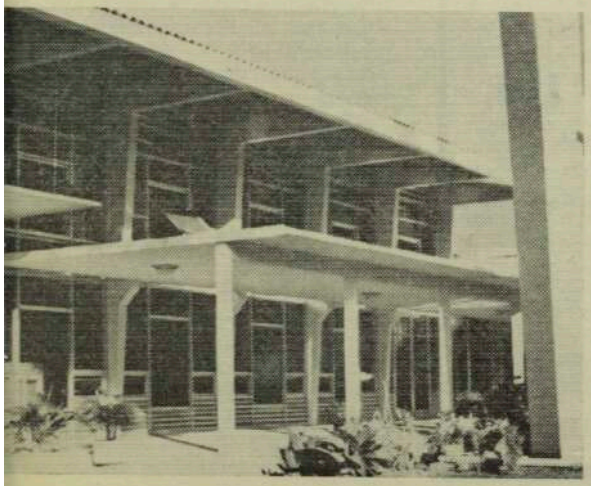
"The Chamber of Commerce will play an important part in the economy of the Group," they said. "The various economic interests in the New Hebrides will, for the first time, be brought together in a body which should rapidly become a means of achieving co-operation and mutual understanding.

"Businessmen, industrialists and agriculturalists will then, at last, have proper representation with Government. They will thus be able to join together in the establishment and operation of projects of public interest, such as warehouses, wharves, cold storage facilities, etc."

The Commissioners said that a joint plan for agricultural development, to be put into effect over the next five years, had been sent to their metropolitan governments.

One section of this plan—the IRHO coconut research station—was already being implemented, thanks to the generosity of the French Government, which was meeting the capital cost of the project in full, plus six months of recurrent expenditure.

"In the field of copra improvement," the Commissioners said, "the Tongoa Local Council has taken a



NEW CHURCH: Aluminium is a feature of this recently completed Reorganized Church of Jesus Christ of Latter Day Saints in Tahiti—all doors and screens being of aluminium.

The aluminium sections were supplied by Wunderlich Ltd. The architect was Jack Favie, and the builders, Enterprise Munier Bres.

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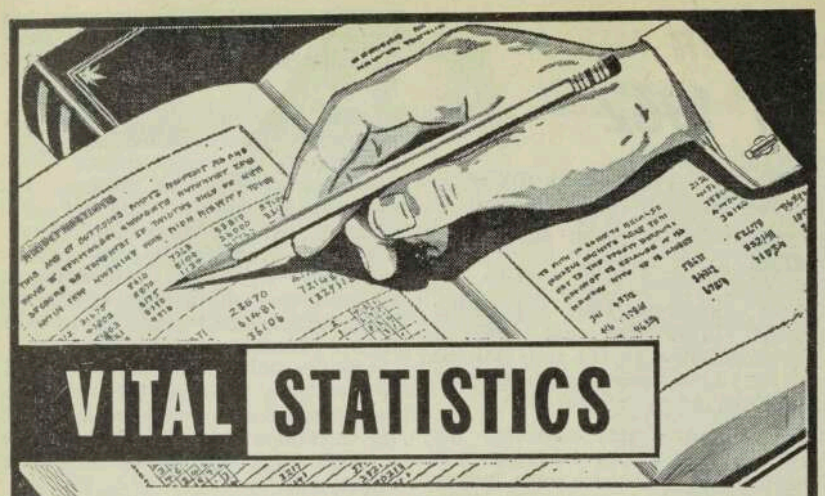

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very welcome and commendable le by deciding to instal 20 hot-air cop driers, which the Agricultural D partment will help the council erect.

"In the field of animal husbandr the Agricultural Department has e tended its service to cattle owne In this connection, we note that pla for the installation at Vila and San of refrigeration facilities for t h storage of meat are well advanced

"These facilities, which will al be available for the storage of i ported foods, are being financ mainly by local capital, and the pr moters are to be congratulated their initiative."

Other points made by the Co missioners were that:

- Radio telephone services we likely to be extended to London a Paris "in the near future".
- An increase of £4,000 had be provided in the Budget for educatio
- Disorderly behaviour had n substantially increased following t relaxation of liquor laws in 1961.
- The Joint Administration w anxious to see the establishment of satisfactory wharf at Vila as soon possible.

Referring to the Budget, the Co missioners said that estimated reven for 1963 had been fixed £Stg.676,000 and the estimated e penditure at £691,000, making necessary to provide £15,000 fro reserves. The revised estimates f 1962 were: Revenue, £636,784; e penditure, £657,075.

The Commissioners said that t anticipated increase in revenue 1963 resulted largely from an e pected rise in the return from impo duties and the increased export manganese and fish.

After stating that they were n budgeting for any major develo ments in the Condominium in 196 the Commissioners said: "This is n perhaps an exciting Budget, but w believe that what is needed at prese is a pause during which we can r assess our problems and prepa plans to meet them.

"One of these concerns the asse of the Condominium such as buil ings, vehicles and equipment, whi are old and which will have to replaced without much delay.

"Whilst we can expect genero help from the metropolitan countri for development schemes, we mu rely on our own resources for t replacement of our assets. For th reason, it seems inevitable that t Condominium will have to rai more revenue if it is to match u to its responsibilities."

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NG Berthing Priorities To Go

A system of berthing priorities
r ships using Papua-New
uinea ports, which has long
een attacked by some shipping
mpanies as unfair, is to be dis-
rded.

HE P-NG Acting Administrator,
Dr. John Gunther, announced in
rt Moresby on December 13 that
der a new policy the Burns Philp
ssel *Bulolo* will be given first
iority and all other ships will be on
first come first served basis unless
could be shown they were carrying
nergency supplies, or a cargo that
uld deteriorate or lose its market
not unloaded promptly.

Dr. Gunther said the new policy,
hich would take effect from March
would be reviewed should it be
own that significant damage or
rm was being suffered or would
suffered by the Territory as a re-
lt of it.

He added that the priority system
d been introduced some years ago
ensure a regular flow of essential
ods to the Territory. At that time
ere were serious delays to ships
cause of the lack of port facilities,
t with the improvement of handling
cilities the system could be modi-
d. The *Bulolo*, he said, was still
e main passenger link between P-
G and Australia.

Under the priority system, four
ssels, the *Bulolo* and *Malaita* (Burns
hilp) and the *Shansi* and *Soochow*
New Guinea-Australia Line) have
ceived berthing priority over all
her vessels.

As a result, on some occasions
her ships have had to wait for
rths, have moved into them and
en been required to move out again,
eir work unfinished, because another
iority ship had arrived. (*PIM*, Dec.,
43.)

Leaders of the fight for equality
ve been the Swedish Minister in
ustralia and Wilhelm Wilhelmsen
gency Pty. Ltd., acting on behalf
the Swedish-owned Australian
est Pacific Line. This line operates
e *Aros, Delos, Milos, Samos* and
enos between Australia, P-NG ports
d the Far East. The service has
own steadily over the years and
cludes the BSIP.

These ships have carried the same
ass of goods, including refrigerated
rgo, as the priority vessels.

They have to go to surprising lengths to organise their visits to avoid clashes with "priority" time-tables. Cargo has been stowed in holds in such a way that calls could be made first at any of the ports of Lae, Madang or Rabaul; masters have had to be kept informed of all ships' movements so they could use their discretion in deciding whether to back-track to avoid clashes; vessels have been worked around the clock, including Sundays and holidays, so they could get out of the way of priority vessels.

Managing director of Wilhelm Wilhelmsen in Australia, Mr. J. O. Johnsen, has for seven years argued against the system and protested that it was causing frequent and expensive dislocation in shipping timetables, and in any case was ridiculous.

In Sydney in December Mr. Johnsen said he was "tickled pink" with the new decision.

"I had got to the stage where I was giving up hope," he said. "I'm glad the battle is ended."

Mr. Johnsen said the new arrangements were reasonable, and all that his company had ever wanted was a reasonable approach to the problem.

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Any Threat To P-NG "Would Be From Communism"

From a Port Moresby Correspondent

The military situation in Papua-New Guinea was given prominence in December, with special stress on the role of P-NG's own Pacific Islands Regiment. The PIR comprises New Guinea men with European officers.

T-GEN. Sir Reginald Pollard, re-tiring Chief of the Australian neral Staff, said in Port Moresby :

- Any military threat to P-NG ld be from Communism in the th.
- The PIR would be needed in v Guinea during "the early days ndependence".
- There was "nothing sinister" ut the work at present being done the Sepik district, near the West v Guinea border, by Australian ny detachments.

General Pollard in December made arewell tour of the Territory be-e he retires in January.

Newsmen asked him about the itary situation along the border about the role of the PIR and P-NG Volunteer Rifles (a Euro-n militia).

General Pollard said he had no rs that anything was going to pen in P-NG. But if anything did pen the PIR and the PNGVR ld be invaluable.

t was nonsense to suggest that itia forces were being pushed into background. But Australia had to have a regular army, and now for the first time it had one.

Previously Australia always had Britain to "hold the fort" while Australian forces were raised, trained and equipped, but Australia would never have that situation again.

General Pollard said the PIR was undoubtedly a thoroughly efficient force which could give a good account of itself. It could take the place of a guerilla force while large forces came in from Australia.

In a limited time it would not be the job of the PNGVR to take such a guerilla role. It was an essential adjunct to home defence.

General Pollard said the Army work in the Sepik was engineering work "of utmost economic importance to the Territory". It had nothing whatever to do with West New Guinea.

Engineers were learning how to handle local materials, local staff and to cope with tropical conditions. All this was first class training.

The Chief of the General Staff said the Army still planned to have native officers for the PIR, but it was a matter of education. Anybody in the army with the qualifications could obtain a commission—it was no longer necessary to go through Duntroon. It was hoped some P-NG natives would qualify to study at the Officers' Cadet School in 1963.

Earlier, General Pollard had addressed a parade of PIR men at a Trooping of the Colour ceremony at Taurama Barracks, Port Moresby. He told them that they were a young force but in the years to come they would be the foundation of a stable force "which will be most important and necessary in the early years of independence".

He said the PIR was doing an important job in remote areas by visiting villages not visited regularly by the Administration.

He stressed the importance of education and the necessity of learning English. He also told the men: "You should never fail to go to European officers or NCO's if you have any trouble or worry."

CO of the PIR, Lt.-Col. K. McKenzie, told a passing-out parade of native cadets at Sogeri Secondary School in December that should there be an enemy in P-NG the PIR would expect the help of all former cadets. They would be expected to come into the army and join the fight.

hese PIR men, who trained in Australia in 1962, called on the Minister for the rmy, Mr. J. O. Cramer, in Sydney before returning to New Guinea in December. Ir. Cramer showed them the new X-3 machine carbine which is the successor to the famed Owen-gun.

MORE ARMY WORK IN THE SEPIK

Australian Army engineers in January will begin to build three bridges in the Sepik district of New Guinea.

FIFTY men from 22 Construction Regiment in Victoria will arrive in the Territory on January 22 by RAAF Hercules aircraft. They are members of a Citizens Military Forces unit who will be undergoing their annual fortnight's camp—a long way from home.

The CMF party will work with men of 21 Construction Squadron who are already in the Sepik building a road from Boram to Maprik.

The CMF men will build two of the three brides, both near Boram airstrip, and the squadron will build the third in conjunction with the Administration. This will be 240 ft long, of steel, and cross the Nagum River, 13 miles inland from Wewak. It will span the Boram-Maprik road.

Army engineers have been working in the Sepik for 18 months and this is the second occasion a CMF unit has been flown from Australia.

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READY IN MARCH

Surfacing of a big new airstrip at Kagamuga, Mt. Hagen, New Guinea, began in December. The airstrip, 5,400 ft. long, will be completed in March to Bristol Freighter standard, but if required it can be doubled to a length of two miles.

Kagamuga will replace the strip at Mt. Hagen. Many people hope it will become one of the key airstrips in New Guinea, playing an important part in tourist activities.

NG Border Airstrips Extended

From a Port Moresby Correspondent

Two separate Administration announcements give details of plan to establish a new patrol post, with an airstrip, in the Star Mountains and to lengthen two other airstrips at Rouku and Kiunga. All three places are along P-NG's border with West New Guinea.

THE Kiunga and Rouku airstrips are each to be lengthened to one mile, to DC3 standard. The Kiunga strip was built in 1961 to take aircraft up to Otter size. The Rouku airstrip was built two years ago to take aircraft up to Piaggio. Work on their extensions is going ahead now.

Earthmoving equipment was tak up the Morehead River to Rou which is about 40 miles in from coast.

Other equipment was to be tak about 500 miles up the Fly river Kiunga. Both Kiunga and Rouku Administration posts.

The Star Mountains post is be built at Nomad, on the up reaches of the Strickland Riv farther away from the border th either Kiunga or Rouku. Nomad at present being reached overla from Kiunga, which involves at le eight days walking and canoeing. T airstrip will do away with this nee

There are at present 68 patrol po in P-NG, together with 15 Distr headquarters and 55 sub-district he quarters. There are six posts alo the border area.

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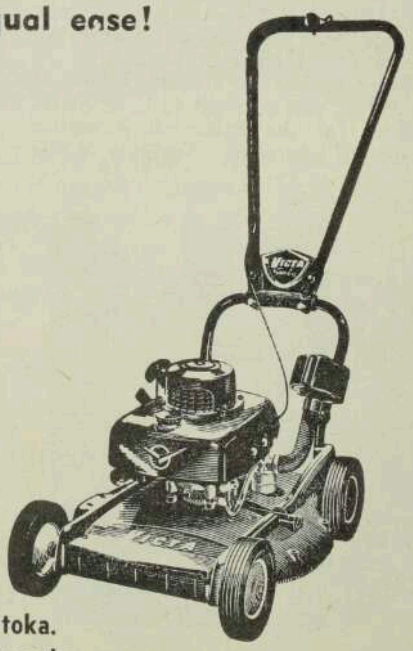

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PIR MEN TRAIN IN AUSTRALIA

Members of the New Guinea nat force, the Pacific Islands Regime are spending more and more time Australia training.

THIRTY-FIVE PIR men attend various courses during 1962, a more will be in Australia in 1963.

Eight medical orderlies attended six weeks' course for medical ass tants at the School of Army Heal Victoria. Two NCO's attended a thr weeks' battle course at Manly, NS Fifteen NCO's attended a traini course in the use of infantry weapo held at Ingleburn, NSW. They l came qualified instructors.

A PIR cook and mess steward we to Ingleburn to learn how to produ and serve European type meals.

Three engineers attended a camp Liverpool, NSW, for training in plosives, mine laying, demolitio bridge building and maintenance.

Another NCO attended a course clerical duties in Melbourne.

Among courses for PIR men Australia in 1963 is one for Arm signallers at Ingleburn, which will attended by four men.

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BSIP Round-Up

INTERNAL AIR SERVICE TO START SOON

Captain Laurie Crowley, of owley Airways at Lae, will t the Solomons early in uary in a Piper Aztec aircraft complete technical formalities the inauguration of the IP's first internal air service. e service will probably start ring the month.

MR. CROWLEY will make trial landings at Auki, Malaita, and Barakoma on Vella Lavella Island. He is expected to discuss details of service with people who may use plane when regular flights begin. e Aztec may be available for ited charter flights in the first ek of January.

The Aztec, a twin-engine mono- ne, which cost £32,000, has a top ed of 205 m.ph. and a cruising ed of 180 m.p.h. Its flight range 1,100 miles.

Five passengers plus the pilot can carried comfortably in upholstered cket seats, or 1,400 lb of freight be stowed in place of the pas- ger seats.

* * *

A grant of £3,200 from Colonial velopment and Welfare Funds has en approved for the reconstruction Tetere Leprosarium.

Buildings constructed before 1951, luding some that were built in 47 and 1949 from ex-American my salvage, are in need of early placement, and priority will be en to the rebuilding of the present infirmary block and labour lines concrete block construction.

Although there has been some de- ntralisation in the treatment of leper tients through local government uncil leper villages, and mission spitals, the Medical Department nsiders that it will be necessary to intain a central leprosarium at tere for some time.

* * *

From May to November last year, e *San Juanita* had freighted and ozen about 25,000 lb of fish for the ikum Fishing Company and the nomela Co-operative Society. Most the fish was sold in Honiara.

Announcing this in December, the Director of Agriculture, Mr. F. M. Spencer, said that the catches had been landed with old and damaged nets, but as new nets had arrived, future catches were expected to be much bigger.

* * *

Figures released by the Department of Agriculture show that total copra production from all sources in the Protectorate to the end of October was 19,709 tons. This was four tons more than in the same period of 1961.

Yaws teams led by AMO Kirimaoma, AMO Clement Ofai and AMO Fakaomea are working on a re-survey of North Malaita, where some cases of yaws have remained since the WHO yaws eradication campaign.

Spot checks in the worst affected villages showed an incidence of about 3 per cent. of yaws infection; and the present intensive campaign is to try to wipe out these residual cases. On Guadalcanal, about 16 cases of fresh yaws infection have been found during a re-survey of about 1,500 people on the weather coast.

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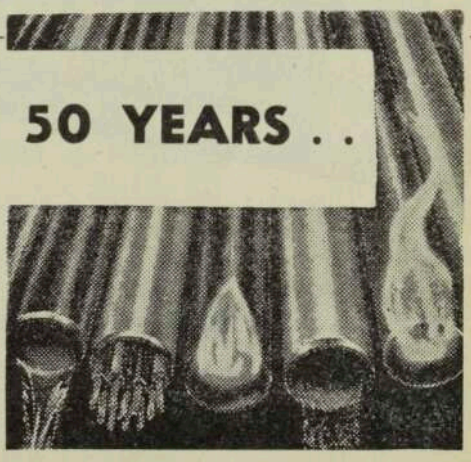

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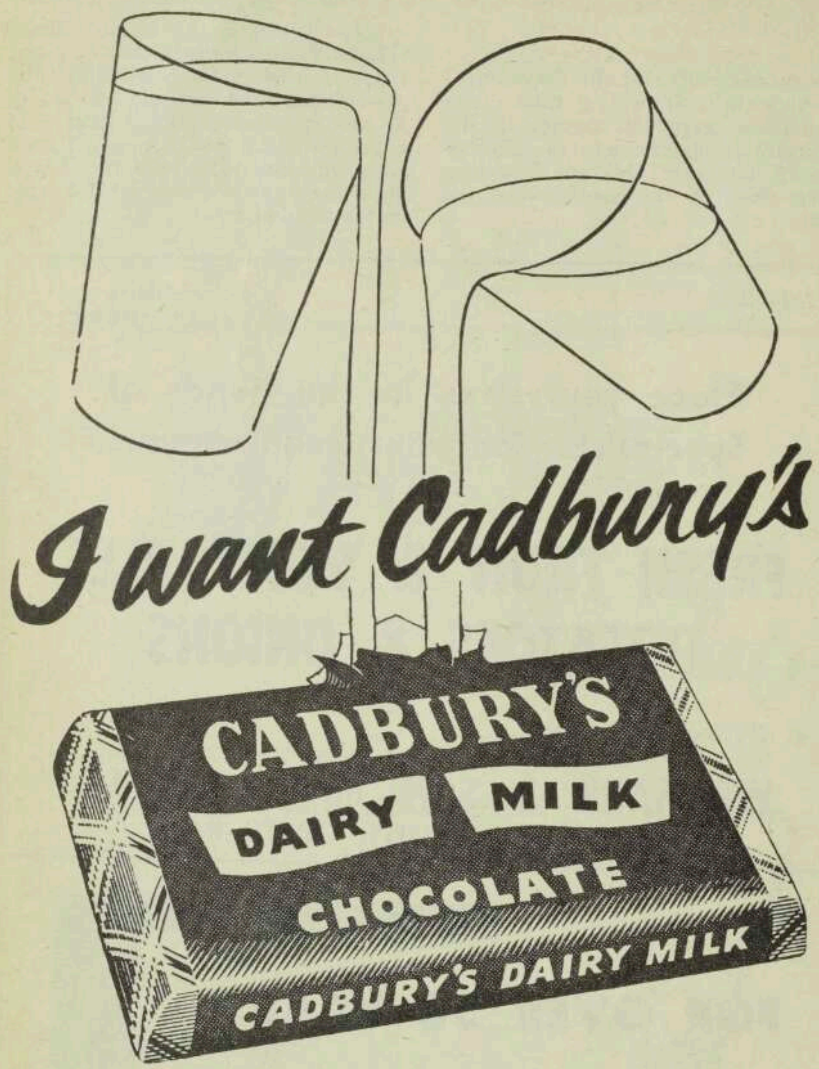

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Hope For New Industry On Norfolk Island

A Queensland company Queensland United Foods, is send three of its directors Norfolk Island to examine th possibility of establishing a pla for the snap freezing of fish an possibly of vegetables.

ORIGINALLY, the directors we to have arrived on December but the visit was postponed when or of them became ill.

The directors have asked membe of the Norfolk Island Council to me them during their visit. Their fir has considerable interests in Queen land as vendors of milk, cream an ice cream.

When details of the company's in terest in the island were announce at the December council meeting, was stated that financial assistanc might be given to local boat owne to ensure a steady supply of fish fo the proposed freezing works.

The establishment of a frozen fis industry would be very welcome o the island, as, economically, it ha been hard hit during the past 1 months by:

- The cessation of operations o the Norfolk Whaling Company owin to the scarcity of whales.
- A poor bean crop as a resul of Halo Blight, due to the unusuall wet, humid summer.
- The closure of the OTC cabl station following the extension of th Commonwealth Pacific Cable Projec from Auckland to Suva.

Norfolk is also to lose the service of its Agricultural Officer, Mr. Brian Marsh, who will leave for Fiji early in the New Year to take up anothe position.

Some time ago Norfolk's Counci voiced doubts as to whether th island's economy could afford th luxury of a full-time Agricultura Officer.

It was pointed out that whereas Mr. Marsh's salary was about £2,000 a year, the yearly income from bean harvests was only £15,000.

However, when councillors were told at the December meeting of his intention to resign, they did not ap pear to accept the information with much rejoicing.

MANY PLACES BENEFIT FROM NEW CABLE

From a Suva Correspondent

With the opening of the Suva-ckland link of the Common-alth Pacific cable project OMPAC), the benefits of edy communication would be ught to places as far apart as peete, Nukualofa and Nauru, Governor of Fiji, Sir Kenneth ddocks, said in Suva on cember 3.

E was speaking after the official opening of the Suva-Auckland which took the form of a three-hook-up between himself, the puty Prime Minister of New Zea-d. Mr. J. R. Marshall, and the stralian Postmaster-General, Mr. W. Davidson.

The first COMPAC link—between lney and Auckland—was officially ned in July.

When completed by the end of 3, COMPAC will link Australia Canada, via New Zealand, Fiji Hawaii. It will later join other le systems to provide instant tele-mmunications between South-East a and the United Kingdom.

At the opening ceremony in Suva, dly a person in the crowd of 200-failed to receive a thrill as the ee-way hook-up was relayed over plifiers.

The voices came through very arly, fulfilling the hopes of the ineers that the quality of the ser-would be second to none.

The new service, which is operated a submarine cable, capable of rying 80 conversations at the ne time, is open for 24 hours a .

t replaces the old radio-telephone between Fiji, Australia and New land, which was only open for hours a day. With the service tap at any time much new busi-s is expected.

The partners in the project are ble and Wireless Ltd. (England), New Zealand Post Office, erseas Telecommunications Com-sion (Australia), and Overseas ecommunication Corporation nada).

The chairman of Cable and Wire-, Sir John Macpherson, came to a from London for the opening ceremony. Other distinguished guests from overseas were the New Zealand Postmaster-General, Mr. A. E. Kinsella, and the vice-chairman of the Overseas Telecommunications Commission, Mr. E. W. Easton.

In his speech inaugurating the new cable, Sir Kenneth Maddocks recalled that the first cable link from Fiji was opened in December, 1902.

"Until that time," he went on, "Fiji's only method of communication with the rest of the world was by sea and there was every justification for describing these islands as isolated.

"There has been a tremendous change in recent years and from being one of the most isolated parts of the world we have become the hub of the South Pacific."

He went on: "The value of the cable in this region will not be confined to Fiji. We are already the centre of a radio network reaching out to a number of other Pacific Island groups and I understand that this network can be linked with the cable.

"In this way the benefits of speedy communication will be brought to places as far apart as Papeete and Vila, Tarawa and Nukualofa, Rarotonga and Nauru."

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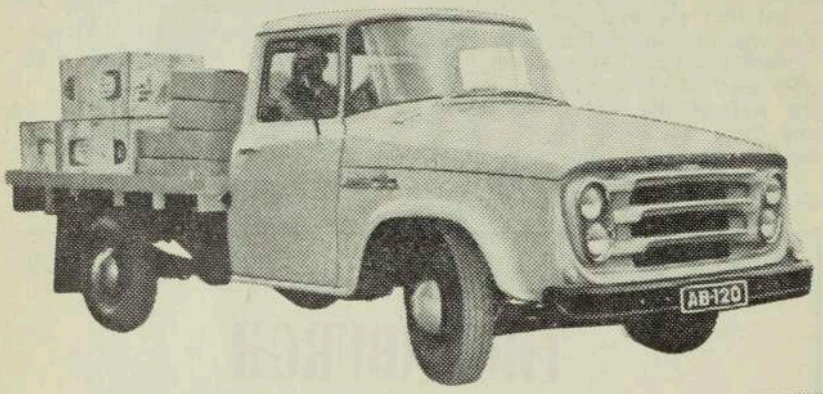

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From the Islands Press

RESENTMENT would be headed off, and some of the obvious dislike with which some aspects of the tourist trade are regarded in Fiji might be diluted, if the proper authorities would clamp down on the stupid theory that Fijian villages, whether well-kept or otherwise, are free side-shows for tourists.

Complaints about insolent aliens pushing into Fijian houses crop up from time to time, and sometimes the evidence suggests that ignorant tourists are encouraged by taxi-drivers to behave with stupid effrontery.

It will have to be hammered into unreceptive heads that no tourist has any more right to enter a Fijian house uninvited or to be an impertinent nuisance in a village than he or she would have to do such things in New Zealand or Britain or America.—*Editorial in "The Fiji Times".*

* * *

EACH week the mosquito population of Rabaul, despite the long spell of dry weather, seems to swell in numbers.

I get bitten through the net at nights, eaten alive in the evenings during dinner, and savaged around my legs even during the day while I am at work.

I arranged to have my house sprayed by the PHD. I couldn't get back into it for over an hour, and was attacked by mosquitoes again the moment I set foot inside.

Is there anything the Admin. can do about this plague?—*Letter from "Thin-Skinned" in the "New Guinea Times-Courier".*

* * *

CONGRATULATIONS to the Traffic Section of the Police Department for the recently established pedestrian crossings in the streets of Apia.

Pedestrians, among whom are elderly people and many young school children, used to scurry for their very lives when crossing our streets from the reckless and discourteous motorists, especially taxi drivers.

A great deal of improvement in traffic cotrol and some reassurance of safety has now been given to pedestrians with the advent of these crossings. Motorists, however, still impatiently drive to within a few inches of pedestrians, blowing their horns indignantly.—*Letter from "Ioane" in "Samoana".*

* * *

THE markings (on the roads in Apia) are a hazard because they give pedestrians the idea that it is safe to dawdle across the road without any thought for the convenience and safety of approaching traffic.

A few days ago on my way home to lunch I heard a screech of brakes and looked round to see a motor vehicle stop suddenly only a few feet from a crossing while a man calmly sauntered across. A policeman stood at the crossing and did nothing.

He must have seen that the vehicle would arrive at the crossing first and he should have stopped the man from stepping off the footpath. If the vehicle had not stopped, the policeman would have pounced on it like a hungry dog and the driver would have got it where the chicken got the axe (excuse the mixed metaphors but we are dealing with a mixed up subject). — *Letter from "Pons Assinorum" in "Samoa Bulletin".*

* * *

I HAVE received a number of complaints in the last few weeks about wandering dogs. These dogs are especially a nuisance in and around Alofi. Dog owners please remember that non-owners do not care to have their sleep disturbed.

I must also remind owners that under the Ordinance covering dogs any seen without a collar may be shot or destroyed on sight. All dog owners are asked to keep their dogs under control, especially at night.

If this warning is ignored some drastic action will have to be taken. This applies in every village, and not just in Alofi.—*Public notice signed by Niue's Chief Officer of Police in "Niue Newsletter".*

On his way to the Empire Games at Perth in November, the Duke of Edinburgh stopped briefly at Nadi where he discussed details of his and the Queen's visit to Fiji in February with Fiji's Governor, Sir Kenneth Maddocks. The Duke gave permission to Stan Whippy to take this photograph during his stop-over.

Crowded Fiji Itinerary For Queen

From a Suva Correspondent

Fiji over the holidays was busy with preparations for the visit of Queen Elizabeth and the Duke of Edinburgh in early February.

THE Royal couple will spend only a night and a day here en route to NZ and Australia, but their reception is going to be a spectacular one.

The Queen was last in Fiji in December, 1953. The Duke was here as recently as November, when he passed through Nadi on his way to open the Commonwealth Games in Perth. At that stage he discussed plans for the February visit with the Governor, Sir Kenneth Maddocks.

Suva is preparing for its biggest crowd ever—greater than that of 1953. Fiji's population has grown by 100,000 since 1953 and transport facilities have greatly improved.

Crowds are also expected at Nadi international airport, where the Royal party are due to arrive by air from

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London just before 10 p.m. on the night of February 1. They will drive 15 miles from the airport to Fiji's second biggest town, Lautoka, travelling slowly through Fijian villages on the way. Local notabilities will be presented at Lautoka and a bouquet will be presented to the Queen.

To enable people in this area, which is 150 miles from Suva, to see the Royal visitors, they will drive slowly through the main streets of the town before embarking on the Royal yacht, *Britannia*, which will have arrived at the port of Lautoka on January 25.

The Royal party will sail in the *Britannia* along the coast of Fiji's main island, Viti Levu, during the night, and are due to arrive off Suva about 10.30 next morning. As the *Britannia* enters the passage through the reef into Suva's picturesque harbour, a salute of 21 guns will be fired by a battery of the Fijian Military Forces.

The Governor and Lady Maddocks, who will have returned from Lautoka to Suva by air, will go on board the Royal yacht and will be followed by representative Fijian chiefs who will perform on board the ancient traditional ceremony of invitation land, which is reserved only for most distinguished visitors.

The ceremony is known as cav kelekele (pronounced thavueeke kelly).

When the Queen steps ashore will be presented with a bouquet a Fijian child and will inspect a gu of honour of the Fijian Milit Forces in their brilliant red tunics a kilt-like white sulus.

Under the shelter of a speci constructed bure with open sides, Governor will present leading citiz to the Queen.

Then will come the great mom for the crowds—the first appearar of the Royal cavalcade as it dri from the wharf through the heart the city to Albert Park, where 14,(school children will be drawn up ranks.

At the park the Queen and Duke will transfer from the Ro car to an open Land-Rover to dr along the ranks of the children. It expected that the Queen and Duke will spend a quarter of an ho at the park.

From there they will drive to grounds of nearby Governm House, where ancient Fijian ce monies of welcome will be p formed.

Whale's Tooth Presentation

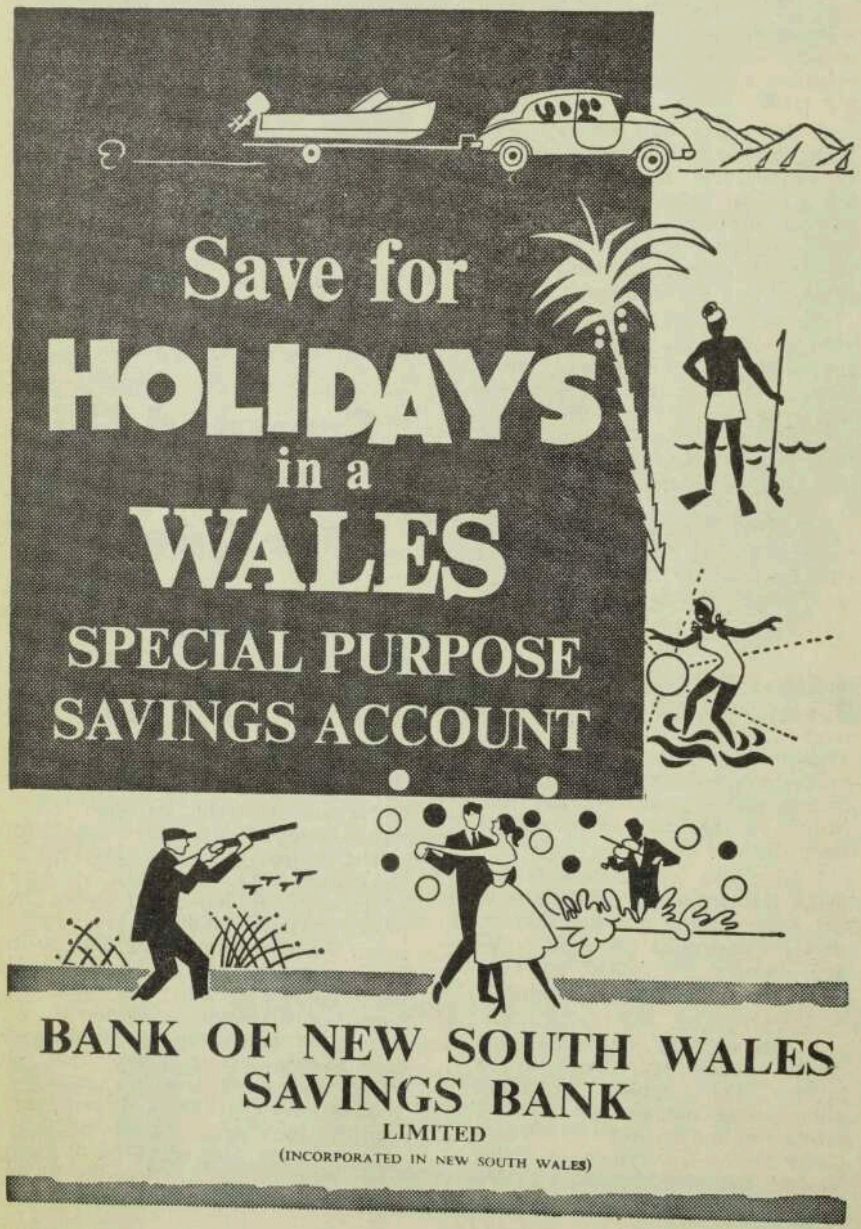
These will last for three-quarters an hour and will include the t ditional presentation of the tab (whale's tooth), chiefly yaqo (kava) and the symbolic presentati of a huge feast, which denotes desire of the people to extend eve hospitality to their visitors.

Lunch at Government House w follow, and afterwards there will a short investiture at which Queen will present awards made local people in the Birthday and N Year Honours.

Normally, the Birthday Honou awarded last June, would have be presented by the Governor at opening of the Budget session of Legislative Council in November.

In the journey back to the wh to board the *Britannia*, the Ro party will start, appropriately, fr Queen Elizabeth Drive, which ski the sea. They will travel along roa so they can see the Colonial W Memorial Hospital, as it is the w of the Queen that hospitals sho be included wherever possible in routes on which she travels. T will occupy about half an hour a will, aptly, include Edinburgh Drive

It is expected that the Queen a the Duke will embark on *Britannia* at 3.45 p.m. to sail New Zealand.



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SCHOOL OF PACIFIC ADMINISTRATION'S 1962 NEW GUINEA AWARDS

Mr. C. R. Lambert, Secretary of the Australian Department of Territories, in Sydney in December presented certificates and awards to Papua-New Guinea Administration officers who had successfully completed courses during the year at The Australian School of Pacific Administration.

N.G. PATROL OFFICERS' CERTIFICATE COURSE, 1962

The following were awarded tificates:

nussen, A. N.	Howard, F. J.
ıham, E. W.	Irwin, J. J.
adhurst, P. S.	Lynch, M. A.
agh, R. B.	Lyons, R. G.
ts, A. G.	Robins, B. G.
erall, R. A.	Speakman, D. M.
wnes, B. A.	Whitehead, P.

ADET EDUCATION OFFICERS' COURSE, 1961/1962 SESSION

The following were awarded tificates:

non, Miss A.	McDougall, I. P.
drews, R. J.	McKinley, Miss R. E.
toine, R. B.	McRae, K.
Hill, Miss E. M.	Maksimas, J. V.
nberry, G.	Murphy, V. D.
ry, K. H.	O'Connor, Miss M. M.
tchford, L.	Osborne, Miss L. H.
roll, L. J.	Page, T. U.
fin, Miss S.	Percival, Miss L.
dukes, R. E.	Peters, R. J.
bidge, R.	Robinson, R. J.
nkin, M.	Schultz, R. E.
ge, Miss C.	Sealy, P. J.
t, Miss J. E.	Sibbritt, Miss S.
slund, F. W.	Sivijs, G.
rge, G.	Smart, Miss D. R.
dden, K. W.	Stuckey, P G.
eve, R. B.	Upton, Miss M. A.
vett, T. J.	Webb, Miss B. M.
, J. J.	West, A. D.
ks, A. R.	Wills, Miss L. J.
kins, R. M.	Wilton, Miss L. E.
sop, Miss A. E.	Withers, Miss D. C.
ce, Miss C. F.	Zimitat, Miss G.
ating, D. A.	
egan, E. A.	

PATROL OFFICERS' CERTIFICATE COURSE

R. W. ROBSON PRIZE for general proficiency—New Guinea Patrol Officers:
Mr. A. G. Cutts.

R. W. ROBSON PRIZE for Law:
Mr. A. G. Cutts

LAW BOOK COMPANY PRIZE for Law Assignments:
Mr. A. G. Cutts.

1961/1962 SESSION CADET EDUCATION OFFICERS' COURSE

OUP PRIZE for outstanding 2nd Year Cadet Education Officer:
Mr. R. J. Andrews

SPECIAL PRIZE for general proficiency (Dux) 2nd Year:
Miss Shirley Sibbritt.

CAMILLA WEDGWOOD PRIZE for outstanding student in Native Education:
Mr. R. J. Andrews.

1962/1963 SESSION CADET EDUCATION OFFICERS' COURSE

LONGMANS GREEN PRIZE for general proficiency (Dux) 1st Year:
Miss Molly Lishmund

Mendi to be a Township

A preliminary survey has been ade for a new township at Mendi, adquarters of the P-NG Southern ghlands. Included in the town plan a proposal for a new airstrip, more an a mile long, to be developed pro-essively for use by DC4 type air-ft.

Mendi is growing swiftly. Air ovements average 550 a month. pplies are flown into it for three -districts and five patrol posts—ibu, Lake Kutubu, Erave, Nipa d Pangia.

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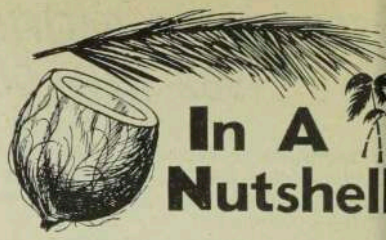

In A Nutshell

NEW Hebrides Airlines is expect to begin a regular service ea Wednesday between Vila and t newly-opened airfield at Tongoa at return fare of £7.

This service will reduce travelli time between Vila and Tongoa fro about 10 hours by sea to about minutes, in effect making Tong much closer to Vila than Forari.

For its size, Tongoa is one of t most heavily populated islands the New Hebrides, having almo 2,500 people.

The new airstrip, which w officially opened by the British a French Resident Commissioners November, is not yet completed, further tree-cutting and widening required. The strip is about 2,0 ft long.

* * *

Wild cats have been killing a l of chickens on Pitcairn Island, any cat seen prowling round a fo run usually gets very short shrift- with a gun. But some of Pitcairn boys have become so "trigger happy that Roy Clark, the island's pos master, made a special trip to th picture show recently to give the bo a full description of *his* cat so th it would be recognised and spared.

* * *

The Gilbert and Ellice Islan Colony Copra Board has renewed i contract with Unilever's and th entire Colony copra production wi be sold to them in 1963. The M *Loganbank* loaded 1,600 tons copra for Europe at Tarawa November.

* * *

Eighty Tarawa residents attende the inaugural meeting of the Gilbe and Ellice Islands Colony Amateu Sports Association in November, an strongly supported a proposed dra constitution. The first task of th newly appointed executive committe is to affiliate the association with th South Pacific Games Council, thu making GEIC sportsman eligible t compete in the South Pacific Game in Suva.

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Latest reports on the new airfield Auki, Malaita, BSIP, say that a p 100 ft wide by about 3,400 ft g has been graded to levels, and t an access road has been com- ted. Other works in connection h the proposed internal air service he BSIP are in hand at Honiara's nderson Field. Foundations for hangar are being built, and es for the electricity main are ng erected.

* * *

Six long-term prisoners in the New brides, who were captured during ound-up of Big Bay murderers last r, have built a Kukum-type hot-air ra drier at Karwenu College. ey received technical advice from Condominium Agricultural partment. The college has been lt on an old plantation, and the ilable coconuts will be used for ra.

During their time in prison, the in task of the Big Bay prisoners l be to undertake the agricultural elopment of British Government d at Malapoa which has been erved for future educational elopment. It is also hoped that y will begin a small cocoa planta- n soon.

* * *

An agreement was concluded in vember between the BSIP Govern- nt and the Tokyo company, Nanpo gyo Kaisha Limited, granting the npany timber cutting rights over major part of Baga Island, in the stern Solomons. The agreement or five years in the first instance, l will allow the company to cut million super feet of timber ually.

Most of the production is expected be exported as logs to Japan, but awmill will probably be erected at ga. The company will pay the vernment a royalty for the trees, l will also pay export duty.

The company will probably not ieve the full output planned until ... months of 1963.

* * *

Members of the Honiara Chamber Commerce agreed recently to raise ir subscriptions to enable the mber to subscribe to a fund for South Pacific Games, and to con- ue their support of other organisa- ns, including the Boy Scouts and l Guides.

* * *

A new radio-telephone link be- en Honiara, BSIP, and Vila and

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COMMONWEALTH BANKS

Santo in the New Hebrides was d to open on December 17 from 10. a.m. to 11 a.m. daily, except on Su days and public holidays. Calls w cost 10/- a minute, with a minimu charge of 30/-.

* * *

A message from the Gilbert a Ellice Islands Colony says that t effects of the drought which h lasted for some months are beco ing increasingly felt in the Southe Gilberts and the Phoenix Islands.

Copra production is low ever where, and the demand by island c operatives for store goods from t Wholesale Society is very low.

* * *

Terence Ernest Dobbs, 20, a engine-room oiler, was found n guilty at Suva in November of th murder of a shipmate, Alexand James Cameron, of Kirkcaldy, Fif shire, Scotland. The Crown allege that Dobbs, of Swansea, Wales, ha murdered Cameron with a penkni in a brawl at the Golden Dragon, Suva nightclub, on October 15. Bo men were from the *Oronsay*, whic was in port at the time.

* * *

Two Japanese businessmen were i New Guinea in November inquirin into prospects of buying Territor timber.

* * *

Jet travel and Hawaiian Statehoo are making the average America more interested in the South Sea As a result "Polynesian" restauran are becoming more popular—ju how popular is revealed by the *Wa Street Journal*, which reports tha where there were 20 Polynesian re taurants in the US five years ago there are more than 200 now.

The decor of the restaurants a follow the general pattern, report the *Journal*, with statues and paga gods lining the walls. Bamboo cu tains separate dimly-lit booths an in glass-enclosed "jungles" tropica birds flit about.

Although the decor might be ger uine South Seas, the food is no Americans don't like Polynesia food, so nearly all Polynesian re taurants in America feature Canton ese, Japanese, Hawaiian and Eas Indian food—and West Indian run drinks.

* * *

A new Administration agricultura centre is to be established in Min in the NG Western Highlands. Agri cultural centres are used for demon strating the best ways of growin crops.

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(DANCE WITH THE) GUITAR MAN — Duane Eddy — RCA.101373
SWISS MAID — Del Shannon — LON.HL1996
ALLEY CAT — Bent Fabric — COL.DO4312
IF I DIDN'T HAVE A DIME — Gene Pitney — U.A.1029
LIMBO ROCK — Chubby Checker — COL.DO4315

TALKING 'BOUT YOU — Pete Fountain — CORAL.CK269
ALL ALONE AM I — Brenda Lee — FES.FK275
THE CHA CHA CHA — Bobby Rydell — COL.DO4317
SILVER THREADS AND GOLDEN NEEDLES — The Springfields — PHIL.BF326522
LONELY — Mr. Acker Bilk — COL.DO4316
THE LONELY BULL — The Tijuana Brass — FEST.FK286
MR. LONELY — Buddy Greco — COR.KS537
SLIGHTLY OUT OF TUNE (DESAFINADO) — Ella Fitzgerald — VERVE.V5079
HAPPY GUITAR — Reg Owen — COL.DO4319

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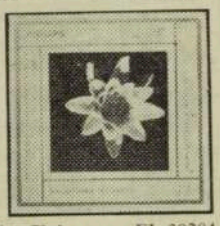
SONGS OF HANK WILLIAMS — Billy Mure's Guitar & Orchestra — EL-30034
ERNEST TUBB GOLDEN FAVOURITES — FL-30103
RED FOLEY'S GOLDEN FAVOURITES — FL-30114
THE ORIGINAL HIT PERFORMANCES — All Time Country & Western — FL-30157
FOLK SONGS AROUND THE WORLD — The Weavers — FL-30316
SONGS FROM THE SHEARING SHEDS — The Bush Music Club — FL-30284



DANCE AND PARTY L.P.'S.

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From January 1, Garuda Indonesian Airways will take over the Dutch airline De Kroonduif, which provided an internal service in West New Guinea. It has not been announced whether Garuda will operate De Kroonduif's fortnightly Lae-Hollandia service after May.

* * *

An official delegation of 12, headed by the Administrator, Sir Donald Cleland, will represent P-NG in Australia during the Royal visit in March. About 150 P-NG schoolchildren, about half of whom are already studying in Australia, will also visit Canberra to see the Queen.

* * *

Erection of the coconut processing plant to be operated in Pago Pago jointly by Tonga and an American syndicate should begin in March, and the factory should be working by December, according to the Corporation's president, Mr. Raymond Turnbull. He said the plant was expected to process about 30 million coconuts a year.

* * *

The Australian Broadcasting Commission's P-NG service on December 15 opened its second station—9RB Rabaul, medium-wave, operating on 810 kilocycles. Its main station, which includes a shortwave transmitter, is in Port Moresby. 9RB is broadcasting in English, Pidgin and Tolai and has its own news service.

* * *

Two Japanese fishing vessels based in Pago Pago, where they were working for the Van Camp factory, disappeared with all hands near American Samoa about December 21. The vessels, the *Kai Maru No. 3* and the *Iyo Maru No. 35*, both about 100 tons, had a crew of about 20 each. A wide sea-air search resulted in recovery of some flotsam believed to have come from one of the missing vessels.

* * *

Meanwhile in New Caledonia a search was called off for Daniel Charles, 20, who disappeared on December 24, near Noumea in an outboard motor boat. It was believed that his vessel had sunk.

* * *

Port Moresby branch of the Papua and New Guinea Workers Association has accepted in principle an offer by the Australian Council of Trade Unions to assist the association in its work.

The ways in which the ACTU aid might be given will be discussed early in the new year by Port Moresby branch of the Executive Committee.

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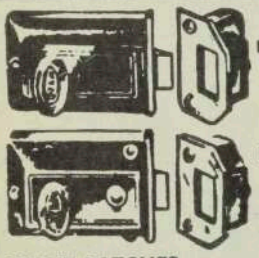

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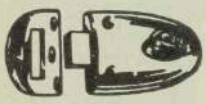

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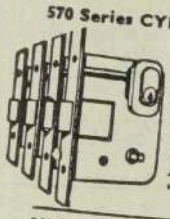

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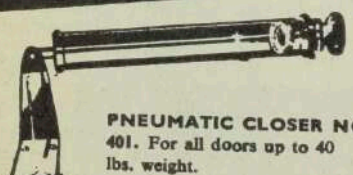

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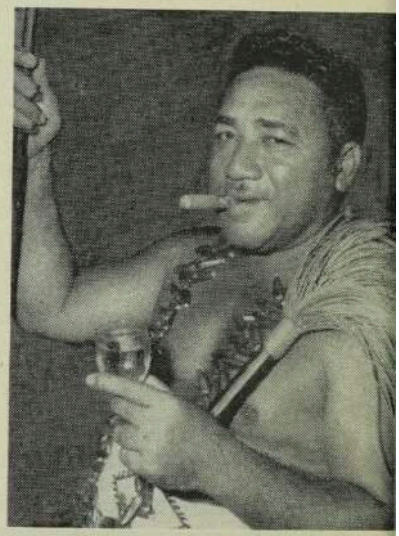
People

Miss Christine Campbell, Norfo Island's "Jill of All Trades", will lea the island soon to live in Austral Miss Campbell is a descendant of t Pitcairn and Norfolk Island lead George Hunn Nobbs. She is the fi woman to hold high posts with t Norfolk Island Administration. Du ing the past four years, she carri out a wide range of duties.

Her titles were Registrar of t Supreme Court, Registrar of Wil Probate and Administration, Registr of the Liquor Licensing Board, Cle of the Court of Petty Sessions, Depu Registrar of Companies, Depu Registrar of Lands, Deputy Registr of Births, Marriages and Deat Deputy Master in Lunacy, Registr of Bulls and Registrar of Brands a Marks.

Miss Campbell was also the A ministration's Broadcast Officer, pr senting the local and overseas ne and weather information five mor ings a week, and for the past thr years she has been Secretary of t Agricultural and Horticultural Societ

Miss Campbell made her farewe broadcast on December 14.



Cigar-smoking Talking Chief Tamotu Mul tauaopele, of American Samoa, got a lo of publicity in the Sydney Press in Decem ber when he visited the NSW capital a a member of the party on Pan American' inaugural flight from Pago Pago. Wearin a tapa cloth lavalava, a whale's teet necklace and a fue (fly whisk) and carry ing a cane wherever he went, he was a inevitable target for newspaper photo graphers.

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Rev. and Mrs. Wesley Lutton (seated), tabaul, dropped in on former American an Fred Hargesheimer at his home at te Bear Lake, Minnesota, recently. The on's met Fred in 1960 when he re- ed New Britain where he was shot n by the Japanese during the war. ing that visit Fred helped to organise Airmen's Nantambu Memorial Founda- to provide a school for the children Nantambu as an expression of grati- e for the help the natives of the region given him and other American airmen r they were shot down. Many Ameri- s contributed to the Foundation fund, the main purpose of the Lutton's visit he US was to thank them. They also ed Mr. Lutton's sister at St. Catherine, ario, whom he had not seen for 35 years.

BSIP Police Constable Kwanimani to be officially commended and arded for his conduct in diving the Matanikau River in full form on the night of November to arrest a thief who had stolen cans of beer from the Kwong ow Hotel.
The thief afterwards told a police cer that the constable had saved life because he was so drunk would have drowned.

* * *

The British Parliamentary Under retary of State, Mr. Nigel Fisher, l visit Fiji, the British Solomon nds and the New Hebrides in uary with his Private Secretary, . V. C. Edwards, and Mr. J. E. rnham, Head of the Pacific and lian Ocean Department of the lonial Office.

1962
PERSONALITY
OF THE
MONTH

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Gilbey's Gin is an accommodating spirit, happy to be consumed in many ways.
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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.
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Herr Bregulla, an ornitholog who was in the New Hebrides b tween 1959 and 1961, has return to the Group after spending a ye in New Caledonia collecting bir for his Swiss and German sponso Herr Bregulla expects to remain the New Hebrides for six mont to complete his work. He will wo mainly in the northern part of t Group, collecting species found on in mountainous areas.

* * *

Two former Fiji identities wh used to work at the Suva Hotel a now working at the same place England—the Bell Hotel, Leiceste They are Malcolm McDouga former assistant manager of the Su Hotel, and Stephen Vijay Kumar, Nausori, who worked at the Su Hotel in Mr. McDougall's time.

* * *

Among the big list of Island visitors invited to Sydney in Decen ber on a Pan American inaugur jet flight between Pago Pago an Sydney were: from Fiji—Mr Beverley Watson, Mr. Harvey Hun Mr. John Stannage, Mr. Rob Wrigh Mr. Jagendra Singh, Mr. Padd Doyle, Mr. Don Lane, Captain Sta Brown. From American Samoa— Mrs. Mary Pritchard, Mr. Edwar Johnson, Mrs. Walton Tregaski From Western Samoa—Mr. Ala Russell, Mr. R. F. Rankin, Mis Stella Bryce, Mr. Norman Paul, Mr Sheila Edmonds.

* * *

The Governor of French Polynesi M. Aime Grimald, left Papeete f Paris by air on December 14. He a tended a conference of French go ernors called by the French Minist of State for French departments an territories overseas.

* * *

Mr. Andrew Young has resigne from the post of secretary of the Pi cairn Island Council and will go New Zealand to live. Mr. Young ha been secretary since before the wa and his sound approach to problem has done a great deal for the islan New secretary is the assistant pos master, Mr. Ben Christian. M Warren Christian becomes assista postmaster.

* * *

The French Resident Cor missioner in the New Hebride Delauney has left Vila with Mm Delauney three months' leave France. During his absence, th Chancellor, M. Hebert will be charge of French Residency Affair

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DEATHS OF ISLANDS PEOPLE

Mr. Thomas Bray Bailey

The death occurred at Norfolk and on December 9 of Mr. Thomas ay Bailey, deputy president of the and Council. Mr. Bailey, who is 69, was a veteran of the Pacific ble Board.

Mr. Bailey was born on Norfolk and on February 20, 1893, at a mestead built by his father, George iley, who came to the island from evon to work with the Melanesian ission and married Emily Christian, descendant of *Bounty* mutineer etcher Christian.

At 16, after schooling on Norfolk, r. Bailey joined the Cable Board d did tours of duty at Southport Queensland), Auckland, Suva, Fanng Island and on his home island.

On his retirement in 1948, he rerned to his family home which he veloped into one of the most atactive homes on the island. He also came active in public affairs as a ember of the Norfolk Island Hostal Board, Rawson Hall Trust and deputy president of the Norfolk land Council.

In a tribute, *Norfolk News*, the and's news sheet said: "Throughout s life Tom Bailey displayed a strong nse of duty to the family; his oroughness in anything he undertook was outstanding; and in his proach to the many problems of orfolk Island, he applied a broadinded commonsense tempered by his erseas experience.

"His good sense of humour and his ility to enjoy life to the full will ng be remembered. His passing is t only a sad loss to his family and ends but a great los sto Norfolk land."

Mr. Bailey left a widow, Mrs. Edna iley, who was in New Zealand at e time of his death, and a daughter, iss Marie Bailey, who is secretary the Norfolk Island Tourist Bureau.

Mr. Herbert Tasman Atchison

The death occurred in Auckland cently of Mr. Herbert Tasman Darby) Atchison, a former chief frigerating engineer in the MV ofua, who was widely known roughout the Pacific.

Mr. Atchison, who was 72, was rn at Westport, New Zealand. He ined the Union Steam Ship Comny Ltd. as a young man and served many of that company's ships on e Islands run.

He served in the MV *Matua* from 36 to 1951, and in the *Tofua* from 1951 until 1958. His ashes were scattered over the sea by Captain Norman Pearson on a recent voyage of the *Tofua*.

Mr. Atchison left a widow, Mrs. Agnes Atchison, a son and a daughter.

Mr. R. B. Morwood

Mr. Robin Bilbrough Morwood, the Acting Principal Forest Officer for the New Guinea mainland, died at his home at Lae recently. He was 29.

Mr. Morwood, a Bachelor of Science, joined the Administration in 1954 as a Cadet Forest Officer. He later attended the Australian Forestry School in Canberra where he obtained a Diploma of Forestry.

On returning to P-NG in 1956, he was stationed at Wau, Bulolo, Port Moresby and finally Lae, where he had been in charge of the Regional Forest Office for 14 months.

Mr. Morwood left a widow and a nine-month-old son, Brian John.

Mr. Peter Clausen Fabricus

Western Samoa lost one of its oldest and best known European citizens in December with the death of Mr. Peter Clausen Fabricius at the age of 73.

Mr. Fabricius, who ran a business in Apia from 1910 to 1950, was born at Falealili, Western Samoa, on September 4, 1889—six months after the famous hurricane in which three German and three American warships were lost in Apia roadstead.

His father, a Dane, came from Marstal Island in Denmark; his mother, Phoebe Allen, was the daughter of an early American trader and his Samoan wife.

Mr. Fabricius was educated in Auckland and at the Marist Brothers School and the German school in Apia. On leaving school, his father had him apprenticed to a department store in Auckland so that he could gain experience for work in the family business in Apia.

Mr. Fabricius returned to Apia on his father's death in 1910 and took over the family business with his brother Rasmus. He was prominent in the commercial and social life of Apia until 1950 when the business was sold to E. A. Coxon & Co. Ltd.

Mr. Fabricius is survived by his widow Margaret, a son, Peter, of Auckland, and a daughter, Mrs. J. B. Wright, of Apia.

In a tribute to Mr. Fabricius, the *Samoa Bulletin said*: "His many friends will remember him as a gentleman of the old school—a genial and kindly host with a zest for life and never-ending fund of interesting anecdotes and reminiscences of the days when the port of Apia was crowded with the masts of sailing ships of many nations and modern Samoan history was in the making."

Mr. Walter Alfred Bock

The death occurred at Caloundra, Queensland, in December of Mr. Walter Alfred Bock, a former Government Printer at the Government Printing Office in Port Moresby.

Mr. Bock joined the Government Printing Office in 1912 and was foreman for many years until his appointment as Government Printer in 1934. Apart from a period during the war when he was with the Government Printing Office in Canberra, he remained in the Territory until his retirement in 1957.

Mr. Bock played the organ at Ela United Church, Port Moresby, for 40 years, and was a former Grand Master of the Port Moresby Masonic Lodge.

"Captain Cook"

A well-known New Hebridean figure, "Captain Cook", a native of Mataso, died recently. "Captain Cook", who was about 50, ran a trading launch round the Shepherd Group, bringing copra to Vila and returning to the islands with stores. He was badly injured in 1961 when petrol drums exploded on his boat.

Singerau

A New Guinean who was awarded a Loyal Service Medal in 1950 for his long service with the Administration, died in December at the age of 60. He was Singerau of Baikeb village, New Hanover.

The late Singerau served with the police for 26 years—from 1921 to his retirement in 1947, attaining the rank of sergeant-major first class.

Viliua Kumitau

The death occurred at Tufua, Niue, on October 1, of Viliua Kumitau, who served in the Education Department of the Niue Island Public Service for 33 years. He began his career as a teacher in 1924, and retired as a head teacher in 1958.

Viliua, who was 62, is survived by his widow and four adopted children.

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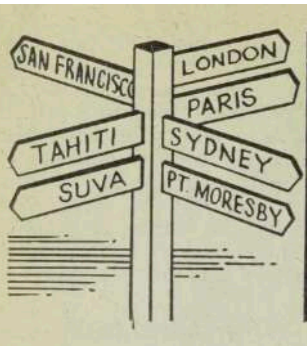

TRAVEL TALK

Tahiti Welcomes Tourists

Tahiti is now easy for tourists. Accommodation is ample for present requirements; entry formalities are reduced to a minimum; and there are no troubles over currency as there were a few years ago.

IT is expected that within a few years, tourism will be French Polynesia's main source of overseas income—at present provided by the export of phosphate from Makatea and the export of copra from the whole Territory.

Phosphate reserves are expected to last for no more than 10 years and may cut out long before that; copra production is unlikely to increase to any extent—although the population of the islands of French Polynesia is now increasing at a high rate.

The French Administration is looking to tourism to take up the slack and is hard-headedly going after it. At the same time, it has no intention of letting Tahiti be turned into another Honolulu or permitting the growth of colonies of expatriates. It is virtually impossible to get permission to stay longer than six months and visas are usually issued initially for no more than three months.

Shipping services that call at Papeete, port of entry for the whole group, include the Matson vessels *Monterey* and *Mariposa;* the Shaw Savill vessels *Southern Cross* and *Northern Star;* the Royal Dutch Mail's *Oranje;* and the passenger-cargo vessels *Tahitien* and *Caledonien* of Messageries Maritimes.

At Faaa, about two miles from Papeete, Tahiti has the longest jet runway of any airport in the Southern Hemisphere and although at present the air terminal does not match it, a brand new centre with every facility for international travellers is under construction and will be in use in 1963.

The international airlines at present operating into Faaa are:

TAI, the French airline which has services from Paris via Montreal and Los Angeles; from Sydney, via Noumea, New Caledonia, and Nadi, Fiji; and a shuttle service to and from Honolulu;

TEAL, which operates a weekly service from Auckland, NZ, via Nadi, to Faaa direct each week and SPAL, which operates from Honoloulu to Faaa direct each week and fortnightly via Tafuna.

Hotels

The Government Tourist Bureau divides Tahiti hotels into "Hotels de Tourisme" and "Hotels" and lists them as follows:

Hotels de Tourisme:

Hotel Bel Air, in Punaauia district, just on the other side of Faa'a airport from Papeete; rates for room only are from 700 to 1,150 Pac. Fcs. per night.

Hotel Faratea, at Taravao, about 40 miles from Papeete right on the isthmus that joins Tahiti-Nui to Tahiti-Iti; accommodation is in bungalows, and room with meals rate is 2,000 Pac. Fcs. single, 2,950 Pac. Fcs. double.

Hotel Iaorana Villa, at Punaauia, about 8 miles from Papeete; bungalows and rooms, with bar, restaurant, etc.; from 450 to 800 Pac. Fcs. per night, without meals.

Hotel Matavai, in Tipaerui Valley, about one mile from Papeete; from 600 to 1,200 Pac. Fcs., room on (with off-season rates, November er of March).

Hotel Moana Nui, just south of th airport; rates from 1,320 to 1,98 Pac. Fcs., room only.

Hotel Taaone, about 2½ miles ea of Papeete; bungalow style, with ba restaurant, beach, etc.; room onl 1,300 Pac. Fcs., single; 1,600 Pa Fcs., double. (Off-season rates.)

Hotel Tahiti, 1½ miles west Papeete; rooms and bungalows fro 835 Pac. Fcs. to 2,200 Pac. Fcs. p night, room only; restaurant, bar an swimming in new pool or off the ree

Hotel Tahiti Village, at Punaaui 10 miles south of Papeete; bungalo units with bar, restaurant and one the rare white sand beaches Tahiti; rates for room only are 1,20 to 2,000 Pac. Fcs. per night. (Of season rate and hotel transport Papeete.)

Hotel Arahiri, about 3½ miles fro Papeete, on East Coast road; bunga low type accommodation with ba restaurant, etc.; rates are 800 to 1,10 Pac. Fcs., for room only. (Off-seaso rates.)

Hotels:

Grand Hotel, right in Papeete; rate are 225 to 600 Pac. Fcs., room onl per night.

Hotel Heiata, on eastern outskirt of Papeete; 900 to 1,000 Pac. Fcs room only, per night. (Off-seaso rates.)

Hotel Royal Tahitian, also o eastern Papeete outskirts; 1,000 Pac Fcs. single; 1,200 Pac. Fcs. double room only, per night. (Off-seaso rates.)

Hotel Temehani, right in Papeete 300 to 500 Pac. Fcs., per night, roon only.

Hotel Tiki Tapu, in Tipaerui on mile from Papeete; 800-900 Pac. Fcs. room only, per night. (Off-seaso rates.)

At most of the tourist hotels ther are bands and dancing nightly, plu opportunities of seeing the Tahitia dances (to which most tourists giv the Hawaiian misnomer of *hula* locally called *tamure* and which Ber Covit, in his official guide book, de scribes as "forceful, suggestive violent and sexy".

What To Do

The average tourist length of sta in Tahiti is longer than in most othe Pacific Islands and is somewhere i the region of two weeks. The mos frequently taken excursions are:

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"Bicycles powered with tiny motors are to Tahiti what the donkey is to Spain." The flock seen here is on the waterfront at Papeete.

- The trip around Tahiti of approximately 73 miles (the road is tar-sealed).
- The boat trip to Moorea — it leaves Papeete every morning about 9 and takes about two hours. The weather can sometimes be rough so those in need of sea-sick pills should go armed. The average visitor remains overnight and returns next day but on Sundays a special return-the-same-day excursion is arranged.
- The air trip to Bora Bora. Daily flights (except Sunday) in DC4 aircraft of 75 minutes duration. Most people stay at least three days.

Transport

Transportation in Tahiti is by taxis, J-Drive cars, motor scooters, motorsed bicycles (Solex) and plain icycles.

Taxis are expensive and most isitors hire themselves either a car, a notor-scooter or bicycle.

There are seven firms which hire ars—some on a straight-out daily asis, some on a mileage basis. Whichever way it is tackled, it will ikely work out at about 500 to 800 Pac. Fcs. per day. (Some of the etter known firms advertise cars at "$2 or 175 Fcs. per day", but these lso have a charge of 8 Fcs. per kilonetre with a minimum daily mileage f 50 Kms.)

An International Driving Permit or Driving licences from any overseas country are accepted. Up until the end of 1962 local people required no driving licence (it will likely be necesary in 1963), but they are reasonably competent motorists for all that. The biggest hazard to navigation is the flocks of bicycles powered with tiny motors which are to Tahiti what the donkey is to Spain. Driving is, of course, to the right of the road, as on the Continent.

According to the letter of the law, and most guide books, visitors should declare all the foreign currency they take in, if they want to take it out again, but this—at least at the end of 1962—was not being insisted on, presumably in the interests of making things less restrictive for tourists.

The regulations were introduced, in the first place, to stop leakages of currency from local sources. French Polynesia does not earn sufficient overseas credits on its own account and must depend on France to make good the difference. So, if travellers are asked to declare what currency they have on entering, they should be completely honest about it to save themselves complications when they leave.

The local bank and licensed money changers (which includes most hotels) will change either foreign currency or Traveller's Cheques. In most cases the rate of exchange is slightly higher for Traveller's Cheques than for notes.

The approximate rates of exchange for notes at present are:

1 Metropolitan New Franc = 18.18 Pac. Fcs.
1 dollar, US = 87 Pac. Fcs.
£1 Stg. = 242 Pac. Fcs.
£1 NZ = 239 Pac. Fcs.
£1 Australian = 193 Pac. Fcs.

The rates for Traveller's Cheques are 88.2 Pac. Fcs. to the US dollar; 247.43 to the £Stg.; 197.31 to the £Aust.; and 245.18 to the £NZ.

It should be remembered that because everything the tourist is likely to need in Tahiti has to be imported, the cost of living is high. It is calculated that the *minimum* amount a tourist will need for a month's stay is $300 or £150.

TIPPING: There is absolutely no tipping in French Polynesia and so far not even the Americans have tried to break down this rule. As they say in Tahiti—don't YOU be the one to start it.

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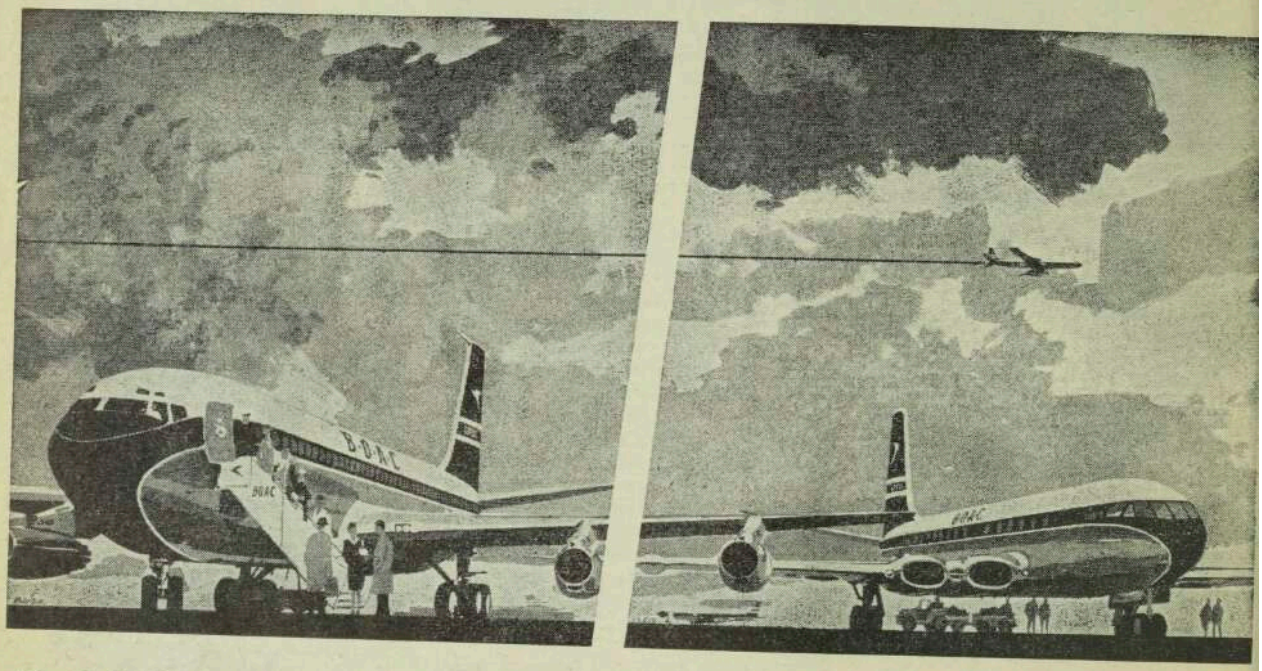

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SHIPPING TIME-TABLES

Sydney-Papua-New Guinea

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

Malekula sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Samarai, Lae, Madang, Alexishafen, Wewak, Kavieng, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: Jan. 26 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Samarai, Rabaul, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: Jan. 2, Feb. 12 (approx.).

Mulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. Moresby, Sydney. Next Sydney sailings: Jan. 12, Feb. 14 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports (subject to permit), Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Last Sydney sailing: Jan. 24. Next Sydney sailing: Feb. 28 (approx.).

Details from Burns, Philp and Co., Ltd., Bridge Street, Sydney (B 0547).

Shansi: Leaves Sydney about every four weeks for Brisbane, Port Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailings: Jan. 11, Feb. 11 (approx.).

Taochow: Leaves Sydney every four weeks for Brisbane, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next sailings from Sydney: Jan. 4, Feb. 5 (approx.).

Details from New Guinea Australia Line (Hire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

China Navigation Co. Ltd. vessels Kiang and Anshun call at Pt. Moresby, Rabaul, on their way north from Sydney to Hongkong. Next vessel:

Anshun: Dep. Sydney Jan. 22, Pt. Moresby Jan. 29-30, thence Manila and Hongkong.

Details from Swire and Yuill Pty. Ltd., Agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Samarai, Wewak, Madang, Lae, Finschhafen. Next Sydney sailings: Jan. 11, Feb. 12 (approx.).

Levuka: After completing a temporary heavy-lifting shuttle service between Qld. ports and NG, she is expected to return to her normal Sydney-Papua-New Guinea run, leaving Sydney Jan. 8.

Britannia: Due Sydney from Europe on Jan. 23 to enter the P-NG service, leaving Sydney approximately every five weeks for Port Moresby, Rabaul, Wewak, Madang, Lae, Finschhafen.

Details from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Polynesia Line vessels run between Australian ports (turn round at Adelaide) and Papua-New Guinea, with every third voyage extending to Borneo.

Matupi: Due dep. Melbourne Jan. 9, loading cargo; return Sydney Jan. 15. Dep. Sydney Jan. 15 for Brisbane Jan. 17-19, Pt. Moresby Jan. 24, Lae Jan. 28, Madang Jan. 30, Rabaul Feb. 2, Cape Hoskins for timber-loading, thence direct to Sydney, due Feb. 19.

Malacca: After dry docking, was still in Singapore in late December—no forward timetables available.

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.

Delos: Southbound, at Rabaul Jan. 13-14, Madang Jan. 15-16, Lae Jan. 17-18, Brisbane Jan. 22-23, Sydney arr. Jan. 25. Dep. Sydney Jan. 29 for loading in southern Australian ports, returning to Sydney Feb. 13; due dep. Sydney again Feb. 15 for Hongkong, via NG ports.

Aros: Dep. Hongkong, southbound, Jan. 20 for Manila Jan. 22-23, Nth. Borneo ports Jan. 25-30, Rabaul Feb. 7-8, Madang Feb. 9-10, Lae Feb. 11-12, Brisbane Feb. 16-18, Sydney arr. Feb. 20.

Samos, Milos and Tenos: On Sydney-Japan-Sydney direct service.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney - BSI - P-NG

Sinkiang: Left Sydney on Dec. 24 for Brisbane, Honiara, Rabaul, Madang, Wewak, on her last voyage in the Solomons-P-NG service. From NG, she was due to go on to Hongkong to enter regular service in the Far East. The BSI

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APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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Australia-NZ-Fiji-Canada-USA

		ORSOVA	CANBERRA	IBERIA	ORIANA
SYDNEY	depart	Jan. 1	Jan. 26	Feb. 10	Mar. 10
AUCKLAND	arr/dep	Jan. 4	Jan. 29	Feb. 13	Mar. 13
SUVA	arr/dep	Jan. 7	—	Feb. 16	Mar. 16
HONOLULU	arr/dep	Jan. 12	Feb. 4	Feb. 21	Mar. 20
VANCOUVER	arr/dep	Jan. 17-18	Feb. 8-9	Feb. 26-27	Mar. 24-25
SAN FRANCISCO	arr/dep	Jan. 20-21	Feb. 11-12	Mar. 1-2	Mar. 27-28
LOS ANGELES	arr/dep	Jan. 22	Feb. 13	Mar. 3	Mar. 29
HONOLULU	arr/dep	Jan. 27	Feb. 17	Mar. 8	Apr. 2
SUVA	arr/dep	Feb. 3	—	thence	thence
AUCKLAND	arr/dep	Feb. 6	Feb. 25	Far East	Far East
SYDNEY	arrive	Feb. 9	Feb. 27	and UK	and UK

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

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Jan. 10	Jan. 31	Feb. 24	Mar. 17
LOS ANGELES	arr/dep	Jan. 11	Feb. 1	Feb. 25	Mar. 18
BORA BORA	arr/dep	Jan. 19	Feb. 9	Mar. 5	Mar. 26
PAPEETE	arr/dep	Jan. 20-22	Feb. 10-12	Mar. 6-8	Mar. 27-29
RAROTONGA	arr/dep	Jan. 23	Feb. 13	Mar. 9	Mar. 30
AUCKLAND	arr/dep	Jan. 28-29	Feb. 18-19	Mar. 14-15	Apr. 4-5
SYDNEY	arr/dep	Feb. 1-4	Feb. 22-25	Mar. 18-21	Apr. 8-11
NOUMEA	arr/dep	Feb. 7	Feb. 28	Mar. 24	Apr. 14
SUVA	arr/dep	Feb. 9	Mar. 2	Mar. 26	Apr. 16
NIUAFOOU	arr/dep	Feb. 10	Mar. 3	Mar. 27	Apr. 17
PAGO PAGO	arr/dep	Feb. 10	Mar. 3	Mar. 27	Apr. 17
HONOLULU	arr/dep	Feb. 15-16	Mar. 8-9	Apr. 1-2	Apr. 22-23
SAN FRANCISCO	arrive	Feb. 21	Mar. 14	Apr. 7	Apr. 28

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

call in future will be made by the associate China Navigation Co. from Japan, with Chekiang and Chengtu.

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 6 Bridge St., Sydney (BU 1712).

Sydney-West NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to West New Guinea, Hollandia (opt.); thence Manila, Hongkong and China; thence West Africa; and return to Australia. Next Sydney sailings: Van Cloon Jan. 26; Van Noort Feb. 25.

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 Suva and Papeete.

Next northbound Fiji call: From Sydney dep. Mar. 23, due at Suva Mar. 30.

Next northbound Tahiti call: From Sydney dep. June 12, due 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 northbound voyage: Ruahine, dep. Wellington Jan. 19, due Papeete Jan. 24 (approx.).

Next southbound voyage: Remuera, dep. London Jan. 25, due Papeete Feb. 19 (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 voyages: Crusader dep. Auckland Jan. 17, at Papeete Jan. 23-24; Crusader dep. Auckland Mar. 29, at Papeete Apr. 6.

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:

Fleetbank: From the Continent and London, due at Port Moresby Jan. 19, Samarai Jan. 21, Lae Jan. 22, Madang Jan. 24, Wewak Jan. 26, Rabaul Jan. 28, Kavieng Jan. 29, Honiara Jan. 31.

Carronbank: From Continent, dep. London Jan. 16 for Pt. Moresby Feb. 20, Samarai Feb. 21, Lae Feb. 23, Madang Feb. 25, Wewak Feb. 26, Rabaul Feb. 28, Honiara Mar. 2, thence possibly Noumea.

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 Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schie Lloyd (RL): From Continent and United Kingdom, due Papeete Jan. 21, Noumea Jan. 29, Honiara Feb. 2, Pt. Moresby Feb. 5, Rabaul Feb. 11, L Feb. 14, Madang Feb. 15, then (optional) Hollandia, Biak, Manokwa and Sorong.

Karimata (NL): From Continent, de London Jan. 22 for Papeete Feb. Noumea Feb. 28, Honiara Mar. 4, Moresby Mar. 6, Rabaul Mar. 10, L Mar. 12, Madang Mar. 14, Hollandia Ma 15, thence (optional) Biak, Manokwa and Sorong.

Details from Royal Interocean Lin 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping C (UK), running between New Zeala and the Far East, call at Noumea (N Caledonia), and Pt. Moresby (Papua), ar in some instances, Guam. Next voyage

Saracen: Dep. Auckland Feb. 2 Noumea Feb. 5, Pt. Moresby Feb. 9, then Pt. Swettenham, Singapore, Manila a Hongkong.

Port Montreal: Dep. Japan (Kobe) Ja 12 for Guam Jan. 17 (approx.), then New Zealand.

Details from Shaw, Savill Line, agen 101 Queen St., Auckland. (Tel. 30-310

Far East-Sth. West. & Centr Pacific

China Navigation Co., Ltd., vess maintain monthly service from Jap southwards through P-NG, BSI, N Hebrides, Fiji and N. Caledonia; usua return to Japan direct.

Chengtu: Dep. Japan Jan. 5 for Hon kong Jan. 9-13, Manila and Guam (opt Rabaul Jan. 25, Madang Jan. 29, L Feb. 1, Samarai Feb. 2, Pt. Mores Feb. 9, Santo Feb. 13, Vila Feb. 16, Suv Lautoka Feb. 19, Noumea Feb. 25, Bour (opt.), due arr. Japan for docking M 13.

Chekiang: Dep. Japan Feb. 4 Hongkong Feb. 8-12, Guam (opt Wewak Feb. 24, Madang Feb. 27, L Mar. 2, Rabaul Mar. 5, Pt. Mores Mar. 13, Honiara Mar. 15, Suva/Lauto Mar. 20, Noumea Mar. 27, due arr. Jap Apr. 4.

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 leaves Sydney about eve six weeks for Norfolk Is., Vila, San Honiara and BSI ports, Bougainville por Next Sydney sailing: Jan. 9 (approx.).

Details from Burns, Philp and Co. Lt 7 Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polynesi

Vessels of Messageries Maritimes Li from Marseilles, via West Indies a Panama, call about every six weeks Tai-o-hae (Marquesas), Papeete, Vi Noumea and Sydney, and return by sa route.

Next inwards voyages, ex-Marseilles:

Caledonien: Tai-o-hae Jan. 16, Papee Jan. 17-21, Vila Jan. 28-29, Noumea Ja 30-Feb. 2, Sydney Feb. 6.

Tahitien: Tai-o-hae Mar. 8, Papee Mar. 10-14, Vila Mar. 21-22, Noumea M 23-27, Sydney Mar. 30.

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'ext outwards voyages, ex-Sydney:

'ahitien: Dep. Sydney Apr. 1, imea Apr. 4-7, New Hebrides ports Apr. 5, Noumea Apr. 16, Papeete Apr. 22-27, -o-hae Apr. 30.

aledonien: Dep. Sydney Feb. 8, imea Feb. 11-14, Vila Feb. 15-22, imea Feb. 23, Papeete Mar. 1-6, -o-hae Mar. 9.

olynesie maintains monthly passenger ings between Sydney, Noumea, Vila Santo. Next Sydney sailings: Jan. Feb. 8, Mar. 1.

etails from Messageries Maritimes, 36 svenor St., Sydney (BU 2654).

ydney-Norfolk Is.-Noumea-New Hebrides

olorado del Mar (owned by Societe ritime Caledonienne, Noumea), carry- cargo only, makes a regular monthly age from Sydney to Norfolk Is., Caledonia (Noumea) and New rides ports. Next Sydney sailing: Jan. (approx.).

Hilos del Mar (Societe Maritime edonienne), carrying cargo only, is at sent on run from Sydney to Norfolk New Caledonia (Noumea) and New rides. Next Sydney sailing: Jan. 13. may enter the Sydney-Fiji trade in .-Mar.

etails from F. H. Stephens Pty. Ltd., Bridge St., Sydney (27-3605).

Europe-Sydney-Noumea

argo vessels of Messageries Mari- es run monthly between France and mea via Fr. East Africa and Australian ports. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Velay Jan. 12 (Noumea Jan. 19); Ventoux Feb. 11 (Noumea Feb. 18).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports. Next calls at Papeete: Siletta Jan 12 (Noumea Jan. 22, Vila Jan. 26); Iraouaddy Feb. 12 (Noumea Feb. 22).

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: Jan. 22, Feb. 19.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Jan. 8, Feb. 5.

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

Southern Cross: At Suva Jan. 3, Wellington Jan. 7-9, Sydney Jan. 12-14, thence via Sth. Africa to UK, arr. Southampton Feb. 18.

Northern Star: Dep. Southampton Jan. 22, via Sth. Africa, for Sydney Mar. 1-3, Wellington Mar. 6-8, Suva Mar. 12, Papeete Mar. 16, thence via Panama Canal to UK, arr. Southampton Apr. 10.

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.

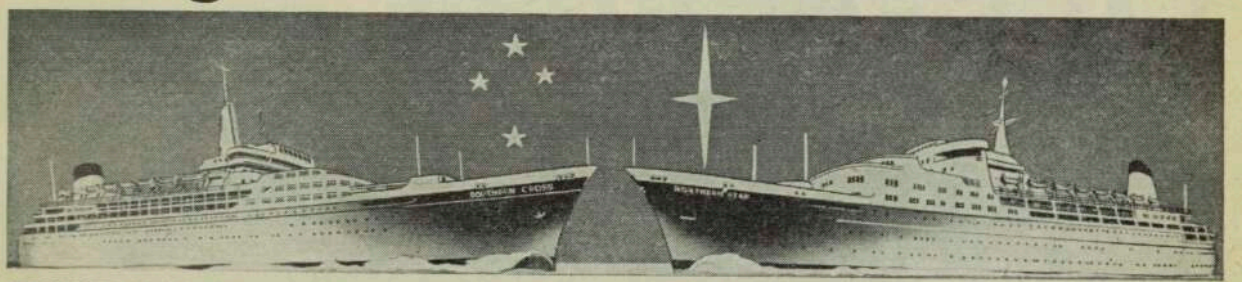
Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

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 Feb. 25, Los Angeles Feb. 26-28, Papeete Mar. 10-12, Pago Pago Mar. 16-18, Apia Mar.

Linking the PACIFIC ISLANDS with



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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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19-20, Suva Mar. 23-25, Noumea Mar. 28-30, Rabaul Apr. 3-4, Apia (open), Pago Pago Apr. 9-11, Los Angeles Apr. 24-26, San Francisco Apr. 27.

Thorsisle: Dep. San Francisco Jan. 16, Los Angeles Jan. 17-19, Papeete Jan. 30-Feb. 1, Pago Pago Feb. 5-7, Apia Feb. 8-9, Suva Feb. 12-13, Noumea Feb. 15-17, Apia (open), Pago Pago Feb. 23-25, Los Angeles Mar. 11-13, San Francisco Mar. 14.

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 Feb. 12 (approx.); Sonoma Mar. 14 (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 Gem Jan. 9; Pioneer Glen Feb. 8.

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.) normally operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route.

She is off the Pacific run at present, however, engaged on charter work in the Far East until late Mar.; she is expected to resume her normal run early in Apr.

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: Jan. 10, Feb. 1 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Slagen: Is making several charter trips from Melbourne and Sydney to Suva and Lautoka early in 1963—the next from Sydney about Jan. 12 (approx.). If the trade warrants it, she will be joined later on by the Milos del Mar.

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: Kawerau Jan. 16; Waiana mid-Feb.

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 vessel Waihemo operated by Union Steam Ship Co. of NZ, Ltd., ma tains a two-monthly service across Pacific, from Melbourne and Sydney Vancouver and USA ports. Occasion calls are made at Fanning Island, route.

Next sailing (either from Sydney Newcastle): Waihemo Jan. 20 (approx

Waitomo: Temporarily laid up.

Waitemata, from NZ ports, makes th 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 regu monthly intervals out of London, Panama, for Apia, Suva and Lauto Bethell, Gwyn and Co., Ltd., act as Lo ing Brokers in London.

UK sailing dates for early 1963: J 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 Clo Van Noort and Van Neck) call periodically at Suva and/or Lauto

Next call at Fiji: Van Noort Jan. 17 (approx.).

Details from Royal Interocean Lines, George Street, Sydney (2-0573).

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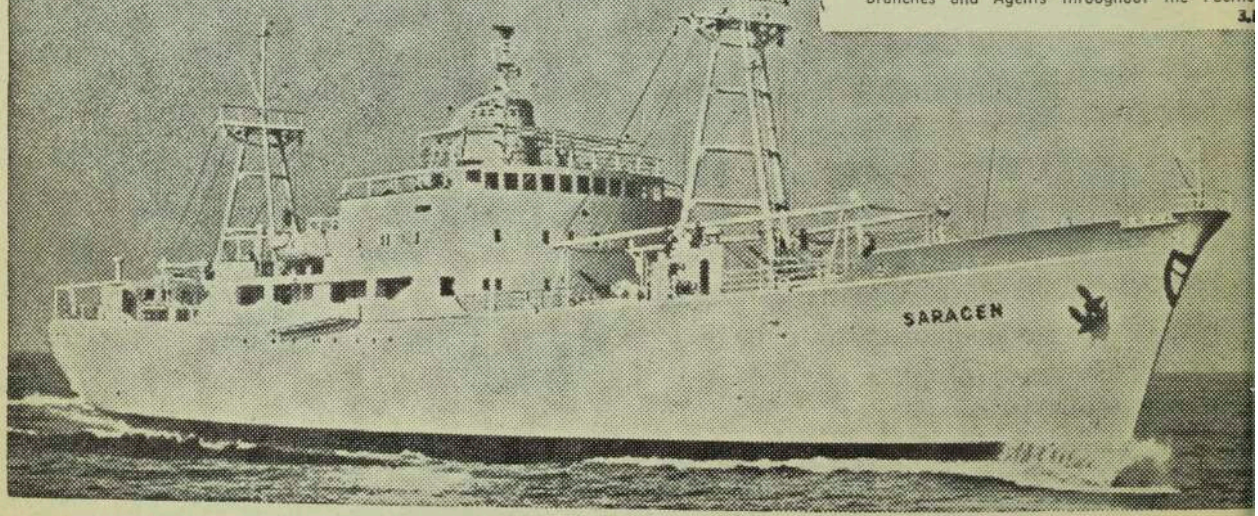

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IRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia-Fiji-Hawaii-Nth. 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, Jan. 18, eb. 1, 15, Mar. 1, 15, 29, 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, onolulu, Nadi (arr. 4.40 a.m., dep. .30 a.m.), Sydney (arr. 7.35 a.m.).
San Francisco (service begins from ancouver alternate Sats.: Jan. 19, eb. 2, 16, Mar. 2, 16, 30, etc.), Hono-lu, Nadi (arr. 4.40 a.m., dep. 5.30 .m.), Sydney (arr. 7.35 a.m.).

ternational Dateline is crossed be-n Nadi and Honolulu.)

ntas/TEAL Electra International Mk. rcraft from Auckland connect at Nadi ed., Thurs., Fri., Sat., Sun., and Mon. Qantas northbound flights, and on ., Wed., Thurs., Fri., Sat. and Sun. Auckland, with Qantas south-bound s. (See Table 19).

Y CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Sat.: Dep. Sydney 11 a.m. by Britannia r Auckland (arr. 4.50 p.m.). Weekly om Auckland, dep. 5.35 p.m. Sat. r Nadi (arr. 9.40 p.m., dep. 10.35 m.), Honolulu (arr. Sat. 10 a.m., ep. Sun. 9 a.m. by DC8), Vancouver, msterdam (arr. Mon. 1.45 p.m.).

ortnightly service operates from ey Jan. 12, 26, Feb. 9, 23, Mar. 9, tc.).

SOUTHBOUND

Dep. Amsterdam 2 p.m. by DC8 r Vancouver, Honolulu (arr. Sun. 35 p.m., dep. Sun. 10.35 p.m. by ritannia), Nadi (arr. Tues. 6 a.m., ep. 6.45 a.m.), Auckland (arr. 10.55 m.). Alt. Tues.: Dep. Auckland 11.45 m. for Sydney (arr. Tues. 2.15 p.m.). ortnightly service operates from land: Jan. 22, Feb. 5, 19, Mar. 5, tc.).

ternational Dateline is crossed be-n Nadi and Honolulu.)

A. Australia-Fiji (or Am. noa)-Hawaii-Nth. America

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

NORTHBOUND

Thur.: Dep. Sydney 5 p.m. for Nadi rr. 10.55 p.m., dep. 11.40 p.m.), onolulu and Los Angeles (arr. Thurs., n. 4.30 p.m.). Connections at Hono-lu for San Francisco, Portland and eattle.

Tues.: Dep. Sydney 5 p.m. for Pago Pago, Am. Samoa (arr. 1.10 a.m., dep. 1.50 a.m.), Honolulu and Los Angeles (arr. Tues. 4.30 p.m.).

SOUTHBOUND

Tues., Fri.: Dep. Los Angeles 7.30 p.m. for Honolulu, Nadi, (arr. 4.15 a.m., Thurs., Sun., dep. 5 a.m.) and Sydney (arr. 7.10 a.m. Thurs., Sun.).
Sun.: Dep. Los Angeles 7.30 p.m. for Honolulu, Pago Pago (arr. 4.15 a.m. Mon., dep. 5 a.m.) and Sydney (arr. 7.55 a.m. Tues.).
(International Dateline is crossed between Nadi and Honolulu, and between Sydney and Pago Pago.)

* PAA use DC7C aircraft on connecting services Nadi-Auckland and Nadi-Pago Pago (Am. Samoa). (See Tables 21 and 21A).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. **(TAA)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.50 p.m.
Tues., Thurs., Sun.	Tues., Thurs., Sun.
Dep.	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.	Wed., Fri., Sat.
Dep.	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. (Jan. 7, 21, Feb. 4, 18, Mar. 4, 18, 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. (Jan. 9, 23, Feb. 6, 20, Mar. 6, 20, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Jan. 12, 26, Feb. 9, 23, Mar. 9, 23, etc.).
Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Jan. 13, 27, Feb. 10, 24, Mar. 10, 24, 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. (Jan. 14, 28, Feb. 11, 25, Mar. 11, 25, 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. (Jan. 8, 22, Feb. 5, 19, Mar. 5, 19, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Jan. 8, 22, Feb. 5, 19, Mar. 5, 19, etc.). **(Over)**

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.

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Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Jan. 9, 23, Feb. 6, 20, Mar. 6, 20, 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. (Jan. 11, 25, Feb. 8, 22, Mar. 8, 22, 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. (Jan. 17, 31, Feb. 14, 28, Mar. 14, 28, etc.).
Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.30 a.m. (Jan. 18, Feb. 1, 15, Mar. 1, 15, 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. (Jan. 14, 28, Feb. 11, 25, Mar. 11, 25, etc.).
Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne Lagoon, Samarai, Pt. Moresby, arr. 4.30 p.m. (Jan. 7, Feb. 4, Mar. 4, etc.).
Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Jan. 21, Feb. 18, Mar. 18, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Mon.: 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.
Wed.: Dep. Kavieng 8 a.m. for Rabaul, arr. 9 a.m.
Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.
Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.
Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, Lae, arr. 4.05 p.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—Jan. 8, 22, Feb. 5, 19, Mar. 5, 19, 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.: Dep. Rabaul 8 a.m. for Buka, Wakanai, Aropa, Buin, Aropa, Wakanai, Buka, Rabaul, arr. 3.20 p.m.
Alt. Wed. (Jan. 9, 23, Feb. 6, 20, Mar. 6, 20, etc.): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Aropa, Wakunai, Buka, Rabaul, arr. 4.50 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) Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, 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 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. Aitape, Vanimo, Sissano, Ait Dagua, Wewak, arr. 12.05 p.m.
Thurs., Sat.: Dep. Rabaul 7 a.m. Kavieng, Momote, Wewak, Mad Goroka, Lae, arr. 4.40 p.m.
Fri.: Dep. Wewak 6.15 a.m. for Mad Lae, Wau, Madang, arr. 10.55 a.m
Dep. (Piaggio) Goroka 10.40 for Minj, Banz, Hagen, Wabag, Ha Banz, Minj, Goroka, arr. 2.55 p.m
Dep. (Cessna) Hagen 9.30 a.m. Mendi, Kagua, Erave, Ialibu, Ha arr. 12.30 p.m.
Dep. (Cessna) Wewak 8 a.m. Angoram, Wewak, arr. 9 a.m.
Sat.: Dep. Lae 8.55 a.m. for Gor Madang, arr. 10.35 a.m.
Dep. (Cessna) Hagen 8.30 a.m. Mendi, Tari, Mendi, Hagen, arr. a.m.
Dep. (Cessna) Wewak 9.30 a.m. Ambunti, Berui, Maprik, Wewak, 11.35 a.m.

Papuan Air Transport Ltd. ("Patair

Local services operated in Papua Papuan Air Transport Ltd. include:
Mon.: Dep. (Cessna) Pt. Moresby 7.30 for Amazon Bay, Baibara, Pt. Mor arr. 11.50 a.m.
Dep. (Piaggio) Pt. Moresby 7.30 for Kairuku, Bereina, Tapini, Woit Tapini, Bereina, Kairuku, Pt. Mor arr. 1.30 p.m.
Tues.: Dep. (Cessna) Pt. Moresby 7.45 for Kubuna, Aroa, Rogers, Pt. Mor 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, Po detta, Pt. Moresby, arr. 1.30 p.m.
Dep. (Piaggio) Pt. Moresby 7.30 and 10.45 a.m. for Tapini, Pt. Mor arr. 9.10 a.m. and 11.15 a.m.
Dep. (Piaggio) Pt. Moresby 11.40 for Woitape, Pt. Moresby, arr. p.m.
Dep. (Piaggio) Pt. Moresby 12.30 for Paili, Cape Rodney, Pt. Mor arr. 2.50 p.m.
Wed.: Dep. (Piaggio) Pt. Moresby 7 for Bereina, Baimuru, Erave, Me Baimuru, Bereina, Pt. Moresby, 2.50 p.m.
Dep. (DC3) Pt. Moresby for Kok Popondetta, Pt. Moresby, arr. 11.10
Thurs.: Dep. (DC3) Pt. Moresby 7.40 for Popondetta, Embi, Wani Kiriwina, Embi, Popondetta, Moresby, arr. 2.20 p.m.
Dep. (Piaggio) Pt. Moresby 10.45 for Woitape, Pt. Moresby, arr. p.m.
Dep. (Piaggio) Pt. Moresby 7.30 for Tapini, Pt. Moresby, arr. 9.10
Fri.: Dep. (DC3) Pt. Moresby 10 a.m. Gurney, Pt. Moresby, arr. 2.50 p.m
Dep. (Piaggio) Pt. Moresby 12.30 for Paili, Cape Rodney, Pt. Mor arr. 2.50 p.m.
Dep. (DC3) Pt. Moresby 11.30 for Bereina, Pt. Moresby, arr. 1.30
Dep. (Piaggio) Pt. Moresby 11 for Rogers, Aroa, Kairuku, Pt. Mor arr. 1.45 p.m.
Sat.: Dep. (Piaggio) Pt. Moresby 7.30 for Tapini, Pt. Moresby, arr. 9.10
Dep. (DC3) Pt. Moresby 7.45 for Popondetta, Kokoda, Pt. Mor arr. 10.20 a.m.
Monthly, first Wed.: Dep. (Piaggio) Moresby 7 a.m. for Daru, Pt. Mor arr. 11 a.m. (Feb. 6, Mar. 6, Apr.

3A. P-NG - West NG

LAE-HOLLANDIA (West New Guine TAA. with DC3 aircraft

Alt. Thurs. (Jan. 10, 24, Feb. 7, Mar. 7, 21, etc.) dep. Lae 9 a.m.

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adang, Wewak, Hollandia, arr. 1.35 m.
Fri. (Jan. 11, 25, Feb. 8, 22, Mar. 22, etc.): Dep. Hollandia 11.35 a.m. r Wewak, Madang, Lae arr. 5.05 m.

BIAK (WEST NG)-LAE
aruda Airways with DC3 Aircraft

ruda Airways (Indonesian) have application to take over the former n-owned De Kroonduif fortnightly e between Biak, Hollandia and Lae DC3 aircraft, as from January. It connect with KLM's DC8 service to oe (Table 4).

Thurs. (Jan. 17, 31, Feb. 14, 28, Mar. , 28, etc.): Dep. Biak 6 p.m., ollandia arr. 8.10 a.m., dep. 9.10 a.m., r. Lae 1.10 p.m.

Fri. (Jan. 18, Feb. 1, 15, Mar. , 28, etc.): Dep. Lae 9.15 a.m., Hol- ndia arr. 12.05 p.m., dep. 1.05 p.m., r. Biak 3.10 p.m.

West NG Internal Services

from January 1, Garuda Airways nesian) have taken over the internal es formerly run by the Dutch-owned Kroonduif Airlines, linking Biak and ndia with the score of small airfields est New Guinea.

4. Australia-West NG

KLM Royal Dutch Airlines

ekly DC8 service between Sydney Fri. 10.35 a.m.) and Holland, calling lak, West NG (arr. Fri. 3.30 p.m., 4.30 p.m.), Manila (Philippines) and erdam (arr. Sat. 12.10 p.m.). Dep. erdam Wed. 2.30 p.m., via Manila and (arr. Fri. 12.30 a.m., dep. 1.30 a.m.) ydney (arr. Fri. 7.15 a.m.).

5. N. Guinea-Solomons

, with Fokker Friendship Prop-Jet and DC3 Aircraft

Tues.: Dep. Lae (DC3) 6 a.m. for abaul, Buka, Munda, Yandina, oniara, arr. 4.20 p.m. (Jan. 15, 29, b. 12, 26, Mar. 12, 26, etc.).
Wed.: Dep. Honiara (DC3) 7.30 a.m. Yandina, Munda, Buka, Rabaul, e, arr. 3.45 p.m. (Jan. 9, 23, Feb. 20, Mar. 6, 20, etc.).
Tues.: Dep. Lae (Fokker) 9 a.m. Rabaul, Buka, Munda, Honiara, r. 4.20 p.m. (Jan. 8, 22, Feb. 5, , Mar. 5, 19, etc.).
Wed.: Dep. Honiara (Fokker) 6.45 n. for Munda, Buka, Rabaul, Lae r. 12 noon (Jan. 9, 23, Feb. 6, 20, ar. 6, 20, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

.: Dep. Sydney 10.15 a.m., arr. umea 1.45 p.m.
.: Dep. Noumea 3 p.m., arr. Sydney 0 p.m.

Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Paris Mon. 5 p.m., eastbound for nens, Beirut, Karachi, Bangkok, igon, Darwin, Sydney (arr. Wed. 5 a.m.).
Sydney Wed. 9.40 a.m. for Noumea r. 1.25 p.m., dep. 3.30 p.m.), Nadi r. 6.15 p.m., dep. 7.05 p.m.), cross ernational Dateline, Papeete (arr. Wed. 1.10 a.m., dep. alt. Wed. (Jan. 16, 30, Feb. 13, 27, Mar. 13, 27, etc.) and Fri. 10 a.m., Los Angeles, Montreal, Paris (arr. Sun. 8.15 a.m.).
Dep. Paris Fri. 5.30 p.m. westbound for Montreal, Los Angeles (dep. alt. Thurs. (Jan. 17, 31, Feb. 14, 28, Mar. 14, 28, etc.) and Sat. 1 a.m., Papeete arr. alt. Thurs. and Sat. 7.25 a.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. Mon. 11 a.m.).
Dep. 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

Alt. Wed. (Jan. 9, 23, Feb. 6, 20, Mar. 6, 20, etc.): Dep. Papeete for Honolulu, arr. 9.05 p.m.
Alt. Thurs. (Jan. 10, 24, Feb. 7, 21, Mar. 7, 21, 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. (Jan. 16, 30, Feb. 13, 20, Mar. 13, 20, etc.): Dep. Papeete 12 noon for Los Angeles, arr. 8.10 p.m.
Sat. and alt. Thurs. (Jan. 17, 31, Feb. 14, 28, Mar. 14, 28, etc.): Dep. Los Angeles 1 p.m. for Papeete, arr. 7.25 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, Jan. 13, Feb. 10, Mar. 10, etc.
Dep. Noumea, Sun., 11 p.m. for Wallis Is. (arr. Mon., 6.30 a.m., dep. 8 a.m.), cross International Dateline, Papeete (arr. Sun., 7.05 p.m.).
Dep. Papeete, Tues., 8.30 a.m., cross 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.
Wed., Fri., Sat., 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.
Wed., Fri., Sat., Sun.: Dep. Sydney 4.30 p.m., arr. Auckland 10.05 p.m.
(Note: Additional services will be operated to meet traffic requirements throughout January for this and all other Australia-NZ routes.)

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's

Wed., Thurs., Sun.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.
Tues., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Mon., Tues., Thurs., Fri., Sat.: Dep. Christchurch 7 p.m., arr. Sydney 9.05 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's.

Wed., Thurs., Sun.: Dep. Christchurch 4 p.m., arr. Melbourne 6.40 p.m.
Mon., Thurs., Fri.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 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

Tues., Fri., Sun.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Tues., Fri., Sun.: 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.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Thurs.*, Sat.*: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 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. Pago Pago Sun.

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7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.
Mon.: Dep. Papeete 7 a.m., arr. Pago Pago 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

21. Fiji-New Zealand

PAA, with DC7C Aircraft

Sun., Thurs.: Dep. Nadi 5.45 a.m. for Auckland, arr. 10.30 a.m.
Sun., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

21A. Fiji-Am. Samoa

PAA, with DC7C Aircraft

Mon.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago (Am. Samoa) 4.05 p.m. Sun.
Tues.: Dep. Pago Pago 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover 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.
Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.
Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.
Suva-Ura-Suva: Dep. 7.20 a.m., Sun.
Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.
Suva-Savusavu-Suva: Dep. 11 a.m., Wed.
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. (Jan. 10, 24, Feb. 7, 21, Mar. 7, 21, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Jan. 12, 26, Feb. 9, 23, Mar. 9, 23, 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. (Jan. 19, Feb. 2, 26, Mar. 2, 26, etc.).

Details from Fiji Airways. Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Jan. 17, 31, Feb. 14, 28, Mar. 14, 28, etc.): Dep. Nadi 6.15 a.m., Nausori (Suva) arr. 7.05 a.m., dep. 7.45 a.m., cross International Dateline, arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (Jan. 16, 30, Feb. 13, 27, Mar. 13, 27, etc.).
Alt. Thurs. (Jan. 17, 31, Feb. 14, 28, Mar. 14, 28, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva, alt. Fri. (Jan. 18, Feb. 1, 15, Mar. 1, 15, 29), 1.40 p.m., dep. 3 p.m., Nadi arr. 3.45 p.m.

25. Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Three flights per month during Jan., and Feb.—thence weekly.
Sun. (except Jan. 20, Feb. 17): Dep. Nausori 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 1 p.m. Next day, Mon. (except Jan. 21, Feb. 18), dep. Vila 8 a.m., Santo arr. 9.20 a.m., dep. 10 a.m., Honiara arr. 2.45 p.m.
Tues. (except Jan. 22, Feb. 19): Dep. Honiara 8 a.m., Santo arr. 12.25 p.m., dep. 1 p.m., Vila arr. 2.20 p.m. Next day, Wed. (except Jan. 23, Feb. 20), dep. Vila 8 a.m., Nadi arr. 1 p.m., dep. 1.30 p.m., Nausori arr. 2.10 p.m.

26. Hawaii-Tahiti-Am. Samoa

South Pacific Airlines with Super-G Constellation Aircraft

Fortnightly from Honolulu to Faaa International Airport, Papeete; alternate weeks via Pago Pago (Am. Samoa).
Fri. (Jan. 18, Feb. 1, 15, Mar. 1, 15, 29, etc.): Dep. Honolulu 11 p.m., arr. Papeete Sat. 8 a.m.
Sat. (Jan. 19, Feb. 2, 16, Mar. 2, 16, 30, etc.): Dep. Papeete 10 p.m., arr. Honolulu Sun. 7 a.m.
Alt. Fri. (Jan. 11, 25, Feb. 8, 22, Mar. 8, 22, etc.): Dep. Honolulu 11 p.m., Pago Pago arr. Sat. 7 a.m.
Alt. Sun. (Jan. 13, 27, Feb. 10, 24, Mar. 10, 24, etc.): Dep. Pago Pago 10 a.m., Honolulu arr. Tues. 10 p.m.

Details from South Pacific Airlines, 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 (Pago Pago) —flight time is 45 minutes.
Dep. Faleolo (W. Samoa): Sun. 7 a.m., 2 p.m.; Mon. 7 a.m., 9.15 a.m., 2 p.m.; Tues. 7 a.m.; Wed., Thurs., Fri., Sat. 9.15 a.m.
Dep. Pago Pago (Am. Samoa): Sun. 8.15 a.m., 4.30 p.m.; Mon. 8.15 a.m., 10.30 a.m., 3.15 p.m.; Tues. 8.15 a.m.; Wed., Thurs., Fri., Sat. 10.30 a.m.

Booking agents: Gold Star Transport Co. Ltd., Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.
Mon., Wed., Sat.: Dep. Papeete 8.15 a.m., Raiatea arr. 9.05 a.m., dep. 9.35 a.m., Bora Bora arr. 9.55 a.m.
Mon.: Dep. Bora Bora 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.
Wed., Sat.: Dep. Bora Bora 10.30 a.m., Raiatea arr. 10.50 a.m., dep. 11.10 a.m., Papeete arr. 12 noon.

Other local RAI inter-island services are operated with Bermuda flying-boat.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapid

Noumea-Mare: Tues., Fri. dep. Noum p.m. for Mare, Noumea, arr. 4 p.
Noumea-Lifou: Tues., Wed., Fri. Noumea 8 a.m. for Lifou, Noumea, 10 a.m. Sat.: Dep. Noumea 2 p.m Lifou, Noumea, arr. 4 p.m.
Noumea-Ouvea: Tues. dep. Noumea a.m. for Ouvea, Noumea, arr. 1.30 Sat.: Dep. Noumea 8 a.m. for Ou Noumea, arr. 10 a.m.
Noumea-Houailou-Koumac: Wed., Sat. Noumea 1 p.m. for Houailou and mac, Noumea, arr. 4.25 p.m.
Noumea-Isle of Pines: Mon., Wed., Sat. dep. Noumea 10.45 a.m. for of Pines, Noumea, arr. 12 noon. Dep. Noumea 8 a.m. for Isle of P Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-mot amphibian flying-boats, PAA operate service throughout the Trust Territor Micronesia (Caroline, Marshall Mariana Groups) for US Governm

Details from High Commissioner of Trust Territory, Box 542, Agana, G

32. Sydney-Indonesia

QANTAS AND BOAC

Qantas operates weekly direct se (Boeing 707 V-Jet) Sydney-Djakar dep. Sydney Sat. 12 noon, arr. Djak 5.5 p.m.; as well as Sydney-Dar Djakarta—dep. Sydney 11.30 a.m. Tues., Fri., 12 noon Sun.—arr. Djak approx. 6 hours later.

Return by BOAC (Comet IV): Djakarta 1.15 p.m. Mon., 8 p.m. T 8.30 p.m. Fri., via Darwin, arr. Sy 12 hours later.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency)	Single £ s. d.	Return £ s. d.
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
Christchurch	53 15 0	96 15 0
Wellington	53 15 0	96 15 0
Pago Pago	110 17 0	199 11 0
Honolulu	282 12 0	508 14 0
San Francisco	350 0 0	630 17 0
Vancouver	350 9 0	630 17 0
Papeete	181 5 0	325 5 0
Biak	103 15 0	186 15 0

FROM AUCKLAND (NZ currency)					
Nadi	41	7	0	74	0 0
Norfolk Is.	19	15	0	35	11 0
Papeete	114	10	0	206	2 0
Noumea	45	10	0	81	18 0

FROM SUVA (Fiji currency)					
Nadi	5	16	0	11	12 0
Nukualofa	18	10	0	34	0 0
Apia	25	0	0	45	0 0
Honiara	67	10	0	121	10 0
Vila	30	13	0	55	4 0
Santo	39	14	0	71	9 0

FROM NADI (Fiji currency)					
Pago Pago	28	18	0	51	19 0
Noumea	32	13	0	58	16 0
Papeete	87	5	0	157	1 0

Fares quoted are First Class.

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Pacific Commerce and Produce

Private Backing For Pacific Is. Mines

finance its programme of exploration by deep adit of the una lode, on Misima Island, ern Papua, Pacific Islands Mines has been backed by private ints with a £10,000 interest-free , reported the company in Decem-

arly last year, PI Mines offered 000 worth of new shares to its eholders on the basis of 1-for-1; the climate for investment in , particularly in Papua-New nea, was not favourable and the e was not fully subscribed.

he new loan is unsecured, and vertible into ordinary shares at As part consideration, the com- has granted the lenders an on over a further 322,000 shares, ch may be taken up at par at time prior to August 5, 1964 e of the currently-issued options). rce of the loan is an influential said Mr. G. W. Noe (chairman) in the event of a successful out- e of the present explorations, re capital requirements will be red.

muna lode on Misima Is. was a nomenal "money-spinner" for Mr. l Cuthbert, who worked it for e years before World War II, n Cuthbert's Misima Gold Mine interests were driven out by the ancing Japanese. The mine was re-established immediately after war, however; but Pacific Islands es Ltd. was formed and registered ort Moresby a couple of years ago elocate the lode and explore it at th.

he current work is being carried on a 24-hour basis, in three shifts, er the supervision of experienced opean miners. Purpose of the adit o test the downward continuity of h-grade gold and silver ore at the thern end of the lode. It is ex- ed to intersect the lode about 00 ft. from the portal, at a depth approximately 500 ft. below the crop and 110 ft. below existing kings. In mid-December, the adit reached 222 ft.

Apart from gold, it is known that una lode contains between 2 oz 4 oz of silver per ton. The dual rise in the silver price in 1962 from 8/8 per oz (where it had remained for six years) to 10/10, by November, was noted with more than passing interest by shareholders.

PI Mines Ltd. will hold an extraordinary general meeting on January 7, to alter the company's articles of association, bringing the transfer of shares in future into conformity with current practice and streamlining the transfer process.

CORRECTION

Carpenters' Purchase of Woolworth Shares

IT was stated in the *PIM* in December that the chairman of Messrs. W. R. Carpenter Holdings Ltd. (Mr. R. B. Carpenter) had informed the annual general meeting of the corporation, on November 23, that the corporation had arranged to purchase the shares held by Rockman interests in the Woolworth chain-store company; that the purchase would be financed by a new issue of shares in Carpenter Holdings Ltd.; and that this latter transaction would bring the total issued capital of Carpenters Holdings Ltd. to over £20 million.

There were two serious errors there. The statement was not made by the chairman, although it was attributed to him by at least one Sydney newspaper of November 25. In his address to shareholders, on November 23, Mr. R. B. Carpenter made no reference whatever to the pending Woolworth purchase. He dealt only with events and conditions in the year under review.

The issue of new shares will not raise the corporation's issued capital to "over £20 millions". That was a grotesque miscalculation. As was shown elsewhere on that page, the issued capital of the corporation on September 30 was £3,933,093, and the estimated value of the group's assets was £19,039,888. The effect of the Woolworth purchase is to raise the issued capital to about £5 millions, and the value of the group's assets to something over £20 millions.

We regret the errors.

Fiji Cement Co. Over Its Teething Troubles

Fiji Industries Ltd. incurred a loss of £F2,669 during its first two-months production period to June 30, said the chairman, Mr. H. Maurice Scott, at the annual meeting in Suva on December 1.

Cement production was originally scheduled to commence late 1961, but this was not achieved until May 7 last. Sales had exceeded £F8,000 by June 30. The short period of operation in this financial year resulted in production costs being higher than anticipated.

Delay in completing the plant was caused mainly by difficulties arising from continuous wet weather and late completion of the electrical and other vital contracts.

The period of running-in the plant has now been completed, and teething troubles associated with the new industry have been successfully overcome, said Mr. Scott. The cement, marketed under the name of "Pacific Portland Cement", conforms to the standard specification approved by the Fiji Government. This specification also conforms to that set down by many other countries, including USA, Canada, India, Japan, etc.

(Over)

Purchasers at Full Market Prices on Assay Value of

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SCIENTIFIC AND INDUSTRIAL METALLURGISTS.—Our range of precious metal manufactures covers all industries — Gold and Silversmiths, Electrical Trades, Dental Profession, Glass Silverers, Electro-Platers, etc., etc.

REFINERS.—Purchasers and Refiners of Bullion, Scrap, Mining By-Products, and Trade Residues of every description carrying Precious Metals.

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MEMBERS OF THE SYDNEY STOCK EXCHANGE

16 O'Connell Street, Sydney. BL 6111

181 Church Street, Parramatta. 635-5078

CABLES & TELEGRAMS: "WHITLOYD", SYDNEY.

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Preliminary analyses of local raw material indicated that cement could be manufactured to British Standard Specifications, but when manufacture commenced it was found the cement had a slightly higher magnesia content than that specified in the British Standard. Exhaustive tests resulted in the Fiji Government approving the new cement as suitable in every way for all ordinary uses.

Protective duties in Fiji on imported cement went into effect on September 1, but the delays associated with the establishment of the cement quality and the imposition of revised import duties allowed stocks of imported cement to become greater than anticipated. However, "Pacific" cement is now being used extensively in Fiji, and the company reports that sales are increasing.

Bali Plantations' Profit Lifted Slightly

New Guinea copra and cocoa plantation owners, Bali Plantations Limited lifted profit by £1,506 or 3.4 per cent. to £48,290 for the year to August 31 last.

Taxation was £8,921 higher at £10,725, and depreciation took £7,625 more at £18,571.

The company paid final four per cent. dividend, making an unchanged eight per cent. for the year. The full year's dividend took £30,400.

Gross operating profit was £18,057 more at £80,085.

New Discoveries "Of Major Importance" for Emperor GM

"New discoveries on No. 16 level of Emperor goldmine, Fiji, were of major importance to its long-range life expectations," the chairman of Emperor Gold Mining Ltd. (Mr. J. F. Wren) said at the annual meeting in Melbourne on December 7.

The operating profit of Emperor Mines Ltd. (which carries out mining operations for the holding company) increased by £123,940 to £317,089 in the year ended June 30. The higher profit, together with a refund of £49,535 previously paid for Port and Customs Service Tax up to June, 1961, more than offset the cessation of gold subsidy receipts. Expenditure on development was £263,798. After providing £43,440 for depreciation and £17,795 for royalty and income tax, the net profit for 1961-62 was £41,591.

Production for the year was a record for the Emperor mine, and was achieved because of a long-range expansion programme, planned to overcome rising costs and financed out of current revenue. Further expansion was planned for both underground and open-cut mining over the next two years.

Because of much capital expenditure (particularly by the associate Tavua Power Pty. Ltd.) and the necessary increase in stores inventory involved in the expansion programme, available funds had been absorbed and a dividend would not be declared for 1961-62.

Loloma's Profit Down, But Assets Value Soars

Profit of Loloma (Fiji) Gold Mines NL fell £2,377 to £114,393 for the year ended June 30. Profit was after £17,093 (up £1,965) for mining and exploration and tax £1,245 (up £1,004).

Dividend, steady at 2/6 a share, required £103,125.

Market value of investments at November 5 was £2.7 million, compared with £2.5 million on June 30, said Mr. M. J. Cody (chairman) at the annual meeting early in December. Original cost was £1.6 million.

The company is examining tin mining areas in North Queensland with a view to operating them on a company basis.

Bulolo Gold Dredging Has Another Good Year

Profit of Bulolo Gold Dredging Ltd., New Guinea, for the year ended May 31, 1962, was $415,722 Canadian (equal to 41½ cents per share), Mr. J. W. Austin, chairman and managing director, told shareholders at the annual meeting held in Vancouver (Canada) on December 12.

This result did not include $133,981 received from a dredge insurance claim previously written off. Thus the total credit to earned surplus actually was $549,703.

Dividends of 50 cents a share absorbed $500,000.

Profit in 1960-61 was $495,314.

Gravel reserves at May 31 were estimated at 17 million cubic yards of which more than half was estimated to average 12.2 cents a cubic yard. The remainder should average about 10.7 cents. Only one dredge (No. 5) now is operating.

The take-over offer from Placer Development Ltd. has not yet been finalised and the time has been extended to May 31. The annual meeting gave the Board authority, for a further 12 months, to continue negotiations.

Steady 10% Dividend For Commonwealth-NG Timbers Ltd.

Commonwealth-New Guinea Timbers Ltd. (in which Bulolo Gold Dredging Ltd. holds a half interest) earned a profit of £171,631 in the year to June 30, 1962.

Profit was after making provision for Special Reserve, £29,604 (for claims lodged with the Commonwealth Government as subsidy in respect of duty paid on plywood imported into Australia during the year—making a total of £235,728 in Special Reserve), income tax £56,000, depreciation £117,357, and directors' fees £2,500.

The factory sold 33 million square feet of 3/16 inch ply during the year but because of the slack Australian market, the larger portion was sold in USA.

Dividend, unchanged at 10 per cent., absorbed £150,000; and £122,226 is carried forward.

CSR Expects Quarter Million Tons of Fiji Sugar

Reporting to shareholders on December 3, in his half-yearly report, Mr. G. T. Vernon (general manager) said that, during the 1962 crushing season, harvesting and milling proceeded smoothly and the quality of the cane was the highest for some years. It is expected that about 250,000 tons of sugar will be made, the second best output on record.

Conditions and relations in the industry have been settled and satisfactory.

Although drought conditions prevailed during August and September, indications are that a similar tonnage of sugar is likely to be attained in 1963.

The British Commonwealth Sugar Agreement has been extended for a further year until 1970. Negotiated price for 1963 has been agreed at £46/0/10 Stg. per ton, an increase of 5/7 per ton over 1962. The negotiated price applies to 315,000 tons of Australia's raw sugar exports and 126,000 tons of Fiji's exports.

Economic Outlook

WHEN Sydney's shiny Stock Exchange Building closed its doors December 24 to end 1962's busin brokers and investors breathed a of relief that could be heard aln clear across the Pacific. December been one of the most hectic months record.

The Associated Group (which cludes Papuan Apinaipi Petroleum L struck oil early in December in Sun bank No. 1 well, in Queensland's St Basin, 100 miles northwest of Moo field. This was the third Austral oil strike in successive Decembers, brokers had some harassed weeks frenzied trading following the announ ment of a 600-barrels-a-day flow.

During the month, four compar (Stanhill Consolidated, Stanhill Devel ment Finance, Kauri Timber Co. Vesta Battery Co.) reported losses trading totalling £4 million, jolting vestors who were just recovering fr news of a default by Reid Mur Acceptance on debenture interest £600,000. Then, the final straw— largest loss ever announced by an A tralian company. Factors Ltd., me ber of the Korman group (Stanh Chevron, etc.) incurred net loss of £ million for the year ended July 31.

Little wonder that share indices at year's end were lower than Decemb 1961, and that the confidence of vestors was ruffled.

SYDNEY SALES PRICES

	Nov. 23	Dec. 1
Bali Plantations . .	4/-	4/-
Burns Philp	78/-	79/9
Ditto New	78/-	79/6
Burns Philp (SS) .	47/-	46/-
Choiseul Plntn. . .	190/-	178/-
C.S.R. Co.	50/6	52/-
Dylup Plantations .	5/1	5/8
Fiji Industries . . .	11/6	11/3
Hackshall's	15/3	15/6
Kauri Timber . . .	8/-	6/-
Kerema Rubber . .	4/9	5/-
Koitaki Rubber . .	12/6	12/6
Lolorua Rubber . .	7/9	8/-
Makurapau Plntn. .	2/3	2/-
Mariboi Rubber . .	5/1	5/-
Norfolk Is. Whaling .	8d	4
Pacific Is. Timbers .	2/6	2/6
Palgrave	2/9	2/3
Plantation Holdings .	2/6	2/4
Queensland Insurance	120/-	132/6
Rubberlands	4/-	4/-
Sandy Creek	8d	6
Sangara	11d	9
Sogeri Rubber . . .	5/3	5/6
Sthn. Pac. Insurance	25/6	25/6
Steamships Trading	11/3	12/5
W. R. Carpenter . .	26/6	27/6
Ditto Rights	13/5	13/1
Watkins Consolidated	3/5	3/-

OIL AND MINING SHARES

	Dec. 4, '58	Nov. 23, '62	Dec. 1
FIJI			
Emperor . .	b9/-	b5/8	b5/9
Loloma . .	b30/-	s53/6	s53/-
PAPUA-NEW GUINEA, ETC.			
Bulolo G.D.	b32/-	b51/-	b55/-
N.G.G. Ltd.	b2/3	b2/-	b1/10
Oil Search .	b9/9	b3/1	b2/11
Ent. of N.G.	s11d	b5d	b6½
Pac. I. Mines	—	b1/6	b1/6
Ditto Options .	—	b3d	b3d
Papuan Apin.	b4/6	b3/6	b7/-
Placer Dev.	b91/-	b206/-	b228/
Timor Oil .	n.q.	s1/4	b1/4

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LANDS PRODUCE

nless otherwise stated, quotations are ustralian currency. Aust. £ equals oximately 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 its 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, £54/10/- per ton; FMS, per ton; Smoke-Dried, £52 per

JI:—No Government control—pro- rs sell where they wish. Bulk of a goes to crushing-mills in Suva. December 21 prices were HAD 4/2/6, FM £F51/12/6 (exclusive of a delivery bonus of £F1 per ton).

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 e.

ONGA:—Sales are under Government rol. Part of production goes to pe, under arrangement with Unilever olled by Philippines prices, and part o open market.

OLOMON 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 December was: grade, £50/-/-; 2nd grade, £48/10/-; grade, £46/-/- per ton, f.o.b., BSIP s (Honiara, Yandina and Gizo). It elieved the recent rise in copra prices stimulated production and that 1962's age (when finally calculated) will ed the 24,000 tons produced in 1961.

LBERT AND ELLICE:—Production eted in Europe through official Copra d, at prices based on Philippines s less freight, etc. The Government idy to producers is: £7/15/5 per ton 1st grade, and £3/14/7 for 2nd grade.

EW HEBRIDES:—On Dec. 19, the a price was approximately £47/15/- 50 Pac. francs) per ton delivered /Santo. French price then was 92¼ y francs per metric ton, c.i.f., seilles.

OOK IS.: Copra goes to Abels, Ltd., Auckland, who operate the only NZ a crushing mill. Price paid is average ion price for previous three months, handling charges. Price for final ter of 1962 was £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 Dec. 20 was £Stg.173/10/- per ton, , Sydney. Reports state that the is due to the UK's Cocoa Study Group nate that demands for cocoa beans 963 could be well in excess of world uction.

-N.G.: Sydney buyers on Dec. 20 re- ed: Quote No. 1: In store, Rabaul, rt quality £190 per ton or on wharf ey, according to quality: £170-£180; e No. 2: Best quality, on wharf Syd., Melb., £200; in store, N.G. ports, £180 to £185.

W. SAMOA:—Nominal prices quoted in Sydney in mid-Dec. were: Grade 1, £Stg.220; grade 2, £Stg.215, f.o.b., Apia.

COFFEE.—P.-N.G.: Dec. 20, 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 Dec. 20 as: Kenya A, f.a.q., £Stg.375, B Stg.350, C £Stg.315; U/G £Stg.280; Tanganyika AA £Stg.340, A £Stg.325, B £Stg.310; Uganda Robusta £Stg.179.

PEANUTS: P.-N.G.: Sydney agents quoted Dec. 20:—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 Dec. 20 was: No. 1, RSS, Spot, 81⅛ Straits cents per lb (28.29d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Dec. 20: White and yellow label processed, standard packs, 37/-, green label 36/-, 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-Dec. by Sydney independent shell agents were: Sound £825, D £550, E £300, EE £190 (in store Sydney). **Cook Islands: Penrhyn** £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers in mid-Dec. indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £112 per ton, f.o.b., Papuan ports; **N.G.**—£95, c.i.f., Sydney; **B.S.I.**—£115, f.o.b., Honiara. No. 2.—**Papua**—£100 per ton; **N.G., B.S.I.**—£90 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Dec. 20: 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 Dec. 20 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.

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Coconut Oil: LONDON, Dec. 20, Ceylon, 1% in bulk, £Stg.99/10/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.97/10/-, c.i.f.

Rubber: LONDON, Dec. 19, c.i.f., RSS No. 1 Spot, 24¾d Stg. lb. Dec. shipment 24-1/16d Stg. lb. Sept. shipment 23-11/16d Stg. lb.

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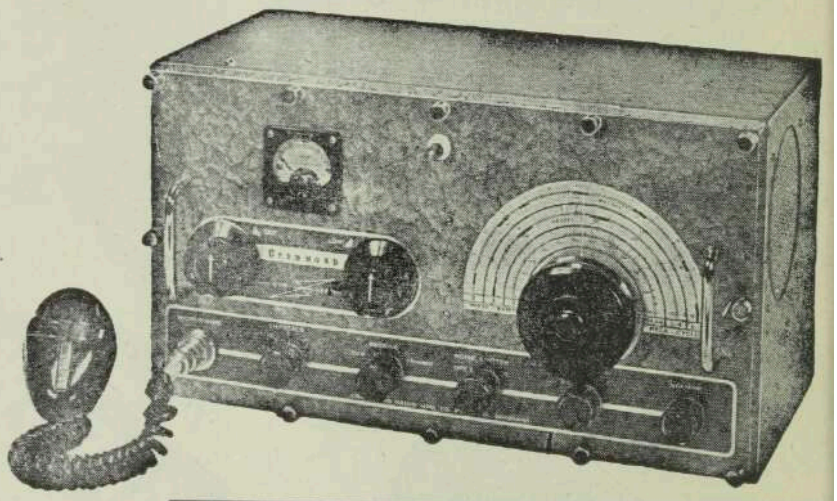

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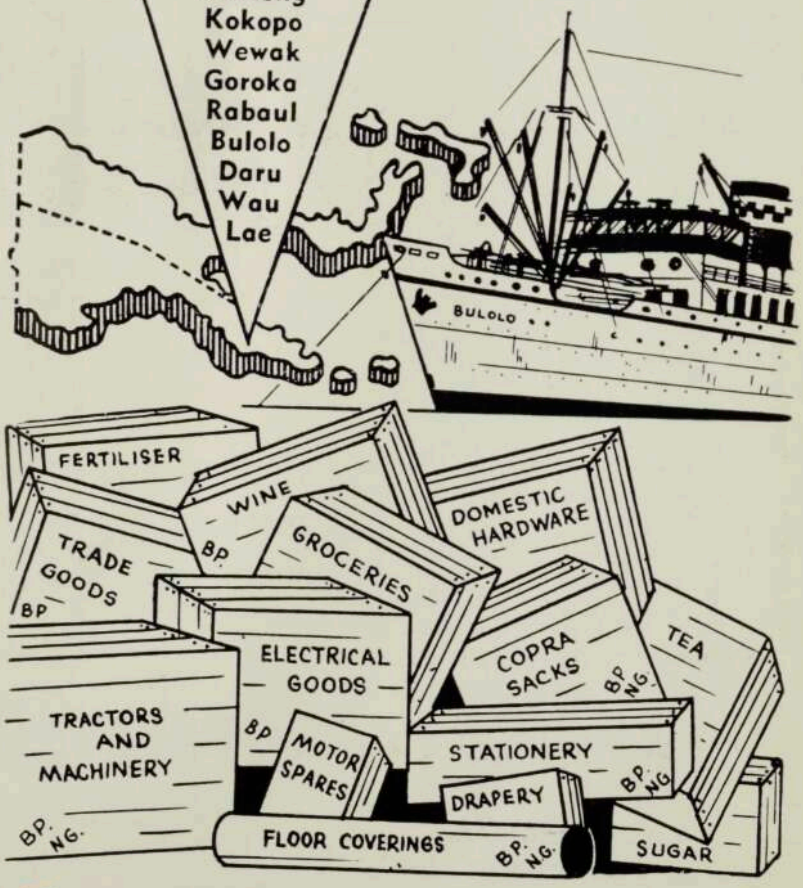

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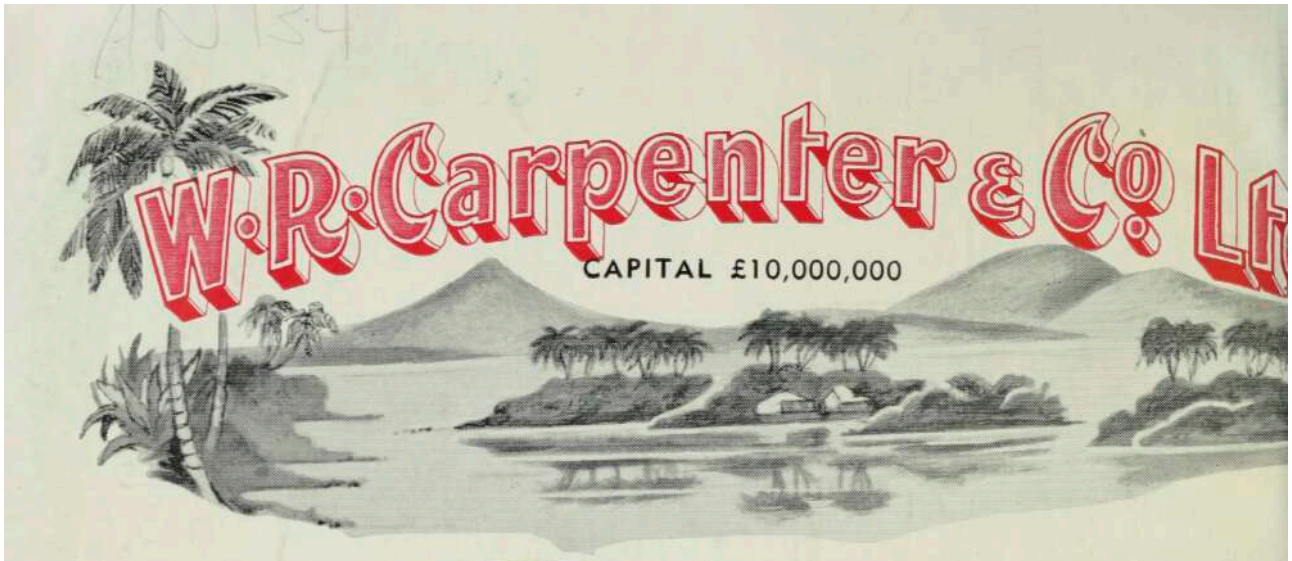

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