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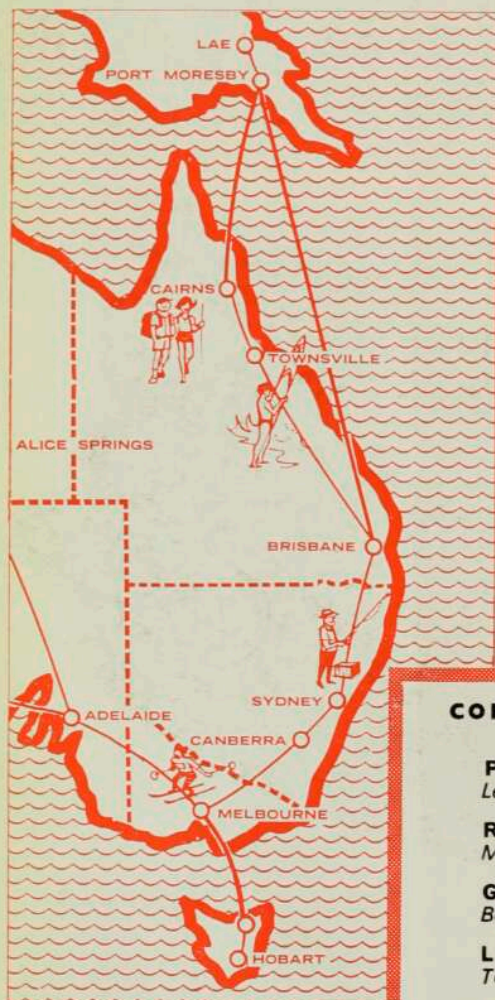
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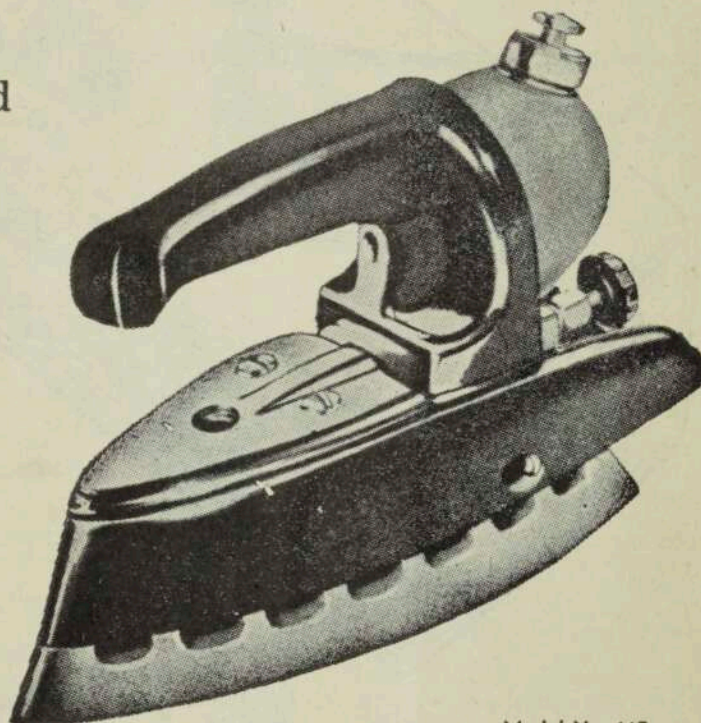
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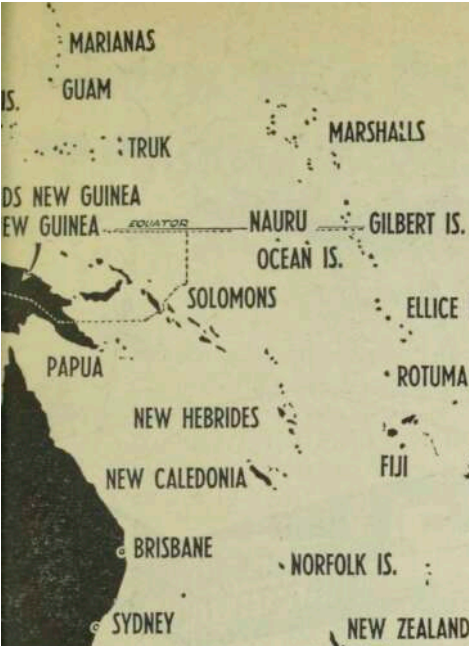


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CONTENTS

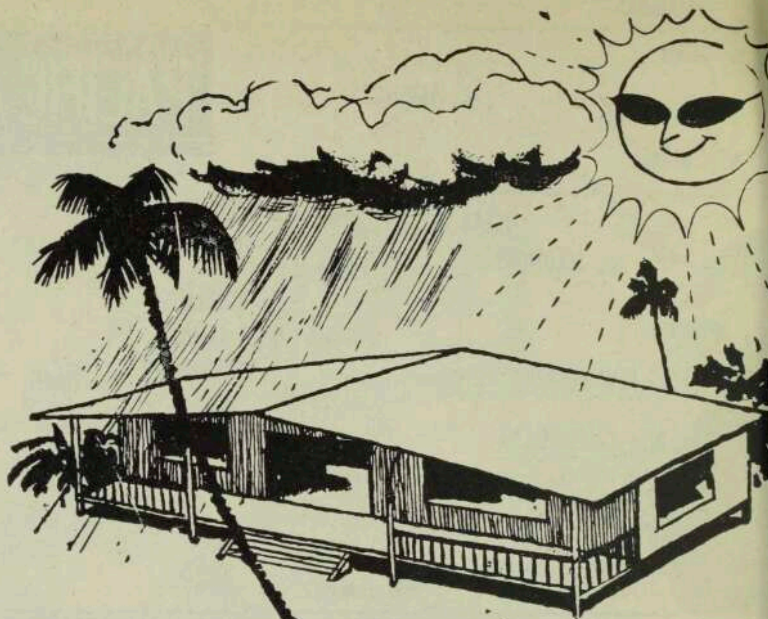
FEBRUARY, 1963

Visiting UK Minister Sheds Little Light on Fiji's Future 5 Indonesia Must Wait Until May for WNG 6 Border-Hopping Now Illegal in NG Territories 7 NG Liquor Laws "a Success" 7 Pace Increased for Staging South Pacific Games 8 Royal Tour in Fiji 9 Survey of Japanese Trade in the Pacific 10 COMMENTARY 13 Copra Stabilisation Funds Under Review 14 P-NG Prepares for 1964 Elections 15 TROPICALITIES 17 Trustram Eve to Inquire Into Fiji Copra 25 P-NG on Threshold of Dramatic Radio Development 33 BSIP's Biggest Problem is Un- certainty 41 Setback for Manganese Mining in the New Hebrides 43 Fiji May Need a Men's Interest Officer, Too 46 J. P. Bayly: A Fiji Colonist Who Will be Remembered 48 TERRITORIES TALK-TALK 51 Report on Tahiti, 1963 59 Five Years Left for Vanikoro Timber Industry 65 Fijians Rather than Indians Are Fiji's Problem 67	Sydneysider Goes Walkabout 73 The Unromantic South Seas—Seen by a Tourist 77 MAGAZINE SECTION 87 Book Reviews 95 News of Pacific Ships and Cruising Yachts 103 Interregnum in West New Guinea 118 Vila to Have New Hotel, Casino and Tourists 121 Solomon Islander Wins Fiji Appeal Case 123 Samoan Airline Hopes for Inter- national Routes 125 West Samoa Sees Some Brighter Times Ahead 125 New Guinea Club Has Come of Age 126 Samoan PM Criticises the Critics 127 Comings and Goings of Islands People 129 Games Bring New Interest in Fiji Sports 131 News from American Samoa 133 Tonkinese Repatriation May Begin Again 135 FROM THE ISLANDS PRESS 137 New Year Honours 139 Pitcairn Will be Protected from H- Bomb 141 In a Nutshell 144 PEOPLE 146 Deaths of Islands People 149 TRAVEL TALK 150 Commerce and Produce 161
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THE COVER: Take a good look at that bushy hairdo, the property of Sub-Inspector Leone Lesi of the Fiji Police Force, for it is the last one of its kind. Until a few years ago, such hair styles were the trademark of all Fijian policemen, but times have changed (See story, page 91.) The photograph of Lesi was taken by Rob Wright.

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What Is Fiji's Political Future? Visiting British Minister Sheds Little Light

From a Suva Correspondent

Any far-reaching plans for changes in the Governmental system of Fiji will first be discussed in a conference in London between British authorities and representatives of Fiji communities. However, it is not expected there will be any change in Fiji's relationship with the Crown, as established by the Fiji Deed of Cession in 1874.

THESE points were made in Suva in January by Mr. Nigel Fisher, Under-Secretary for the Colonies, taking to a PIM staff correspondent.

Mr. Fisher had completed a tour of the Solomons and the New Hebrides (see below). As expected, there was generally nothing concrete in any of Mr. Fisher's replies to questions.

The questions (in italics) and answers were:

Representatives of the Fijians have said, quite definitely, that if any

change is planned in the form of government which may affect the fundamental rights of Fijians, as expressed in the Deed of Cession, they would ask the British Crown to return to the Fijians all the rights which they surrendered. How does the Colonial Office regard this stand?

"That, of course, is a hypothetical question, and no wise politician answers hypothetical questions. In any case, I don't think this one arises. I do not envisage any change in Fijian rights to land, as set out in the Deed of Cession.

"I am not thinking in terms of Britain's withdrawal from the Colony. I am thinking of an advance to internal self-government in Fiji.

"I envisage a continuing association with the Crown, which leaders of all communities have impressed on me to be their desire. It seems to me a matter of preserving this association; and it is on this line that I am trying to look at this problem."

Consultation Before Change

PIM stated in a preamble to one question that it was apparent the Colonial Office proposed to introduce into Fiji an increasing measure of self-government, and added: *Is it the intention of the Colonial Office to consult the representatives of the different communities in Fiji, so as to ascertain what kind of self-government will be acceptable to them?*

Mr. Fisher said his idea was that anything that could be done should be done by agreement, and certainly by consultation.

"We have no idea of imposing anything upon the people of Fiji," he said. He said he had come to Fiji to look, listen and learn.

He planned to collect the ideas of all communities and submit them to the Secretary of State for the

Talk With Mr. Fisher

In an endeavour to get from the British Colonial Office, some indication of Britain's intentions regarding the future of Fiji, the *Pacific Islands Monthly* submitted a series of questions to the Under-Secretary for Colonies, Mr. Nigel Fisher, in Suva on January 21. The questions and answers are published here in full.

Colonies (Mr. Duncan Sandys) and his colleagues.

"Nothing will be done of a major constitutional character without consultation," Mr. Fisher said. "If we do move forward in the future—and I am not going to give a time-table—it would require a full-dress constitutional conference which, I imagine, would be held in London under the chairmanship of the Secretary of State, and at which all communities would be represented, and all would have equal opportunity to put their views to the Secretary of State in working out a Constitution, in consultation."

He said that that consultation had already started with his visit to Fiji, in an informal, very friendly way.

The community leaders, in their turn (presumably after the conference) would then consult their own constituents, and try to sell them the ideas they had reached in consultation with the United Kingdom Government.

No "Vast" Conference in Fiji

There are wide differences of opinion between the communities in Fiji concerning the character of the system of administration which may take the place of the present system. Does the Colonial Office propose to take any steps to bring the communities together, so that they may themselves, in discussions, try to reconcile their differences of view, and unitedly make recommendations to the Colonial Office?

"I do not have any vast conference in mind," replied Mr. Fisher. "I think it would be easier to reach agreement with a small number of individuals."

It was for the leaders of the communities to put up the agreed views

Need More Money

The Under-Secretary of State for the Colonies (Mr. Nigel Fisher) said on his return to London from his Pacific fact-finding mission that the Solomons and the New Hebrides needed more money spent on them.

"Generally speaking, there are very few problems that cash cannot cure," Mr. Fisher said. "They are backward in education and communications. I will not say they have been neglected."

"But I think they ought to have had more of the cake when it has been available, but it has been given to other colonies where there has been agitation and political unrest."

Mr. Fisher also said on his return to London that the Fijians were nervous over the possibility of being swamped by the Indian community. They were reluctant to evolve along "normal lines" because of the fear that it might lead to independence.

"They want us to stay there," he said.

of their constituents, he said, and went on:

"I don't think the differences of opinion, as expressed to me, are as real as I feared they might be.

"I do want a united approach to these issues. It is only through making one nation out of Fiji that we can achieve the sort of future we want for everybody."

The Burns Commission condemned the present system, under which the administration of Fijian native affairs is carried on separately from the rest of Fiji's administration. Has the Colonial Office taken the Burns Commission opinions and recommendations into consideration when making plans for the future government of the Colony?

"Yes, of course. I hope it does not sound too smug to say that the Colonial Office takes into consideration everyone's views.

"But the administration of their own affairs is, I think, a matter for the Fijians. It is deeply rooted in the customs and traditions of the past which, I know, are still greatly valued."

Mr. Fisher said it was true that some Fijians had told him that the system should be altered to something more in line with modern conditions. It had been put to him that the Council of Chiefs met only once a year, and this made prompt consultation on major issues somewhat difficult.

But he thought that in time the Fijians would come more and more to realise that the system needed changing, in their interests as much as that of anyone else.

Mr. Fisher said he felt there was an advantage in establishing a proper system of multi-racial government in towns and townships, but not so much in rural areas. Local government was very good training for national politics.

Will the Deed of Cession remain inviolate?

Mr. Fisher said he had found no disposition on the part of any community to alter it or change any particular clause. Most of the Deed dealt with the sovereignty which the United Kingdom had over Fiji.

Clause 4 was the only one which was directly concerned with the rights of Fijians, and it dealt with the ownership of their land. No one had expressed any wish to upset that.

On land usage, Mr. Fisher said he did not like to see land lying idle. No one questioned Fijian ownership of the land; but everything should be done to encourage the maximum use of it.

Indonesia Must Wait Till May

Transfer of sovereignty of West New Guinea to Indonesia earlier than May 1, 1963, the date set by the Agreement between Indonesia and Holland, has been turned down by UN.

THIS request by Indonesia to put forward the date of transfer coincided with a report that 1,000 Papuans had staged a peaceful demonstration outside UN headquarters in Hollandia asking to be "unconditionally incorporated" with Indonesia forthwith.

An Indonesian source reported that 18 leading personalities of West Irian had signed a petition. According to this source the leaders of the demonstration were J. Ouwe, Stokoro, L. H. Hamadi and M. Wajoi.

The first three are newcomers to the political scene (unless "J. Ouwe" is a deliberate or unintentional misprint for Jouwe, one of their pre-UNTEA leaders), but M. Wajoi could be Herman Wajoi. If they do mean Herman he must have had a big change of heart since he went to Jakarta for "reorientation" in October.

Herman Wajoi was the leader of the Parni political party and one of the founders of the National Congress that went into business just before

the UNTEA take-over on October 1, 1962, and which was pledged to keep West New Guinea for West New Guinea. He was also a Public Servant and the Dutch thought highly of him.

Virtually nothing has been heard of other recognised WNG leaders since October 1, 1962. Herman Womsiwor was last reported to "living quietly" in Biak; Maro Kaisiepo was to live in Holland as so was Nicholas Jouwe.

AUSTRALIA'S FUTURE STATUS IN P-NG

It is being rumoured in circles close to Australian Federal politics that the Australian Cabinet has recently decided to give Papua-New Guinea self-government within five years—whether P-NG wants it or not.

The reasons for this decision are believed to be (a) foreign pressure and (b) the presence of Indonesia in West New Guinea—and most people would be inclined to view (b) as the reason why Australia should stay in P-NG and why the natives should wait it so.

Territories Minister Hasluck and Deputy Leader of the Federal Opposition Whitlam were both touring P-NG at end of January. Mr. Hasluck said in Port Moresby that the Government was concerned with encouraging outside investment—without a viable economy P-NG self-government would be a "sham". Territorians, of course, have been saying the same thing for years.

CRIME BUSTERS: The introduction of seven Alsatian police dogs into Tonga six months ago has cut crime by 80 per cent., according to the Tongan Premier, Prince Tungi. "We can now sack half our policemen", he says jokingly. "Even on small islands where the dogs aren't used, thieving has been cut down out for fear that the dogs might be brought in". Four of the wonder dogs are shown here with their Tongan handlers.

Photo: Tulua Bros.



BORDER-HOPPING NOW ILLEGAL IN N. GUINEA

For the first time on record West New Guinea natives have been sent back across the border out of Australian New Guinea as "aliens".

In late January the Administration of P-NG announced that 44 natives who had arrived in Vanimo (just on the Australian side of the border), looking for work had been sent back to UNTEA as "illegal migrants".

During the Dutch regime in WNG, natives moved freely back and forth across the border and it was no secret that some hundreds of West New Guineans worked in Papua or that Australian New Guineans often visited Hollandia. The border people belong to the same tribes and clans, and own land in both Territories. They have lived in either as it suited them simply because they disregarded the fact that there was a European-style border.

The people of Sentani—the fertile area immediately behind Hollandia—have family affinities with the Australian New Guineans just a few miles away and at the time of the Dutch-Indonesian Agreement last year, 800 of them announced their intention of going in a body to live on the Australian side.

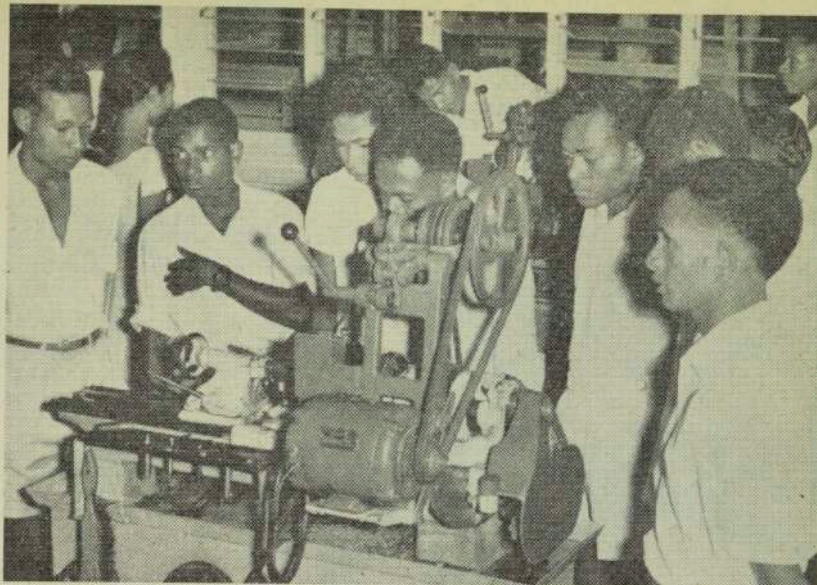
In the event they didn't do this and they don't do it soon—and surmountably—it will be too late.

As late as October, a high ranking P-NG official told *PIM* that if WNG natives crossed the border into Australian territory there would be no attempt to send them back.

In the last six months, however, there has been a considerable change of heart in the Australian Territory. At first there was the frantic effort to keep the border before the Dutch and to get the bulges or enclaves of Dutch influence back into the Australian Territory where they belonged. (Sept. *PIM*, p. 17.)

Then came the outbreak of cholera in the WNG territory and the very real fear that human and animal diseases from which there had been no danger while the Dutch were in control, would now find their way into the Australian territory.

For did national ambitions come into it when the Dutch were there—the plan was that the West New



TECHNICIANS: There was no doubt about the interest of many of the P-NG native people in technical matters when "open house" was declared recently at the Idubada Technical School, Port Moresby. All classrooms and workshops were opened for inspection, and more than 400 native visitors turned up to see for themselves. Here a crowd in the machine building watches students operate some of the equipment.

Liquor Laws Seen As Success

From a Port Moresby Correspondent

It looks very much as if Papua-New Guinea's new permanent liquor ordinance will follow the main lines of the proposals made in the Liquor Report.

THE new ordinance will be introduced at the next meeting of the P-NG Legislative Council, to open in Port Moresby on February 25. It will cover all races in the Territory.

Guineans would be independent and they hoped that they would ultimately join forces with an independent Papua-New Guinea.

But from now it is going to be different. The border will not be just an imaginary line as it was in the 134 years of Dutch sovereignty, but a tightly held international frontier, even if it does divide native families and clan land.

In recent months P-NG Native Affairs officers have been patrolling in the area, impressing on border dwellers that they must make up their minds on which side of the border to live after May 1, 1963. It is also reliably reported that the Administration plans to establish a chain of quarantine stations and probably patrol posts right up the western border so that border infiltration will be rigidly controlled.

At present there is a special Provisional Ordinance, introduced last November, which has allowed the native people to drink for the first time. This bill will be absorbed by the new ordinance.

Feeling in Administration circles is that the big drink experiment has been a success and that the native people have proved they can take their liquor. It is not considered likely that the permanent ordinance will place any more restrictions on them than they have now.

Under the present provisions they can drink anything they like on licensed premises, but they are not permitted to take spirits away for drinking at home. They can, however, drink spirits if they are guests at somebody's home or are at a function.

The permanent ordinance will not continue the restrictions on advertising liquor.

There is a pretty good possibility that the permanent ordinance in February will restrict trading hours to some extent. The Liquor Report advocated this.

Pace Increases For Staging South Seas' First Games

From a Suva Correspondent

A prominent English sporting official, Mr. Joseph Coyne, arrived in Fiji on January 17 to organise the South Pacific Games. Mr. Coyne was a swimming official at the 1962 Commonwealth Games at Perth, and has had wide experience of Olympic and Commonwealth Games.



NG WOMEN IN FORM

P-NG women athletes will compete in the Australian Women's Athletic Championships in Brisbane in March. It will be the first time P-NG women have represented the Territory at any athletic meeting abroad.

A former Victorian athlete, Mrs. J. Harley, who has been training P-NG women in Port Moresby for about a year, thinks the experience will be valuable for possible NG competitors in the South Pacific Games in Suva. (There were no P-NG women athletes at the Perth Commonwealth Games). Photo shows Murio Pave about to throw the javelin during training exercises for members of the Central Districts Women's Amateur Athletic Club at Kaugure, near Port Moresby.

HE will be employed full-time till after the Games end on September 7 to carry out the policy of the Games organising committee. His designation is Director of Organisation.

The organising committee, which is made up of businessmen and Government officials, found that they were unable to devote the necessary time to such an exacting task as organising the initial Games for the South Pacific. Some of them at Perth in November and December had a quiet look round and decided it was necessary to have a full-time organiser. Hence Mr. Coyne's appointment.

Many Ideas

Mr. K. C. (Kam) Gajadhar, secretary of the organising committee, who was at the Perth Games as manager of the Fiji weightlifter, made a thorough inspection of all that was necessary to run such an event successfully. He returned to Fiji full of ideas about what can be done in the Colony, on a modified scale, to make the South Pacific Games an outstanding success.

His attitude is that the Games are not only for athletes and officials. The public could also play an important part in helping things to run smoothly. As an example, at Perth, many private citizens lent their cars to competitors and officials, some for the duration of the Games, others for a few hours each day.

"We would like something like that in Fiji," says Mr. Gajadhar. "It will help us a lot if we know we are going to have the use of cars to get officials and athletes to the various venues. If those prepared to help cannot let us have their cars all day, they could perhaps give them to us for two or three hours at definite times. That will be a big help."

At Perth several motor firms put cars at the disposal of the organisers. Some firms provided appliances for the Games Village, while others helped with equipment and the other



hundred and one items necessary to make such a big undertaking a success.

Mr. Gajadhar said that Fiji, of course, could not expect to provide facilities on a similar scale to Perth.

The main athletic field is Buckhurst Park, which is good. A swimming pool might give some trouble as the Suva sea baths are of Olympic standard, and the boxing arena in Suva, at the PV recreation hall, Walu Bay, will hold very big crowds.

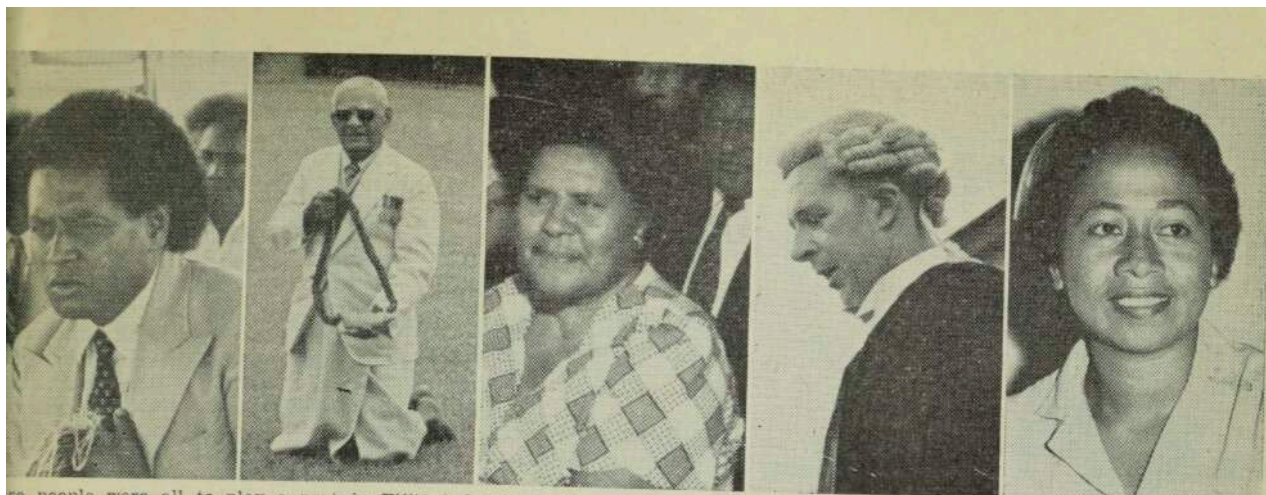
The South Pacific Commission will make a grant of up to £6,000 to the organising committee for equipment for the Games. Some equipment has already been ordered. The cost of running the Games is expected to be about £10,000, of which there is already more than £2,000. The money required is expected to come to hand, despite the fact that subscriptions have been comparatively slow.

The people of Ba and Tavua, on the northern side of Viti Levu, are setting the ball rolling when it comes to collecting money for the Games. Without any prompting from anyone and taking a national view, they have organised many functions, all of which have shown a profit. In a few weeks they have raised more than £500.

When their money was in the hands of the central committee, it was then equal to about five-sixths of the public subscriptions. They set an example to other areas, who now have money-raising programmes in hand.

Mr. Gajadhar expects there will be many visitors from New Zealand and Australia for the Games, and the Hibiscus Festival which starts the day the Games end. Accommodation for an influx of visitors presents problems, but there is an accommodation committee which will arrange private board, if all hotels and residential are booked. However, intending visitors should make their requirements known soon.

Mr. Gajadhar said that Fiji will have the biggest contingent at the Games—this was natural because it was the host territory.



These people were all to play a part in Fiji's welcome to Queen Elizabeth in February. Above, reading from left: Ratu Josefa Abalavu, Tui Cakau (King of the Reefs) will present the "drying-out" ceremony—customary in ancient times when a high chief landed, wet, after a canoe voyage. Ratu Eruate Mataitini, Vunivalu (Warlord) will lead a party of chiefs aboard the "Britannia" and offer the invitation to land. Adi Litia Tavanavanua will lead the "qalowaqa", ceremony of welcome to a lady of high rank. Mr. R. W. Balfour, Suva's Town Clerk, will be among those presented to the Queen at the wharf. Luisa Kamoe, Rotuma, will present a bouquet to the Queen outside the CWM Hospital, Suva. Below, Ratu George Kadavulevu Cakobau, Fiji's paramount chief, will receive the tabua (whales' teeth) to the Queen and make a formal speech of welcome on behalf of the Fijians. The Queen will receive the tabua and pass it to Ratu Rusiate Tauriwa, her herald and spokesman (lower photo) who will acknowledge it on her behalf. He will do all her formal speech-making.—Photos: Rob Wright.



Royal Tour Highlights A Big Year For Fiji

From a Suva Correspondent

SUVA, January 28.

This year is likely to be a big one for the British Colony of Fiji. The highlights will certainly be the royal visit in a few days and the First Pacific Games, to open in late August, but it is also a year of political precedents. The Fijians will for the first time elect their own members to the Legislative Council, and women will have their first vote.

OTHER political moves are being stirred up as a result of the recent tour of Fiji by the British Under-Secretary of State for the Colonies, Mr. Nigel Fisher (see p. 5). He has been obtaining the community's views on Fiji's future.

The visit of the Queen and the Duke of Edinburgh will be over by the time this is in print, for their's is virtually a one-day stop. They arrive at Nadi by air on February 1, and next day visit Suva for one day aboard the royal yacht *Britannia*. *Britannia* is already in Lautoka. She will later take the royal visitors on a tour of NZ and Australia.

A big group of Pressmen and cameramen from Australia, NZ and abroad have been arriving over the last few days to cover the royal couple's first South Pacific stopdown, and there is a growing mood of excitement in the Colony. Fijians

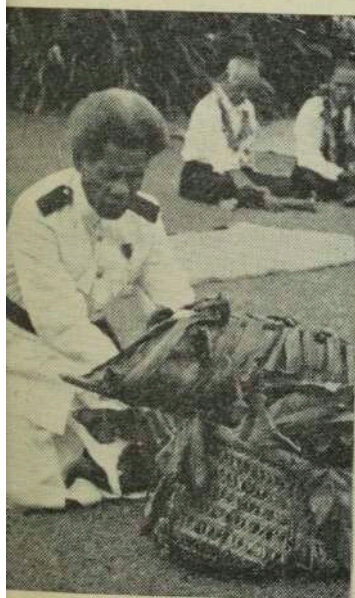
have not been called "Britain's most loyal sons" for nothing.

At the end of March the Colony will vote in a new Legislative Council.

Nearly 94,000 registered electors will go to the polls to elect four Fijian, four Indian and four European members. There will be two nominated Indian members, two nominated European members and two Fijian members elected by the Council of Chiefs.

This will give the Legislative Council 18 unofficial members, three more than at present, and 19 official members.

The inaugural South Pacific Games, to be held in Suva between August 29 and September 27, are also beginning to stir up great interest. So far 13 territories have indicated they will take part. (See stories, pages 8, 131).



A SPECIAL PIM SURVEY OF:—

The Growing Japanese Commercial Empire In The South Pacific

Just over 20 years ago, the Japanese Army, Air Force and Navy were moving steadily southwards at the command of the political bosses in Tokyo in an effort to obtain political domination in the South Seas. Allied forces halted them, turned them back and defeated them.

MANY people believe that the end of the war brought an end to Japanese influence in the South Pacific. But this is not so, for in the past few years Japanese commercial interests have been moving unobtrusively into the area, and now their sphere of influence is much more extensive than that of their military forces ever was—and this is only the beginning.

Direct Japanese enterprise in the South Pacific has been mainly concerned with tuna fishing but Japanese interests have also participated in mining in New Caledonia and Fiji and have looked into manganese possibilities in New Guinea. They could be in the picture, too, if and when the Indonesians decide to try to exploit the nickel deposits of West New Guinea.

They have a growing stake in the Pacific timber industry; are now in the market for South Pacific bananas; and are still French Polynesia's biggest customer for Makatea phosphate.

But it is in trading—and particularly in selling manufactured goods to the Pacific—that they are changing the whole of Islands marketing and look already to be in a fair way to ousting other countries which have, for generations, looked upon the area as their own traditional preserve. Already Japan has the market for transistor radios, cameras, binoculars and similar goods sewn up; and is whittling into bigger items such as the supply of cement, automobiles, textiles and bicycles.

Japanese capital and enterprise is now found in almost every island group south of the Equator. No figures are available to show how much capital is involved, but the following survey of the island groups from east to west gives some idea of the extent of Japanese trading and other interests.

French Polynesia

In July, it was reported—but so far is unconfirmed—that an American

company, Star Kist Foods, was planning to build a freezer in Tahiti for the tuna that would be caught in adjacent waters by a fleet of 16 "chasers", each of 76 tons, with Japanese crews.

A specially equipped ship would call periodically at Papeete to pick up the catch to carry it to Japan and America. The company, which presumably had some Japanese capital invested, hoped to catch about 30,000 tons of tuna a year.

Problems of foreign investment in Tahiti are not as easy as elsewhere however, and there would be several snags to be overcome.

Japan, while it takes the lion's share of phosphate from Makatea, sells very little to French Polynesia, which has a high protective tariff against non-French goods.

Cook Islands

Details of a joint Japanese-New Zealand tuna fishing venture for the Cook Islands were being worked out last year. The plan was for a canning factory to be built at Rarotonga by Island Foods Ltd., a subsidiary of W. Gregg and Co., Dunedin, and the Japanese were to provide the boats and crews to supply it.

Part of the deal was that the Japanese would help train Cook Islanders in their boats. Each boat was to train four Cook Islanders a year and use them at the end of their training to replace Japanese crew members. Eventually, full crews would be Maori. But the sale of profits from the catch would still belong to Japan.

However, long before this scheme was envisaged Japanese fishing boats from American Samoa were fishing in Cook Islands waters. One boat, the *Taiyo Maru*, was wrecked at Pukapuka in October, 1957; a second, the *Tsuru Maru*, was wrecked at Nasau in November, 1958. A third, the *Iwakuni Maru*, was stranded at Muri, on Rarotonga's south-east coast, in September last year.

American Samoa

Van Camp Seafoods, an American tuna canning company, has had a factory at Pago Pago since 1922. Japanese fishing boats and crews have supplied the catch.

A second American company, Star Kist, is planning to build a cannery alongside that of Van Camp and use Japanese "know-how" in the same way.

The Territory still gets the bulk of its imports from (a) USA; (b) New Zealand. Hong Kong supplies some of its traditionally Eastern imports.

Western Samoa

A Japanese company, Tojima Tokyo Seika Co., now has a long-term contract with Western Samoa for the import of bananas. Shipments were made in the last quarter of 1962, a year after three changes in shipping arrangements had created confusion and disappointment among growers. There was a hold-up due to Japanese import licences too—which was expected to be resolved on March 1, 1963.

It was reported in December 1962 that a Samoan group was considering buying a vessel built in Japan especially for the carriage of Samoan bananas to New Zealand and Japan.

Western Samoa has been exporting copra to the annual value of about £Stg.65,000 to Japan in recent years and imports have been about £Stg.146,000—mostly textiles, cement (Japan has virtually the whole tire market), toys, radios, etc.

Tonga

Tonga's Premier, Prince Tungi, announced late last year that he hoped to build up a banana industry with Japan and to develop a fishing industry with Japanese assistance. Tonga has been interested in the Japanese for some years now and some tragic luck when a new fishing training vessel, *Teiko*, with a Japanese master, sank with all hands late 1961. They were teaching the Tongans long-line methods at the time.

The Tongan tuna industry is forgotten, but is in abeyance at the moment.

At present Tonga does not sell much to Japan, but hopes, with New Zealand and Western Samoa, to develop a banana export industry, where the shipping problem has been solved and Japan's import restrictions lifted. If Tonga provides coconuts for the proposed coconut processing factory in American Samoa, it will,

er, probably be unable to develop a bigger copra trade with Japan. Amongst the manufactured goods Tonga takes from Japan are cement, radio receivers, photographic, textiles, cameras and motor cycles. However, the trade, at present, is not large in either direction.

Fiji

A proposal by Japanese interests, with some Fiji capital, to set up a tuna fishing industry at Levuka, the former capital of Fiji, has been in the air since the end of 1961. The difficulties that have not been ironed out are the Japanese Government's recent refusal to allow funds to be used to establish a cannery and the problem of whether Japanese technicians and fishermen and their families will be permitted to live on the island of Ovalau, of which Levuka is the main centre.

Fiji has agreed that essential Japanese technicians and management officials could be given residential permits, but has insisted that crews could remain on ships' articles.

However, the Japanese Government has made regulations prohibiting their fishing fleets from operating overseas unless bases are established here for their crews.

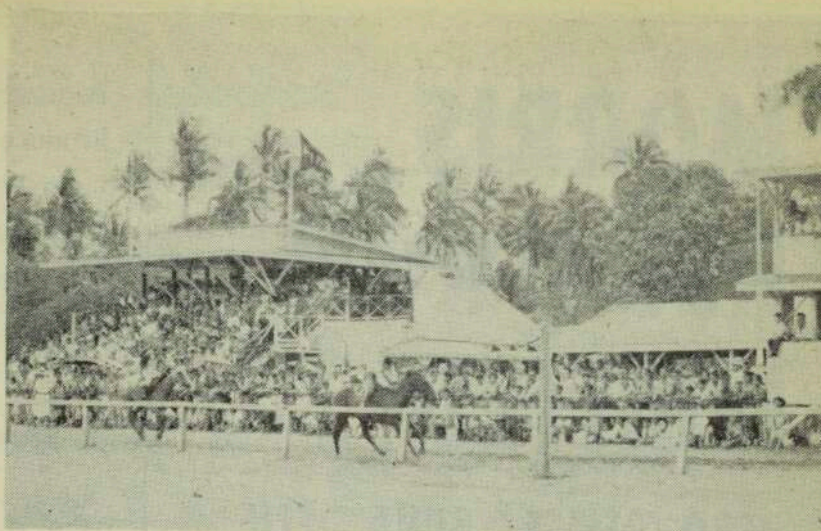
Fiji has been given to understand that between four and five members of every crew would expect to have their families based in Fiji. If there are 100 ships, this would mean the provision of between 400 and 500 houses and would bring about 1,000 Japanese to Fiji.

At the moment the Japanese are considering their proposal about the cannery and are recasting their proposals about the influx of fishermen and their families.

Meanwhile, many Japanese boats have been fishing in Fijian waters. At least half a dozen have been wrecked on reefs there in the past two years. Japan has been an important market for Fiji manganese, which had its boom period 1956-59; but the more accessible deposits have now been worked out and the price has fallen to a point where there is not much interest in the industry. Japanese have not been taking an interest in copper deposits at Udu Point, Vanua Levu; have worked iron ore deposits on Viti Levu and done exploratory work on iron-bearing beach sand at Sigatoka.

Fiji, with Western Samoa and Tonga, is also expecting to begin regular shipments of bananas to Japan this year.

The growth of Japanese imports to Fiji has been phenomenal—from a value of £F229,029 in 1957 to



RECORD CROWD: Apia Turf Club had its most successful race meeting for years when a record crowd attended the Boxing Day meeting at Apia Park. The crowd was swelled by some of the 350 tourists from the "Wanganella" which called that day.—Photo: Samoana.

£1,331,262 in 1961. And now that Fiji has decided, in the interest of promoting tourism, to lift import duty on cameras, transistor radios, tape recorders etc.—virtually all of which come from Japan—Japanese imports into Fiji are sure to increase. (In 1961, for the first time, the value of Japanese imports was greater than imports from New Zealand.)

New Hebrides

A tuna fishing industry, with headquarters at Santo, was established in the New Hebrides in 1955, using British and American capital and Japanese skill. The companies which started the industry were Deichi Busan Kaisha and Nanyo Boeki Kaisha, of Japan, the Washington Fish and Oyster Corporation, of America, and D. J. Gubbay & Co., of New Hebrides.

After a freezer, ice works, a wharf and other installations had been built, the establishment got into production in 1958 employing 34 Japanese ashore, helped by 35 natives and five local Europeans. Seven Japanese fishing boats were then being used.

In 1961, a total of 3,673,151 tons of frozen fish worth £Stg.372,915 were exported. In the first nine months of last year, the figures were 2,871,516 tons, worth £Stg.331,103. Trade with Japan in the first nine months of 1962 showed imports valued at £Stg102,700 and exports (fish and manganese) valued at £Stg 177,470.

Solomon Islands

An agreement was concluded in November between the BSIP Government and Nanpo Ringyo Kaisha

Limited, of Tokyo, granting the company timber cutting rights over the major part of Baga Island, in the Western Solomons. The agreement was for five years in the first instance, which would allow the company to cut 15 million super feet of timber annually. Most of the production was expected to be exported as logs to Japan.

It is understood that Japanese interests would also like to start tuna fishing in the Solomons, possibly using Tulagi as a base.

Of more immediate impact was the sale of the old BSIP Trading Corporation in 1962 to the D. J. Gubbay-Japanese combination of Santo, New Hebrides. It is understood that Japanese Mitsubishi have substantial interests in this firm, and it is likely that this will bring more Japanese goods into the BSIP. Nonetheless they will not enjoy the same open-go as in some other territories as BSIP has a British preferential tariff that will continue to give a more favourable deal to the traditional Hong-kong market.

New Caledonia

It was announced in October that the Taiyo Fishery Company would install a freezing plant for treating tuna caught off New Caledonia in a small bay on the Ducos Peninsula, which forms one limit of Noumea harbour.

The company sought permission to send a refrigeration ship to work in Noumea as soon as possible, pending the erection of the freezing plant and the completion of formalities for the

(Continued on page 143)

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FIJI — SAMOA — TONGA

COMMENTARY

Japan's New South Seas Co-Prosperity Sphere

REGULAR *PIM* readers would have noticed the build-up of Japanese trade interest in the South Seas in recent years. Hardly a month goes by when *PIM* doesn't report some new development—minor in itself—in one Islands group or another. The report, page 10, shows the Islands picture covers quite a broad canvas. But it's an even broader one if you take into account the big increase in Japanese trade in both Australia and New Zealand.

Thus what the Japanese couldn't do in the South Pacific during World War II they are now on the way to doing by a different method. They are building something of a Greater East Asia Co-Prosperity Sphere.

Before the Pacific War this would have been unthinkable and older Islanders will remember the protests and alarms that always attended the sighting of Japanese fishing vessels where in the South Seas and the reputation they earned as shellfishers from Pacific reefs.

Japanese investment, concessions, mining, or interests in the area were, those days, looked upon with the latest foreboding. Japan's sharp manufacturing practices, particularly the branding of goods, were notorious and "Made in Japan" was synonymous with shoddy.

These days, Japanese fishing knowledge is welcomed in the very areas where Japan's presence was once a stigma, to the extent that when a country thinks of "development" it seems to think of "tuna fishery" in the same breath.

Japanese investment, if not exactly welcomed by everyone, is tolerated by administrations to an extent that would have been unbelievable in its pre-war context.

Japanese manufactured goods, at the same time, are no longer shoddy. Manufacturers there are capable of turning out small and large products to compare with the world's best.

In some fields—such as transistor radios, cameras and binoculars—they have taken the field virtually to themselves. A glance at the trading figures of the South Pacific territories, as set out in our survey this month, shows a vast change that has come over the trading pattern in this area in the last five years, and the large proportion of it that now belongs to Japan.

In some cases Japan has usurped the place of other nations; in others she has benefited from the advancement of the people of the area and created a new market for herself.

Most of this has come about because most Pacific countries have accepted the fact that this area is the legitimate trading area of Japan as it is of Australia and New Zealand—that she has to live and we have got to learn to live with her.

Japan, moreover, is a good customer as well as a supplier. She is saving the Australian wool industry from depression; she takes Pacific phosphate, copra, cocoa, fish, minerals and other raw materials. It looks as though she is going to give Fiji, Samoa and Tonga an outlet for their bananas which, up to date, could be sold only in limited quantities in New Zealand.

Since Britain's abortive negotiations to enter the European Common Market began 18 months ago, we have been told repeatedly that Australasia and the South Pacific belongs to the Asian trading sphere and the growing importance of Japan in the area simply gives emphasis to the proposition.

Japan is here to stay—mostly because she is performing some task no one wants, or is capable of taking on; is risking capital in commercial propositions the rest of us feel to be unattractive or unsafe; is buying produce that others feel they can do without; and selling us goods that, quality for quality, can more than compete with those made by more traditional suppliers.

If this trend continues—and there seems nothing to stop it—Japan must inevitably play a larger and larger part in the affairs of the Pacific. If we believe that this is fair and right, we should do what we are doing now—sit back and just talk about it. If we believe that it would not be a good thing, economically or politically, we should think more constructively on how to meet Japan in fair competition for the Islands markets that are so quickly developing.

PIM believes that the Japanese should never be allowed to develop a trading monopoly in the South Pacific but that is what will happen if European interests continue to do nothing more constructive than complain. Japan is earning its place in the Pacific while we are losing by default. We will continue to lose unless we recapture some of the 19th century spirit of adventure which in-

spired our grandfathers to go out and develop Pacific trading against even greater odds than we face today.

What is Happening To the South Pacific Commission?

PREPARATIONS are being made under which Mr. W. D. Forsyth, OBE, a top-level man of the Australian Department of External Affairs, will take over the Secretary-Generalship of the South Pacific Commission next month.

Mr. Forsyth left Sydney on February 1, to spend a couple of weeks in Papua and New Guinea. He will leave Sydney on the *Mari-rosa*, on March 21, for Noumea, and is expected to take charge of the South Pacific Commission organisation about March 24. It is understood that the retiring Secretary-General, Mr. T. R. Smith, will leave Noumea, for Sydney, late March.

Although it was indicated, months ago, that a "review conference" was contemplated, no announcement has been made by any of the Member Governments concerned (Britain, Australia, France, United States and New Zealand) to indicate whether there are to be any changes in the structure or activities of the 15-year-old Commission.

The winds of political change are blowing with increasing strength through the South Pacific Islands. Some attempt should be made, through some international agency, to co-ordinate the policies and plans of the five nations concerned with the future of the Islands Territories. The only such agency in existence is the South Pacific Commission. But, if it is to be used in relation to political development, there must be changes in the 1947 Agreement under which it was constituted.

Other factors demand attention: Is Indonesia to replace Holland on the Commission, now that the Dutch are gone from West New Guinea? Has any provision been made to admit the new, independent country of West Samoa to the Commission? In view of the growing hostility of France to what it believes is an Anglo-American partnership in world affairs, does France wish to remain in the South Pacific Commission? In any event, is it not a fact that the four English-speaking nations in the South Pacific Commission have found their association with France more of an embarrassment than an advantage?

There are plenty of subjects for the attention of an SPC "review conference"; but no sign, as yet, that such a conference actually is planned.

Copra Reserve Funds

Should They Protect The Industry Or The Individual?

A New Britain native has been appointed to the Papua - New Guinea Copra Stabilisation Board for the first time.

HIS appointment, and that of four others, was announced by the Minister for Territories on December 28. They will remain in office for the next three years.

Board members now are:

F. R. Wilson and W. J. Grose (representing New Guinea European producers);

B. Fairfax-Ross (representing Papua's European producers);

Nason Tokiala, of New Britain;

The P-NG Director of Agriculture, Stock and Fisheries.

Nason is president of the Vunadadir-Toma-Nanga-Nanga Local Government Council, in the Rabaul sub-district.

The native producers, whom he now represents on the Board, are estimated to be producing 25 per cent. of the copra exported from Papua-New Guinea, although in the Fund's most formative years the percentage of native copra was far less than that.

The Fund that the Board administers—and from which pay-outs will be made when, or if, the world price of copra falls below economic limits—now amounts to about £3,750,000.

First Payments

First payments into the Fund—then and later as a levy on each ton of copra exported—were under National Security Regulations in 1946. At that stage, the levy was £1 per ton. In May, 1947, the levy was £2/12/- per ton and a few months later £6/17/6 per ton. Levies reached their highest point after April, 1948, a deduction of £8/5/- per ton—at a time when the Territories regime of Mr. Eddie Ward, MP, was in its final phase. The levy was down to £5 a ton after January 1, 1949 and from August, 1952, it was only £2, and continued as such until March, 1958, when it was put on a sliding scale according to f.o.b. value, with a maximum of £1 per ton.

After July 21, 1959, Fund deductions ceased altogether (export duty



Nason Tokiala, of New Britain, who was recently appointed to the P-NG Copra Stabilisation Fund Board.

ceased on the same date because of the introduction of P-NG income taxation).

The Fund had reached an amount, at that stage, when interest on the capital was producing more income than the £1 per ton levy on exported copra and further contributions from producers were considered unnecessary.

Interest compounded with the capital had brought the Fund up to £3,452,500 by September 30, 1960. It has now reached £3,750,000.

After the boom period, 1958-60, copra prices hit some low patches and the world price, though now a little better, is still not calculated to make producers turn too many hand-springs. Nonetheless, there have been no pay-outs from the Fund and one may wonder what its ultimate fate will be.

A great many of the people who contributed most to the Fund will never benefit—they have sold their plantations and got out of the industry.

On the other hand, if some time in the future, someone starts to distribute the Fund, many who have never contributed a penny to it—who might, in fact, have planted up a new plantation after levies ceased—will benefit.

This can probably be considered fair enough as the Fund was created to protect the industry and not the individual.

It is conceivable, however, for the Fund to fall like a ripe plum into the lap of some future newly independent state of P-NG at a time

after the owners of European and company-owned plantations, who are still producing 75 per cent. of P-NG's copra, have, like the poetical Arab, folded their tents and silently stolen away.

Western Samoa, which also has a copra reserve fund, has taken the opposite line of approach to P-NG and with it has endeavoured to protect the individual and not necessarily the industry.

In 1961, it drew on the Fund £S.28,000 in order to keep the low price of copra to the equivalent of £Stg.60 c.i.f. UK. It is expected that the Fund will show a loss in 1962, as well, although interest on the £503,000 in the Fund at end 1961 was expected to cancel out some of the deficit. About four-fifths of the Fund is invested in New Zealand.

Samoans' "Right to Benefit"

It was the opinion of the Western Samoan Copra Board that producers who had contributed to the reserve for a dozen years had a right to benefit from it when hard times came.

There is, however, another argument to be considered in Western Samoa—85 per cent. of the copra exported is produced by small holders. If the price sinks too low, they simply leave the nuts to lie where they fall and don't bother to cut copra. As a consequence, copra exports fall and does the Territory's overseas earnings.

Western Samoa at present is exporting about 13,000-14,000 tons of copra a year. If the Samoans did not use so many coconuts for food they could export about twice that much. And if there were no rhinoceros beetle infestation of plantations, they might be able to export 40,000 tons—if the Samoans could be induced to cut that much copra, which seems unlikely unless the world price rises a good deal higher than it is at present.

In 1963, Western Samoa will export 5,000 tons under contract to Unilever UK (which is 1,000 tons less than in 1962); 3,500 tons to Abels, in New Zealand (about 500 tons less than in 1962); and will sell the rest on the open market in Japan, South America and the Continent.

The Board, at the moment, appears to favour open-selling, rather than contracts, and if they can do as well as it is expected, may whittle the contract-selling down even more in future years.

P-NG PREPARES FOR BIG 1964 ELECTION

Although amendments to existing Papua-New Guinea legislation will be necessary before the P-NG Legislative Council can be reconstituted, Native Affairs officers in the Territory are already at work on the new common electoral roll.

RECOMMENDATIONS made by the Legislative Council Select Committee on Political Development last October were that the number of members of the Council should be increased from the present 37 to 65—55 of them elected. Amongst the 5 elected members provision is made for 10 non-native members who could represent "reserved" electorates. The rest will be natives. It was recommended also, that the 5 should be elected from a common roll.

In the last P-NG Legco elections, native members were chosen on an electoral college system. There is therefore no electoral roll for them and this must be built up from scratch—a task, it is calculated, that could take at least a year. European, Australian and Asian voters are already recorded on electoral rolls.

The next election is due in March, 1964, and the recording of native voters—a vast majority of whom will be illiterate—will go on all the rest of this year.

The work is being done in connection with regular census revision patrols which in the course of each year visit every area of the Territory with the exception of the few regions where full Administration control is not yet complete. The population in these latter areas is estimated at around 96,000. The total Papuan and New Guinean population of the Territory is just under 2,000,000.

Names of all Papuans and New Guineans eligible to vote—all persons who will be 18 years of age or over in March, 1964—are to be recorded during the regular census patrols, checked both from Village Registers and a census head count.

Under the proposed new legislation, registration of voters will be compulsory, but voting will be optional in the 1964 elections. The Select Committee has recommended that consideration of compulsory voting be considered later.

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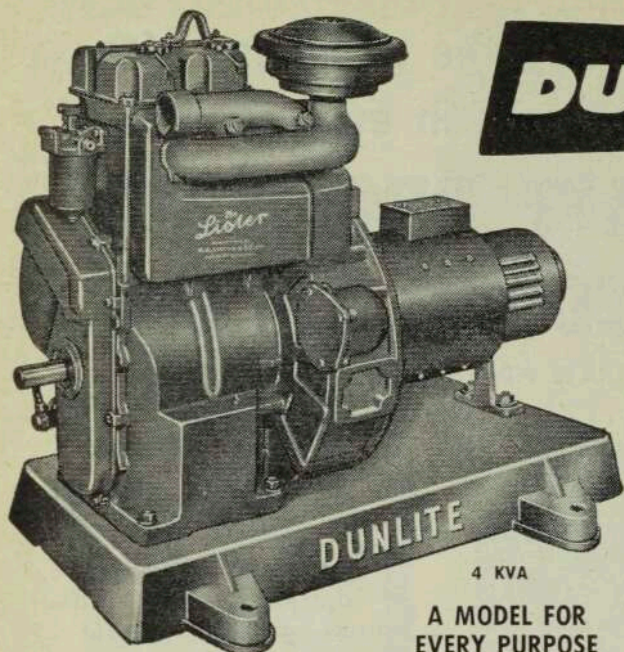
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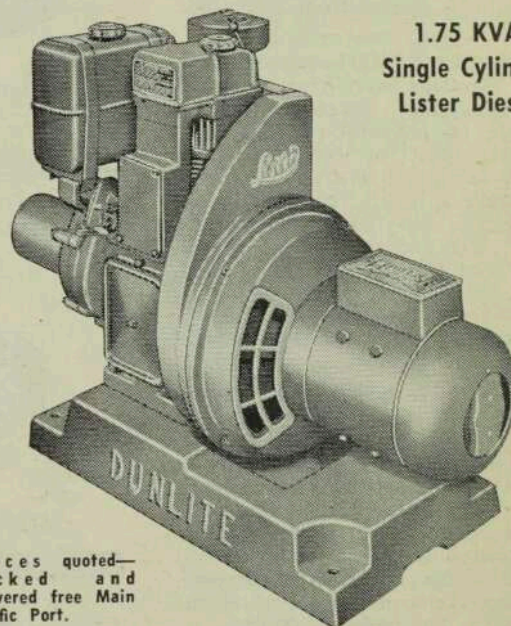
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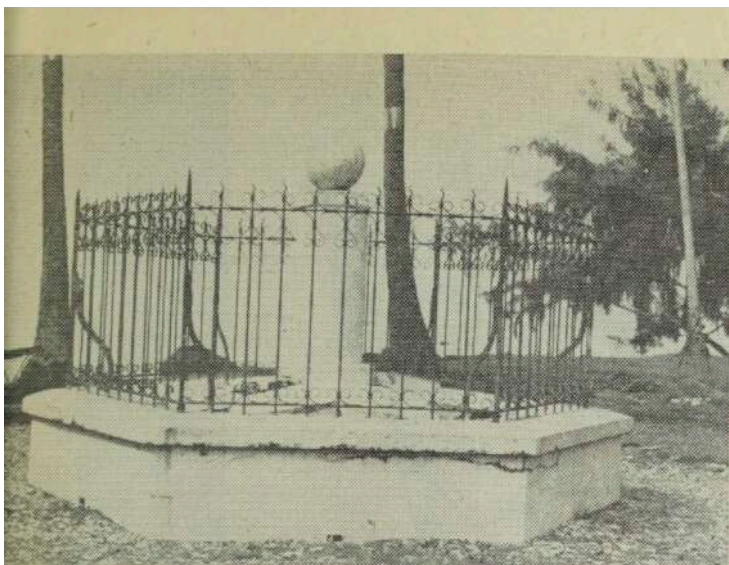
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Tahiti's Point Venus probably hasn't changed much since Cook was there. Nobody disturbs the peace of Cook's monument (left); "Duff" memorial (right). See p. 19.

Tropicalities

Probably one of the last chances anyone will ever have of acquiring a beautiful, fruitful and lucrative South Pacific island occurred in December when Mrs. G. M. Hennings, offered Naitauba for sale.

NAITAUBA is three square miles of green in the blue Koro Sea, Lau Group, Fiji, 20 miles from Nua Balavu and maybe 180 from Suva. In its best years it can produce anything up to 300 tons of copra and is pretty near self supporting in meat, dairy produce, vegetables, fish and fruit. It has coral beaches and rises to over 600 feet in the centre.

Three generations of Hennings have lived there, going back well over 100 years and the present occupant Mrs. Elizabeth Hennings, widow of Gustav Mara Hennings who died in 1955, in his 87th year.

The Hennings family has been associated with Levuka and the Lau Group over 100 years. If Naitauba now goes to a stranger, or what is more probably, a company, it will be the end of another era in Fiji history.

Gustav Mara Hennings was known throughout Fiji as Gus, and it is with him that Naitauba will always be associated. He was the son of William Hennings, one of four brothers who settled in Fiji from Germany about 1860, and Adi Mere, a Lauan lady of high rank. Gus

managed to combine in his person all the attributes of a cultivated European gentleman and those of a Fijian chief.

Naitauba today has no indigenous population although it once supported several native villages. The story is that the people were banished by their chief for some misdemeanour



Part of Naitauba showing the homestead clearing.

or transferred elsewhere by Chief Ma'afu at a time when he was trying to encourage European settlement in Lau.

The island was once owned by the English statesman, Joseph Chamberlain, one-time Colonial Secretary. It is said that, in the course of a world tour, he called at Fiji, then in its infancy as a British Colony, and possibly as a gesture to his belief in the British Empire, instructed an agent to "buy him an island".

Naitauba was the island purchased, but Chamberlain had gone on his way by then, to acquire other possessions in other parts of the Empire. He never visited Naitauba but some coffee trees that grow in the island's interior basin are descended from bushes he sent from one of his properties in Africa.

During Fiji's cotton boom that followed the American Civil War, this crop was planted on Naitauba but when the boom burst it was cut out and coconuts were planted. It has been worked as a coconut plantation ever since.

The island was first leased by Mr. Chris Hennings, brother of William, and later purchased. When Chris died the property was left to his nephew Gus. It was while Gus was in Germany in 1912, settling Chris' daughter in school, that he met and married Miss Elizabeth Vogel, who will probably be the last person bearing the Hennings name to live on Naitauba.

Her three daughters, Liz, Beau



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Sophie) and Mara are now married and live elsewhere.

The property is being advertised through London agents and £70,000 is the asking price. In recent years the Fiji Land Trust Board has bought back many freehold islands and properties and resettled Fijians on them. The present value for a copra property the size of Naitauba probably puts it beyond the Board's reach—although Naitauba must pass out of Jennings ownership most people in Fiji would rather see it go back to the Fijians than pass into alien hands.

FOOTNOTE: A late report in January said the agents already had had more than 60 inquiries for Naitauba. Most of the inquiries—10 to 40 of them—had come from the United States. Another 15 had come from Britain and 12 from Australia.

Monumental

THE South Pacific has its fair share of monuments, some old, some new.

Apart from a century-old lighthouse and two monuments, one old and one new, Point Venus that marks the easternmost point of Matavai Bay, Tahiti, probably isn't much changed since Captain James Cook observed the transit of Venus there in June, 1769.

A labourer or two of the local Public Works Dept. and an occasional tourist are about the only ones who disturb its peace. One of the memorials is the well-known one commemorating the historic transit. A brass plate on it says: "This memorial erected by Captain James Cook to commemorate the Transit of Venus, June 3, 1769, was restored and placed round by the local Administration at Tahiti and this plate was placed here by the Royal Society and the Royal Geographical Society, in 1901".

The other memorial is a modern cair, placed a few yards away and commemorates an even more momentous occasion—and certainly much more far-reaching one—the arrival of the ship *Duff* in March, 1797, with 18 London Missionary Society missionaries. We photographed it when we were visiting the other day.

The large brass tablet tells the story in three languages—French, Tahitian and English—under a map of French Polynesia. It says (in part):

"It is here that the Gospel came to Tahiti. The missionary ship *Duff* of the London Missionary Society, anchored in Matavai Bay on

Sunday, March 5, 1797. After years of resistance and indifference, the people of Tahiti embraced the Gospel and, following the path of the setting sun, bore its words to the uttermost islands of the Pacific Ocean. . . ."

New Suva Find

A SOUVENIR of Fiji's pioneering past was turned up in Victoria Parade, Suva, at the end of last year, in the shape of a five foot cast-iron wheel. It is believed to have been part of the Colony's first sugar mill

that stood on that site and gave its name ("Naiqaqi" = the crusher) to the area.

The sugar mill was the end result of the enterprise of the Polynesian Company which in the late 1860's agreed to take over Cakobau's alleged £9,000 debt to the United States in return for 200,000 acres of land in Fiji and certain fringe benefits.

Cession of Fiji to Britain put an end to most of the company's schemes but they did take up land around then completely undeveloped Suva, divided it into allotments and sold it to settlers.

(Over)

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The settlers tried to grow sugar and the sugar mill was erected on a mid-way along what is now Victoria Parade, Suva's chief business thoroughfare. A man called Leicester Smith, who came from Barbados, built the mill in 1872.

However, sugar-growing around Suva was not successful and either because of inexperience or because of the wet climate, sugar making by the mill was also a failure. The sole enterprise was abandoned by 1875.

Apart from the now seldom-used name of Naiqasi for this part of Victoria Parade, and the old iron wheel found lately, the only reminder of the Polynesian Company now remaining in Suva is the suburb of Toorak.

Most of the shareholders in the Polynesian Company were from Melbourne, Victoria, and when they named Suva they named the hilly area back from the port after Melbourne's most desirable suburb.

Toorak, Suva, never lived up to the example set by Toorak, Melbourne, however. It is one of the most crowded and slummiest parts of Suva.

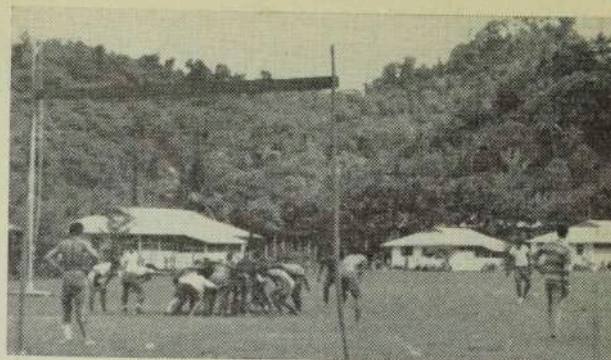
The discovery of the cast-iron wheel was made while workers for

Chek Kee Construction Co. of Suva, which won the contract for building the Fiji Development Co.'s new offices in Victoria Parade, were excavating for the foundations.

"British" Football

AMERICAN SAMOA is just about as American as a South Sea island can be. The High School kids call themselves "freshmen" or "sophomores" or "seniors"—but their Americanism doesn't extend to football. When we asked some youngsters—playing on Saturday afternoon outside the magnificent new High School in Pago—what they played, they said it was "British"

Down for a scrum at this British football game in American Samoa. See story below.



football. It was, too—Rugby Union. We were told that the village teams were "practising all the time", with their eyes on a team for the South Pacific Games in August.

Some of the players in our picture were wearing sandals; others were bare-foot. Neither side wore uniform (the full-back wore tight matador pants and nothing else), but the players didn't seem to have any trouble distinguishing foe from friend.

Paintings and Fish-traps

LIKE a lot of other people we were interested in the story that Emile Atai, son of Gauguin, was following in his famous father's footsteps and was going to hold an exhibition of his paintings.

While in Papeete recently we asked about it.

"We are arranging for Emile to get some paints and some canvas," we were told. "When he gets them he will paint—then, perhaps, an exhibition."

But, we wanted to know, can he paint?

"His painting is terrible!" said our informant. "Emile is a simple, fat man who makes fish-traps—small fish-traps, you understand, that the tourists buy for souvenirs. He paints like a man who makes fish-traps. It

is what you call a 'gimmick' but some people will love it and they will, of course, be getting 'genuine Gauguins'."

Somewhat morosely he added: "Who is to say, these days, what is great art and what is not?"

Emile was three when his father died and he is supposed to have had a Gauguin half-sister of the painter's later, Marquesan period. So far as we know she doesn't make even souvenir fish-traps.

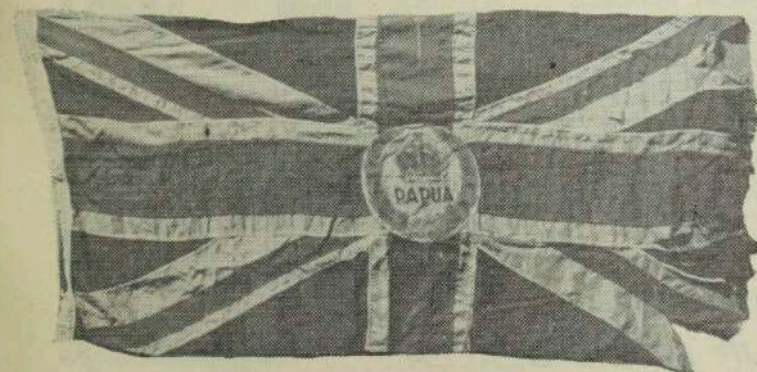
Papua's Old Flag

WITH all this talk of nationalism there has been some interest expressed in Papua lately about the possibilities of the Territory flying its own flag again. Papua, of course, doesn't come under the United Nations, although thanks to the post-war development of a central government many people seem to think it does—especially some people in the United Nations.

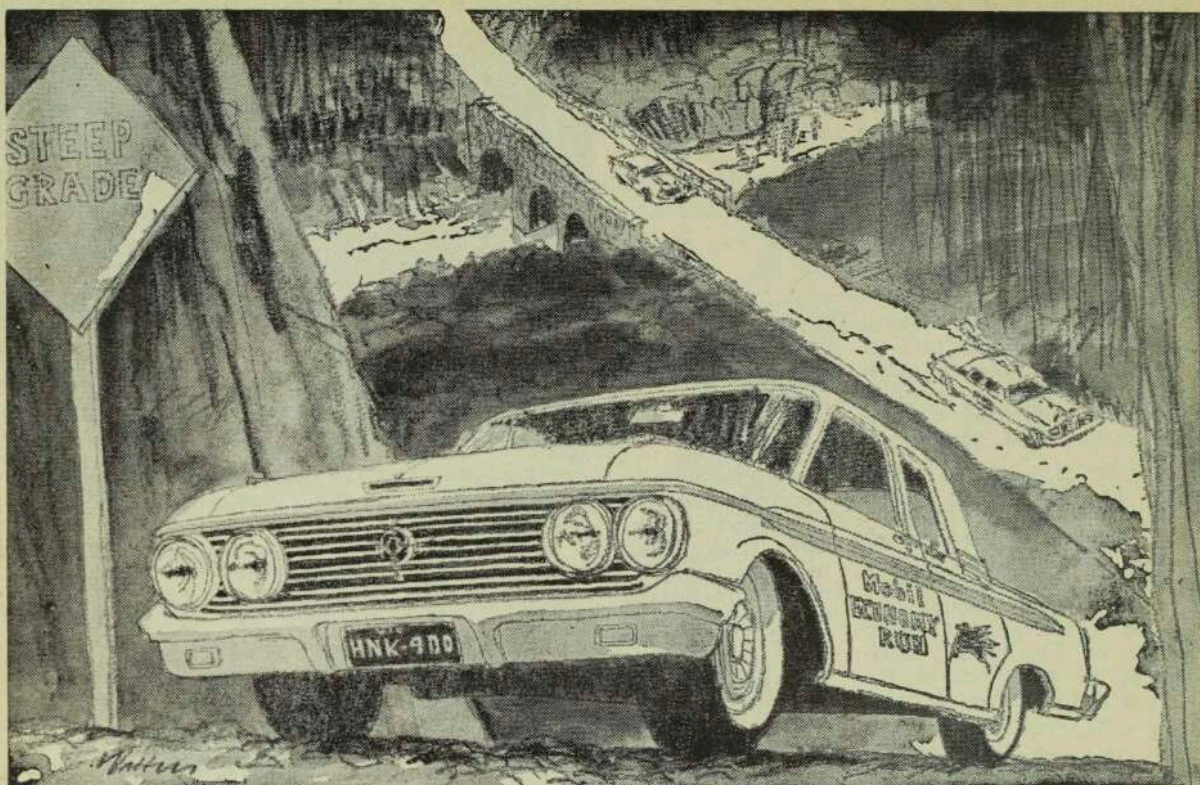
Many old-timers still remember Papua's old flag, but for those who don't here it is. This particular photograph was sent to us by the Rev. R. E. S. Taylor, of Port Macquarie, NSW, who owns the original flag.

Mr. Taylor was in Papua between 1917 and 1930 and while stationed at Dobu Island, off Papua's east coast, he was visited twice by Sir Hubert and Leonard Murray. In 1931 Mr. Taylor wrote to Leonard Murray, who was then Sir Hubert's private secretary, and asked him if he might have the flag that had flown at the masthead of the famous old government vessel *Laurabada*, during Sir Hubert's equally famous travels throughout the Territory. These days it is a prized memento of 13 happy years Mr. Taylor spent in the Territory.

The Papuan flag is the Union Jack in its usual dimensions, with a wreath of green laurel leaves tied at the base with a bow of blue ribbon. All this is on a white background, encircling the word Papua in black, with the Crown above it.



Papua's old flag. This tattered example has a history of its own.



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Chrysler Royal V8	21.59 m.p.g.	Morris 850 (Women)	57.78 m.p.g.
Citroen ID 19	38.56 m.p.g.	Peugeot 403	46.54 m.p.g.
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Fiat 1500	38.78 m.p.g.	Renault Gordini (Women)	55.93 m.p.g.
Ford Anglia	51.86 m.p.g.	Skoda	41.66 m.p.g.
Ford Falcon 170	32.33 m.p.g.	Standard Vanguard	34.63 m.p.g.
Ford Falcon 170 (Women)	32.71 m.p.g.	Triumph Herald 1200	51.02 m.p.g.
Falcon Fordomatic	29.45 m.p.g.	Vauxhall Victor	35.51 m.p.g.
Ford Fairlane	26.25 m.p.g.	Volkswagen	48.18 m.p.g.
Ford Zephyr	32.98 m.p.g.	Volkswagen (Women)	43.91 m.p.g.
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Expansion for NHA?

WE were taking a closer interest in little New Hebrides Airways the other day. There appear to be some developments there that could build up into a story.

We got to talking when we heard that NHA's only aircraft—a Drover—could go to Fiji in March for its annual overhaul and that this would mean the airline's services in the New Hebrides would be suspended for about three weeks.

The Drover, which was recently bought from Fiji Airways, makes scheduled flights from Vila to Tanna Mondays and Thursdays. Usually it also makes a flight from Tanna to those days to either Aniwa, Erromanga, or Aniwa. On other days it is available for charter. According to Mr. Paul Burton, NHA's pilot and one of its big wheels, generally, the airline will seek further capital soon to finance plans for expansion. The airline is a private company registered in Vila. It has a nominal capital of £50,000, of which about £27,000 has been subscribed. The controlling shareholder is Australian planter Bob Paul, of Tanna, and there are about 300 other shareholders.

"At the moment, we do not have any French financial interests, but we should have," Mr. Burton told us in Vila.

"Our idea of the company is that it should be French, British and American. Therefore we will be seeking French capital for our expansion. We could not have any difficulty getting French capital."

Mr. Burton said that during the last two years the airline planned to build strips—in some cases in connection with the Condominium Government—at Malekula, Aoba, North Ambrym, Epi and Ambrym.

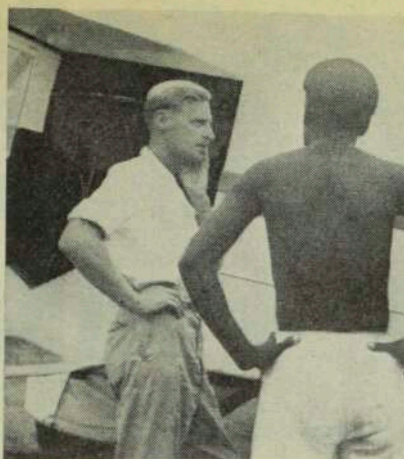
It then hoped to extend its services through the Banks and Torres Straits to Vanikoro in the southern Solomons to link up with internal services in the BSIP.

"Within these two years, we will add another two planes," Mr. Burton said. "We intend to get more if we can."

In January, the big New Hebrides Construction firm, Societe Hebridaise Entreprises et de Travaux (SHET), is repairing one of the airline's strips at Tanna.

Later, it was to do repair work at the recently-opened, but now unusable, airstrip at Tongoa and one at Malekula.

The manager of SHET, Mr. Georges Deleplanque, told us that



Mr. Bob Paul, the controlling shareholder in New Hebrides Airways, is an Australian planter living on Tanna. This photograph, taken a couple of years ago, shows him standing beside NHA's first plane, a Dragon Rapide.

his firm had no financial interest in New Hebrides Airways, but that it felt a "moral duty" to assist the airline because it was doing valuable pioneering work in the Group.

In the world of business, this seems a rather unusual reason for providing assistance, although it is undoubtedly to SHET's own advantage to keep the strips in the New Hebrides open and to help the airline extend its services.

Whether SHET would like to invest in the airline, only its directors know. But we know that one company that has previously been interested in a financial tie-up with NHA is not interested now. This company is the New Caledonia airline, Transpac.

Another feature of New Hebrides Airways' financial affairs that puzzles us is: Where did it obtain the money to buy its Drover aircraft? Until a few weeks ago, the airline had leased

the Drover from Fiji Airways. Then, suddenly, it produced the necessary thousands to buy it.

The airline, of course, may have provided the money from its own resources. But we think this would have been unlikely.

The Big Banana Deal

THERE are some people in the Pacific who think this Japanese banana deal involving Fiji, Western Samoa and Tonga, is going to blow up in everybody's face—and they could be right.

Western Samoa has already had a few unpleasantities with New Zealand over the deal. New Zealand thinks Samoa might cut down supplies to NZ if the Japanese market develops the way the Japanese have promised it will.

Now Fiji is finding herself in the same position. The Kiwi's told the Fijians the other day they didn't like Fiji's action in cutting the supply of bananas to New Zealand in December so the Colony could send a shipment to Japan.

The New Zealanders pointed out that if Fiji wanted to develop other markets in addition to her 100-year-old New Zealand market she should increase production so there would be enough bananas for everyone.

Meanwhile there are rumblings around the South Seas suggesting that Ecuador may sell bananas on the Japanese market at a price lower than anybody's, including Formosa's, and that the Japanese might well give them encouragement. In other words: The Japanese interest in South Seas bananas could be a flash in the pan, and hopes of riches may not be realised. Nevertheless, some Japanese interests certainly see the possibilities of two-way trade with the South Seas and for that reason alone they may persevere.

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TRUSTRAM EVE TO INQUIRE INTO FIJI COPRA INDUSTRY

By a Staff Writer in Sydney

January 25.

It is reported today—unofficially, but I believe with authority—that at the request of the British Colonial Office, Sir Malcolm Trustram Eve, QC, will come from London to examine the condition of the copra industry in the Colony.

TRUSTRAM EVE is the distinguished jurist who in 1960-61 the British Commission which examined the sugar industry in Fiji. As a result of his report, a special board was set up to guide and direct the sugar industry in Fiji, and supervise the relationship between the miller (Colonial Sugar Refining Co. Ltd.) and the farmers—mostly Indians—who grew the cane. As a result of that then was arranged, the CSR formed a new company, South Pacific Sugar Mills Ltd., and transferred to it all its milling and transport equipment.

Since then, the sugar industry in Fiji has been free from industrial trouble, and it concluded, in December, one of its most successful crush seasons.

The Fiji scene was looked over carefully this month by the British Colonial Under-Secretary, Mr. Nigel Fisher, and Mr. Marnham, who is the official in charge of the Pacific Division of Colonial Office Territories.

Fair Price of Copra

The official party heard representations by coconut planters on the relationship between Fiji's copra-producer and W. R. Carpenter & Co. Ltd., who owns and operates the big copra-crushing mill in Suva.

The mill buys from the planters all the copra which the planters care to deliver to the mill's wharf in Suva, and pays promptly at rates which are announced every Monday, and which approximate generally in accordance with the world market.

The planters are not compelled to sell to Carpenters; but, in fact, a very large proportion of their copra does go to the mill.

The planters—or a section of them, at any rate—have complained that the rates paid by Carpenters are not



Sir Malcolm Trustram Eve.

enough. This viewpoint was placed before the official party a few days ago at Savusavu.

Mr. W. G. Johnson, who is the Fiji director in charge of the Carpenter mill, was in Savusavu, and he challenged the claims made by the planters. He said that the Carpenter interests would be quite prepared to submit figures to an independent authority, to show that the rates paid to the planters for their copra compared favourably with rates received by Islands planters elsewhere, when all relative costs were taken into consideration.

Under-Secretary Fisher apparently took up Mr. Johnson on that one; but, to the astonishment of those concerned, he proposed that Sir Trustram Eve be engaged to make the inquiry.

General opinion was that the engagement of Trustram Eve savoured of the employment of a whale to chase a mackerel. Sir Trustram Eve might have been a suitable man to survey the big sugar industry, where millions are involved, and which affects most of the Indian rural population. By comparison, the Carpenter copra mill is a small thing, and the inquiry could have been made by a well-qualified, independent accountant.

However, at this writing, Mr. Nigel Fisher is back in London, and it appears that the job has been offered to Sir Trustram Eve, and the latter has accepted.

Government and Australian Corporations

Opinion here is that this is the doing of the retiring Governor of Fiji and of his closest adviser on economic projects, the retiring Development Commissioner.

It is no secret that these high officials dislike the big Australian corporations, which between them con-

NEW BARON

Sir Malcolm Trustram Eve, 68-year-old lawyer, soldier and financial expert was created a baron in the New Year Honours list. At the time this issue went to press, it had not been announced what name he had adopted with his new title.

trol and operate a very large section of the Colony's economy.

It is a peculiar feature of the Fiji politico-economic set-up that while the government is directed as a virtual dictatorship by the British Colonial Office, a large section of the economy is controlled by Australian interests, who have no voice whatever in the government.

It was assumed that when the Fiji Government, following the recommendations of the Burns Report (early 1960), appointed a Development Commissioner, one of that Commissioner's first acts would be to establish liaison with the Australian corporations interested in Fiji, and seek their co-operation in the necessary planning and implementation of plans.

It is regarded as a significant thing that that Development Commissioner has made no move whatever to establish liaison with the Australian trading corporations.

I believe that there have been discussions at a high official level between the Colonial Sugar Company and the top Government people in Fiji; but I never have heard of any meetings between the heads of Burns Philp (South Seas) Ltd. and W. R. Carpenter & Co. Ltd., both of which have huge interests in the Colony.

They Have Never Met

Before writing this I telephoned the chairman of the Carpenter group, Mr. R. B. Carpenter, who directs the various Carpenter interests registered in Fiji—the Carpenter stores, the Carpenter shipping line, Morris Hedstrom Ltd., and all its subsidiaries.

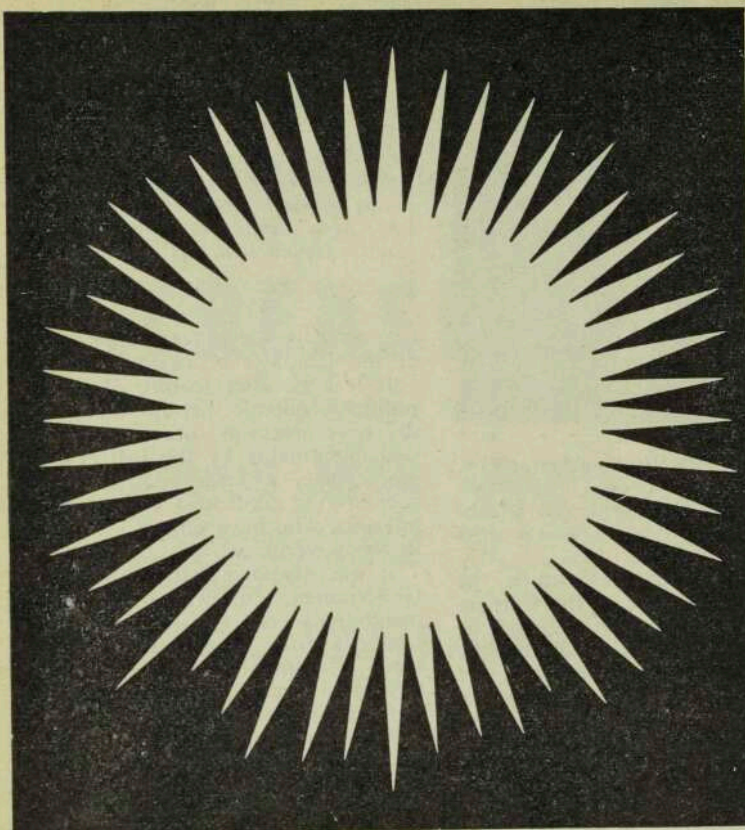
"Have you ever been consulted by the Governor or the Development Commissioner of Fiji about economic affairs in that Colony?" I asked.

"No", said Mr. Carpenter.

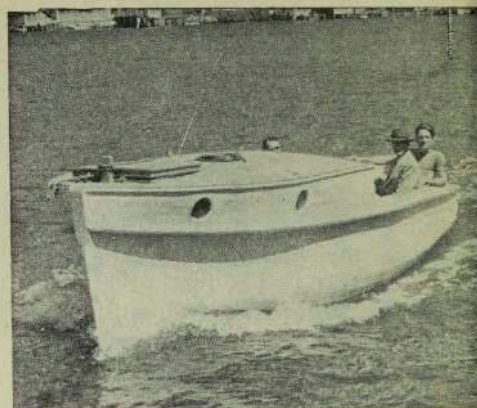
"But at least you have met Sir Kenneth Maddocks?" I persisted.

"I have never met Sir Kenneth Maddocks," he replied; and, when I tried to pursue the matter, he terminated the conversation.

But at least I learned the vital fact.
(Over)



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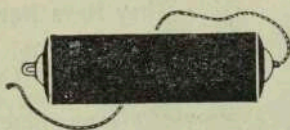
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The Governor, who has been there five years, and the Development Commissioner, who has held office for over a year, have never been in normal communication with the active head of the Carpenter interests.

I do not know—but I strongly suspect that there is a similar relationship—or lack of it—between the turns Philp interests and the head of the Fiji Government.

The opinion is increasingly held, in responsible places, that the policies of the British Colonial Office, in relation to the future of various British colonies, are either Socialist, or leftist, or plain anti-corporation.

More and more, since World War II, the Colonial Office bureaucrats are giving the impression that they wish to shackle, or remove, the big companies who have been responsible, in the past, for most of the real economic development in the colonies, and replace them with little traders and planters.

That kind of development, in Fiji elsewhere, needs substantial capital, used under conditions which prevent waste and inefficiency. Where could we look for that capital? Certainly, not from the British Colonial Office.

It is my opinion, based on years experience, that a continuation of the British Colonial Office policies recently in Fiji could drive the Australian corporations out of the colony. The latter could do better in prosperous and expanding Australia.

Then, who would provide the very large capital necessary if Fiji is to be developed to take care of that swirling population increase?

The Colony's now uncertain political outlook makes it unlikely that investors in any European country could be attracted. Fiji is neither big enough nor developed enough to provide capital for herself.

Where, then? India? India would be interested, maybe—but India has many preoccupations elsewhere.

Japan? Has anyone, lately, seen the significance of the Japanese money that has gone into Solomons and New Hebrides in the past couple of years? (see pages 10 and 13).

Is it not time that someone in high authority—higher than the British Colonial Office—studied the results, actual and probable, of the short-sighted, bureaucratic muddling that has taken place in Fiji in recent years?

SUVA, Jan. 29

It now appears that the Governmental Authority in Suva wished to announce that Trustram Eve had



It was a big day at Vunamami recently when Peni Topan, the son of Tovini Tobaining, MLC, married Dulcie Turaip at Bitavavar Methodist Church. The ceremony was performed by the Chairman of the Methodist Overseas Mission in Rabaul, the Rev. J. Sharp. The reception was held in the Vunamami Council Chambers. Guests included the DC, Mr. J. Foldi, and his wife, and leading citizens. Peni is with the Bank of NSW at Lae. Dulcie, a former Girl Guide, passed through a Guide guard of honour.

been "invited" to investigate the copra industry by the millers and growers.

The Carpenter interests flatly declined. They said they had not asked for any investigation. The growers were at liberty, of course, to do what they pleased. But if the Trustram Eve investigation were to extend to the milling of copra in Fiji, they (Carpenters) would make available the figures which would show how the copra purchase-price formula was calculated. They said they would not disclose to anyone the details of mill-operation or coconut-oil marketing—that was obviously the private business of the company.

Officialdom then asked the Savu-savu planters to hold a meeting and "invite" Trustram Eve to investigate; and they did this during the January 26-27 weekend.

But the fact that Trustram Eve had been invited to investigate, and had accepted, was known and discussed in Suva on January 24 and 25.

Fiji naturally is asking why the Government itself would not take the responsibility of inviting Trustram Eve to make the inquiry.

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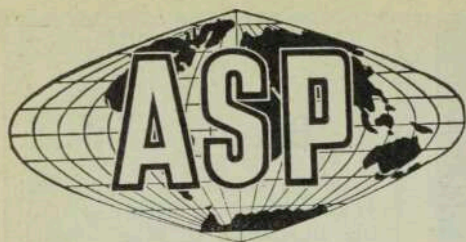
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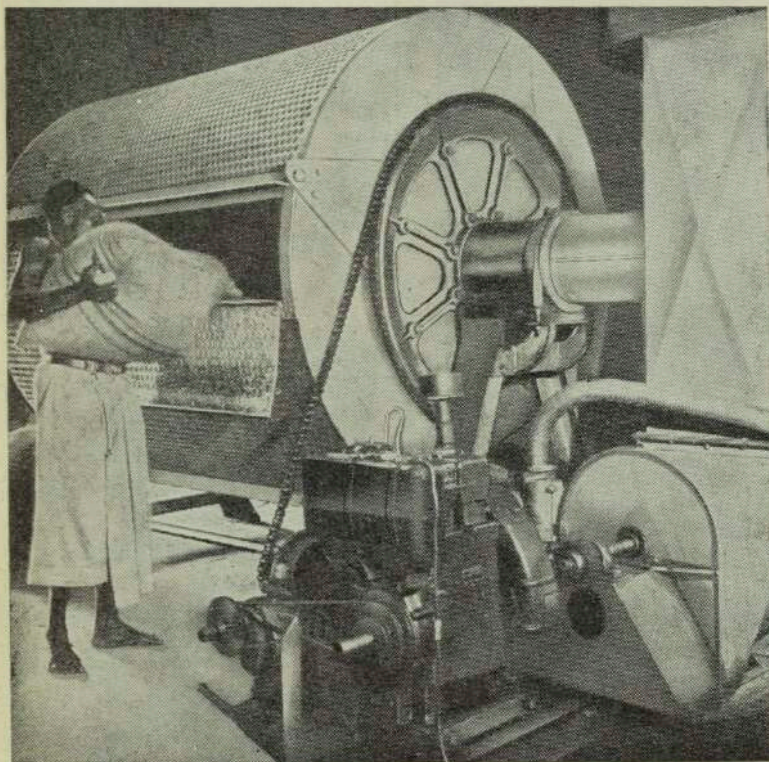
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Retirement of Development Commissioner

New High In Fiji's Deplorable Record

By a Staff Writer

The time-wasting, muddled policies of the British Colonial Office in relation to the government of Fiji are illustrated in the history of the events which led to the announcement, in January, of a new Development Commissioner in Fiji.

[I]t was apparent, three decades ago, that Fiji's increasing population of Fijians and Indians soon would outstrip the economic machinery provided in the Colony for feeding the people. More than 10 years ago, the Legislative Council appealed urgently to the Colonial Office for attention to this matter.

The Colonial Office, several years afterwards, appointed a Commissioner under the wise and experienced Sir Alan Burns, GCMG, to examine the Colony's natural resources and population trends "to recommend how the development of the Colony and its resources should proceed".

The Burns Report issued late in 1959 was a most comprehensive, valuable document; and, if its 124 recommendations had been promptly and effectively implemented, the social and political dangers then threatening Fiji might have been averted.

But the Fiji Government—which merely the characterless handmaiden of the British Colonial Office—made a slow and uncertain approach to the whole task of putting the Burns Plan into operation.

The Plan demanded firm, resolute action on two major points—reorganisation of governmental machinery

so as to rid the Colony of a double administration (one for the Fijians and one for the rest) and the establishment of a Natural Resources Council to take charge of the vital matter of development.

The Government simply ran away from the demand that the Colony's administration be rearranged and streamlined. It would not face up to Fijian opposition.

The Burns Commission, recommending the appointment of a Development Commissioner, said: "We attach much importance to this position and we consider that no pains should be spared to obtain the right person who, we suggest, should initially be appointed on contract for 10 years". The Commission explained that 10 years would be

Mr. E. R. Bevington is retiring in April from the office of Development Commissioner in Fiji, after filling the post for only about 18 months.

Mr. W. B. Rogers, of Tanganyika, has been appointed to the position.

necessary if there was to be effective continuity of planning and policy.

It was generally expected that a man of outstanding experience in the sphere of commercial organisation would become Development Commissioner. Instead, the Colonial Office late in 1961 appointed Mr. E. R. Bevington, then Finance Secretary of Fiji.

Mr. Bevington is a man of outstanding ability in the fields of governmental administration, but he never had been a director of big enterprises which could live only through economic justification; and he never had operated outside the sheltered cloisters of the Colonial Office.

He threw himself, with extraordinary energy and self-sacrificing devotion to duty, into the terrifying task of creating an organisation which would develop Fiji's natural resources quickly and in such a way as to provide for the increasing

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NEWLY WED: This happy couple, Mr. John and Miss Ethel Mathies, were married at St. Xavier Church, Rabaul, recently.—Photo: Larry Chin.



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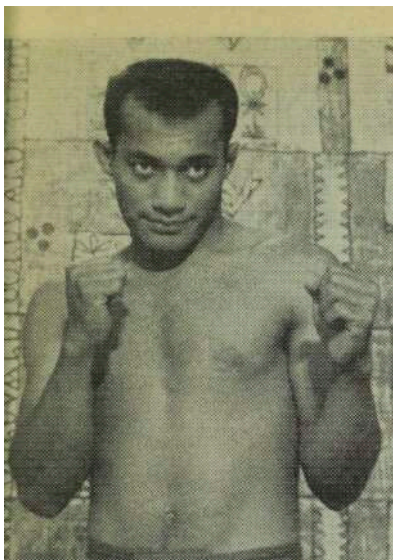
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POPULAR WITH FANS: John Bird, known professionally as Kid Hurricane, is a middleweight boxer from American Samoa with a growing number of fans. He is a son of Mrs. A. Bird, of Fagatogo. John, now 22, went to the amateur finals in a Golden Gloves tournament four years ago and decided to become a professional. Since then he has not lost a fight. Recently, in Honolulu, he defeated Rudolph Bent, a veteran of 98 fights (66 wins, 27 losses and five draws). John's record was then 18 wins and one draw.

Photo: Grach.

population; but he soon was beating his head against difficulties and barriers that were the result of his own lack of experience in the world of big commerce and big finance.

Few were surprised when it was known late in 1962 that Mr. Bevington had decided to retire; but many were very sorry, because Mr. Bevington is a likeable person, and deserved a better ending to his quite distinguished career as a civil servant. The blame lies not with Mr. Bevington, but with the very stupid people who selected the wrong type of man for an extremely important job.

Mr. Bevington goes on pre-retirement leave in April. He has served over 25 years in the British Colonial Service, and he now is only a good man wasted.

From Tanganyika

Fiji's new Development Commissioner is Mr. W. B. Rogers, aged 46, of Tanganyika. Only time will tell whether he is fitted for this difficult job in Fiji, where he not only has to take hold of what has become a complex system of developmental instrumentalities, but

also has to see the economic, social and political problems of Fiji with sufficient clarity to allow him to fit urgent developmental plans to Fiji's now uncertain future. It is a big responsibility, and it calls for a man of unusual talents.

Mr. Rogers unquestionably has quality. His war service was so distinguished that he was a Colonel on the staff of 8th Army Headquarters at the age of 29. After his discharge from the Army he had eight years in commercial management, in England, Europe and South Africa. He joined the British Colonial Service in Tanganyika in

1950; held important posts there in the next eight years and, in 1959, became the Trade Representative of Tanganyika in the Federation of Rhodesia and Nyassaland. He was educated at Charterhouse College and his decorations include the OBE and the ERD.

Many months must elapse before Mr. Rogers reaches Fiji and becomes established in a job and in a country that now are completely unfamiliar to him.

Is it any wonder that old observers in Fiji, examining Colonial Office history, feel something akin to despair?

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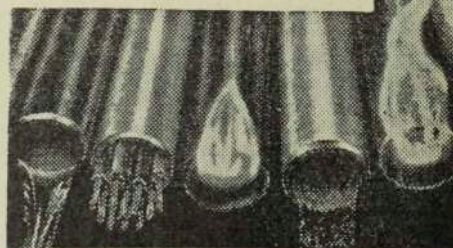
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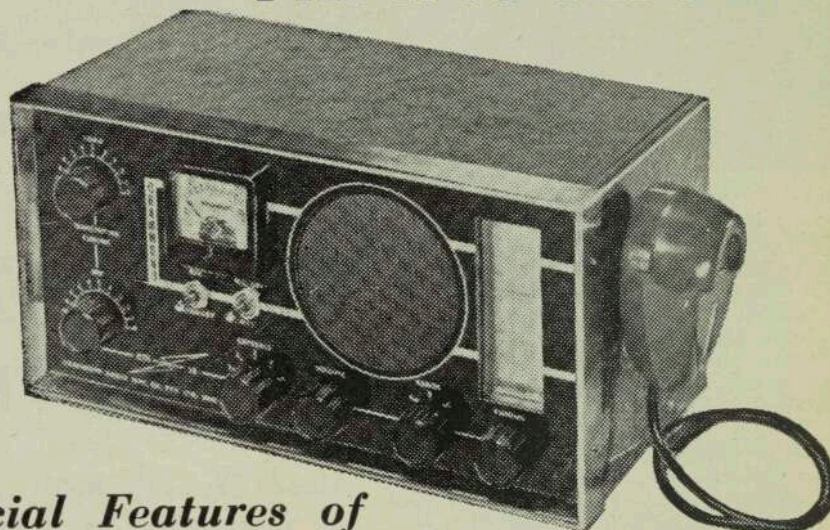
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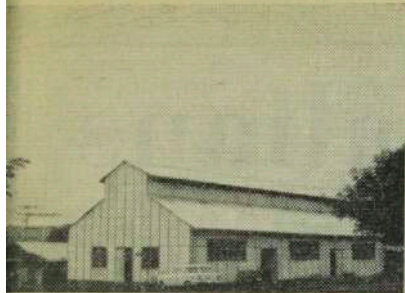
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• THE FIGHT FOR THE AIR-WAVES

P-NG On Threshold Of Dramatic New Radio Development

From a Special Correspondent in New Guinea



The opening in December of station 9RB Rabaul—the first Australian Broadcasting Commission station to be established outside Australian territory (it is in the UN Trust Territory of New Guinea) has turned the spotlight on the development of broadcasting within Papua-New Guinea. This special article outlines exciting new plans to break down mountain barriers. The new ABC station—at present operating in an unpretentious building (above) broadcasts for 3 hours daily. The three men below help to make it an active force. They are Mr. Graham Taylor, ABC representative in Rabaul, and two local announcers, Robin Rapai and Nelson Bale. There are also two European announcers.

Lower photos: Chin H. Meen.

All down the centuries in Papua-New Guinea, the far ridge, the next valley, or the other side of the river has meant enemy soil, dangerous ground. Over a long period of time, distrust and suspicion became second nature, qualities as necessary to survival as a sturdy bow-wrist and a strong right arm. And in an island population of hundreds of tiny insular communities, where co-operation was unthinkable and communication impossible, where families, clans and tribes lived and died within the most rigid geographical and cultural confines, it was hardly surprising that ignorance festered.

A LOT has been done, particularly over the last twenty years to break down the isolation of the valleys, and relieve the ignorance of their peoples. It has been slow, hard work from the days of the first patrols, to the stage where schools, cash cropping, rural health centres and local government councils are accepted segments in the pattern of development. So slow in fact, that few people in New Guinea today are aware of the dramatic change that is going to come within the next few years under the impact of one force alone—radio.

Radio is about to invade the isolation of the highland valleys and coastal villages alike, and end it for all time.

Radio will bring primitive peoples a breath of the outside world that every patrol officer has tried, and failed, to describe. It will become one

of the most important vehicles for mass education, and the greatest single force for political unity.

There are many who will not accept this view.

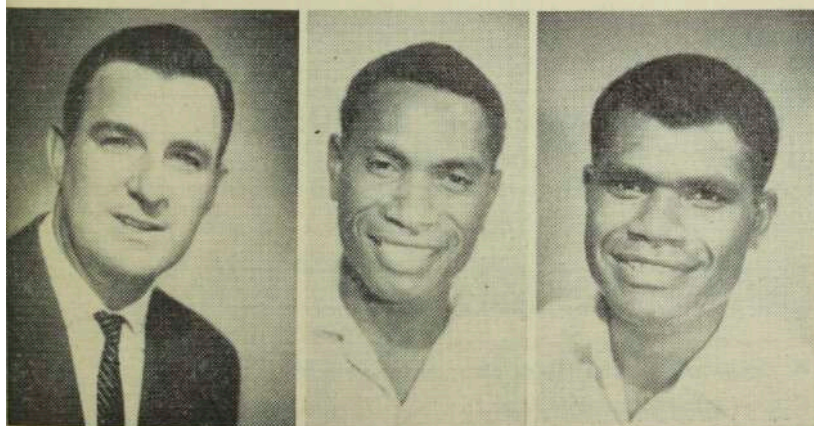
They will point to the record of the last eighteen years—a compromise programme put out by the Australian Broadcasting Commission from two pitifully weak transmitters in Port Moresby and a backyard Administration station in Rabaul broadcasting for a mere three hours a night—and ask what hope that gives for the future.

But they are the pessimists, for radio is now on the move in Papua-New Guinea. New transmitters are being opened that will take a good signal to the whole country, and the rising educational level guarantees an increasing audience for the programmes.

Reliable receiving sets that run from small batteries, needing infrequent replacement, are now available cheaply, thanks to the transistor, and with the advancement of the economy, more native people are finding they can afford these sets.

Finally, and probably most importantly, the political climate is right for a massive effort to capture the ears of the native people before they become attuned to the programme of foreign and perhaps unfriendly countries. If these are the things that are coming right today, it was the lack of them that has held broadcasting in its state of suspended animation in the Territory for all these years.

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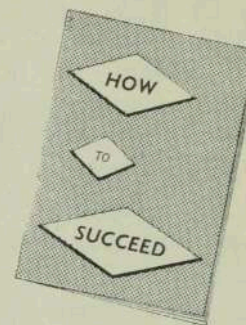


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Service (the combination of the Postmaster-General's Department providing transmitters, and the ABC providing programmes), took over the puny 500 watt transmitter the Army had established in caves at the 5-Mile, to broadcast to the troops in the base area of Port Moresby.

It was some years before any advance was made, and a 2,000 watt shortwave transmitter, VLT6, was installed to reach out to the rest of the island.

Under ideal conditions, this equipment provided quite a good signal for most of the Territory, but unfortunately conditions were often far from ideal. Storms, sunspots, local and overseas interference, and of course the massive mountain chain running down the centre of the island of New Guinea, conspired to leave the out-of-Moresby listener often frustrated, and impotently twiddling the knobs of his set.

But while a broadcast service was being provided for some 20,000 public servants, business people and settlers, the Australian government was ill-inclined to spend more than necessary on it. So the National Broadcasting Service had to muddle on, in its crumbling wartime buildings, with its obsolete broadcast transmitter and with inadequate staff and facilities.

So-called "News"

All this time, the only programme specially directed to the native population was a conglomeration of "news", Government propaganda articles and sentimental music that went under the patronising title of the "Native Peoples Session".

This session was produced as a package deal by the Administration's Broadcast Section, then a branch of the Department of the Administrator, and broadcast in a time-slot made available by the ABC. The Administration officers preparing the session had little or no knowledge of broadcasting techniques, and the ABC could or would not provide specialist officers to help.

That this session did so little harm was due entirely to the smallness of its audience.

Up till the end of the fifties, scarcely a native in the Territory outside Port Moresby owned a radio. The audience for the Native Peoples Session came from the small groups that gathered around the station radio on missions and at patrol posts, and in some council houses. While the session undoubtedly had a novelty interest for many, its regular listeners were the very few who had had some schooling.

Discrimination in broadcasting has ended only in the last couple of years, as the ABC slowly took over the production of all programmes requiring specialised treatment for native audiences, and integrated them with its other programmes.

But if the internal Administration was relinquishing control of the programmes for native people broadcast by the ABC, it was not bowing out of the broadcasting field. At the end of 1961, it launched Radio Rabaul, the trial horse in a brilliantly-conceived scheme of dirt-cheap regional broadcasting.

The idea was to press into service at night the shortwave transmitters in the main centres that are used for telegraphic communication with outstations during the day. The only capital equipment therefore required was a small air-conditioned windowless building for a studio, and domestic-type record-playing equipment.

The fact was that the Administration had become increasingly concerned that programmes from the NBS transmitters in Port Moresby were not reaching enough of the Territory, and that there would be too

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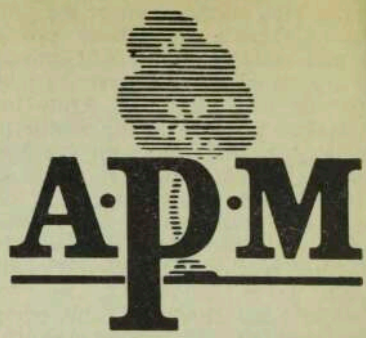
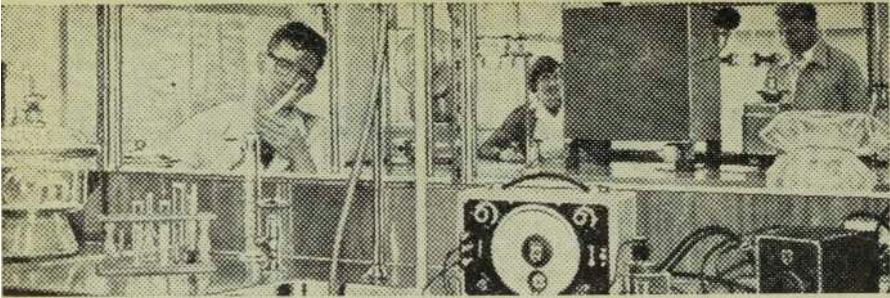
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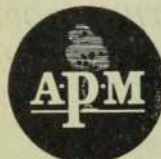
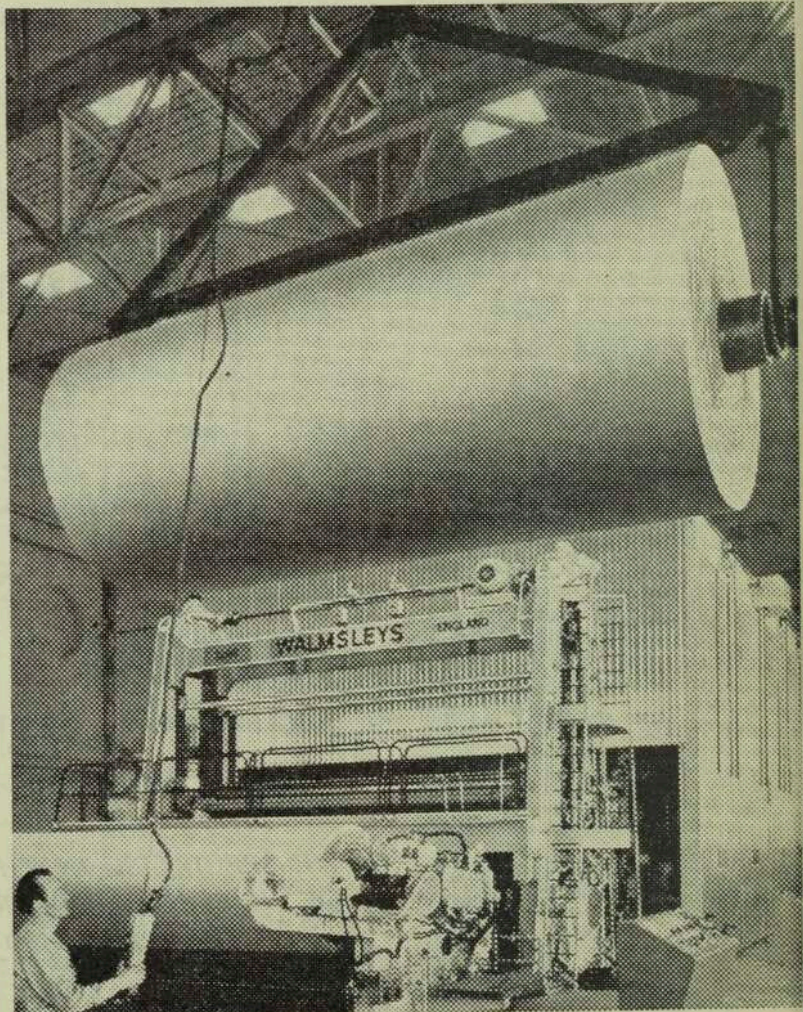
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Radio broadcasting in Papua-New Guinea has for years been handicapped by the most rugged territory in the South Pacific, and among the most rugged in the world. Great mountain chains and gorges make reception difficult without powerful transmitters. This is a typical Highlands scene, taken at Omkolai, 5,500 ft. up on a mountain side, where the airstrip has a slope of one in seven. A sheer gorge of 1,500 ft. to the Wahgi River is on one side.

great a delay in the plans to provide more powerful equipment.

It has been Radio Rabaul that has proved that the new era in New Guinea broadcasting has arrived. It was a local station in the right place at the right time.

The Tolais could well afford radios, and given a programme they could hear without complicated aerial systems, they flocked to buy sets. The programmes, largely of popular recorded music, did little to educate, but they did not repel, either. Education, and discrimination in listening, could come later.

Evaluating the success of Radio Rabaul, the Administration quickly decided to push on with an extension of its programme.

A similar station is to go on the air at Wewak, in the Sepik, by March, another at Kerema in the Gulf District by September, and yet another at Samarai later.

Many Problems

Technical investigations have proved that many more such stations could be opened.

Radio Rabaul has not all been plain sailing though.

The transmitter used is designed for morse, not broadcasting, and the quality of the transmission is poor. Breakdowns are frequent because much of the equipment was not built for constant broadcast use.

Transmitting on a shortwave frequency, Radio Rabaul has been heard far and wide, well beyond the area it was intended to serve, the Gazelle Peninsula. This has brought criticism

rather than praise, because the Bukas and New Irelanders, understandably, don't want to be talked to in Kuanua, the language of the Tolais.

Radio Rabaul had been announced as a temporary station until the ABC could provide permanent facilities, but it has now been made clear that the station will continue for the present, at least. Ostensibly this has come as the result of "pressure" from the Tolais, themselves.

However, the Government has clearly determined not to abandon its interest in broadcasting in what has always been a turbulent area. The decision to keep Radio Rabaul on the air has met with some criticism in Rabaul, where several people have suggested that the facilities could now better be employed in another area of the Territory.

Meanwhile the ABC-PMG team is at last getting off the ground with its expansion plans. The first new regional broadcast station opened in Rabaul in mid-December. At present its transmitter and studios are housed in an old building in Malaguna Road, once a church and later a copra store, but it is putting out a full range of ABC programmes, including some specially prepared in Kuanua.

A quarter of a million pounds are to be spent in Rabaul on a big studio block on Namanula Hill, and a transmitter building at Kurakakaul on the Keravat Road will house more powerful transmitters.

In Port Moresby, the old wartime 9PA transmitter has at last been

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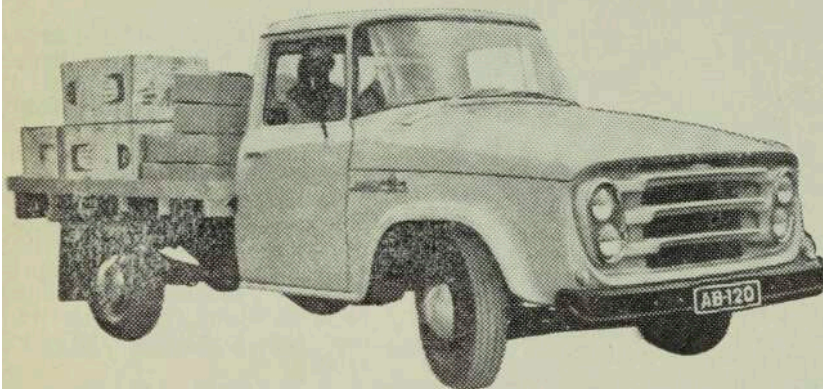
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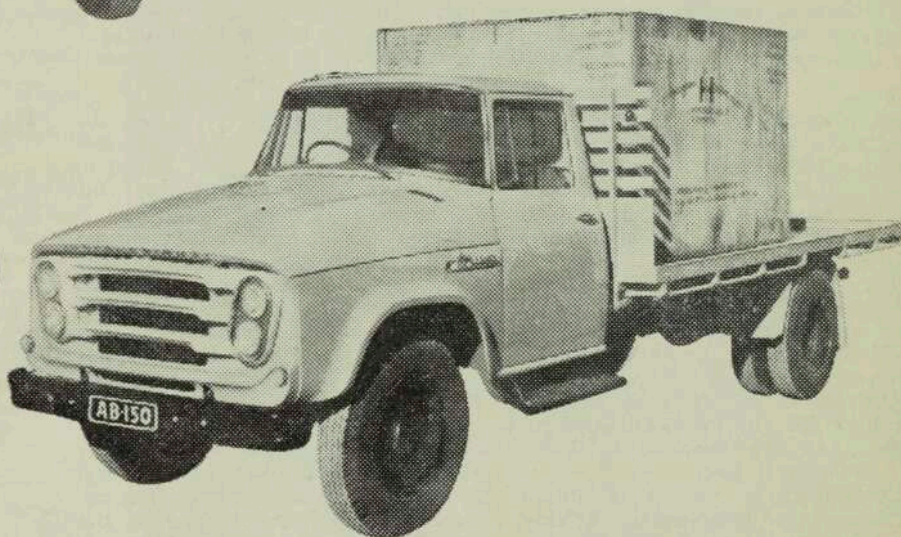
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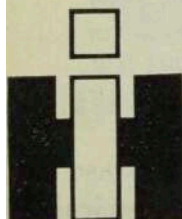


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PIM. 493/FP

First New Guinea Officer Cadets

Papua-New Guinea in January sent its first two recruits to Australia for training as officers with the Australian Army.

The two young men, Ramu Ted Diro, 18, of Rigo, and Balive Patterson Lowa, 19, of Talasea, New Britain, are attending the Officer Cadet School, Portsea, Victoria, for a 12 months-course which will turn them out as second-lieutenants.

The decision to train P-NG natives as officers was made after a long delay.

ensioned off. On December 28, a new 2,000 watt transmitter went on the air from a modern building at Ward's Strip, improving reception in an area from Rigo to the Kokoda foothills.

A new studio block costing almost 200,000 is under construction.

Two new shortwave transmitters, each of 10,000 watts are being assembled, and will be operating by July. It's planned to have them on the air continuously, on two different frequencies, bringing an end to reception troubles almost everywhere. As the PMG engineer put it, "With these two units, we should be able to blanket the Territory."

Just how necessary a blanket cover going to be was revealed recently at a meeting of the Kokopo Town Advisory Council, when members spoke of propaganda danger of broadcasts from such sources as radio Peking. One member said he had found that a native school teacher had swallowed Red China's version of the Cuba affair, and was using it to explain the situation to his charges.

Dangers

Stations in both West New Guinea and Indonesia also come in strongly tonight in Papua-New Guinea, and the Administration is clearly demonstrating its fear of the potential dangers from these sources by opening its second station at Wewak.

However, the Administration may regret embarking on its programme of local shortwave stations, by encouraging native people to buy

shortwave sets, it is giving them the key to hearing voices from outside the Territory as well as from within. But there is no turning back.

The Administration is well launched on its campaign to build a radio empire founded on the district station, but has yet to show that it can weld these stations into a service providing much more than local request sessions.

It must consider itself a frontier service, developing a taste for radio that will be satisfied by the variety of programmes only the ABC can provide. The National Broadcasting Service is now moving to meet the needs of the times, but it has much to do in providing more local stations

in the broadcast band. It must move quickly to develop its network.

The unfortunate experiences of countries like Malaya, where radio exists only as a vehicle for the propaganda of the government in power, have highlighted the need for a strong independent and objective broadcasting service as a guarantee of freedom in emerging nations. This is the most important role of the ABC in Papua-New Guinea.

But above all these considerations, what is important is that Papua-New Guinea should have the benefit of clear-sighted political direction from Australia that broadcasting must continue to be pushed ahead as a matter of urgency.

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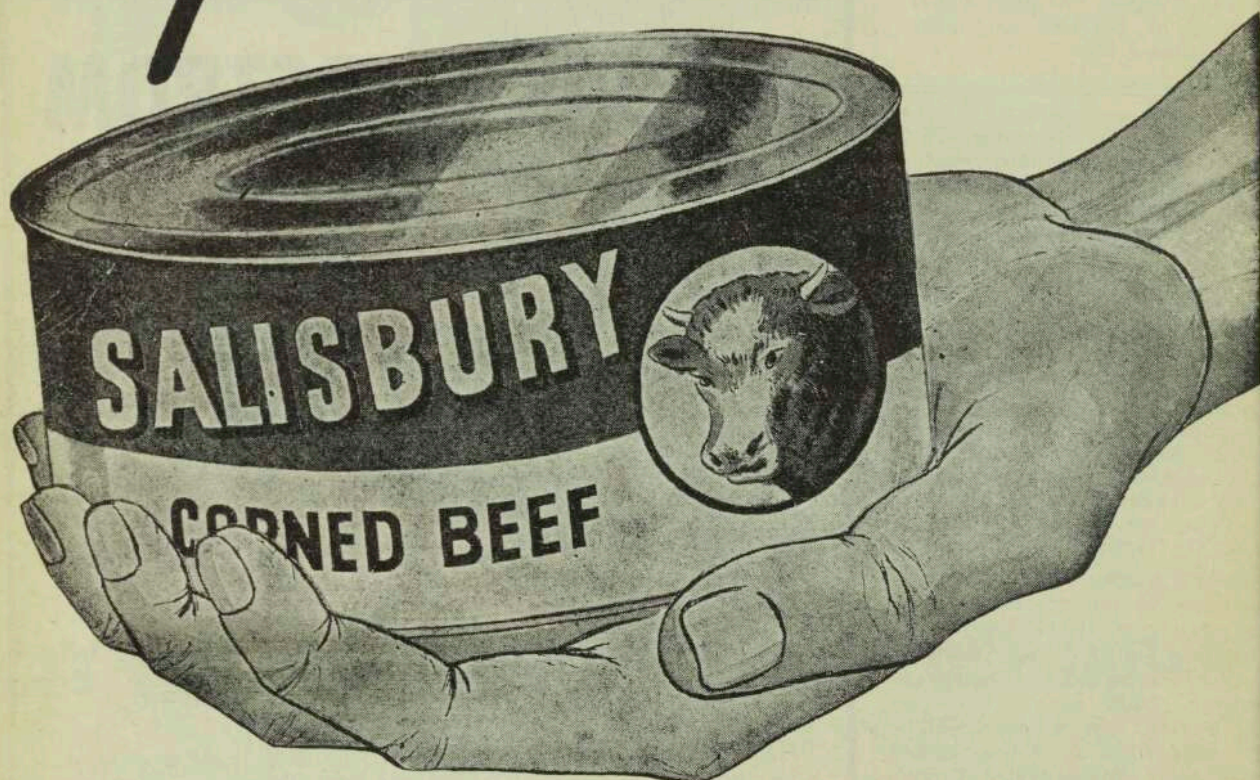
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● The author, a prominent businessman of Honiara and a member of the BSIP Legislative Council, says that the Solomon Islanders "have been good to him". He has, however, some other thoughts about the Protectorate and he summed these up in this article after a recent visit to Sydney.

BSIP's BIGGEST PROBLEM IS UNCERTAINTY

By E. V. LAWSON

The BSIP, as the Pacific War proved conclusively, is important to Australia and this is probably why many Australians ask me what, in my opinion, the future holds for this area.

THIS, of course, is almost impossible to answer because of the outside pressures to which all dependent countries are subjected these days. I firmly believe, however, that the British Government's expressed policy of gradually educating the Solomon Islanders towards self-government is sincere.

I also believe that the Government implementing its policies much too slowly and that there is not sufficient time for it to carry out its aims at the slow pace it is at present taking.

With the present uncertainty, European investors have no inducement whatever to invest their money in the Solomons. This is readily understandable because the Government gives no guarantees whatever and it is prepared to go so far as to fight to retain the Solomons as a Protectorate and for the benefit of Solomon Islanders and other local residents.

The ever-present fear in the minds of residents such as myself is that it may be abandoned and betrayed. I believe the people of West New Guinea were. Who knows but that America may suddenly decide, for the political purpose of its own, that the Solomons should be handed over to some Asiatic power? This is what happened in West New Guinea and it is what could happen in Australia, New Guinea and the British Solomons.

People like myself would feel much happier if the British Government gave the Solomon Islanders and their local people an assurance that

it would not allow anybody else to take over the Solomons until the Solomon Islanders themselves are ready for the task.

If such an assurance were given, then overseas investors would not be frightened of doing business in the Solomons. At the present time, however, the only people who seem to be willing to risk investing money in the BSIP are Asians—particularly Japanese and Chinese interests. It makes one wonder whether the future of the Melanesian islands really rests with the West or whether their future is more likely to be interwoven with Asia.

To further explain my contention that the British Government is not acting quickly enough in educating the Solomon Islanders towards self-government I have only to cite its consistent refusal to have any elected members on the Legislative Council, its policy of employing the wives of ex-patriate officers when, very often, the job could be done by the Solomon Islander.

It was thought that the Legislative Council, when it came into being about two years ago, would be a step in the right direction of political advancement. In fact, it has turned out to be nothing more than the old Advisory Council under the guise of a more high-sounding name.

It is time that a further step was taken by allowing the European members of the community the right to have at least one elected member.

I moved to this effect in Legislative Council and was supported by every unofficial member of the Council. However, the move was vetoed by the Chief Secretary. The Solomon Islanders themselves were keen on the idea as they regarded the process of electing one European member as something from which they could learn about elections and politics generally.

I strongly believe that it is time that the authorities started to take more notice of the views of permanent residents and indigenes of the Solomons, even if it means spending a lot more money, more quickly than was anticipated. If action is not taken now, it will be too late.

My criticism is not levelled at His Excellency, the High Commissioner or some of his senior government servants in Honiara who, I believe, are sincere in their expressed desire to help the Solomon Islanders. It is the people in the Colonial Office in London who should wake up and do something before it is too late—as it has always been too late in almost every territory they have governed.

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Setback For New Manganese Mine In The New Hebrides

From Robert Langdon in Vila

Hopes that a new manganese mine at Forari, New Hebrides, would become a healthy source of income for the Condominium have been temporarily dashed because Japan has insufficient foreign exchange to buy Forari ore.

MANGANESE, an essential element in steel production, has been mined at Forari since July, 1961. The first ore was shipped to Japanese steelworks in January, 1962, and exports for that year totalled 14,908 tons.

Condominium officials expected in November that about 40,000 tons would be shipped to Japan this year; but an exchange crisis in Japan in December has now reduced their estimates to about 24,000 tons.

As a result, about 70 of the 200 employees at Forari have been laid off until the Japanese market improves or until markets can be found elsewhere.

The mine at Forari, which is on the eastern coast of Efate, is operated by the Cie. Francaise des Phosphates de l'Océanie. This is the company that exploits the phosphate deposits at Makatea in French Polynesia.

The company's general manager from Paris, M. Branthome, was in Australia in January trying to negotiate the sale of Forari ore to Broken Hill Pty. Ltd. steelworks and to the new ferro-manganese plant at Bell Bay, Tasmania. He also intended to visit Japan.

Australian Problem

At present, Australia imports most of its manganese from South Africa; some is also imported from Ghana and India which, being members of the British Commonwealth, enjoy preferential tariffs. South Africa gets the most favoured nation treatment.

This treatment, however, does not apply to the New Hebrides, which, being jointly administered by Britain and France, is not classed as part of the Commonwealth.

So unless M. Branthome can make a special tariff arrangement with the Australian Government, it seems unlikely that Forari ore could compete with that from the other countries—unless it found favour on the ground of quality.

The Forari ore, which is mixed and cooked with Australian coke in a process known as "sintering", is of well above average quality.

This process is expensive, but it produces a manganese content of about 53 to 54 per cent., whereas the content in Indian ore is only about 45 per cent., and the average content from 46 to 48 per cent.

The Forari ore has been selling to Japan at £20 Australian f.o.b. Forari per long ton. This compares favourably with the cost of Australia's imports from elsewhere.

The Australian Department of Trade records imports of manganese as "battery-grade" and "metallurgical grade". In 1961-62, 20,000 cwt. of battery grade manganese were imported from Ghana at an f.o.b. value

of £A47,690; in the same year 1,970 cwt. valued at £20,414 were imported from Japan.

Most manganese imported is metallurgical grade—in all, in 1961-62, 221,627 cwt., valued at £85,878. Of this 214,540 cwt. valued at £80,281 came from South Africa; 7,086 cwt. valued at £5,571 came from "other foreign" countries. A negligible amount came from British Commonwealth countries. (All values are f.o.b. values).

The Forari deposit is estimated to contain about one million tons of marketable ore, so that if it were mined at a proposed rate of 60,000 to 70,000 tons a year, it would last nearly 20 years.

About 9,000 tons are in stock ready to be shipped, and the mining and washing of ore is still going on, but the sintering process has been stopped. Only about 5,000 tons are expected to be exported in the first quarter of 1963.

Meanwhile, the French Bureau de Recherche Géologique et Minière (BRGM) is continuing to prospect for manganese at Aneityum, in the far south of the New Hebrides Group, and they also intend to work on the northern islands of Pentecost, Malekula and Maewo. (Over)



Santo Trips the Light Fantastic

The French Can-Can came to Santo, New Hebrides, just before Christmas, when the locals held two theatre nights to raise funds for a small wharf required at Santo. Rinse the Blood off my Toga was also played to an appreciative audience. The "girls", from left, are: Mike Giles, Peter Erbsleben, John Ratard, Anthony Hutton, Ken Hutton (Santo's dentist) and Ken Carpenter. Producer-manager-costume maker was Mrs. J. Ratard; compere was Mr. Bill Giles, who, said a Santo correspondent, "has remarkable acting ability which seems to be wasted in this remote part of the globe".—Photo: Hieu.

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"No Hope" For Fiji Naval Reserve

From a Suva Correspondent

Pleas to revive the Fiji Royal Naval Volunteer Reserve which went into oblivion in 1959 continue to fall on deaf ears. The best the Colony can hope for is a grant from the Colonial Development and Welfare Fund to help youth organisations and train Sea Scouts and members of similar bodies in seamanship.

There was much wailing when the announcement was made in 1959 that the FRNVR, plus several Regular Army units, were to be run down. The FRNVR had been doing a fine job training young men in seamanship and in instilling into them a sense of self-discipline.

They were a keen band, from the Commanding Officer right down to the lowliest rating—a body of men of which the Colony was justly proud. A recasting of defence requirements by New Zealand, through a shortage of money, meant the end of the Reserve.

Recently, Mr. Tony Moore, a nominated member of the Legislative Council, pleaded with the Government to consider discussing with the New Zealand Government the possibility of resurrecting the FRNVR.

The answer was that there was "no military justification" but that a CDWF grant would be sought to help expand voluntary youth movements, such as the Sea Scouts.

Another organisation headed by Mr. Don Gubbay, of Santo, is prospecting for manganese in the central part of Espiritu Santo. (Mr. Gubbay is also looking for magnetite and copper in south-west Espiritu Santo in conjunction with the Homestake Mining Co., of America).

At Forari, which has been added to Vila and Santo as a port of entry in the Group, the Cie. Francaise des Phosphate de l'Océanie has invested about £2½ million sterling in mine buildings, plant, a wharf, a loading belt and a village for its employees.

The employees, before the recent pay-offs, comprised about 50 Europeans, 70 Wallis Islanders, 25 Tahitians, 15 Tonkinese and the rest Melanesians from New Caledonia and the New Hebrides.

Only the labourers—mainly the Wallis Islanders and Melanesians—have been put off. The others, all specialists, have been retained so that production can be stepped up the moment the market improves.

Drop in Duty

The Phosphate Company will pay 8 per cent., of the f.o.b. price to the Condominium Government in export duty on all ore exported during its first three years of operation (1962-64). After that, it will pay 6 per cent.

If the export target of 60,000 to 70,000 tons is eventually reached, this will provide the Government with 35 to 50 per cent. of its revenue from export duty.

In November, the Government had expected to get about £20,000 in export duty from Forari this year, but unless something unforeseen happens the figure will be only about £10,000.

However, there is at least one Government official—the Condominium's enthusiastic young Mines Officer, M. Roland Priam—who is more than hopeful about the future.

He points out that the US, which produces only 45,000 tons of manganese a year and has to import about two million tons annually, may one day look to the New Hebrides for part of its supplies.

"At present," M. Priam says, "most of the steelworks in the US are on the east coast, so it suits that country to get its manganese mainly from Brazil, Ghana and South Africa.

"But there is a growing steel industry on the west coast of the US, and so the New Hebrides is well placed to supply that market.

"Forari is the biggest producer of manganese in the Pacific area after Japan. But Japan is not a competitor as an exporter as it has to import 200,000 tons a year to supply its annual needs of 500,000 tons.

"As for Fiji, which produced 38,000 tons in 1958 but only 4,000 tons in 1962, it cannot compete with Forari because its manganese is only found in small pockets—usually from 5,000 to 9,000 tons. Fiji has no big deposits like Forari."

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Fiji May Need A Men's Interest Officer, Too

From Dorothea Baxter, in Suva

"Will the men be able to keep up?" . . . One wonders, when observing the rapid emergence of women in Fiji in the last two years.

AT this rate, it is obvious that, unless some unforeseen obstacle arises, many of the Colony's women will soon be seeking wider fields than the cooking and sewing which have been their main preoccupations so far in the 500-odd clubs that have sprung up throughout the Colony.

Already Fiji's women are conference-conscious, and apart from being represented by individuals at overseas gatherings, they have sent two large contingents abroad, one to Canberra to the Pan-Pacific and South-East Asia conference in January 1961, and the other to the 10th triennial conference of the Country women of the World held in Melbourne in October.

Reports written by some of the observers (Fiji, not being affiliated with ACWW could not send delegates but was invited to send observers) have been described by Mr. Graham Spry, chairman of the ACWW executive committee, as "classic example" of such an exercise and she has requested extra copies of the report for use "in other places when people ask what conferences are for".

New Training Centre

In the next few months it is hoped two more Fijian women will undertake a study tour of New Zealand under the auspices of the Women's Division of the Federated Farmers and in July, it is expected that the new centre for the training of women "area organisers" for the whole of the South Pacific will open in Suva (*PIM*, Dec., 1962).

"Where is it all leading?" and again, "Will the men be able to keep up?" one asks, particularly in this historic year when Fiji's women will cast a vote for the Legislative Council for the first time.

Women's Interests Officer (Miss Ruth Robertson) who was the first to be appointed to that position in Fiji has grave reservations particularly after a tour of South-East Asia recently.

Although officially on leave, Miss Robertson took the opportunity to observe as much as possible of what is being done in other territories in the field of women's work.

Sarawak, where a community development programme is being undertaken by the Agricultural Department, was one of the places to impress her most.

"They run a training course for extension workers and they have an equal number of boys and girls doing this course—the boys learn to cook, they learn the nutritional value of foods just like the girls, and the girls learn how to care for the animals and that sort of thing, just as the boys do," Miss Robertson says.

At the end of the 18 months' course—12 months' theory and six months' practice—Miss Robertson said the boys and girls go out to the different areas in pairs, and while the girl is there to instruct the women the boy is there to instruct the men. At times, they combine in their instructions.

Unity Needed

In Malaya, Miss Robertson found a very realistic attitude to community development generally.

"The women's programme there, too, is an integral part of the overall scheme, not an entity on its own as it is in Fiji," she said.

"In Malaya there is a wonderful unity to be seen everywhere. For example, if there is some job to be done, the Government supplies the materials, the village the labour and if necessary the services hop in too—it's quite usual to see the soldiers, including European officers, doing labouring work on some project in their time off."

This unity of feeling was interracial, Miss Robertson added, with each group showing a very real concern for the welfare of others.

Miss Robertson said the Women's Institute in Malaya, which received grants from the Malayan Government, is represented on the Ministry of Rural Development and is often asked to express its opinion.

Again, in the Philippines, Miss Robertson found that women's work is an integral part of the community development programme. Although the training of field workers is conducted very differently from that in Sarawak, once trained, the result is the same with a boy and a girl combining to spread their knowledge in a given area.

By concentrating on a separate scheme for women, with no corresponding scheme for men, Fiji may well be creating difficulties for the future, Miss Robertson fears.

"I feel, Fiji, like these other places would benefit by concentrating on a community programme in which the women's programme would be integrated," she said.

And no doubt she is right.

With Fiji's women, particularly the Fijians, hungry for all that the Women's Interests Officer has to offer (it is not unusual for them to walk many miles and stay up all night during training courses), with talk of a co-ordinating committee so that the various women's organisations will have a common voice, with women having the right to vote for the Government of the Colony, with women becoming increasingly aware

through conferences and study tours, of what is being done in other countries . . . well.

"Will the men be able to keep up?"

Suva Beats its Average

Suva, Fiji, clocked up 135 inches of rain in 1962—11 more than average. Last January, February and June were exceptionally wet but all other months were well below average rainfalls. In all there were 1,809 hours of bright Suva sunshine in 1962. The highest temperature was 93.6 degrees and the lowest 60.6 degrees.

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Tribute to J. P. Bayly

A Fiji Colonist Who Will Be Remembered

Many people in Fiji mourned the death, on January 12, of the crusty, 81-years-old bachelor, "Jack" Bayly—but none more than the very poor Indian women and children and de-tribalised Fijians in the slums around Suva.

FOR years, the funds which he handed out publicly through the Bayly Clinic, and privily by other means, have provided them with medical care, and food, and shelter, when their lot otherwise seemed hopeless.

They said "old Jack Bayly's a millionaire, you know". But at least it can be said in defence of an unforgiven capitalist that he did not use his great wealth for his own pleasures; he went out of his way, during a great part of his life, to help defenceless people in distress; and when he died he left the greater part of his great fortune to carefully-chosen Fiji charities.

In addition, Mr. Bayly gave freely of his time to public affairs. He was a man of fearless, independent spirit, with well-defined opinions on most matters; and when he had something to say he said it, regardless of official corns or neighbours' bunions. In that respect, his contributions to the Colony's welfare were considerable.

Fought Fairly

In 1959-60, for example, he took sides with the Indian cane-farmers who were fighting the CSR Co. for bigger rates, and became president of their Kisan Sangh, and assisted in obtaining benefits for them. But when he suspected that the "cane-farmers' strike" was being used to aid the "Nadi gang's" ceaseless political feud against the CSR Co., to the detriment of the public interests, he took up just as stubborn an attitude against the extremists as he had taken against the Company. He was a hard, tough merchant, but he fought fairly and held the respect of all men.

Many who served the Fiji colony unselfishly were awarded decorations—a few achieved knighthood. If ever a good colonist deserved knight-

hood for public services and private benefactions it was John Percy Bayly. It was he who fought so stubbornly alongside the late Sir Alport Barker for better public representation in the Colony's Councils—the two men even paid their own expenses 30 years ago to London, to make direct representations to the British Colonial Office. But he went to his grave as plain Jack Bayly—not even an MBE.

Mr. Bayly was born in Fiji, son of a Suva tradesman, and was educated in Suva and New Zealand; and served as a clerk with Fiji traders. While still very young he borrowed £300 from his father and bought land near Nadi, and grew cane. He steadily acquired more and more land and, as landowner, planter and pastoralist he became the wealthiest man in Fiji. He had a particularly close relationship with his Indian tenant-farm canegrowers—he always was ready to fight their just battles and, although he was a hard landlord, he always appreciated honest men, and he was the trusted leader of many Indian agriculturalists. He sold rubber, and timber, and gravel and first-class beef cattle—there was no limit to his enterprise. Only last year he sold 6,000 acres of his valuable Deuba lands to the Indian leader, Mr. B. D. Lakshman.

J. P. Bayly always will be remembered as outstanding among the rugged individualists produced by

Death of Mr. R. C. Kerkham

The death occurred in Suva within a week of Mr. Bayly's of another old Fiji identity—Mr. Richard Kerkham, secretary and a director of Burns Philp (SS) Co. Ltd. He was 70. He had been BP's for 55 years, most of that time in Fiji. See Deaths, p. 149.

Trust Benefits From Will

The value of the estate of Mr. J. P. Bayly was estimated after his death at £500,000, a fortune which probably made Mr. Bayly, in his lifetime, the wealthiest individual in Fiji. The final figure is, however, subject to revaluation of freehold properties Mr. Bayly held when he died.

In his will Mr. Bayly made a number of bequests to nieces and provision for old employees, and for the three children of a former manager. Included in the bequests are £1,000 for the Suva Youth Centre, £1,000 to the Home of Compassion and £500 to the Suva City Council to establish a reference library on tropical agriculture. The Suva City Council will also receive a sum to erect a clock in the central part of Suva as a memorial to his father, once an elected member of the Suva Town Board, and to himself, once an elected member of the old Suva Municipal Council.

After provision for the bequests and payment of estate and succession duties, the residue of the estate will go to the J. P. Bayly Trust, a charitable institution.

Fiji in the first half of the twentieth century. Most of them have died since World War II—and the Colony is much the poorer for their passing. They, more than any other single factor, made British Colonialism honoured and respected in the South Pacific.

The Bayly family now is gone from Fiji. But the name will live on in the well-endowed Bayly Trust, established by Mr. Bayly for the benefit of charitable, social, cultural and sporting organisations in Fiji—with the single stipulation that all the Trust's benefits must be applied without regard to race or creed or colour.

Maybe there was no knighthood or similar bauble for Mr. Bayly; but the Bayly Trust (which includes the Bayly Clinic) is a monument of which any man could be proud.

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FEBRUARY. 1963 — PACIFIC ISLANDS MONTHLY

Territories TALK-TALK

One cannot be blamed for wondering just how far this "bad word" campaign in P-NG will go. Non-natives are "expatriates", and "native", irrespective of dictionary dictum, is to be merely an adjective.

AND now we have members of the Rabaul District Advisory Council *objecting* to signs in front of local residences bearing the word "poi" in conjunction with the warning "Tambu" (NG T-C, 19/12/62).

This might suggest that people in the less civilised centres like Sydney and Melbourne should take greater care in regard to the feelings of itinerant vacuum-cleaner salesmen, of the vocation, when erecting "No parkers" signs. Be that as it may: it is indicative of a trend in present NG.

In the early days, when Wau and her 'dromes were first laid down, it was found necessary to warn the natives of the dangers of camping on them and cooking their food where planes were about to land at any moment, and so printed signs were erected showing a huge red hand and the words "I TAMBU".

This became a known sign of "Keep off the grass" to the native people. Whether they could read it or not was another matter in those days. The message was put over.

Things have got to such a pass now that I feel that this over-emphasis on racial integration is defeating its own ends. It is tipping the scale too much in the opposite direction and, from what I can hear from my correspondents of every colour in NG, it is not making the majority happier.

NG's New Christmas Spirit

Apparently, if one can rely on newspaper reports, the Christmas spirit in P-NG urban centres was well watered down and the usually recognised time for making "hoopce" passed without any undue incident.

Let us hope that this was actually the case. Although when one reads out the Booze Question in the January, PIM (p. 7) and what Father O'Hanlon has to say about the situation generally, one is inclined to think the whole business is perhaps being under-stated by the administration—for obvious reasons. Father O'Hanlon's remarks co-

incide—to a great extent—with reports which came to me on the same subject. His mention of the natives' Pyrrhic victory of attaining entry into the pubs only to find them deserted by the non-natives, who go to the private clubs, merely underlines racial segregation instead of eradicat-

With Tolala

ing it as was the main idea of the Liquor Amendment.

It is not the colour so much as the cultural discrimination which must be overcome in these matters. And that takes time, no matter what UNO, Minister Hasluck or John Gunther says—or desires.

Church Unity

It is pleasing to read that steps have been taken in Papua towards Church Unity. Any movement that may possibly diminish the present-day sectarian competitiveness in any native country is a step forward in an effort to reduce the present confusion about Christianity, which exists in the minds of so many of the indigenes, as the result of the multitude of religious denominations operating throughout the Territory at such high pressure.

Had the "Significant Step" (PIM, Jan., p. 10) been one towards a unity of Christian teaching, instead of Churches, I should have felt happier.

The LMS has done very fine work in Papua. So far as I know it is not operating in NG, so "Papua Ekalesia" is confined solely, I presume, to Australia's own Territory and does not include the Trust Territory.

Incidentally, the word *Ekelesia* was introduced into the Blanche Bay (Tolai) dialect many, many years ago; the second vowel in the word is an "e" and was brought from Samoa by the pioneer Methodist missionaries. It referred to the "Church" (*ra kopono Ekelesia*). Apparently the LMS prefers the "a"



Well-known member of the Rabaul Art Society, Dr. Marion A. Radcliffe-Taylor, is shown here beside her prizewinning entry in the Landscape Section at the Society's annual exhibition held recently. There were 53 entries in this section. Altogether about 140 paintings were displayed at the exhibition, in various sections. Two-time winner of the Wynne Prize for landscapes, Douglass Watson, of Sydney, went to Rabaul to judge the entries.

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to the "e". But then what's a vowels amongst friends?

A Query About the Past

To hand is a letter from an old time reader, "Supercargo", who raises a query about the AN&MEI memories of which I wrote in December TT. He writes:

On page 31 you wrote "the First Reinforcements arriving on November 29, 1915". I now say that what I believe to be the first reinforcements went by the "Morinda", voyage 10, which sailed from the Federal Wharf, Sussex Street, at noon on February 3, 1915, and arrived at Rabaul on February 21, after spending two days at Cooktown helping to get the "Marsina" off A Reef.

"Supercargo" also refers to a remark in TT (Oct., '62, p. 35) about the old BP Island steamers. He writes: "BP bought the *Neptun* and *Merkur* from B. B. Wiltshire, not the NDL".

It is always good to have these corrections made and I am pleased to know there are still readers who take enough interest in the Past to tell me about them. I think, as one grows older, one realises how less infallible one becomes.

I would, however, explain that the statement regarding the "First Reinforcements" was based on information which appeared in the Army magazine, *Passed by Censor*, and published in Rabaul for Christmas, 1918. The entry in that journal on page 14 contains a Diary of events from September 11, 1914 to November 12, 1918. In the 1914 entries one reads:

"January 8. Colonel Pethebridge succeeds Colonel Holmes as Administrator.

February 2. Arrival of third force ("The Comicals").

November 29. Arrival of First Reinforcements ("The Measlies.")"

There is the possibility that some confusion has occurred between the appellation of the "third force" and the "first reinforcements". The "Diary" was presumably compiled by an Orderly-Room Sergeant around about Christmas time, 1918, and having myself been an Orderly-Room Sergeant, I would be prepared to say that is the time when inaccuracies in compiling data from records could be at an all-time high.

Anyway, I bow to "Supercargo" who was on the transport at that time, while I was busy planting coconuts on Arigua, down in



WEDDINGS IN RABAUL

TOP: Mr. Jim Douglas and Miss Julie Chang, who were married at the Rabaul Memorial Church recently.

Photo: Larry Meen.

LOWER: Mr. Eric Seeto, of Finschhafen, and Miss Joyce Cheung, of Hongkong, who recently were married at the Rabaul Memorial Church. They will live in Finschhafen.

Photo: Chin H. Meen.

ougainville, for CPL. There might be some old-timer reader of *PIM* who was a member of the Force on board and he might know whether he was a Third Force man or merely Reinforcement. . . . Thanks a lot, Supercargo", for the letter.

Incidentally *Passed by Censor* was the *Rabaul Record's* swan song and in a Foreword it gives a somewhat naive summary of the activities of the AN&MEF, and some speculation as to the future of the islands which the Australian Force had captured. It is our earnest prayer", it says in part, "that these islands, taken by Australians in 1914 and guarded by Australians ever since shall, as of right, go to Australia. But that is for the politicians to decide. . . ." Little did they dream of a League of Nations and UNO then.

That Word "Supercargo"

There was another point raised by the forementioned writer and referred to a remark of mine in *TT* (Oct., p. 34): "We didn't call them pursers in those days", in referring to the Supercargo aboard *Matunga*. He writes:

A purser is one of the crew; is on the Articles and virtually a Captain's clerk and when the ship "pays off" gets his discharge through the shipping office in the same manner that everyone of the crew does, whether he be Master or Fireman.

A Supercargo was not on the

Articles. He was a passenger, representing the Owners. His job was to buy goods which he thought he could sell to traders in exchange for copra, sharks' fins, ivory nuts, turtle shell and other Island produce. Where there were no traders, the Supercargo traded directly with the natives. He often had a Power of Attorney from his company. This is just a brief outline of the difference between a Supercargo and a Purser.

He adds: "Incidentally, I was Supercargo of the *Titus* for four years". Well, that definitely dates my correspondent (whom I have



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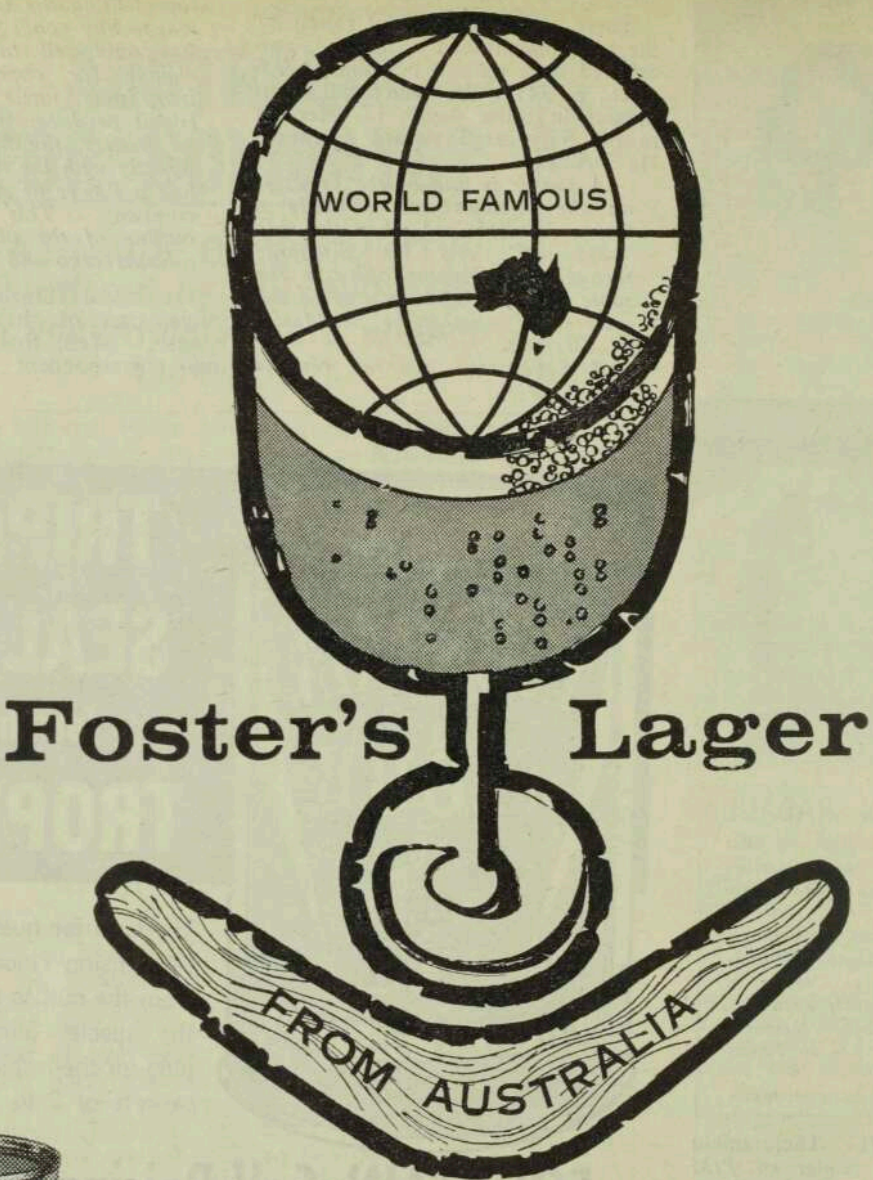
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FEBRUARY, 1963—PACIFIC ISLANDS MONTHLY

never met). *Titus* was one of the old BP Island vessels I have often mentioned in connection with W. H. Lucas, who also was a Supercargo in that vessel and after being BP's chief plantation inspector became Technical Adviser on Pacific Affairs for the Federal government during the First War and later chairman of the Expropriation Board. It was Lucas who arranged for *Moresby*, which was the last of the BP vessels to call at Simpsonshaven (Rabaul) when the NDL inaugurated their service in the early 1900's (after which BP boats were *verboden*). Lucas also arranged to have the old *Moresby* be the first BP vessel to call again after Rabaul had been captured by the Australians.

Good Lobbying in New York

I see where Somu Sigob, elected native member of the Legislative Council for the NG Coastal Electorate, on his return from New York towards the end of December, is reported as saying that he felt he had done a "worthwhile job backstage", together with his partner, John Guise, of Papua, at the recent UNO conference.

Neither of them spoke in the Assembly, he said, and this must have been a disappointment for his partner who has something of a reputation as a speaker.

However, they were able to exchange opinions privately with representatives of the Afro-Asian countries and "were able to give them a better understanding of the conditions in the Territory. This improved understanding was reflected", he is reported as saying, "in what the Delegates said in the Assembly itself".

The attendance of native MLCs at UNO conferences has apparently paid off. A pat on the back to whomsoever originated the idea.

I may be a bit dull—I probably am—but I fail to see why a Papuan Member should be brought into an examination of a Trust Territory report to the United Nations. Is one to assume that the independence of Papua—an Australian territory—is to be considered coincidental with the Trust Territory of New Guinea?

New Roles for Bob Bunting

RSL president in P-NG Bob Bunting had a somewhat confused Press in Australia when he attended meetings in Brisbane and Sydney during November and December. A Melbourne paper reporting the National Congress in Brisbane at the beginning of November referred to Bob as "Mr. R. F. Bunting (PMG branch)..." The *SMH* (12/12/62) reported him addressing a "public meeting at Gordon called to draw attention to 'deficiencies in Australia's defence effort'..." Further meetings will be organised by Mr. Bunting's group throughout the State...

I have seen no denial of Bob's connection with the "PMG branch", but it is hard to imagine him having any connection with this rather leftist section of the Public Service.

On the other hand Bob stoutly denied being a member of the Gordon group. "I was attending the meeting you reported as a guest speaker only and am not a member of the group", he wrote in a letter to the Editor of *SMH* on 15/12/62.

How careless can some of these reporters be?

Americans in P-NG

NOW IT CAN BE TOLD

Another American invasion of Papua-New Guinea is under way—a fact that could scarcely have escaped the notice of any Territorian with eyes in his head in the last six months, although officialdom has been quiet about it.

THE presence of American servicemen and their orange-tipped, converted Superfortresses has excited a lot of interest (and rumours), since the first of them appeared in P-NG last July but first official announcement about the scope of their activities was made only on January 7, by the Administrator, Sir Donald Cleland.

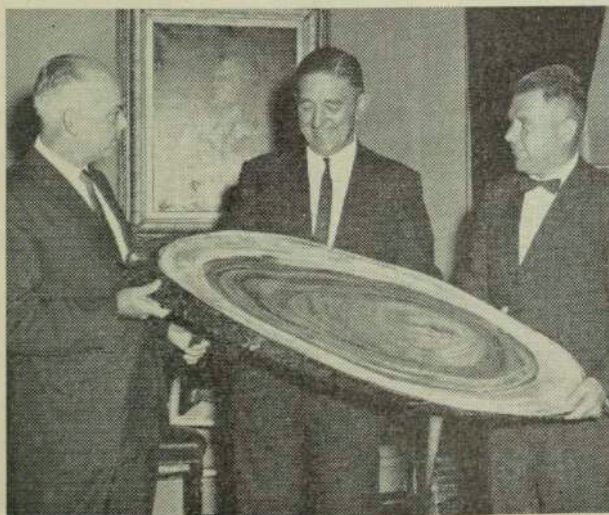
He said that the Americans are setting up ground-control and weather stations as part of a worldwide geodetic survey by the US Air Force. [Geodesy is the mathematical surveying and measurement of the earth's surface, involving allowance for curvature].

The Administrator said that about 100 US personnel would be stationed in Port Moresby and others engaged elsewhere in the Territory. Ground stations have already been established in New Britain, New Ireland, Bougainville and Manus. Others will be set up in Madang, Milne Bay, Sepik, Gulf and Western Districts.

An Administration surveyor is on full-time liaison duty with the survey teams and Native Affairs Dept. officers are accompanying US officers wherever stations are established to explain the presence of the Americans to the natives and arrange for sites for the stations and for local labour.

Airborne and ground radar equipment will be used to measure accurately the distance between widely separated points. The survey aircraft are B50's—modified versions of the well-known war-time Flying Fortresses—but DC4 aircraft will also be used and, according to the announcement, might turn up anywhere in the Territory, day or night.

Three cadet Patrol Officers, Ken Gregg, Tony Wright and Peter Calton have climbed and placed a flag on 13,660 ft. Mt. Gilwe, Southern Highlands, Papua.



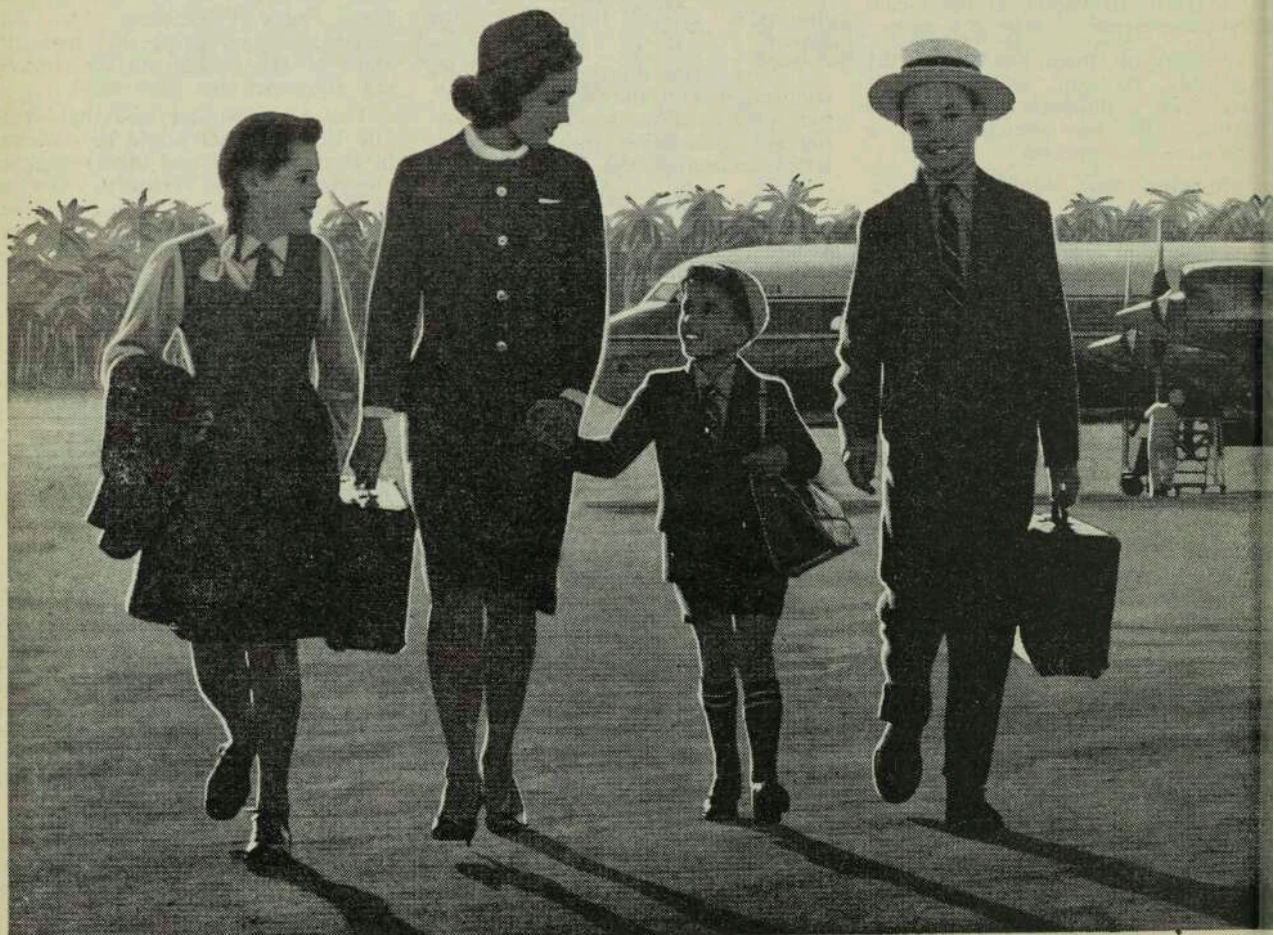


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What Follows Visit Of Mr. Fisher?

By a Staff Writer

The Protectorate of British Solomon Islands, the Anglo-French Condominium of New Hebrides and the British Crown Colony of Fiji were visited in the first half of January by the new British Under-Secretary of State for the Colonies, Mr. Nigel Fisher. Mr. Fisher was accompanied on his tour of inspection by Mr. J. E. Marnham, who is the official in charge of Pacific Territories Affairs at the British Colonial Office.

MR. FISHER'S inspection of three out of four British Territories in the South Pacific—Gilbert and Ellice Islands Colony was not included—appears to have been comprehensive. He examined most of the important administrative establishments in the Territories, and had conferences with the directors of private enterprise. For example, in the Solomons he visited the headquarters of Lever's Pacific Plantations, at Yandina.

Political observers in London, expressing themselves in commentaries in January, saw more than usual significance in Mr. Fisher's tour in the South Pacific.

It was pointed out that during 1963 decisions of far-reaching importance will be taken in connection with the rearrangement of the British Colonial Empire. Some people call the rearrangement "disintegration". It is pointed out that by the end of 1963 many of the former British colonies in Africa, Arabia, South-east Asia and West Indies will have been grouped—usually in federations—as self-governing units within the British Commonwealth of Nations.

One commentator said that soon nothing will remain in the care of the greatly shrunken Colonial Office except a few small Colonies which are not able to support themselves economically. It can be added that experience already has shown that many of the British Colonies which now are being thrust into self-government are already a good deal worse off than they were under the British Colonial Office.

The indications are that the four South Pacific Territories under British Colonial Office rule are regarded as being still in the category

of small Colonies which are unable to as yet stand on their own economic feet.

This surely applies to the Solomons, the Gilbert and Ellice Islands, and the British section of the New Hebrides. It need not necessarily apply to Fiji.

However, the survey made by the Colonial Under-Secretary probably will confirm the official view that, because of the peculiar racial situation in Fiji, Fiji politically is not yet fitted for self-government. In numbers, the Fijians and the Indians hold a nearly equal place in Fiji; but the much smaller community of Europeans controls the economic balance.

Naturally, Mr. Nigel Fisher has given no indication of any conclusions he has reached regarding Fiji.

It is, however, a safe assumption that certain administrative changes to be brought into operation in Fiji—probably this year—will be aimed at creating machinery under which Fijian-born people will be trained increasingly in administration.

It is expected that the Government of Fiji will be controlled and shaped for some time yet by the British Colonial Office, but under conditions which will permit Britain to rid herself of her South Pacific responsibility—just as she has rid herself of colonial responsibilities in Africa, Asia and elsewhere—at a comparatively early date.

It is still hoped that one of the chain of events being set in motion by the Colonial Under-Secretary's visit will be the organisation of some sort of constitutional conference in Fiji. The leaders of the non-official classes there could be encouraged to hammer out, between themselves, the kind of self-governing machinery which, in their view, could meet their future needs.

(See also report of Mr. Fisher's Press Conference, page 5.)

PIONEER MISSIONARY RETIRES

The son of the founder of the Lutheran Mission in New Guinea, the Rev. Dr. William Flierl, left Lae, New Guinea, on January 8, for Adelaide to live in retirement in Australia and Germany.

Dr. Flierl was born in Simbang, near Finschhafen, in 1892, the third European to be born in the Morobe district.

In recent years he has been translating the Bible into native languages.

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Report On TAHITI, 1963

By JUDY TUDOR

The ancient sage who said that beauty was in the eye of the beholder might have had Tahiti in mind. No two people see the island in exactly the same way.

NO one person, if it comes to that, can now ever see the island freshly and for himself. Two hundred years of fable, fact and fairy-story; travellers' tale, poet's praise, artist's canvas and the yearning of civilised man for something that can never be his again, have created a complicated mystique about Tahiti that is apt to be a hurdle in itself.

Will you see it through Melville's eyes? Will it be to you as it was to Bligh—the "finest island in the world?" Or as the means by which to escape from convention, as it was for Gauguin?

Will it, on the other hand, disappointingly turn out to be just another island, with a pretty damp climate, a slight smell of drains and some high-priced living?

The truth probably lies somewhere between. By 1963 there are no new discoveries to be made; only some old ones. And although the island itself is spectacular in its jagged peaks and lush greenery, scenery alone did not sustain the allure of Tahiti for 200 years. Essentially the charm of the place now, as it was in Wallis' day, is its people.

Pure Tahitians are now almost as rare as pure Hawaiians. The blood of a dozen nations runs in their veins, but it is Polynesian insouciance that predominates. Life may be getting more real and more earnest for most people but not for the Tahitian. At least not yet.

Even local politics, that have had their brief moments, come away down the list of national pastimes—side dancing, singing, laughing and kidding endlessly about in *le truck* on the 14,000 motor-scooters.

Solex motorised bicycles and plain bikes that the Tahitians are alleged to possess.

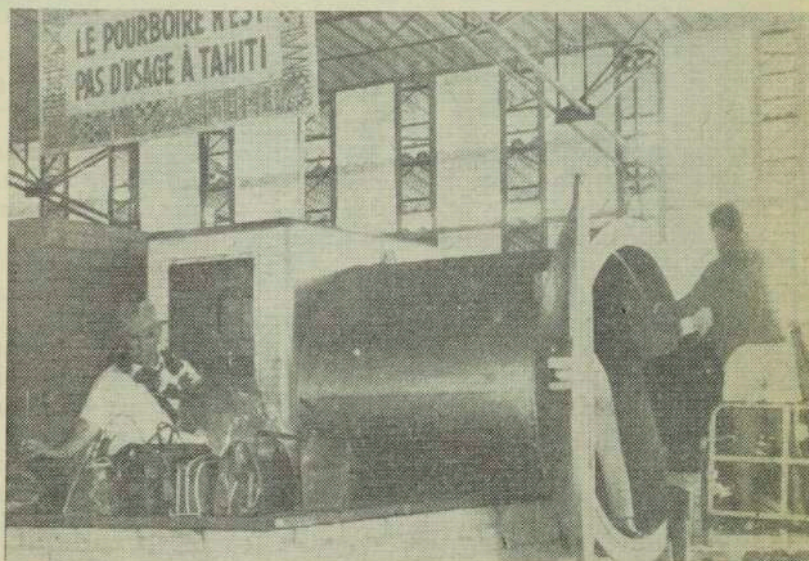
Their girls, in their brief cotton dresses of considerable chic or their beach-side abbreviated bikinis are a treat to the eye after the bundled up beauties of Samoa and Fiji who still take to the water in neck-to-ankle trimmings.

The fame of the Tahitian female is legendary and the 1963 model—the end product, the direct descendant of all the fables, plus some modern-day polish and sophistication, a Paris hair-style and her own grace and good-manners—has never been more attractive.

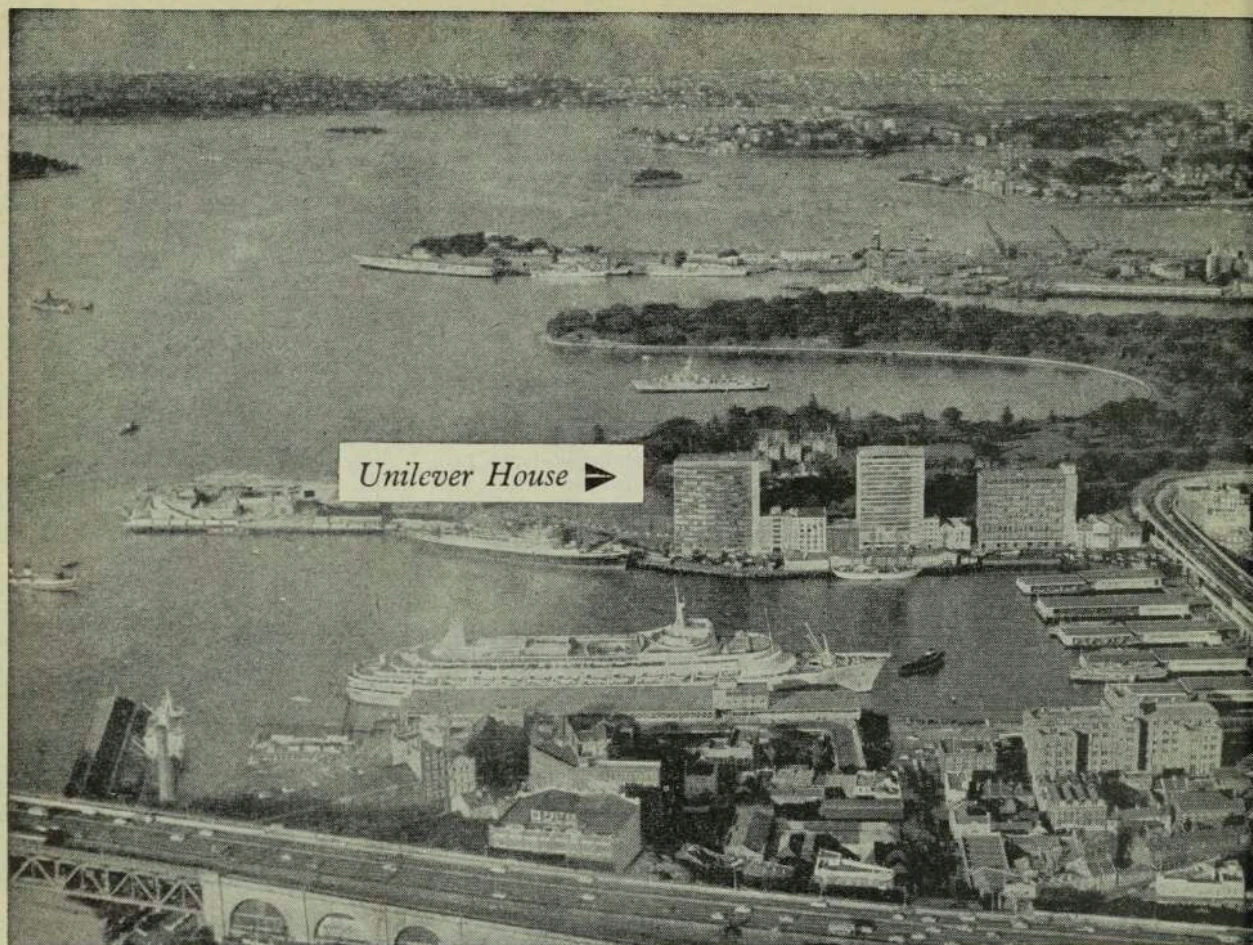
Yet an overwhelmingly large proportion of the people who visit Tahiti today are of the look-but-don't-touch variety. They come in

thousands, but usually as middle-aged to elderly couples, hung around with cameras and light-meters, determined to have full value from their excursion into the enchanted South Seas—yet foredoomed to only a vicarious sampling. To these people who, in the mass, must inevitably have a profound effect on Tahiti, the local Tahitians, separated by language and custom, form a tantalising and colourful background, but provide few intimate contacts.

Like flocks of self-possessed butterflies, accompanied by their sailors and boy-friends, the girls of Tahiti invade even the plushiest hotels each night. There, for the price of a local beer, while the band keeps playing they fling themselves into rock 'n' roll, *le twist* or Tahitian versions of South American stepping with such vim and pleasure that it leaves the



AT TOP: The new air-terminal at Faaa, airport for Papeete, shown here under construction, which should be open for business early this year. BELOW: The giant oven, or autoclave, in which the baggage of all air passengers from Samoa or Fiji gets a two hours de-bugging—one of the less pleasant surprises Tahiti has for the modern traveller. Also, in this picture, one of the better surprises—the notice that says tipping is "out". What is even more important, what it says is true—in Tahiti no one looks for, accepts or wants "le pourboire".



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Then these same ships are loaded with exports for the Islands—among which are such Unilever products as Rinso, Surf, Sunlight Soap, Lifebuoy and Lux Toilet Soap, as well as food products, including Continental Soups. To ensure the widest possible distribution of these products all over the Islands, experts make visits at regular intervals. A basic part of their job is to see how services can be improved not only in the supply of established products but also in the development of new products to satisfy new demands.

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average male tourist admiring but dumbfounded and his female marriage partner feeling too pale, flat-footed, over-dressed and far too old.

★

But if the majority of visitors are creating a new concept of Tahitian adventure there is still some of the old kind left. One day in December I was standing in the queue in Papeete's new and modern, Paris-1960 type post-office. In front of me was one large, young American with the first-week stage of a beard on his face, the inevitable rubber thongs, coloured shirt and washed-out jeans that looked as though he'd drawn them on and then been inflated inside them.

Beside him was a small version of the same thing.

"How you doing?" asked the small American.

"Just fine, said the large one. "Just fine." Then in a slightly lowered voice: "Been here just a week. I'm living with two girls, at a place about 5 miles out."

"Two?" asked the small man. "Is it costing much?"

"It's not costing a thing—except maybe 200 francs every couple of days for food."

"Man, you've sure got it made," said his admiring friend. "Will you be staying long?"

"Long? I tell you, the police are sure going have to kick me out when the time comes and then I'll be coming right back. I'm never going back to the States—boy, I tell you, that's a sick, sick country. I've lived everywhere—London, Spain, Paris—just everywhere. But I've never been happy until this last week."

That was December. It would be interesting to know how this latter-day Gauguin is faring now, two months later.

★

The decision of the French Administration to replace the phosphate industry, which is now coming to an end, with tourism has not been without its local critics, who see in it the bursting of the fragile bubble of romance that has surrounded life in Tahiti for so long. Perhaps even more than the idea of tourism itself is the size of the operation which the Administration planned.

About 700 tourists visited Tahiti in 1957; in 1961, the first year of jet operations at the new airport at Papeete, there were 8,000. It was calculated that there would be 15,000 in

1962 and 40,000 in 1965. (This excludes cruise-ship and transient ship passengers).

So far, the estimates have been proving wrong—through no fault of the French. There were 10,000 tourists in 1962, about a third less than expected and until there is a move in international air services in and out of Tahiti the figure can't improve very much.

The 1962 figure was calculated on an assumption that there would be one aircraft arriving each day. This has not come about, mainly because Qantas was refused permission to route some of its Sydney-U.S. ser-

vices through Tahiti; and because TEAL is still running only a weekly service, has not turned over to jet aircraft, or extended its services, as expected, to Honolulu or the North American Pacific Coast.

Nonetheless, in spite of the shortfall in numbers last year, tourism has already made a tremendous impact on life in Tahiti and the nearer outer islands of French Polynesia.

Papeete, although it still retains much of its old grubby "atmosphere" is expanding on three sides; elegant small shops, that wouldn't disgrace the Champs Elysees are wedged in between the traditional Chinese estab-

★

★



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Peter Pan

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TAHITI 1963

(Continued from page 61)

fishments of Oriental confusion, while other Chinese merchants have branched out into departmental stores and supermarkets.

No Pacific Islands town is so well served with restaurants or can produce such a variety of good food and drink. Between 1959 and 1962 the rate of hotel growth was phenomenal and at the same time anyone with spare beach side land has cashed in on the boom by building thatched bungalows for rental.

Papeete airport, talked about for years, became a reality in 1960 and set operational in 1961—a 12,000 ft ribbon of cement and bitumen along what was once coastal lagoon.

Two-hour De-bugging

A new terminal to match it, which will have every facility for processing passengers and every comfort that they could desire, is now nearing completion.

The present terminal—which you reach by crossing the runway—was built when French Polynesia had one small flying-boat to its name and tunneling incoming passengers from the aircraft through it is about on a par with draining the Amazon River through a one-inch hose pipe.

This, coupled with the compulsory fumigation of the baggage of travellers who have been misguided enough to arrive from Samoa or Fiji, is one of the least pleasurable facets of travel in the whole of the Pacific.

French Polynesia is free from rhinoceros beetle pest and very naturally wishes to keep it out of local coconuts. Its main line of defence is to fumigate the baggage of every passenger who arrives from Papeete or Nadi and this is done in a huge contraption that looks a cross between a hospital autoclave and an oven from Belsen.

The process takes about two hours and this after a long night flight, plus the time it takes to wind through the terminal for health, Customs and immigration checks, is guaranteed to make the most placid tourist wish he had gone to Europe instead.

The necessity for the whole performance is kept a dark secret until the plane has actually landed, when the hostess breaks it to customers who are already standing in the queues waiting for the steps to be put

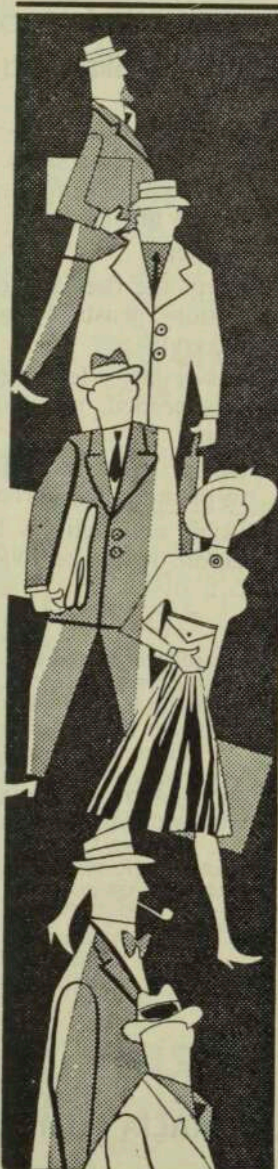
in place. Before they have registered the fact that there actually is to be a two hours delay before they are let loose in Tahiti, they are already off the plane and in the ever-loving arms of Tahiti officials who are certainly hand-picked for charm and courtesy.

Ninety per cent. of passengers arriving thus have never heard of a rhinoceros beetle and see no reason for the fuss. The 10 per cent. who

have are merely left to ponder on the strange ways of officialdom.

Western Samoa, which has had rhino beetles better and longer than anyone, takes no particular precautions; Fiji, which is trying to confine them to present areas of infestation, assumes that they couldn't get in by air but requires ships from a beetle-infested port to stand off from the wharf during hours of darkness.

Tahiti, on the other hand, allows ships that have come direct from Suva, which is beetle infested, to stand at the Papeete wharf as long as they like, concentrating their efforts on de-bugging tourists' baggage.



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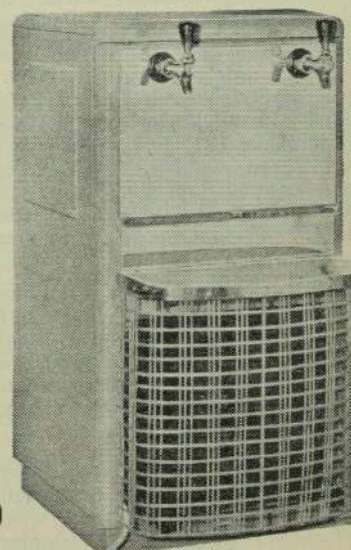
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FIVE YEARS LEFT FOR VANIKORO KAURI INDUSTRY

The export of kauri from Vanikoro in the Southern Solomons will cease in about five years, according to Mr. Reece Discombe, of Vila, New Hebrides, who visited the island recently.

MR. DISCOMBE says that by about 1968 the Kauri Timber Company, of Melbourne, which has the timber-cutting rights on the island, will have cut out most of the stands of kauri. However, he believes other hardwoods on the island could be exploited commercially.

Kauri has been exported from Vanikoro since 1914 when a New Zealand company began operations there. The Melbourne company acquired the rights in 1923.

At present, about 2½ million feet of kauri logs are exported each year to Australia. The straighter logs go to Brisbane as "peelers" for the making of plywood. The others go to Melbourne for use in the building industry.

The logs are shipped from Vanikoro about four times a year in ships of the Swedish Australia-West Pacific Line. The last shipment, of about 610,000 ft, was exported in December. About 70,000 ft were peelers.

The Kauri Timber Company's headquarters at Vanikoro are at Peu, on the southern side of the island, opposite a reef where La Perouse's



Trio of visitors from Samoa who were at the Polynesian Association meeting in December. Seated are Mrs. Olga Page and Mrs. Louie Lussick, both former residents of Apia, with Miss Kalmar Annandale, who is now in Samoa on holiday from her studies at Sydney University.

ships *Boussole* and *Astrolabe* were wrecked in 1788.

The present manager is Mr. Bill Powell, an Australian, who has been working at Vanikoro for seven or eight years. His wife Nell is the only European woman on the island.

Nine or 10 other Australians and 150 to 200 Santa Cruz Group natives on two-year contracts are employed in timber-getting, which is the island's only industry.

The native population of Vanikoro has dwindled to about 100, compared with about 3,500 when Captain Peter Dillon found the first relics of La Perouse's ships in 1827. These natives are not commercially

employed.

The only other residents of Vanikoro are a Chinaman, who runs a store, and three Solomon Islanders, who work round the clock in the weather office. Vanikoro has about 300 inches of rain a year.

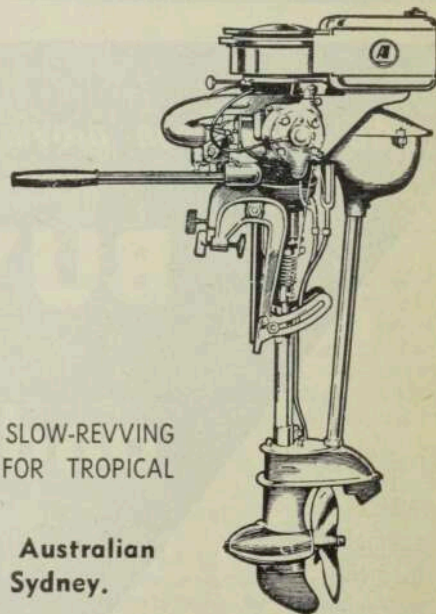
Twenty-four Anglican missionaries left Australia for Papua on *MV Malaita* in January. Before they took up their work as clergy, teachers and tradesmen, they attended a conference at Dogura which was organised by the retiring Bishop of New Guinea, the Rt. Rev. P. N. W. Strong, who will be consecrated Archbishop of Brisbane in March.



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IN REPLY TO RATU JONI

Fijians Rather than Indians the Real Problem in Fiji

Ratu Joni's article on the political and economic future of Fiji was written, I think, with complete sincerity. But some of the argument is mixed up, and the conclusions are unsound, as I shall try to show. "Economic under-development" is not necessarily a barrier to the Fijians having independence forced upon them by UN influences; but it certainly is a barrier to *successful* independence. There is a vital difference.

"FIJI," says Ratu Joni, "has wide potentials in the field of agriculture."

It is a common misconception that Fiji and other Pacific Islands are extremely fertile. Certainly, trained men can help, as Ratu Joni suggests, but they cannot by themselves perform miracles. A good Government agricultural extension service would do far more.

But above all, what is needed is a real spirit of work, and a recognition that local produce must compete in quality and price with that produced elsewhere. Far too many Indians and Fijians produce too little, of poor quality and, if they don't get the price they expect, they fall back on mere subsistence production and living—and blame everybody except themselves.

I agree that more indigenous leadership is needed; and, as far as Fiji is concerned, all responsible people are endeavouring to encourage it.

Ratu Joni says: "Europeans even in these enlightened days, tend still to think of the Islands as a place of cheap labour".

This is a widely-held belief among the Islands indigenous people and Indians. But I don't suppose any Europeans actually living in the Islands have considered Islands labour as "cheap" in this century.

Islanders don't see it; but, generally speaking, Islands labour is expensive, not cheap. True, wages are less than in Australia and New Zealand—and they must be, if the Islands are to compete, because productivity is lower.

If wages rise, without a corresponding increase in productivity, Islands produce will have no market, and employment will suffer. If productivity rises and wages rise, employment will also suffer.

It is a sort of economic sound-barrier and how to break through has not yet been solved.

The statement that one of Fiji's serious problems is the presence of 200,000 Indians is typical of Fijian outlook. Indians, of course—and quite understandably—don't see it this way.

A surprising volume of more thoughtful opinion in Fiji, among all races, would say (if they could be persuaded to voice a public opinion) that the problem of Fiji is less a matter of Indians than of Fijians.

The Fijians are nice people; but it is time they woke up and helped themselves.

Ratu Joni says: "The Indians are

Ratu Joni Vuiyasawa, a young Fijian student at Wesley College in Sydney, in PIM in December made a plea for a Colombo Plan for the South Seas. His article was forthright, sincere and controversial. Here, a European resident of Fiji with long experience of conditions, replies to some of the points raised by Ratu Joni.

there because the CSR wanted cheap and efficient labour". A typical part-truth.

CSR is still widely believed to have introduced Indians to Fiji, but the facts are very different. When Sir Arthur Gordon made his first speech in Fiji in 1875, he told planters that Fiji needed:

Good government.
Education.
Capital.
Labour.

Gordon, widely admired by Fijians as their friend, has proved to be their worst enemy. He was the
(Over)

History of Fiji's Indian Migration

What exactly were the steps leading up to the introduction of the Indian population to Fiji—the steps taken to establish them in the Colony and encourage them to make their home there?

THESE are facts which must speak for themselves—and which unquestionably will speak out in a loud voice in the next year or two, when the future government of Fiji is being shaped. The facts are available in a timely new book, *Fiji's Indian Migrants*, by Dr. K. L. Gillion, who is on the staff of the University of Western Australia.

Fiji, in common with the rest of the British Colonial Empire, is undergoing a far-reaching political change. Already there are signs of conflict between the Fijians, who have inalienable rights to the land, and the Indians, who claim certain fundamental rights as human beings settled in Fiji.

The argument extends back into history. Did the Indians acquire any special rights in relation to residence in Fiji when they were brought in as labourers?

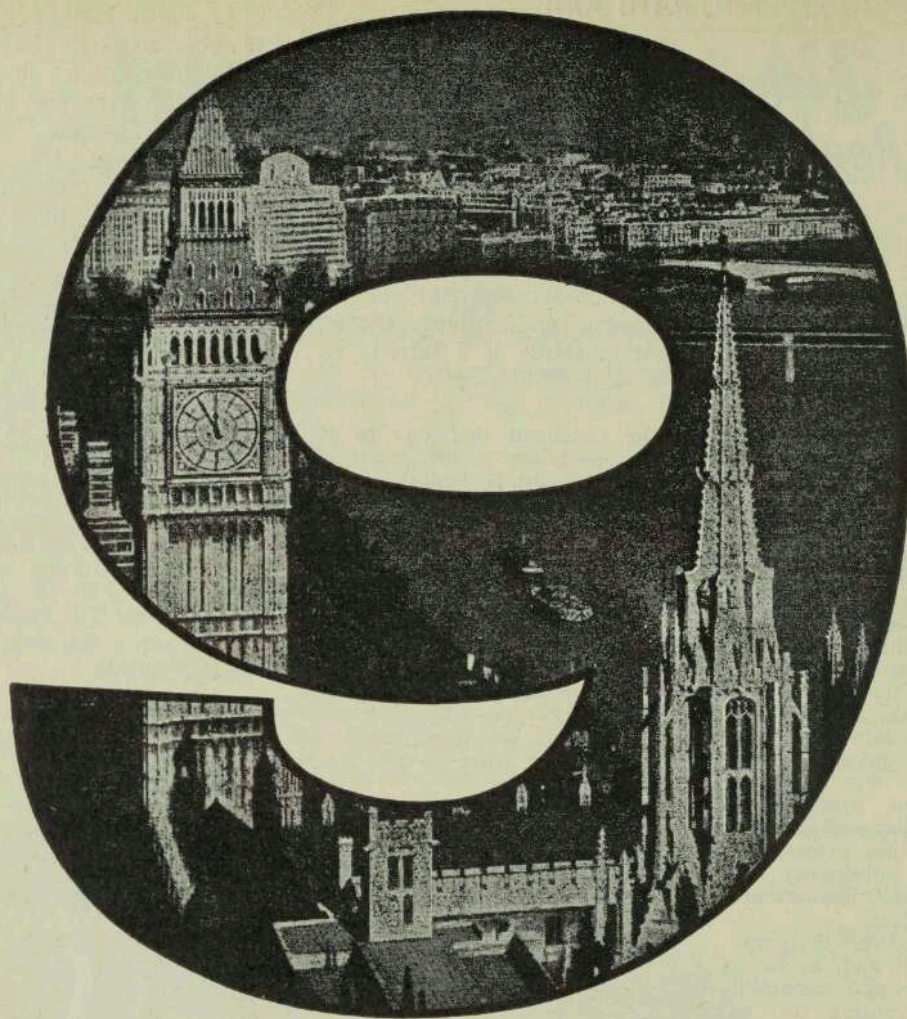
Dr. Gillion's book is the result of

close research, extending from the beginning of Indian immigration in 1879 up to modern times. He makes no attempt to discuss the political significance of present-day conditions; but he does supply chapter and verse covering the steps leading up to today.

For example, a good deal has been heard about the "Salisbury Despatch", which was written in the 1870's and which—it has been argued—gave certain privileges to the Indian emigrants in Fiji. In Dr. Gillion's book the circumstances surrounding the Salisbury Despatch, and the rejection of it by the Government of India, are set out in detail, with complete references back to the various official records concerned.

This book could fill effectively what has been an awkward gap in the official history of Fiji.

(FJI'S INDIAN MIGRANTS. Oxford University Press, Melbourne. 52/6.)



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QANTAS ⁷⁰⁷ V-JETS

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youngest son of the fourth Earl of Aberdeen, Prime Minister of England during the Crimean War. Gordon, as an MP, was private secretary to his father when the latter was PM, and also to Gladstone. He was Governor of New Brunswick, Trinidad and Mauritius before coming to Fiji, and in the last two places had seen the Indian indenture system in operation. He visited the India Office in London on the eve of his departure for Fiji and took part in a conference which decided to develop the Colonial empire by using Indian migrants.

In his first speech in Fiji, Gordon forecast the introduction of Indians; and in 1879 he implemented the scheme in the teeth of the opposition of European planters, who wanted to use Fijians as labour to help develop their own country.

Some planters then wrote letters to *The Fiji Times*, quite accurately forecasting that Indians, if introduced, would decline repatriation and would settle and ultimately deprive the Fijians of their birthright—thus doing the very opposite to protecting Fijians.

Gordon was an able, but a conceited and stubborn man. He pressed on regardless. But while seeking to protect Fijians he did not mind exploiting other Islands peoples. It is not generally remembered that introduction of other Pacific Islands labour into Fiji did not cease until about 1910.

"Best of Two Worlds"

I do not question Gordon's sincerity on behalf of the Fijian people. But it was influenced by his desire to have the best of two worlds—(i) a settled indigenous population administered under its own system and undisturbed by commerce, and (ii) economic development by outside capital which had to have labour.

The first ship bringing Indians arrived in 1879, and at first they could not all be employed because planters were opposed to them.

In 1880, J. B. Thurston, Fiji's Colonial Secretary, went to the Palace Exhibition in Sydney. There he approached the board of the CSR Co. and induced them to build a large sugar mill on the Rewa River, at Nausori. The mill commenced crushing in 1882.

The CSR Co. was then only one of a number of sugar companies. At first, the CSR preferred Pacific Islands and Fijian labour (if it could get them) and it was only shortage that forced it to use Indians. What else could it have done?

It is untrue to say that no provision for repatriation was made. Provision was made, but not accepted.

No obligation was placed on Indians to go back to India; and, after indenture, most preferred to stay on in Fiji, where they settled. All indentured Indians were introduced by the Fiji Government, under an arrangement made between the Governments. None was introduced by CSR, or any other employer.

To translate these facts as "the CSR assisted by the Colonial Office, left this problem of two distinct races

right in the lap of the Fijian people" as Ratu Joni has done, is indefensible. However, an understanding of what happened in the past is only of use in helping us to assess the present and the future. Fijians, Indians, Government and sugar industry are all in Fiji, for better or for worse, and they simply must get along with each other.

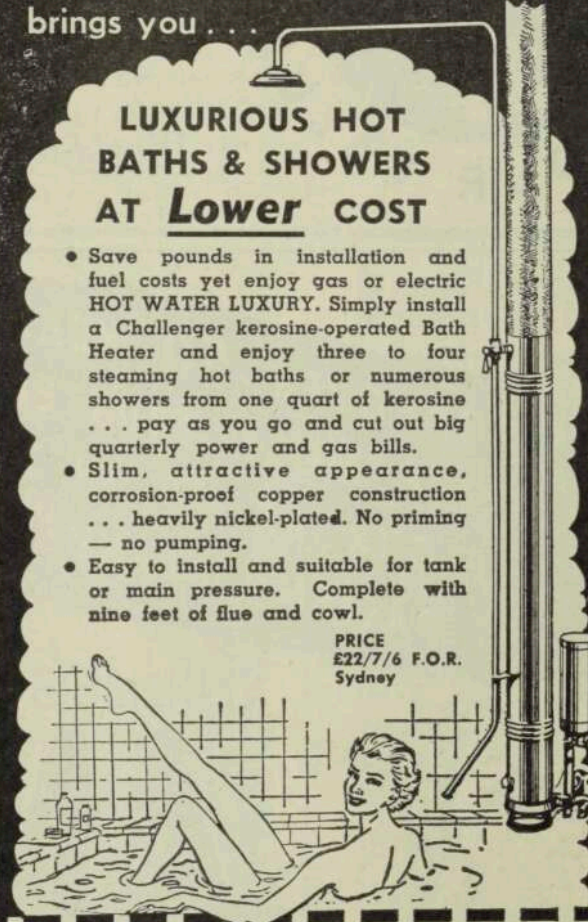
"The Indians have nothing in common with the Fijians," comments Ratu Joni. Maybe so. But they do have one inescapable thing in common—they are both Fiji born, and neither can be sent out of Fiji.

The Fiji Government has done

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A very big effect on the future Fiji—Sir Hercules Robinson (left) and Sir Arthur Gordon.

plenty of thinking over this situation—probably more than most people have given it credit for. If Government has erred, it is because it has continued, for too long, the Gordon policy of keeping the Fijian people in "cotton wool."

I quote: "It seems that, like most governments handling undeveloped peoples, the only method they know of preserving racial harmony is that of bayonets and tear gas. In 1943, and again in 1959, the Government resorted to these measures in clashes between Fiji's two peoples".

The whole of this paragraph is a distortion of the facts. Tear gas was not used in the troubles in the sugar districts in 1943. It was used in the Suva riots in 1959. On both occasions armed police, and the local armed forces, were used to preserve law and order, not to prevent racial clashes between "Fiji's two peoples" (presumably Fijians and Indians).

The 1943 troubles arose out of discontent with current wages and the price of cane, in the face of rising cost of living and other factors created by wartime conditions, including the presence of large numbers of American servicemen and dollar richness". It is alleged that some Americans may even have instigated the troubles. As far as I know, Fijians were not among the malcontents.

The story of the Suva riots is well known. Fijians and Indians and others were all amongst the rioters.

Neither event could be truly termed a clash between Fijians and Indians. There were some racial aspects—mostly anti-Europeans, or rather anti-"haves", as opposed to have-nots".

Incidentally, the reason why more Indians go overseas than Fijians is because they have the determination, and they help themselves.

Fijians have received far more Government help than Indians in the field of education.

I sympathise with much of what Ratu Joni says on the subject of "A Colombo Plan for Fiji". But the greatest difficulty is lack of sufficient secondary education to provide an adequate springboard for tertiary education. The education department is well aware of this and has been doing all in its power to raise standards, and the numbers reaching that standard.

Actually, at the end of 1961, only 67 students finished the year with academic passes to qualify them to enter a university without further study. An overseas scholarship to UK, New Zealand, Australia, USA or India, is available for practically every one of them, thus in theory leaving *none* for intake into the civil service, industry and commerce.

This is believed to be the reason why South Pacific Sugar Mills Limited is giving scholarships to assist completion of secondary education, instead of overseas scholarships to universities.

Referring to visits to the Islands by skilled researchers, Ratu Joni says that "little or no benefits have accrued for our people out of these excursions".

If this so, it is because they have rejected change and failed to take full advantage of a great deal of sound advice—e.g., the Spate and Burns reports.

It is my belief that in the first place more good would be done by assisting secondary education to university entrance standard.



Sir Alan Burns—one of the "skilled researchers" referred to above.

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Sydneysider Goes Walkabout

Friendly Samoa Puts Out No Welcome Mats

Neither Western nor American Samoa is in the market for tourists yet, but they are getting them in a thin trickle that may eventually turn into a flood—ready or not.

WHEREVER there is a means of getting there, tourists will use it even if they spend a good deal of the time thereafter cursing.

The new jet airport at Tafuna, American Samoa, is encouraging more people to stop off at Pago and having got to Pago, few can resist the extra 45 minutes flight to what American tourists call "British" Samoa.

Officially, Western Samoa says it does not want to encourage tourists who would "spoil" Samoa and it does this by making entry awkward if not exactly difficult.

Occasionally, tourists already in American Samoa can get a permit by radio at reasonably short notice; from further afield it is necessary

to write to the W. Samoan Prime Minister's Department which considers every application on its merits. None of this is calculated to make the visitor feel welcome. But once through the entry hoops, Western Samoa has, at present, considerably more to offer the tourist who wants to see unspoiled Samoa, than the American territory.

There are three hotels in Apia that take travellers and Mrs. Aggie Grey and her son, Alan, have made big efforts to provide amenities for their guests and a friendly, helpful atmosphere.

There are individual bungalows, a swimming pool and a bar for the convenience of guests—who have to get an allocation of liquor points from the police station. This permit is almost painless and the allowance is generous—up to 60 points for a week's stay which will allow the customer 60 bottles of beer or five bottles of whisky or 12 bottles of wine—far more than the average tourist imbibes in four times that distance.

American Samoa is not anti-tourist, is in fact planning for them, but can do with very few right now. In this respect it has managed to get the cart before the horse, in that it has a jet airport which is used by three international air services—and virtually nothing else.

The limiting factor in American Samoa is not entry or exit formalities but lack of accommodation. The only accommodation is the Government-owned and operated Rainmaker Hotel which can accommodate a score of people in the main building and, by various stratagems, a great many more in annexes in other parts of town.

All converge on the main building at meal times which happen at 7 a.m., noon and 6 precisely, and unlike any other tropical territory I've ever known (where most people have a thing about eating as late as pos-



sible), the hungry hordes gather at table even before the meal hour.

Tourists to Samoa may still see some unusual—and some horrible—sights. As for instance these American Samoans killing a pig for a feast by placing a stick on its windpipe and choking it to death. Visitors to the South Pacific Conference at Pago last year witnessed this particular incident, and many found it too much for their stomachs.

Bread and Butter Problem

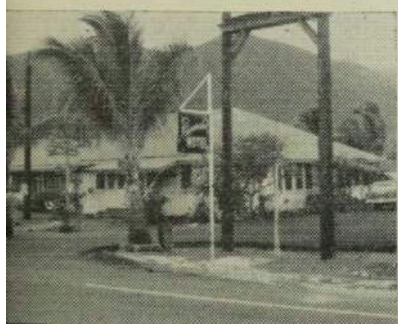
Half-a-dozen Samoan maidens labour in the kitchen from early morning until 8 at night and regularly bring forth something that is a derivative of stew. There is always something frizzling, stewing or boiling in the kitchen, and with the wind in the right direction it can be detected clear across the adjacent football ground.

It's served, on the dot, sometimes with rice and sometimes with potato and always with some chopped-up raw vegetable in dressing, on one large plate, with one fork and one knife, no more and no less.

There are piles of bread and butter but no small knives and small plates. This leaves three possibilities open to the customer: He butters the slice whole and (a) places it on his lap on top of the paper table napkin; (b) he can balance it precariously on the edge of his meat plate; or (c and the most popular), he can chop everything that needs to be chopped; take his fork in his right hand as a shovelling instrument and the slice of bread in his left, waving it around to emphasise conversational points.

What kind of cuisine and eating habits they are I know not. American Colonial, perhaps; but judging by the howls of anguish from outraged American tourists, it isn't Stateside.

The people who complain most about the Rainmaker are Americans who are taking in the Samoas while doing the South Seas. They are furious when they are put in to share a



he Goat Island Club, perched at the end of its causeway at top (Goat Island is not now an island), was mooted as the site of a new hotel to replace The Rainmaker (below). But it now seems that a new hotel will be built nearer the airport.

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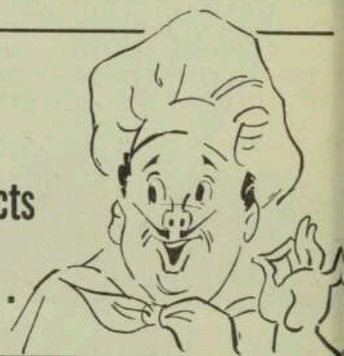


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Dear £. s. d.

Tariff at Pago's Rainmaker ranges from \$8 to \$12 per day, share or not. (This includes meals).

Most Americans who try it claim it's too much—but they are better off than the Sterling bloc travellers who lose out on exchange as well.

Although Australian bank charts say that £5 Sterling is worth approximately \$14 US, the most the Rainmaker Hotel will give is \$12.50. The Bank of American Samoa, I am told, sticks to the same rate although I had no way of finding out—the bank operates from 8 a.m. to 12 noon, Monday to Friday, and by the time I had found out, it had closed for the week-end.

In effect, the \$12 room at the Rainmaker costs the Britisher \$13.50 which, any way you look at it, is daylight robbery.

Presumably, when American Samoa gets its tourist industry going, it too will be aimed at Americans, with Stg. travellers at their own peril.

room with a stranger—as nine times out of ten they must.

They cannot understand the total lack of service in all departments; or why all there is to drink is coke and beer—and frequently none of that; or why, when they finally fly out and it is inevitable, rise in the small hours, there will be no one to wake them, or brew them a cup of coffee. Or—most of all—why with Pago's 200-inch annual rainfall, the water supply is turned off at midnight so that they must go unshaven and unwashed to the airport.

The fact is that the Rainmaker is not an hotel at all, but a convenience provided by the government to meet the accommodation needs of those who must pass that way, and in its way it is adequate and quite comfortable.

Under present circumstances it could be over-filled by the travelling "musts", without any tourists. Most of the disappointment of the tourists lies in the fact that none of the airlines seem to go to the trouble to explain this to their customers before they set out.

American Samoa plans a tourist industry and a new tourist hotel—hopefully for next year. Several

American hotel organisations were interested in the project but were turned down because there was nowhere in their financial structure for local investment.

The idea is now for the Samoans themselves to build the hotels (and a host of other enterprises ranging from a newspaper to lolly-water factories), through an organisation called the Samoan Development Corporation.

The authorised capital is \$500,000 and each share is worth \$10.

In order to be a stockholder you must be at least 50 per cent. of American Samoan blood, and domiciled in the Territory. Something like \$204,000 has so far been promised, with \$45,000 in actual cash. Others have agreed to pay for their shares with labour.

Doubts are already being expressed in some local quarters as to whether this is going to be the best way of entering the highly specialised business of running a tourist hotel but



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The oddments next to the man on the wooden bench are not a collection of geological specimens or fossils. It's a game of draughts, all set out, *fa'a Samoa*.

The "board" is a few rough hollows whittled in the bench; the black draughtsmen are beach pebbles and the white men are pieces of sun-bleached coral.

The set-up is a permanent part of the fixtures in the Gold Star Transport Co.'s office in Apia, Western Samoa, where the taxi-drivers waiting to go out on jobs fill in a few spare minutes.

few visitors who have had to survive the Rainmaker in its latter days of overcrowding could do anything but wish the Samoans and their hotel the very speediest of godspeed.

One way and another, want it or not, tourism is catching up with the Pacific. Most territories meet it with reluctance but finally accept the inevitable, when they see it for what it is: One of the simplest methods of attempting to balance a budget in an under-developed country.

At the same time it is obvious that the people who sell travel seem much more concerned in disposing of a "package deal" than they are in suiting the travel to the individual; or conditioning him to the fact that the Pacific is not Europe—or even Honolulu.

All along the line in the Pacific, these days, one meets package-deal tourists—mostly elderly women—who have been months on the circuit and who, while still fanatically determined to cross-off every last item on their itinerary, are so physically and mentally exhausted that they are incapable of appreciating anything.

Shorter, individual tours to each territory is probably the answer to real Pacific travel. But having paid one airfare, most tourists expect to see the lot, even if it kills them.

The Unromantic South Seas

Mrs. Gertrude Baker, of Palos Verdes Estates, California, who took *PIM*'s columnist "Sydney-sider" apart in the issue of last April for her un-American activities, has turned up again. In April Mrs. Baker complained that "Sydney-sider" was an Old Sourpuss who was Insulting to American Women, and Insulting to America's West Coast Beaches.

THIS time she writes as a Pacific traveller herself. Indulging in a little un-American activity of her own she emerges with the conviction that the Pacific is not all singing guitars and romantic palm trees.

Back home again in California she concludes that she is just an old home body, after all; but is glad that she went—"because if I hadn't, I'd have always wanted to".

This is her story:

The decision to visit the Pacific was a spur of the moment job but on September 29, having committed her four cats, 10 finches, six goldfish and one salamander to the care of her husband, she set off from Los Angeles for Papeete, Tahiti. Tahiti appears to have been reasonably satisfactory, although she remarks that some Americans she met there thought it was the living end. She herself liked Fiji and Western Samoa much better.

Her real Waterloo was American Samoa. On October 8 she was writing this to her husband from there: "This is one place I don't think I will ever want to return to. . . . This Rainmaker Hotel is quite a caution. It smells of dampness, almost like a bathroom. . . . After arriving in the rain there was no one to greet us and we waited a good hour before the manager arrived. Then she threw up her hands and said: 'What will I do with all these people'. Being alone that made me feel real good!

"There aren't many rooms and all the men were doubled up. Most of the people who came today are in pairs, except one lady and me; now we are bunking together. You can imagine how I like that!"

She made up her mind to get into "British Samoa" as soon as possible,

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Do this regularly and watch cockroach population diminish.

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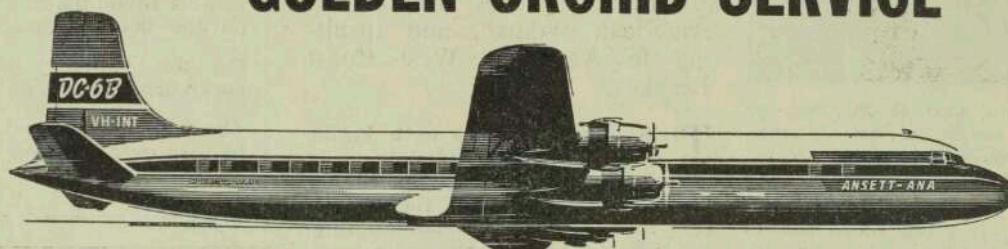
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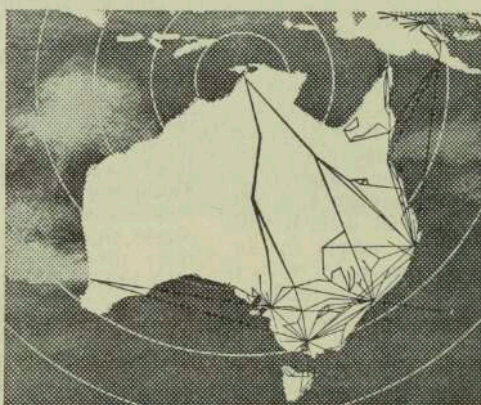
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Papeete, Tahiti, Sept. 29-
Oct. 8: Matavai Hotel, very nice
and friendly.

American Samoa, Oct. 8-9:
Rainmaker Hotel—***!

Western Samoa, Oct. 9-15:
Aggie's real nice.

Fiji, Oct. 16-22: Korolevu,
the GPH in Suva and Nadi
Hotel at Nadi, all wonderful,
especially the service; seemed
real happy to have me.

New Caledonia, Oct. 22-24:
Lantana Hotel not bad, but no
one spoke English and I can't
speak French.

It soon found that there are no
stant permits to do that; nonethe-
ss, a "few honest, nervous tears
succeeded and I left the next day".

She found that "... Aggie Grey's
Apia] was a lovely place. I
ayed in a bungalow and after the
ainmaker it was like staying in a
riendly home. Everyone was very
ce and Mrs. Grey is a gracious
dy. . . . The people of Western
moa are the most friendly of any
met".

But if the all-important itinerary
d to be met, she would have to
back to Pago to pick up the plane
Fiji. It meant a 4.30 a.m. start
d as there are no facilities for as
uch as a cup of coffee at either
estern Samoa's Faleolo or Ameri-
n Samoa's Tafuna, the only food
ailable was the one dollar breakfast
the Rainmaker which also
ecessitated a \$6 taxi ride in order
get it.

Fat From Beer

Mrs. Baker's second stay at the
ainmaker was short and reasonably
eventful, except that when she
anted to write a letter there was
e paper and she finally ac-
mplished it on a long length of
ilet tissue (which PIM now has);
d it included an encounter with
wo Australian women who came in
om Honolulu and wanted a beer
9.30 a.m.! They couldn't get one
they said 'what a tragedy' and
ttled for Scotch and water. One is
al fat—probably from beer".

Fiji did something to take the
sty taste of Pago out of her mouth
at back home in California she
ll seethed until she got it out of
er system by writing us a letter,
hich concluded: "I don't care if
e Rainmaker is American or not.

Something should be done about the
way that hotel is run".

● To the initiated, Mrs. Baker's
encounters in the Pacific may be
amusing. But are they? Her letters
show that she has a sense of humour,
is appreciative of kindness and good
service when she gets it and has
enough spunk to yell when she does
not. She is pretty typical of those
tourists we hope to attract down
here by spending large sums on pro-
motion, and too large proportion of
whom, on "PIM's" observation, are
disappointed in what they get.

As things stand at the moment, no

travel agency should be sending the
Mrs. Bakers of America through
Pago. It has several international air
services a week and nothing else.
The Rainmaker Hotel cannot be
regarded as a hotel in the ordinary
sense of the word, although dozens
of disgruntled American tourists are
being put up there each week.

If you are an alien, you must have
a permit to visit American Samoa
and you don't get the permit if there
is no accommodation for you. You
need no permit if you are an
American, but, as we understand it,
the airlines who land people there

NUTS ?

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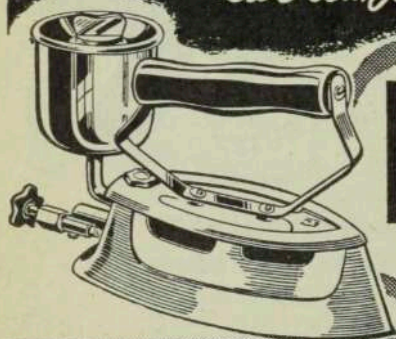
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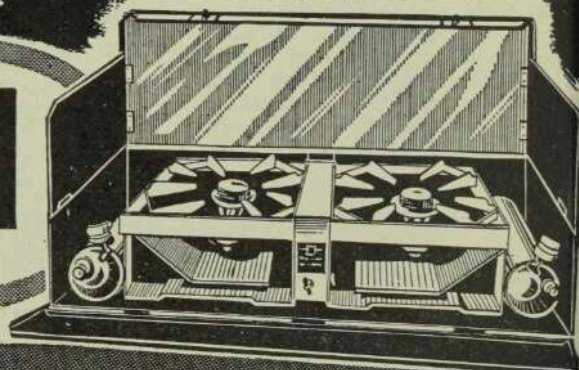
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BRISBANE QUEENSLAND AUSTRALIA

are supposed to be responsible for their accommodation. They seem to do this by throwing the onus on the hotel.

It may be said in the hotel's favour that they somehow seem always to manage to find travellers a bed, somewhere. They also provide three sketchy meals a day. After that service simply ends. People who have to visit Pago, grin and bear it; tourists naturally are very annoyed and most of them say so.

Bulmakau A La Mode

TRAVELLERS who like to eat the food of the country generally have a hard time of it in the Pacific Islands where the native diet was generally pretty monotonous before Europeans brought a bit of imagination to bear on the subject and the natives themselves learned to open cans.

With this in mind, we can give the Pacific Area Travel Association full marks for trying, if not for geography, when it planned its "Pacific Menu" for 250 guest at an Open Board Meeting in San Francisco at end of October. Nonetheless that Indonesian main dish will stick in many gullets.

This was the bill of fare:

Pacific Shrimp	
in	
Half Shell of Papaya	
**	
Javanese Lamb Sate	
Rice	Curry Sauce
Chutney	Fried Eggplant
**	
Ginger Sherbet	
Rice Cookies	
Coffee	Tea

Indonesian cooking is very well known—mostly because it was publicised for 300 years by Dutchmen who liked what they found there and adapted some of it to European tastes. But Indonesian food is Asian and has even less reason to be on a Pacific menu than Australian meat pies or T-bone steaks; or New Zealand chops or Toheroa soup; or Fiji-Indian curry and rotis.

If PATA had really wanted to be 20th Century authentic Pacific it would have given each of its guests an individual tin of corned beef—called *bulmakau* in SW Pacific Pidgin-English and *pisupo* in parts of Polynesia.

NORFOLK ISLAND'S FOGGY, FOGGY DEW

MOST islands in the South Pacific can expect to have indifferent weather for Christmas and New Year—it is, after all, the "Wet Season". But Norfolk Island can reasonably expect something a little better.

However, this year like Sydney which had the coldest, wettest Christmas for a century, Norfolk Island produced some of the gloomiest weather ever for the holiday season.

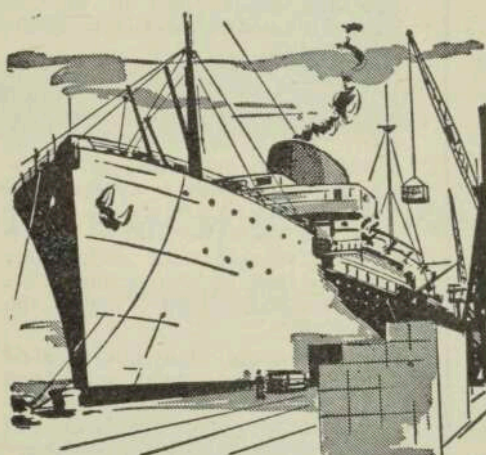
The fog came down and the fog stayed down and from January 3 to January 10, except for brief, bright

patches, the island was wrapped in a grey cocoon of mist and rain.

Such slogans as "Island in the Sun" and "Paradise of the Pacific" lost their flavour even for those who had invented them and visitors became very sour.

The Qantas DC4, due on January 4, arrived January 10 amid sighs of relief from the tourists marooned long after their scheduled date of departure and sorely short of cash.

Commented one regular women visitor: "This is positively my farewell appearance".



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Polynesians Did Make Voyages Of Discovery

Sir,—With great interest I read the article "There's Still Room for Unbelievers on Those Polynesian Voyages", by Gordon Russell in the November, 1962, issue of *PIM*. I rather agree with him.

PREVIOUS to World War II, I visited Honolulu every year, and I became well acquainted with Sir Peter H. Buck, Director of the Bernice Pauahi Bishop Museum, who knew me as a navigator who had spent the greater part of my life under sail amongst the Islands of the South Pacific.

Many a time, when visiting with Dr. Buck, our conversation turned to Polynesian migration and discovery, and he urged me repeatedly to write down my theory of migration from a seaman's standpoint. I never got that far.

On one point we always agreed. A lot of voyages were made solely with the idea of discovering other lands. I called this the "Golden Age of Discovery."

Without doubt thousands perished at sea, but there must have been others who returned to their homeland. As with the Spaniards and Portuguese, that spirit of discovery lagged and the news of discovery of other islands became myth. But there are geographical names to remind us that some such voyages were made. In Hawaii, for instance, there is Kealaikahiki Channel—"The Road to Tahiti".

William Mariner in his *Tonga Islands*, gives us a description of how navigation was done when there were no stars in sight. In this case it was lucky that William Mariner had a compass along. They were steering by the direction of sea and wind, but the wind and sea shifted during the night. Mariner was the only one who noticed this, by looking at his compass. Finau, the chief, finally believed him; if he hadn't Finau and his men would have been lost.

But steering by the direction of the wind was done many a time in the sailing ship era. The binnacle light may have blown out, or would not burn and the man on the wheel might get the order, "Keep the wind on the port quarter", or whatever direction the wind was.



Hawaii Honeymoon

"PIM's" San Francisco man, Ralph Craib, and his bride—the former Karola Sackel—at the Moana Hotel at Waikiki Beach, Hawaii, in December, after their marriage in San Francisco. Mr. and Mrs. Craib are both on the editorial staff of the "San Francisco Chronicle". Ralph Craib has many friends in P-N-G and West New Guinea.

—Photo: Sheraton Hawaii.

Coming back to Mariner's *Tongas* there is no doubt that they visited Samoa, Rotuma and Futuna—and these are respectable distances.

On the subject of latitude, we know that the Polynesians did not have an instrument resembling sextant. But I have been shipmates with many a sailor who could guess the latitude (by looking at the pole star) within a degree or two. Without doubt there were also Polynesians who could guess as well as they.

Yours, etc.,

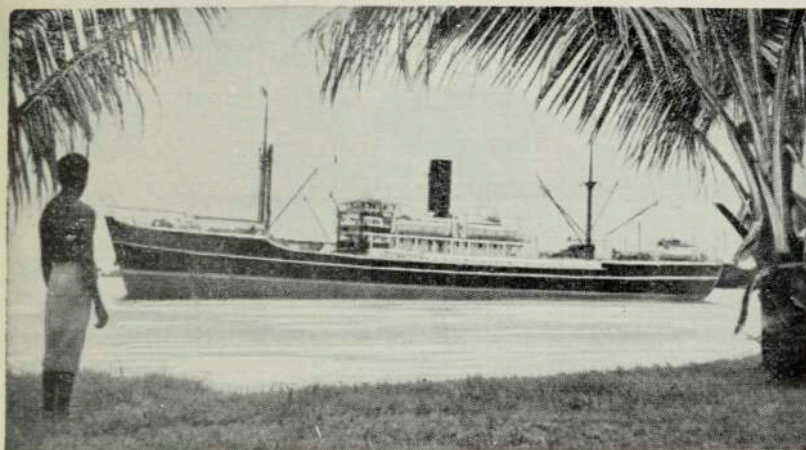
CAPTAIN FRED K. KLEBINGAT
Research Associate,
San Francisco
Maritime Museum.

The GEIC Resident Commissioner Mr. V. J. Andersen, returned recently from a 2½ week tour of 6,750 miles to the Phoenix and Line Islands. During the tour he met island governments at Hull and Gardner Islands, called at several uninhabited islands in the Phoenix Group, met Colony and United States officials at jointly administered Canton Island and received plantation and U.K. Service facilities at Christmas Island.

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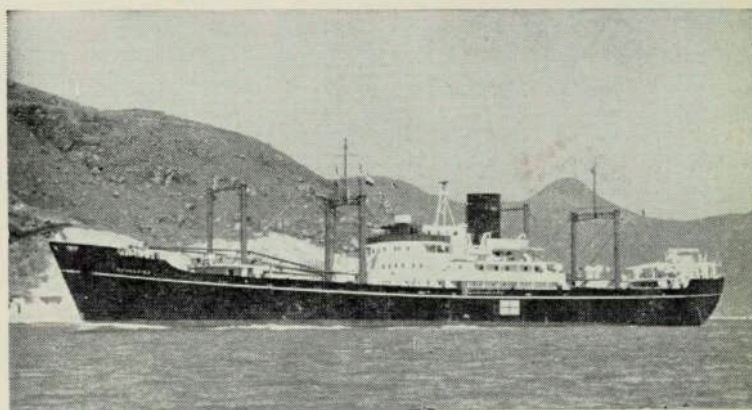
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An early picture of Levuka, the old capital of Fiji, which was the scene of strife between Ku Klux Klansmen and Cakobau's Government in the early 1870's. The island is Ovalau and Levuka town faces the open sea. For many years Levuka was a busy port but has declined considerably in recent years.

Minister's Resolute Action Routed Fiji's Ku Klux Klansmen

From Captain S. B. Brown, in Suva

Over the years, the Ku Klux Klan has spread fear and dread throughout the Southern States of the United States. But it is not generally known that an organisation with the same name once tried to make itself feared in Fiji.

THE attempt was made in the early 1870's, a few years after the end of the American Civil War. The terrorists had the same aim as their American counterparts—white domination. In particular, they tried to terrorise members of the Cakobau Government which had been formed in June, 1871.

The attempt failed because of the resolute action of one of Cakobau's Ministers and by the refusal of Cakobau, himself, to be dominated by those who tried to rule by threats and fear.

Fiji's Ku Klux Klan was formed in Levuka, where, among the early settlers, there were many Americans. It may have been an American who brought up the name of the organisation, but membership of the Klan was predominantly British.

As in small Southern towns in the U.S., where membership and rank in the Klan was no secret, it was well known in Levuka that the power behind the Klan was the British Consul, H. M. March, who was implacably opposed to the Cakobau Government.

Like many associations and organisations before and since, it had its

birth at a noisy meeting of disaffected men, in a house known as Keyse's Place.

Oaths were sworn and resolutions were passed to oppose and boycott the Government, to refuse to pay taxes, to maintain secrecy and to carry arms.

In addition, Keyse's Place, a former hotel, which was built on piles over the water on the northern beach at Levuka, was to be fortified and used as headquarters.

Defence positions in the fort were assigned and the call to arms was to be three shots fired from a carronade.

Fervent Crusade

With the nucleus of the organisation armed and filled with the fervour of their crusade, the first general meeting was called at their new headquarters early in 1872.

Again it was a meeting of pledges of secrecy, dramatic oaths and condemnation of the Government Ministers.

The Chief Minister, Sydney C. Burt, who had been Cakobau's commercial agent, and who had written the constitution of the new Govern-

ment, came in for the most invective, while George Austin Woods, Minister of Lands and Works, who had been a popular member of the community when he had surveyed Levuka harbour the year before, was also criticised for his arrogance and domineering manners.

A deputation was formed to wait on Cakobau at Bau, acquaint him with the wishes of the Klan, and demand the dismissal of Burt.

These Klansmen, either individually or collectively, had already been in conflict with the Government, and had been supported by the British Consul. The main complaints were against the men in power—probably a case of sour grapes as they constantly pressed for a new election, obviously hoping to gain seats and some of the Ministries for themselves.

Both they and the consul refused to recognise Cakobau as king and always referred to him as "the Chief of Bau".

The old man may have only been chief of Bau in the estimation of the rebels, but he certainly acted as a king when faced with the vociferous deputation. He refused to deal

Yesterday

In an editorial in "PIM" for February, 1943, a plea was made for the formation—after Japan was defeated—of a South Pacific Territories Federation, which would link all territories from Papua and Mandated New Guinea to French Oceania into one strong group to enable them to "escape from the dead hands of Australia, Great Britain and New Zealand". Other items in that issue of 20 years ago were:—

After having virtually ignored the north coast of New Guinea for a year, the Japanese had established naval stations and airfields there, especially at Wewak and Madang.

A "Sabbath calm" was reigning over Tahiti and its neighbouring islands—broken only twice a week when a local radio orator belabored "the already badly battered bodies of Petain and his merry men of Vichy".

Miss Merle Farland, of Auckland, a nurse attached to the Methodist Mission in the Solomons, had reached the safety of Noumea after escaping from a Japanese-occupied island in a canoe. She was sick with malaria and weighed only 90 lb.

About 50 Rarotongan girls had been employed in Wellington, New Zealand, as domestics. The girls had to understand some English and be certified medically fit before they were allowed to leave the Cook Islands.

For the first time in 50 years or more, the lagoons of the Tuamotu Archipelago were open for unrestricted mother-of-pearl shell fishing.

Two Morobe men attached to the Australian Army had achieved a valuable feat by overlanding 500 Zebu cattle from Madang to Wau so that Australian troops at Wau could have fresh meat. The men were Corporal Harry Lumb and Rifleman Danny Leahy, both former members of the NGVR.

An outbreak of cerebro-spinal meningitis in New Caledonia was under control, thanks to the efforts of United States Army doctors and the local medical service. There had been 12 mainland cases, including four native deaths, and 12 cases at Lifou.

with men he considered to be nothing more than a rabble and coldly refused their demands.

Momentarily nonplussed at not succeeding by bluster and threats, the members of the Klan sought to enlist the support of men whose opinions would be regarded more seriously.

They formed the British Planters' Mutual Protection Society and Volunteer Corps, and thus gained as adherents many of the more sober citizens who joined because of their extreme dislike of Burt.

The support of these respectable citizens soon gave the Klansmen the idea that they were now much more powerful, and their swagger and openly expressed threats made it obvious that, before long, there would be an armed clash between some or all of their members and the Government.

Arms and armed men were always to be seen around Keyse's Place, and the Government took the precaution of siting carronades on Niukaubi Hill, which overlooked the rebel's fort.

An uneasy peace followed, with both sides armed and at least one side trigger-happy and spoiling for a fight.

Tension was increased by rumours that civil servants were secretly drilling Fijian and Tongan troops at night.

Any small incident would have served as a spark to ignite the Levuka tinder box, but what did finally bring about a clash was a colossal piece of effrontery and defiance of Government authority.

Challenge

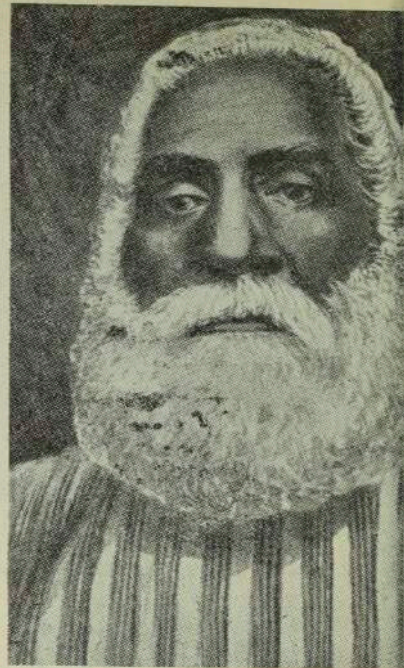
A planter, named Smith, against whom a warrant had been issued for the alleged shooting of a Fijian chief, came openly to town, registered at the Criterion Hotel, and sat back to see what the Government would do about it.

Here was the chance for the Klan to interfere in a cause that was close to its professed opinion, and also to show its strength and overawe the forces of authority.

With no attempt to conceal March's complicity in the affair, the call to arms was made by the British Consulate clerk.

Thirty of the more belligerent Klansmen obeyed the call and after parading and fixing bayonets, they marched to the Criterion, where pickets were placed to guard Smith from arrest. Confident in their strength, the remainder then dismissed.

But there were other citizens in



King Cakobau, leader of Fiji's first government. Levuka's Ku Klux Klan refused to accept him as king, and referred to him always as "the Chief of Bau"—which was his tiny, but powerful, island home nearby.

Levuka who realised that such disturbances would hamper trade and keep away the ships that were the lifeblood of the port. Whatever their feelings about the Government may have been, they needed a peaceful port to prosper.

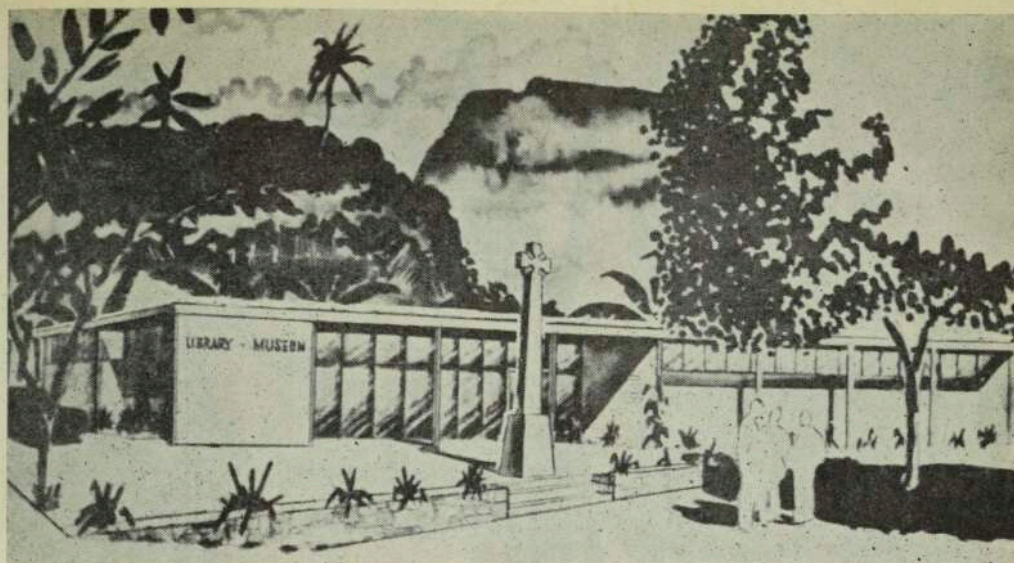
Thirty of these men joined the police and between them they disarmed and arrested the pickets on duty. Smith was arrested at the same time.

It seemed a defeat for the Klan—yet their propaganda turned it into a near victory. The town was in a state of unrest and Cakobau had to come to Levuka and address a meeting.

He urged the rebels to keep the law and threatened to use Government troops to quell any disorder. The rebels translated this into a threat of a racial war. As a result of the disturbance and consequent ill-feeling, Burt resigned. This satisfied many of the wiser men and they did not support the Klan thereafter.

The Klan, however, had tasted blood and with it the sweet taste of success. They next wished to base and test the strength of the Chief Secretary, J. B. Thurston, who was Acting Prime Minister, until Wood returned from New South Wales where, among other duties, he was

This is an artist's impression of the proposed Library and Museum to be built in Rarotonga on a site given by Makeaui Ariki, CBE. It will also be the central library for the Cook Islands. The cost of the building and equipment is estimated at £12,000, and the Cook Islands Legislative Assembly has offered to provide half that amount, the rest is raised by public subscription. The Secretary, Library and Museum, Rarotonga, Cook Islands, will be pleased to receive contributions.



busy laying complaints about the interference of the British Consul in domestic matters of Government.

Thurston had been extremely popular when he had previously been in Levuka as Acting British Consul. The citizens of Levuka had given him a hearty vote of thanks when he left that position to become planter.

It was a crucial period when the rebels chose to oppose the Government again. Any weakness shown by senior Minister would most likely have caused the fall of the Government.

In addition, a British warship, *HMS Cossack*, had recently arrived in Levuka and the Klan saw a chance to show the captain that the Makobau Government could not maintain law and order.

The defection of the more sober citizens meant nothing to the die-hards. Their leader, H. J. Beatson, a naval officer on half-pay, vice-president of the British Planters' Mutual Protection Society and a leading member of the Ku Klux Klan, took the initiative by writing an insulting letter to the Chief Justice. On the same day, two members of the Klan, who were brawling in the town, were arrested and charged with assault, and subsequently gaoled.

The two incidents, coming so close together, gave both sides cause for anger, and so uneasy was the feeling in town that stores were closed and the women went to a safer place outside town.

It was none too soon. Three cannonade shots, the call to action at Kesyse's, rang through the streets and the Klansmen rallied to their

fort taking with them their arms and all available ammunition.

They did not receive as much support as at previous meetings because the more timid or thoughtful refused to take part. But the few made up in ardour for the dissident many.

Thurston immediately placed himself at the head of the Government force of civil servants and police of nearly 200 men.

This force occupied the Government buildings and placed guards nearby.

The many neutral elements in town assembled to watch events, as at a present-day rugby match. They congregated mainly around the Government forces to see what they would do.

Shoot to Kill!

The Acting Prime Minister left them in no doubt as to how he meant to enforce law and order. So that all could hear, he ordered the captain of Constabulary to load with ball and shoot to kill any Klansman or malcontent who resisted arrest. All armed men on the streets were to be arrested and any attempted escapees from the gaol were to be shot down.

When the rebels heard about this they retired into their fort. But Thurston was not prepared to carry out a long and probably argumentative siege.

The artillery of the Government forces was trundled into positions overlooking the fort and plenty of canister and grape ammunition was brought up.

For a time it looked like a bloody and inglorious end to the Klan, which had no artillery.

However, Captain Douglas, of *HMS Cossack*, had been watching events closely to see whether the Government could control the situation.

And as it was now obvious that with Thurston in command, the Government could, in fact, govern, the captain stepped in.

He sent an officer to call on Thurston to ask him to hold fire until the morning, when he would send an officer to talk to Beatson. A massacre was averted but the Klan had lost much face and could not brag of its power again.

Besides this, planters from outside Levuka protested at the unruly actions of a minority group that was bringing discredit to the country. Many, who had been neutral or even pro-Klan, went over to the Government side and pledged themselves to support law and order.

The Ku Klux Klan had one more vociferous meeting at which members complained bitterly that British subjects, to wit, the King's Minister, had raised native troops against them.

They sent a deputation to Captain Douglas protesting against Thurston's action.

The captain's answer was the knock-out blow to the Klan. He said that when British subjects were domiciled in a foreign country, they must obey the laws of that country.

The Klan never raised its voice again in Fiji. The rebels continued to oppose the government through the Planters' Protection Society, but never again did they take up arms against it.

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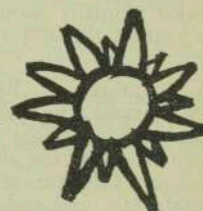
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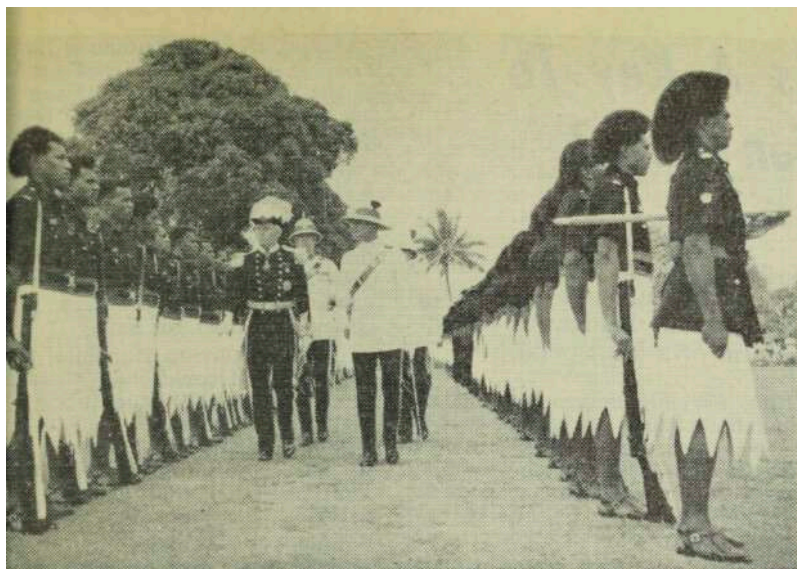
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In 1958 when this photograph was taken, the hair styles of Fiji's police were undergoing a transition. Two of the men in the back row (the third and the sixth from left) were among those with short hair-cuts. The occasion was a guard of honour for the Governor, Sir Kenneth Maddocks, who had then just arrived in the Colony.

FUZZY HALOES ARE "OUT" FOR FIJI'S POLICEMEN

Photographs and text by Rob Wright.

Those black haloes of fuzzy hair that have long been a trademark of Fiji's colourfully dressed policemen will soon be a thing of the past. Only one policeman, Sub-Inspector Leone Lesi, now has one.

The haloes began giving place to "short back and sides" hair-cuts in 1959 following the riots that took place in Suva in that year.

It was found then that policemen with bushy hair could not comfortably wear the tin hats and gas masks that were needed for their protection during the riots, and so the upright haloes began to go.

The upright hair style, which has been confined to the police force, has been a fashion in Fiji for hundreds of years.

In ancient times, Fijians looked after their hair with great pride. It was washed, bleached, limed, dyed, oiled, and combed with great reverence. Honour and dignity developed with the hair.

Shaping and trimming were also of considerable concern, occupying as much time in those days as milady spends on a permanent wave today. The hair was combed upwards with a large wooden comb similar in design to a fork. The tines were inserted into the scalp and a flick of the wrist upwards did the trick.

It was the height of bad taste for anyone to lay hands on a Fijian's hair—even to feel it—as foreign visitors sometimes did with awe. Among their own kind, such an act was an invitation to trouble—with a war-club.

Fijians of the Fiji Labour Corps who served in France and Italy in World War I were the first to sacrifice their hair for the modern style.

Although they set out from Fiji replete with fuzzy mops, scalloped sulus and shirts, and although they created great interest at every port of call, their hair-styles and colourful garb ultimately gave way to short hair-cuts and British uniforms.

World War II quickened the disappearance of the ancient style. Every head of the thousands of Fijians who volunteered for service with the Fiji Military Forces was shorn, and from this time, short-cropped hair became the standard hair-style of all young Fijians, except for a few in outlying villages.

Presumably, the increasing tempo of life has also been responsible for



Sub-Inspector Leone Lesi, the last Fijian policeman with "big hair", and a lost and very doleful young Fijian he had rescued at a gathering at Suva's Albert Park. Lesi has been permitted to retain his crop of hair for the rest of his police service.

this. Young Fijians do not wish to spend hours working on elaborate coiffures when a couple of licks with a comb or brush will do.

For the aesthetically-minded public, however, the disappearance of the fuzzy mops is a retrograde and regrettable step. There was no finer sight than the magnificent Fijian physique topped with a fine head of upstanding hair. It added both dignity and stature.

Sub-Inspector Lesi, the last of the bushy-headed policemen, joined the Fiji police in 1946 as a constable and has risen through the ranks to his present position. He has been mostly occupied with the training of recruits at the Police barracks at Nasese.

An internationally-known photographer who saw Lesi during a recent visit to Suva, was prompted to remark: "If I had anything to do with the Visitors Bureau, I'd find funds to hire special police like that man. They would become fabulous trademarks for Fiji."

Are These Rocks A Key To The Polynesian Past?

By Eugene Ressencourt

High on a lonely, windswept precipice on the island of Molokai in Hawaii is a big basaltic rock in the shape of a half buried turtle. Just down the slope from it, hidden in deep forest, is a broad, wavy rock in the form of a lotus petal.

CLOSE to the two rocks is a cluster of boulders bearing petroglyphs similar to the double trident of Siva, the Hindu god of restoration.

It is possible that these huge rocks hold the answer to the ancestral origins of the first inhabitants of Hawaii, and of other islands of Polynesia, for it is known that some 5,000 years ago in India, there was an identical combination of religious symbols, which served as altars for worshipping the Lord of Creation.

The lotus represents health, luck, beauty, fertility, divinity, resurrection and purity. The turtle, as a symbolic form, seems to have spread from ancient China to as far as Mexico, where it was a symbol of fertility and the patron of childbirth.

Nobody knows whether the Turtle Rock and the Lotus Stone on Molokai were shaped as they are by the elements, or whether the early Hawaiians carved them.

But until after the coming of the missionaries to Hawaii, the Hawaiians used to worship at the two rocks—and some of them still do.

According to an old Hawaiian legend, the rocks represent two people—a man named Nanahoa and his wife Kawahuna—who were turned to stone because of jealousy.

One day, so the legend says, "a peculiar but beautiful woman" climbed the hill where the rocks now are to make an offering to the gods. Nanahoa stared at her, and his wife, in a fit of jealousy, seized the woman by the hair and grappled with her.

Affronted, Nanahoa slapped his wife Kawahuna so hard that she was knocked flat on her back a few yards down the hill. This, in turn, affronted the gods—and Nanahoa was transformed into a turtle-shaped rock where he stood, while Kawahuna was changed into a lotus-shaped stone where she lay.

Years later a feud between the sexes developed in Hawaii; the be-

getting of children ceased; and the population began to decrease. In the end, the remaining chiefs held council and asked their *kahunas* (sorcerers) to appeal to the gods for a solution.

The answer, in the form of a revelation, was that if the women would worship and make offerings at the Lotus Rock, and if the men would do the same at the Turtle Rock, new life would be given to the Hawaiian people and the race would be saved from extermination.

This, the legend adds, was the origin of the custom of worshipping at the two rocks, which thus became a shrine of fertility.

Above is the Turtle Rock, a basaltic boulder like a half-buried turtle, which is in the Puu Lua Hills of Molokai, 1,641 ft. above sea level. Posing on the rock is Lilyan Yuen Anderson, the manageress of Kalae Lodge. Legend says the Turtle Rock is man turned to stone and that it represents fertility in man. The Lotus Stone, below, is just down a slope from the Turtle Rock, hidden among ironwood trees of Palaa Park reserve. It is said to symbolise fertility in woman. This is believed to be the first photograph ever published of the Lotus Stone. The two photos were taken by the author.

Today, the Lotus Stone is hard to find. It is about a mile off the trail to the Kalaupapa Cliffs and can only be reached by tramping through a dense, dripping forest.

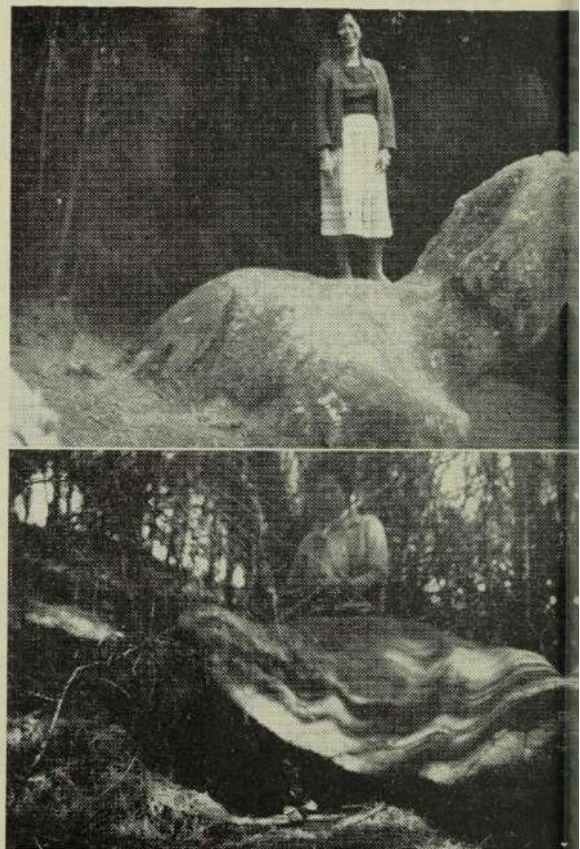
The first time I tried to find it, I couldn't even find the trail; and it was not until my second visit to the Turtle Rock that I managed to find the Lotus Rock only a few yards away. To reach it, I had to climb cautiously down a steep slope, clinging to trees for safety.

On my return to Honolulu, I tried to learn all I could about the shrine, but at first had little luck. The Hawaiian Visitors Bureau, Bishop Museum, the Hawaiian Research of the Library of Hawaii and the University of Hawaii all knew of its existence, but little more.

Finally, however, by showing photographs I had taken of the rocks to various people, I was able to dig up some thousands of words that had been written about the shrine by earlier investigators.

Most of these investigators had found out much about it as early as the 1800s. Some Hawaiians who lived in the area were reluctant to talk about it.

The anthropologist Abraham Fornander, writing in 1878, said



MYSTERY RELICS OF THE PAST

(Continued from previous page)

o double tridents on a large stone at the Turtle Rock suggested a natural and historical bond between Hawaii and India, and most other anthropologists seemed to go along with this theory.

But when I discussed this idea with Dr. Kenneth Emory, the Bishop Museum's eminent anthropologist, he said it might be incautious to assume that cultural memories and skills could live through some 5,000 years and be carried on in gradual migrations through south-east Asia and from island to island across the Pacific.

However, he did suggest that the early Hawaiians and other Polynesians could have thought up similar ideas and skills of their own. Whatever the truth of the matter, a complex of mystery, tabu, fear, confusion and silence surrounds the site. Some say the site is haunted; one that the entire island of Molokai is haunted.

One of my informants told me that an earlier investigator did not find a natural death—that he met with an accident.

Another, when I developed an explicable stomach ache which lasted several days during my own investigations, told me an old story about Molokai's Poison God.

A third, a Molokai resident, told me she feels a strange presence when she visits the site, that it frightens her, and that her mother has warned her not to go there any more.

But it is obvious that some visitors have not been deterred by such stories for they have left their names or initials scratched on the Turtle Rock.

Because of this, the Division of State Parks has prepared a notice saying: "WARNING: It is rumoured that persons who have defaced this rock have become barren. Such action also breaks Regulation I and is subject to punishment provided by law".

Meanwhile, the Hawaii Historical Society is thinking of setting up a memorial plaque at the site, and the Division of State Parks has it on their agenda for reinvestigation and maintenance.

I have also suggested to the Hawaii Visitors Bureau that they set up a marker so that visitors to Molokai will know where to look for the shrine, for Hawaii's burgeoning tourist industry is beginning to remember "Molokai, the Forgotten Island", for its own fascination and charm.



CRIME-BUSTER: This man with the pigs' tusk necklace and back-swept hair-do was a member of the Fijian Armed Constabulary in the 1870's. The Armed Constabulary was the forerunner of the present Fiji Police Force. See articles on pages 87 and 91.

Forty Years a Territorian

A Brett Hilder Profile

Mrs. Nance Lowe, wife of Richard Lowe, Lae's regional electrical engineer, first went to New Guinea in 1923. She was then three years old.

Her father, Charles Dunsmore Beck, was with the Loloki copper mine at the time. In 1927, the family moved to Kokopo, where Charlie became the manager of the Kokopo Hotel. Later, he was with the Hohora Oil Company and New Guinea Gold, at Wau. He died in 1941.

Nance started school in 1928 at Wansville, staying there with her grandmother. But her school years were interrupted by visits to her parents in New Guinea, and by their trips to Australia.

She finished with school in 1936, and lived in New Guinea until her marriage at Wau in 1940, to Richard Douglas Lowe, of BGD. Their first home was at the lower Baiune hydroelectric power station.



In December, 1941, Nance was evacuated to Australia with 22 other women and 11 children by air from Bulwa. She flew in a single-engine Junkers, which was forced down at Kokoda, then by light aircraft to Port Moresby and from there to Cairns by air. Richard got out later, being in the RAE, and they both worked in Sydney for the duration.

In 1946 they returned to Lae, and lived by the Butibum River. Richard joined the Administration in the same year. They have two sons, Rodney, born in 1948, and Reid, born 1957.

Nance has been working for some time at the Lae Herbarium. She is a very keen golfer, and was the Territory champion in 1960, but her husband and sons come first in her life.

She has a very happy and vivacious nature, which makes her ready smile an extra attraction to the natural beauties of Lae.—BRETT HILDER.

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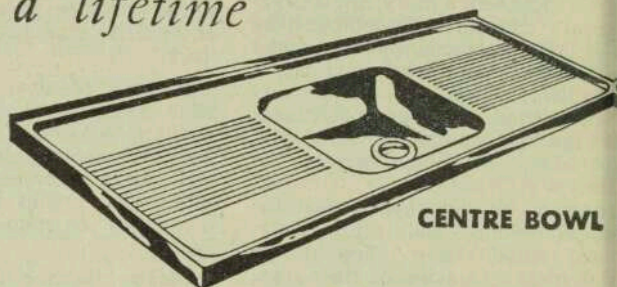
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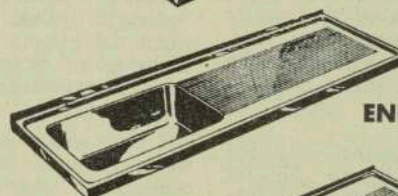
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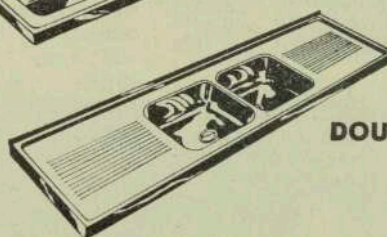
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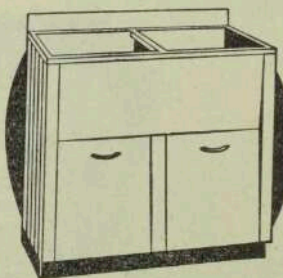
DOUBLE BOWL

MALLEYS

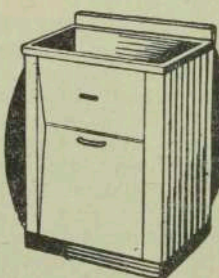
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THE MONTH'S NEW READING

WITH JUDY TUDOR

Papua's Murray — Symbol Of An Era

It probably would have surprised the late Sir Hubert Murray, who suffered keenly from feelings of disappointment and frustration in the later years of his life in Papua, to find himself now represented in Oxford University Press' "Great Australians" series.

FRANCIS West's *Hubert Murray* is no more than essay length, by the look of the booklet, is probably intended for secondary school students. Nonetheless, it is an excellent sketch of a man who came a legend in his own time, though he himself often failed to recognise it.

When Hubert Murray went to Papua in 1904 as Judge, in succession to C. S. Robinson who had shot himself when he was blamed for the massacre of some natives, he was already 43. Four years later, when he was appointed first Lieutenant-Governor, he was still filled with enthusiasm for his task and still saw Papua as a land rich in agricultural and mineral promise that needed only leadership and enterprise to tap the wealth.

He believed that European enterprise must be encouraged in order to provide a model for the primitive Papuans. At the same time, that law must be taken to the Papuans and they must be protected from on-exploitation while being led gently along the path to civilisation. The first part of the dream scarcely lived World War I. By 1920 it was obvious that Papua was not materially rich—and, in fact, was poorer in comparison with the New Guinea territory next door. That it was unlikely to attract the sort of developmental capital that he had hoped for was soon apparent; moreover, he was under constant attack from those planters and traders who had established themselves, on the ground that he protected the natives too much.

But perhaps the greatest disappointment of the period was in connection with the first attempt to amalgamate the territories of Papua and New Guinea, the latter becoming an Australian Mandate in 1920. A Royal Commission had been appointed in 1918 to report on the administration of the new Territory. Murray was one of the Com-

missioners; the other two were Atlee Hunt, a lawyer and ex-head of the Australian Government Department that had dealt with Papuan affairs, who did not like Murray; and Walter Lucas, right-hand Islands man for Burns Philp & Co. Ltd. for years who, during the war, had been technical adviser to the Australian Government on Pacific Affairs. (In 1920 he formed and became head of the NG Expropriation Board that administered plantations and properties taken over from the Germans).

Lucas did not like Murray either—and he and Hunt were against the idea of amalgamation, especially if Murray were to become the Administrator. Their view was accepted by Australia and Murray's minority report urging amalgamation turned down.

This was a blow to Murray, who had seen in the proposal an opportunity to employ his own talents on

Australian Alps

For ski lovers—and for mountain lovers — "Australian Alps", a book on the Kosciuszko country of the South of New South Wales, has been republished. It was first published in 1942, but there has been so much development in that area since, that author Elyne Mitchell brings the new edition up to date, explaining the effects of the Snowy Mountains Scheme. This big hydro scheme has opened up the snow country and brought skiing thrills to thousands who, unlike Mrs. Mitchell, hadn't the spirit of adventure to take them to the winter wilderness when it really was a wilderness. This is a book for those who appreciate the poetry of the snow country, not for those looking for a combined guide and instruction book.

(AUSTRALIAN ALPS. Angus and Robertson. 42/-.)

a bigger stage than that offered by Papua; and who saw in the Covenant of the League of Nations, which proclaimed dependent people a "sacred trust", a reflection of what he had already been putting into practice in Papua.

In the years that followed he pursued his aim of bringing peace



Sir Hubert Murray, in Papua.

and law to the people, with some of the most famous patrols in the history of the two Territories; and of building up a Public Service and especially a field staff, of devoted disciples. At the same time his own personal reputation grew in Australia and abroad.

"To the world," said West, "he appeared the image of a successful colonial governor. With his formidable presence, the simplicity of his dress and manner of life, and his dislike of the trappings of ceremony, he seemed one of those strong and silent rulers of men whom Kipling and Marryat had made familiar. With his international reputation as a colonial ruler established, Murray mellowed from the harsher appearance of the former years and enjoyed his fame. But behind this legendary mask he doubted and worried."

He distrusted Australian politicians and probably even more, the department which ran Territory affairs from Canberra and many of his fears crystallised when, in the closing years of his life, in 1938, the amalgamation of the two Territories was again proposed. Although in 1918 he has been for it—with himself in command—this time he saw it as a likely device for getting rid of him and of attaching Papua to the tail of the big kite that was New Guinea.

Fears

In the event, the territories were not amalgamated but although by now frail and ill, Murray remained on in Papua for fear that some successor would ruin the work he had done by failing to keep the delicate balance between Papuan and European interests. It was thus, in February, 1940, he died in Samarai while on tour in Eastern Papua—having been 32 years virtual ruler of Papua.

The image of Sir Hubert that emerges from any account of his life is of a man isolated in great loneliness, not only because of the proverbial "light that beats upon a throne" but by the man's own nature. The one thing that could have softened the austerity of his existence—a happy family life in Port Moresby—always seemed to elude him.

He had married when he was 28, in Sydney, and he and his wife and three children knew much happiness until he went to Papua in 1904. He had hoped that his family could be with him there for at least half of the year and Mrs. Murray accompanied him when he took up his appointment. But she found con-

ditions and climate intolerable and stayed no more than a week. Murray's reunions with his family thereafter became increasingly infrequent. His wife died in 1929 and he subsequently remarried but the second Lady Murray (he had been Knighted in 1925), could bear Port Moresby no better than the first and he was condemned to a life of almost perpetual grass-widowerhood.

In many respects Murray as an Administrator was ahead of his time; in many more he was very much of it. The post-war growth of nationalism, the pressures of the anti-Colonialists, the strains and stresses of political development and

the focus of uneducated western opinion on undeveloped peoples, all in the future. His role as Administrator was that of the bringer; the architect of the "gradualness" in advancing Papuans and in justice for European and native.

As such he was the symbol of an era and for the Papuans, by whom he was venerated, the first and best of his kind. They will, sooner rather than later, achieve independence, but they'll never see his like again.

(HUBERT MURRAY. Oxford University Press. Great Australians Series 5/-.)

South Pacific Story With Surprise Packets

When the blurb writers said on the jacket of Olaf Ruhen's latest book, *Tangaroa's Godchild*, that it was an evocation of the whole world of the South Pacific, they spoke nothing but the truth.

THIS odd potpourri of romanticism is written round hard facts, is mostly autobiographical but is partly historical. It says much for the author's skill that he is able to reconcile the ingredients of his mixed brew into a palatable whole of technical excellence.

Ruhen was born in Dunedin, grew up there in the southern end of the

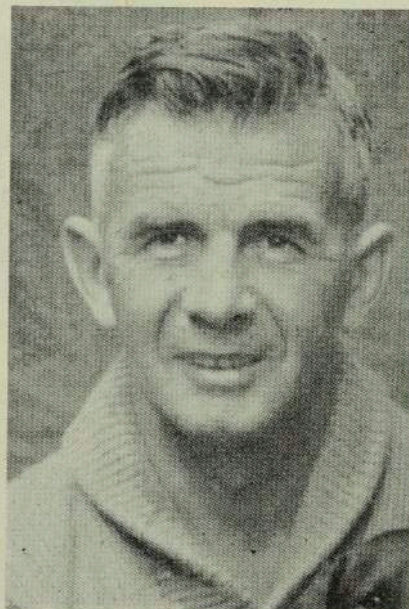
South Island of New Zealand; as a young man he owned a schooner and made his living fishing; he became a bomber pilot in the RNZAF; and, after the war, a journalist in Sydney, with assignments that took him to Papua-New Guinea and the islands of NE Australia.

This roughly provides the basis of the book. Plus, of course, his important creed that he is "lonely wherever ocean waters do not reach; but it is the South Pacific to which I am committed as a man loving all women may be faithful to one."

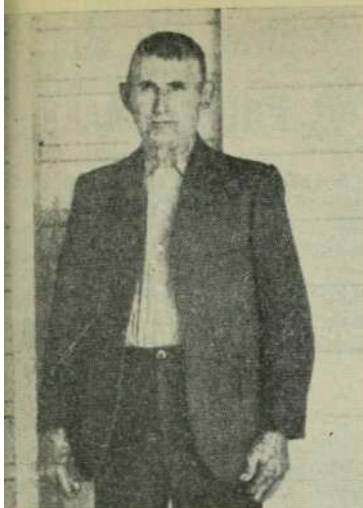
In the latter part of the book duty takes him on patrols up the Sepik River, in New Guinea, via H. L. R. (Horrie) Niall (now District Commissioner, Morobe); Ralph Ormsby, now a Magistrate at Rabaul; and he visits the Trobriand and other islands of Papua's south-east tip. This sets him off on romantic literary excursions that range from Polynesian migrations, the coming of the pioneer LMS missionaries to Tahiti and on to the encroachment of white civilisation generally.

It is here, in this section, built and un-indexed, that he has so very interesting material concerning the early history of Papua and a motley collection of international adventurers who put it on the map.

There is the story of the



Olaf Ruhen.



Nicholas Minster—Nick the Greek.

ery of pearls in the Trobriands Bill Whitten, who had arrived in ua with Britain's first admin- ator, Sir Peter Scratchley, and later establishment of the flourish- Whitten enterprises at Samarai; e is the history of Nicholas aster—Nick the Greek—whose acuity for survival makes the best rts of Hollywood writers look y; and an account of the arrival the Methodist Mission in those outposts.

These stories are by way of being prise packets at the end of a story begins with a halcyon account childhood in a quiet New Zea- setting; and of romantic young e in what I take to be the sand- s of the St. Clair or St. Kilda ches of Dunedin.

as a child I was taken there my- in the height of summer, and a clothes stuffed into pants, a k woollen sweater on top and a ted cap on my head, gingerly trod the frilled, lacy edges of the icy es while my parent sat, between dhills, muffled in three travelling s to protect her from the arctic winds.

et the author—Joe as he was this sequence—and his Jerry ed this spot to fling off their es, piece by piece, frolic in the by moonlight and later curl up, ed and together, in a sandy nest. Technically, the waters that wash ned in may still be within the ific sea-god's kingdom but even agaroa would need more than e to keep him warm if he did ch moonlight bathing in those ts.

TANGAROA'S GODCHILD. A Memoir the South Pacific. Published by donald. 25/- Stg.)

BIOGRAPHY:

Jottings, Ramblings And Commentary On Life

For those who judge a book by its cover, Oliver Duff's *Shepherd's Calendar* and Alan Marshall's *This is the Grass*, would have nothing in common. But New Zealander Duff and Australian Marshall share a common ability to record what they think in a thoughtful, objective manner. Our two other offerings come into a different category.

SHEPHERD'S CALENDAR is a collection of diary items that have been published by Duff for years in the *New Zealand Listener* under that heading. They now make a bedside book for browsing, for the items range far and wide—from cricket to dogs, from letter-writing to cows, from the ethics of stealing mushrooms to the reasons why cats leave home.

Duff's commentary on life—and he is physically although not mentally aged now—is original, warm and fascinating. His commentary written one Anzac Day—the day on which Australia, New Zealand and many Pacific Islands remember their war dead—is a fine example of his depth of feeling and thought (see panel).

Not the Whole Truth

Yet Duff says he has not always written the truth. He cannot write the truth, he says, for "every man, however he lives, has experiences which he does not, can not and should not report. If he lives among animals and by animals he has experiences which are too brutal, too bloody and too nasty to share with others in the pages of a family journal. And if, in addition, he has a mother or a wife, a sister or a simple Christian friend he will hesitate to hurt them by a too ruthless exposure of himself as he really is. . . . Over and over again I have had to decide that honesty is not the best policy—if honesty is the whole truth and nothing else. But I have been honest to the extent of trying hard to tell no lies. I have not tried to be honest to the last scream of pain or the last drop of blood".

Alan Marshall's best known work is "I Can Jump Puddles". *This is the Grass* is the story of his youth in a Victorian township and in Melbourne during the depression. Crippled by polio and on crutches, he finds it difficult to get work, or even any understanding of the

problems of a cripple. Eventually he comes to realise his problems are due in some measure to himself—that he has to force himself to participate in the life around him, instead of becoming a mere on-looker.

His observations from the sidelines are the best of his book—and it was obviously this training in observation from the sidelines that made him a better writer in adulthood.

Marshall on Boarding Houses: "The boarders did not discuss their work with each other. A man's importance was in proportion to his silence about work. The salary or wages they received was a guarded secret, the discovery of which would lower their prestige and place them at the mercy of those more highly paid. The suggestion cultivated was that they were all highly-paid people with positions of responsibility."

On Other People's Views of Cripples: "The emotions they experienced when looking at a cripple hurt them, roused a primitive fear of a suspected deterioration in their own bodies, and they rid themselves of it by the release of a spoken compassion. They sympathised from a position of strength, increasing their respect for themselves by declarations of understanding and concern, believing these emotions sprang from their unselfishness and kindness, not for self-protection".

On a Woman Pubkeeper: "Flo Bronson was a stout woman who gurgled with laughter even when discussing serious things. As I got to know her I learned her laughter had little to do with happiness. Once she had been wealthy, owned a big hotel at Bendigo, had shares in a racehorse and travelled round in a car to all the big race meetings. It was the laughter born then that remained with her now. Aimed at giving an impression of gaiety and vivacity when she was young and men attainable, it accompanied her into middle age, a habit which might

Could We Accept The Miracle Of The War Dead Returning?

I found myself thinking of the Anzac missing this morning more than of the Anzac dead. The missing are of course dead too, but we refuse, even after 38 years, to accept the fact. The imagination keeps returning to impossible possibilities and the heart sighing for miracles which the mind immediately sweeps away. I am not one of the parents condemned to these recurring tortures, but I know that if I were I would be clinging still to that hopeless hope. I would not believe, but I should never close the door on belief absolutely and forever. I should not be strong enough. Week after week, month after month, year after year I should find myself surrendering to mocking deceptions which my will would never be ruthless enough to destroy.

And if the miracle did happen, who would be strong enough to accept it? What would the mother do, or the father, if a man of 60 walked in after 38 years and said "I am your son"? What would the boy himself do when he saw his parents? Could emotion or reason bridge such a gap?

One of the men not seen after the Gallipoli landing went to school with me. We were not only boys together: we grew up only a few miles apart and only a few weeks separated us when we went into camp. I came out of camp without going overseas. He went and disappeared without trace, vanished during the landing and was never seen again or reported or clearly accounted for. What should I do if he walked in on me today—not the generous, open, smiling boy I knew, and have so often seen since, but an ageing, anxious, stooped man with white hair, the sparkle gone from his eyes and the spring from his step, worried about his food or his family or his bronchitis or his bank balance, and remembering me only as a shadow from his vanished youth?

The entry for Anzac Day, April 25, 1953, quoted in Oliver Duff's "Shepherd's Calendar". Angus and Robertson Ltd. Reviewed previous page.

once have charmed but now left men unmoved".

The disorientated ramblings of Alexander King are an acquired taste. Those who have acquired it through *Mine Enemy Grows Older* and *May this House be Safe from Tigers*, will probably be able to digest the third volume of his memoirs.

Those who have waited for part three, before they begin, may need the help of a literary digestive tablet to break into *I Should Have Kissed Her More*.

At this stage of his quaint life, memoirist King is a drug addict—which may or may not account for some of the volume's zaniest passages. Otherwise it consists of his comments on life in general, the part he has played in it, and more particularly, the description of the long string of women he has known—not necessarily sexually.

Some reviewers find King's fantasies brilliant and fascinating; others (including this one) find him merely boring. In literature it is on par with the painters who produce masterpieces by squeezing seven tubes of assorted paint on a hunk of building board and then run back

and forth across it in a kiddie-car. It's probable that the Romans went in for this sort of caper just before the onset of their Dark Age.

To switch from King to Australian author Ion L. Idriess might be regarded as an exercise in leaping from the sublime to the gor'blimey.

Idriess has written over 40 books in some 30 years, on just about every facet of Australian pioneering life and could, with honour, quit—but he shows so signs of doing so.

In *My Mate Dick*, he returns to the days of his youth, before World War I, when he and Dick went prospecting around Cape York.

The story has the merit of telling some of the history of this area—including that of Cooktown and the adjacent gold diggings which were the earliest jumping-off places for early arrivals in Papua; and describing this still untouched area, which except for the discovery of vast bauxite deposits at Weipa, is almost unchanged since Idriess and his mate Dick went that way.

(SHEPHERD'S CALENDAR. Angus and Robertson. 27/6. THIS IS THE GRASS. F. W. Cheshire. 21/-. I SHOULD HAVE KISSED HER MORE. Heinemann. 26/-. MY MATE DICK. Angus and Robertson. 27/6.)

Best Of The Paper Backs

FATHER MALACHY'S MIRACLE, by B.B. Marshall. First published in 1931, now something of a classic in which Benedictine monk and an Anglican re-cross ecclesiastical swords and Father Malachy performs the miracle of spirit away the Garden of Eden dance (Fontana.)

A WAY THROUGH THE WOOD, Nigel Balchin. Possibly the most near of the psychological novels by this writer who specialises in the stiff-upper-lip upper middle-class English who nevertheless manage to be poor-mixed-up. Although now over 10 years old, making its second appearance in paperback, still worth-while re-reading. (Fontana; 5/6.)

THE CHINESE LOVE PAVILION, by I. Scott. A story that has mystery, suspense and most of the other ingredients for a first-class story; plus writing. The background is post-war Malaya; characters two Englishmen, Brent Saxby; and one Eurasian girl, Teena Chang, a prostitute. Saxby sets himself up as a one-man judge and executioner of collaborators and it is Brent who is ordered to hunt down his one-time friend. The task is made doubly difficult when he finds that the next intended victim is Teena Chang, with whom he has become infatuated. (Pan; 5/6.) Also by author, this month, and also about to appear in the Malayan jungle, THE MARK OF THE WARRIOR. (Pan.)

BAMBOO DOCTOR, by Stanley S. Packer. The author was a civilian medical officer in Malaya at the time of Japanese invasion and later was sent with Allied prisoners-of-war to the infamous Burma-Thailand railway. Because of his skill, not only in medicine but in improvisation, thousands of POW's survived. First reviewed in PIM in 1960. (Pan.)

The Month in Crime

BEFORE MIDNIGHT, by Rex Stout. Another Nero Wolfe case. (Fontana.)

GIVE ME THE KNIFE, by Laurence Sanders. About a girl who organised murder only to find someone else got in first. (Fontana.)

RED EYE FOR THE BARON, by Anthony Morton (who is better known as J.L. Creasy). Sophisticated West End comedy amongst whom there is an eccentric

millionaire, a jeweller, a beautiful female
and, of course, a murderer. (Pan.)

THE SHIVERING MOUNTAIN, by Paul
Hemmer. International intrigue and a
newspaper reporter-sleuth. (Fontana.)

THE MIRROR ROOM, by Christopher
Yden. We reviewed it when first pub-
lished in 1960 and find it no more con-
vincing now than then. East and West
Berlin background. (Pan.)

THE CASE OF THE RESTLESS REDHEAD,
by Erle Stanley Gardner. Saved by Perry
Wasson. (Pan.)

For Other Tastes

THE GAMESTERS, by Peter de Polnay.
Gambles, high living and gambling. (Pan;
5/6.)

THE THIRD PAN BOOK OF HORROR
STORIES. Selected by Herbert van Thal.
(Pan; 5/6.)

THE HOUSE IN THE UPLANDS, by
Frank Caldwell. Deep fried, Southern
style sin. (Pan.)

THE GRAND DUKE AND MR. PIMM, by
H. G. Wells. You can also see it as a
United Artists movie. (Pan; 5/6.)

PRIVATE POTTER, by John Burke. Now
MGM movie. Theme: Cyprus-like situ-
ation. (Pan Original.)

MISS BAGSHOT GOES TO MOSCOW,
by Anne Telscombe. The zany adventures
of a 70-years-old British spinster, with
international overtones. (Fontana.)

THE LOVES OF CAROLINE CHERIE, by
Gilbert Saint Laurent. An episode in
the life of a French femme
tale. (Pan; 5/6.)

JESUS AND THE WORLD, by Rudolf
H. Bultmann, recognised New Testament
scholar. First published in German in
1929. (Fontana.)

GHOSTLY HOOFEATS, by Norman Fox.
Western.

SILVER-PLATED SPOON, by the Duke of
Bedford. Even those not interested in the
aristocratic gentry will probably be enter-
tained by this story of the extraordinary
and eccentric ancestors of the present
Duke, and even more so by the account
of how he turned the derelict Woburn
House into a public attraction complete
with milk bar and espresso machines.
(Pan; 5/6.)

(Our copies from Wm. Collins (Over-
seas) Ltd. All 4/- except where shown.)

NEW NOVELS BY THE DOZEN LOT

New novels are piled up by the dozen lot—thanks to the
holiday trade. It's the ambition of every writer to turn out "a
book for Christmas"—hence the build up of books in Aus-
tralia in the December-February period.

THE holidays brought approxi-
mately the 31st of the Georgette
Heyer Regency romances — *The
Nonesuch*.

Although *Nonesuch* is built to the
Heyer stock recipe, fans will find it
as enjoyable as the 30 which went
before—even though they can have
no doubt by now that the heroine
will inevitably lure the high-born
hero to the altar in the end.

Sir Waldo Hawkrig (The *None-
such*) inherited a West Riding
property from an eccentric uncle.
When he went north to inspect it,
all the local Mamas with eligible
daughters put out their snares, but
Sir Waldo decided to turn his in-
heritance into an orphanage and in
doing so beat the Mamas at their
own game.

(THE NONESUCH. Heinemann. 22/6.)

R. F. Delderfield had already
made a name as a playwright (*The
Worm's Eye View*, etc.) when he
decided, half a dozen years ago, to
concentrate on novels. *The Unjust
Skies* is the latest of them, and is a
sequel to *There was a Fair Maid
Dwelling*.

Appreciation of the last novel will
remain unimpaired by not having
read the first as the hero, Jan, spends
a lot of time in reminiscence about
his adolescent love affair with Diana.

Now, in the second book, he and
Diana meet again after eight years
to undertake Resistance work in
France—and to resume their old love
affair. The novel has its merits
although the author obviously could
never make up his mind whether this
should be an out and out cloak-and-
dagger job or a 20th century love
story with sexy trimmings.

(THE UNJUST SKIES. Hodder and
Stoughton. 22/6.)

Alfred Hitchcock, best known for
his television series, Alfred Hitchcock
Presents, and as a master of suspense
in movie making, also assists in the
collection of short thrillers in
omnibus volumes. The third of these,
Stories for Late at Night, like its
predecessors, is for people with
strong nerves. Amongst the 22
writers contributing are Evelyn
Waugh, Philip MacDonald and Ruth
Chatterton.

(STORIES FOR LATE AT NIGHT.
Max Reinhardt. 25/-.) (Over)

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Sailing In Sydney

The centenary of the Royal Sydney Yacht Squadron and about 175 years of sailing in Sydney Harbour and "outside" is commemorated by the publication of "Sydney Sails", a lavishly illustrated and glossy production.

Favoured by weather and one of the finest harbours in the world, small-boat sailing was a natural from the earliest days of settlement around Sydney Cove, but it was not until 1862 that 19 leading yachtsmen of the day got together to formally found what was first called the Royal Sydney Yacht Club (later the Royal Sydney Yacht Squadron).

Although it flourished as an active organisation, the squadron had no home of its own for its first 40 years. But in 1902 it secured the lease of an old stone cottage, "Carabella", on the waterfront at Kirribilli—part of the valuable property that the club now owns.

And, as a fitting climax to the Squadron's first 100 years, there was the building of Australia's first international 12 metre yacht "Gretel", and her challenge in 1962 for the America's Cup.

The text of the commemorative volume was prepared for the Squadron by P. R. Stephensen who has gathered together an almost year-by-year account of Sydney's sailing activities and the yachts which took part. Of great interest to yachtsmen everywhere will be the extensive illustrations of the yachts from old drawings, paintings and photographs. They provide a pictorial record of the evolution of the modern sailing craft.

(SYDNEY SAILS. Angus and Robertson Ltd. £3/3/-.)

Although he appears to have written three books in between, we haven't heard of Alexander Fullerton since *A Wren Called Smith*, war-time thriller-adventure with a surprise ending. *A Soldier from the Sea*, newest of his novels, also has a war-time setting—the Malayan jungle after the British forces have been defeated by the Japanese.

John Farjeon finds himself in possession of information that may save the lives of 30,000 British soldiers but is alone in a Malayan village except for a beautiful Eurasian girl and two small English children.

The company only complicates the situation but how Farjeon works out his problem provides the material for some plain and fancy writing.

(SOLDIER FROM THE SEA. Peter Davies. 20/-.)

Racial relationships play some part in Erskine Caldwell's *Close to Home*—but only some. The Deep South

character, Native Hunnicutt, sets the stage for the typically Caldwell events when, having married the local wealthy widow, he spent the first night hunting possums and the second in the company of his coloured girl-friend.

(CLOSE TO HOME. Heinemann. 20/-.)

Author and readers alike must now be reaching the point of exhaustion in trying to keep up with the energetic antics of *Angelique*. The fourth large tome on the subject (*Angelique in Revolt*) has just been published in English, having quickly followed *Angelique*, *Angelique and the King*, and *Angelique and the Sultan*.

The capacity of *Angelique* to be here, there and everywhere at one given moment has been surpassed by only one other fictional character—Pollyanna—but there all resemblance stops.

While Pollyanna was a Victorian goodie, *Angelique* specialised in being a Louis XIV baddie and the four novels that have so far chronicled her career do so pretty much on a bed-to-bed basis.

In the latest of them, having just escaped the clutching hands of a Middle Eastern Sultan, she finds herself as champion of the French Huguenots leading a revolt against the King. In the end she extricates herself but—one feels—only temporarily. Author is Sergeanne Galon.

(ANGELIQUE IN REVOLT. Heinemann. 31/-.)

Probably intended for younger and less sophisticated readers—although nothing on the book says so—*The Log of the Sardis*, by F. F. Nicholls, is a seafaring adventure story.

In time it's the late 19th century, when steam ships also carried sails and, in this case, a new-fangled, modern gadget called a "patent log". The story hinges around this log and 18 years old Jim Robbins whose job it was to stream it over the side. Jim accidentally damaged the log but kept mum. When his ship was wrecked on a Thames sandbank he blamed himself and decided on a life of crime.

(THE LOG OF THE SARDIS. Heinemann Adventure Stories. 18/9.)

Nineteenth century English comedy plot transferred to 20th century Sydney by a 19-year-old writer, Juliet Rolleston, just about describes *In My Lady's Chamber*. Juliet wrote her first novel (*Pink is for Girls*) when she was 16 so there

is hope that she will grow out of whatever ails her.

Martin Walker, a poet from Canberra (of all places), decided to gather the material for a novel about women by masquerading as a nun, maid in the home of an attractive widow—with the inevitable result

(IN MY LADY'S CHAMBER. Angus and Robertson. 21/-.)

Fascinating Facts From Frank

For better or worse, Frank Clune is as much a part of Sydney as the Harbour Bridge and—let's face it—it was inevitable that he would bring out another book to mark the city's 175th anniversary year of 1963.

SAGA OF SYDNEY—"the birth, growth and maturity of the mother city of Australia", first printed in a subscriber's edition in 1961, is now available to the panting, popular public. It is an odd concoction of historical search, tourist guide references, commercial plugs, and personalities—laced with the notorious Clune style.

A fair sample: "Visitors to Sydney should be sure to take a trip to South Head where the layout of the Harbour can be seen in one grand sweep, with the ocean on one side of Vacluse Heights and the harbour on the other. After admiring the view the visitor can proceed to the Gap nearby, the favourite suicide spot of those who act on the motto of 'See Sydney and Die.'"

But better still, . . . "See Sydney and Live". Go on to Watsons Bay for a picnic, a snorter at the pub, some delicious fish at Michael's Ozone Cafe, then return to the city seven miles by the New South Head Road, or eight miles by the Old South Head Road, with many scenes of beauty and historic interest in the Eastern Suburbs, wherever you may roam. And there's no place like home".

Frank says he planned the book as a handbook of historical information for overseas visitors. Certainly most readers with any interest in Sydney will find something to read in *Saga of Sydney*, but we can't believe that most of the concoction will be of genuine interest to anybody but a fanatic on Sydney's history. He takes the old town street, and even block by block.

(SAGA OF SYDNEY. Angus and Robertson. 30/-.)

for Younger Readers

ALL ABOUT HORSES

TWO books for the eight to sixteen years old group this month concern horses. *Sixty Million Years of Horses* is by Lois and Louis Darling (who a few months ago produced a book called *Before and After Dinosaurs*). The other book is *It All Began With Calamity*, by Meg Lewis; is a junior novel.

Lois and Louis Darling's story traces the evolution of the modern horse over 60 million years, from the tiny progenitor of all today's Dobbins (called *eohippus*, the dawn horse), lived on the North American continent. By a million years ago *eohippus* had evolved into *Equus*—to which family zebras and horses also belong, and to distinguish that are to us true horses, the word *caballus* was added.

Somewhere along the way between the evolution of *Equus* and the present, but probably not more than 1000 or 50,000 years ago, man met *Equus caballus* and began to tame it.

Meg Lewis' story is about 16-years-

GRASSOLOGY

Most people, some time in their lives, try to grow a lawn and for those really serious about the business, "Lawns, Greens and Playing Fields", by J. L. Rees will probably be very valuable.

Mr. Rees is a specialist in grassland botany and whether you are just interested in keeping up with the neighbours or preparing a test cricket pitch he has masses of valuable information for you.

With 45 diagrams and 16 pages of pictures.

(LAWNS, GREENS AND PLAYING FIELDS. Published by Angus and Robertson Ltd. 45/-.)

old Diana, who helps her aunt run a riding school. When out in the bush one evening she catches a glimpse of a wild colt which she calls Calamity. How she catches him, tames him and ultimately makes him obedient enough to win a prize as a show jumper is the theme of the story which will appeal to all youngsters who like the open air.

(60 MILLION YEARS OF HORSES; and IT ALL BEGAN WITH CALAMITY. Published by Angus and Robertson Ltd. Priced at 15/- and 17/6 respectively.)

Australia's Stake In Antarctica

In a world where primitive areas are shrinking year by year, the only continent that offers scope to the mid-20th century adventurer is Antarctica.

MOST of the interest has been post-war, when technical advances in equipment and transport have removed a great many of the dangers that confronted such pioneers as Scott and Amundsen.

The reason why Australia can claim a 2½ million square mile chunk of this last-to-be explored continent goes back long before latter day interest—to the British, Australian, and New Zealand Antarctic Research Expedition led by the late Sir Douglas Mawson in 1929-30 and 1930-31.

On both trips, Mawson and his party were in direct competition, if not conflict, with Norwegian parties who were also taking an interest in the continent at that time.

Despite Norway's interest, Britain claimed that no part of the area could be explored until it had been explored. This was Mawson's task and after he completed it Britain proclaimed possession of what is now Australian

Antarctica and later transferred it to Australia.

Although Mawson worked on the findings of his expedition right up to the time of his death in 1958 he never got around to completing the geographical report. This has now been done by Dr. A. Grenfell Price under the title, *The Winning of Australian Antarctica*.

The volume consists of an introductory section and a discussion of the results of the voyages by Price, but a large section is taken up with the journals and logs of Mawson and his colleagues in their original form.

The book has some valuable maps, some Mawson's own work, and a section of photographs taken by Captain Frank Hurley, who accompanied the expedition, and which were originally selected for the book that Mawson had planned.

(THE WINNING OF AUSTRALIAN ANTARCTICA. Published by Angus and Robertson Ltd. for the Mawson Institute for Antarctic Research, University of Adelaide. 50/-.)

Thrillers And Crime

ADMIRERS of Eric Ambler's technique in writing thrillers will be pleased with his new contribution to relaxation and entertainment. *The Light of Day* is a classic of its kind, hilarious, fast-moving and unusual in conception. The story is told in the first-person by Arthur Abdel Simpson, son of a British Army Sgt.-Major and his Egyptian wife. Arthur claimed that he was British to the core, but the authorities failed to back it up with a passport. In fact, the whole theme of the story hinges on Arthur's troubles over passports. When it opens he is living in Athens on a Greek *permis de sejour*, making a living as a tout, guide, chauffeur and journalist—in that order—while he fights a running battle over Egypt's failure to renew his credentials.

Big trouble begins when he agrees to drive a car from Athens to Istanbul for a "customer" and the Turkish frontier police find not only that he is virtually stateless but that there are guns, ammunition and hand-grenades hidden in the car.

How Arthur ingloriously but effectively extricates himself from a gang of international crooks, provides all the tension and pace that the armchair connoisseur of adventure requires.

Apart from being a first-class architect of thrillers, Ambler is a good writer. His situations are realistic and at times earthy, yet he does not drag sex or violence into his novels merely for the sake of sex and violence.

(THE LIGHT OF DAY. Heinemann. 22/6.)

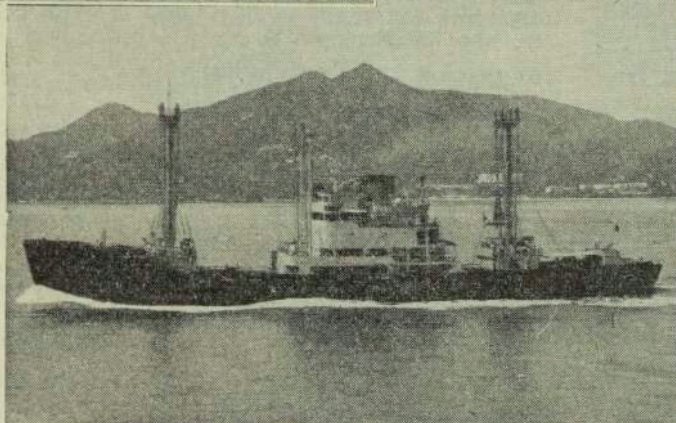
Age appears to be catching up with Erle Stanley Gardner, if his latest Perry Mason thriller, *The Case of the Demure Defendant*, is any guide. Gardner, in search of privacy, darts between four Californian homes, often dictates 10,000 words before breakfast, barks out his stories into a recording machine and employs seven full-time secretaries to put them on paper. But he ought to ease up. *Demure Defendant* is irritatingly padded with evidence that is both irrelevant and immaterial. Its plot hinges on the fact that a couple of bottles containing poison pills were driven miles to a lake and thrown in, yet never at any time is it explained why the murderer didn't simply flush the pills down the drain. They might have been followed, we suggest, by the tape recording of this book.

(THE CASE OF THE DEMURE DEFENDANT. Heinemann. 16/-.)

TAIKOO DOCKYARD HONG KONG

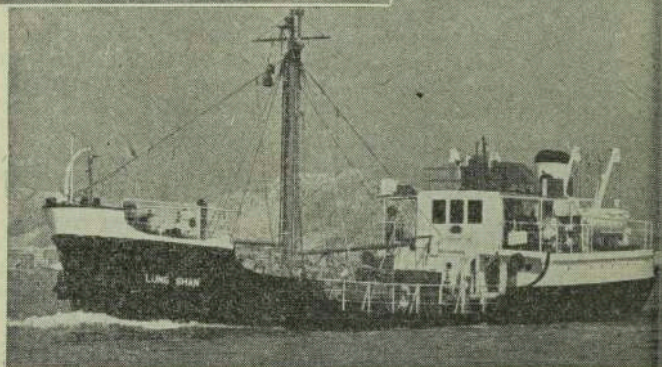


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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

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



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Pacific Shipping And Cruising Yachts

In January it seemed that there was no hope that anything more could be heard of two Japanese tuna vessels lost in Samoan waters. More than 45 men had apparently lost their lives.

INDICATIONS were that the two vessels had gone to the bottom in a violent storm about December, approximately 200 miles south-east of the Samoa Group.

The two vessels, *Iyo Maru* and *Zeiko Maru*, had sent messages to go about that time indicating they were in trouble. The ships were members of the Japanese fleet fishing for tuna which is sold to the Vanuatu Company in Pango.

When the messages were received, the *Zeiko Maru*, stationed in Pango Harbour went out to make a search of the area the vessels were last believed to be in.

Around 15 degrees south and 170 degrees west the mother ship sighted net floats, a pillow, and a door, but no survivors.

● **CAPTAIN SADLER'S NEW** BP: Captain Frank Sadler, master of the BP vessel *Tulagi* for the last four years, resigned from Burns Philp in December to take up a new

post with the Maritime Services Board in Sydney. He began his new duties in January in a position that will lead to Sydney Harbour pilotage.

In The News This Month

Abacus
Arcadia
Don Quixote
Dwyn Wyn
Enticer
Escalduna
Fairsea
Geneve
Horizon
Iyo Maru
Kaie Maru
Kalona
Lodestar
Malaita
Mariposa
Milos
Moana Roa
Moana Roai
Monsoon
Navaka
Neophyte
Okeanos

Oranje
Oriana
Ragna Ringdal
Ruahine
Sari Marais
Seawind
Slagen
Slevik
Slitan
Southern Cross
Staghound
Suva
Tolosa
Tui Cakau
Tulagi
Varja
Wanganella
Whangarei
White Lady
Yankee
Yasme III
Zenko Maru

Captain Sadler has been in command since 1953 but he has been best-known on the Sydney-New Hebrides-Solomons run in the *Tulagi*. He has been a popular master, with a big circle of Islands friends. He brought the *Tulagi* out from London in 1955 on her maiden voyage.

Captain Sadler's brother Geoff was another well-known BP skipper until he retired to join the Torres Strait Pilot Service.

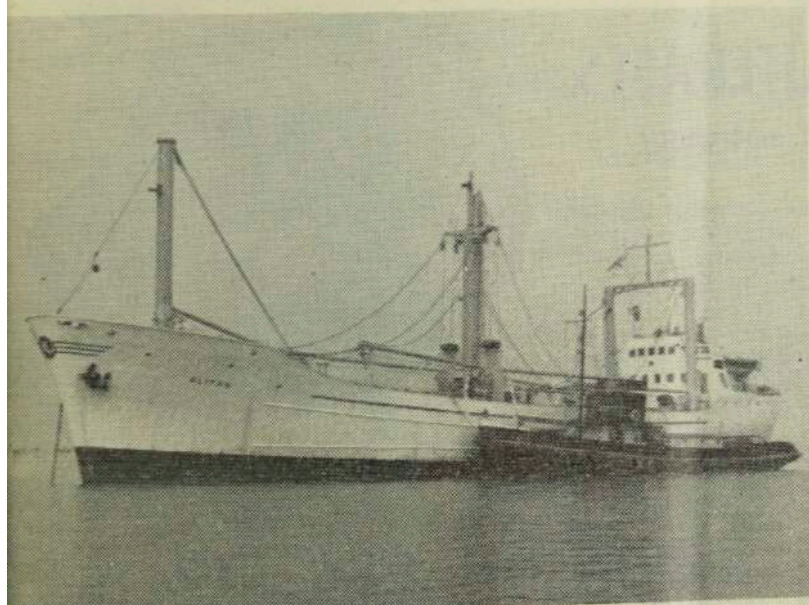
New master of the *Tulagi*, who took over on the January run, is Captain Duncan Barr, who for some time was first mate of the *Tulagi* under Captain Sadler.

● **CAPTAIN HILDER TO EXHIBIT:** Captain Brett Hilder, of the *Malaita*, a former master of the *Tulagi*, expects to pay a visit to the New Hebrides in May, when the *Tulagi* goes off for the annual recruiting trip for the GEIC. This suits Captain Hilder, for his ship will be in Vila shortly after his exhibition of water colours—which is to go on in the Vila Cultural Centre in April. He will exhibit about 45 paintings, about half landscapes and the rest personalities. All are of New Hebrides interest. Captain Hilder's last exhibition was in Port Moresby some years ago.

There is no decision yet on what will replace the *Malaita*, although Burns Philp has announced she will be replaced. Plans apparently depend on what ship-building subsidy and operating subsidy the Commonwealth Government is prepared to grant Burns Philp.

● **HONIARA VISIT:** The US research vessel *Horizon* was expected in Honiara in January to discuss local geology with the Geological Survey Department and to obtain samples of tertiary marine sediments, estimated to be 30 million years old, which were collected from Malaita in 1951. *Horizon* is one of the ships of Scripps Institute of Oceanography. She is studying deep sea sediments between Darwin and Honolulu.

● **JAPS FOR BSIP:** A Japanese company meanwhile is reported to be negotiating for fishing rights in



The New Karlander vessel "Slitan" which will go on to the New Guinea run in February. (See p. 105).

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Launching is done by throwing overboard the raft in its container, giving a sharp pull on the operating lanyard. This releases carbon dioxide stored in a cylinder on the raft causing automatic inflation of the liferaft and its canopy. Stability in rough seas, drogue, flares, paddles, etc., and protection for survivors are some of the features of Dunlop Inflatable Liferrafts—for maximum "Safety at Sea"!



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His "Poor Old Heart Glow With Pride"

The photograph of the US-owned brig "Yankee" under full canvas on PIM's cover in June stirred up some pleasant recollections for Mr. A. Minshull, an elderly reader of Machans Beach, Cairns, Queensland.

"It made my poor old heart glow with pride," he says in a note to PIM. "It is very like one of our old schooners, and it takes me back to dear old T.I. (Thursday Island) of 60 years ago, when, as a lad, I had many a trip on different ones."

"I was reared in Torres Straits and my father had a few luggers, but like a few others, he lost them in a cyclone. My childhood days in the islands were very, very happy, and I intend going back there shortly to end my days."

"I think there were about eight schooners all told. They were floating stations for their own luggers and never came to T.I. till about Christmas every year to lay up for a while. They were fed by two other smaller schooners from T.I."

"Some of these schooners were top sail, others fore and aft, and, my word, could they sail! Getting a good breeze, no steamer could see which way they went."

"I have very pleasant recollections of those good old days."

the Solomons. There has been mention of their using Tulagi for their headquarters, but apparently nothing has been decided.

● **NEW KARLANDER SHIP:** Karlander NG Line is replacing the *Slagen* with a brand new ship in February—the 1,850 ton deadweight *Slitan* (pronounced Slee-tan). *Slagen* should be on the way back home to Oslo, via Melbourne, Suva and Singapore by the time this is in print.

Slitan was built last year in Bilbao, Spain. She is 240 ft long with a beam of 34 ft 9 ins., and a speed of 12 knots. She has room for 150 tons of refrigerated cargo in addition to regular cargo capacity, plus collapsible cattle pens which will enable her to carry 300 head of cattle under Australian permit. There

are no immediate plans for her to carry cattle on the Islands service. *Slevik* has been doing that recently, but *Slitan* will be available if required.

Slitan was expected in Sydney sometime in early February and her first Islands voyage was expected to start in Melbourne on February 21.

Her regular route will be Melbourne, Sydney, Brisbane, Port Moresby, Samarai, Honiara, Gizo, Rabaul, Wewak, Madang and Lae.

As well as the *Slevik*, Karlander also operates *Elizabeth Boye* on Islands routes. Sydney agents are F. H. Stephens Pty., Ltd.

● **SHIP BREAKING UP:** The 9,000-ton Norwegian freighter *Ragna Ringdal*, which ran aground on Vatoa Reef in the Lau Group of Fiji on November 29, is breaking up. According to the crews of inter-island traders which have visited Vatoa since the grounding, the ship's hull is twisted and she moves with every swell.

The movement is pulling the bottom of the ship to pieces. Cargo has been scattered all over the ship, and timber which was lashed to the deck with chains has been washed overboard.

The *Ragna Ringdal* was on a voyage from Canada to Sydney when she grounded. Salvage experts have inspected the ship on behalf of the underwriters, Lloyd's of London.

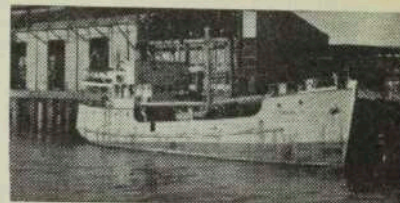
● **HECTIC TIMES IN SUVA:** The port of Suva had one of its busiest periods for many years over

Christmas and the New Year. Old-timers on the waterfront said they could not remember so many passenger liners in Suva in such a short space of time.

The rush started with the arrival of the Matson liner *Mariposa* on a scheduled Pacific cruise on Christmas Day. There was a break on Boxing Day before four liners on Christmas-New Year cruises from Australia and New Zealand followed in quick succession.

There were the *Ruahine*, *Fairsea*, *Oranje* and *Wanganella*. All had left

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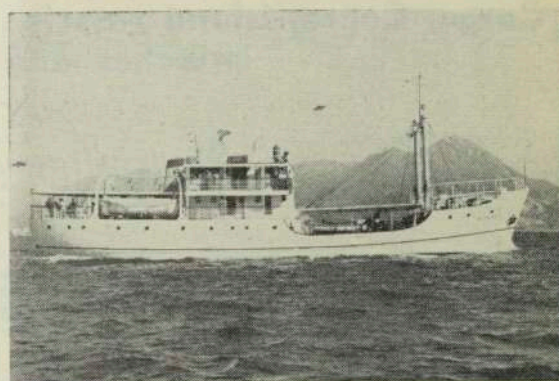
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gain by December 29, but on New Year's Day the *Oriana* arrived from Australia via Tasmania and New Zealand with more than 1,600 holiday-makers.

While all these liners were arriving and departing, two regulars at Suva, the *Matua* and *Tofua*, slipped in and out virtually unnoticed.

The first few days in January saw the arrival of the *Southern Cross* from London for Australia), the *Isosova* (from Sydney to the American west coast) and the *Acadia* (from the American west coast bound for Sydney). All made one-day calls at Suva.

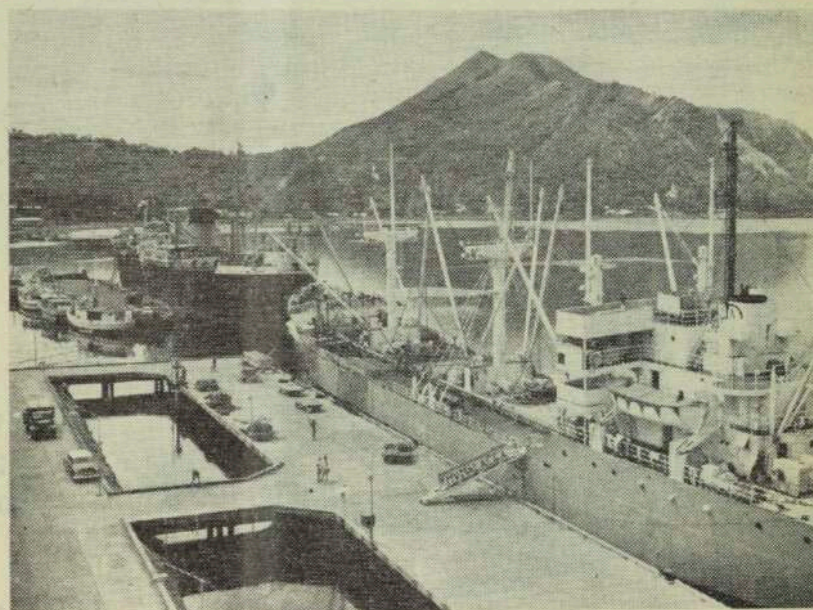
● **100th VOYAGE:** The Gilbert and Ellice Islands Colony Wholesale Society vessel *Moana Raoi* recently completed her 100th voyage since leaving Hongkong in 1958. She has now visited 632 loading ports and covered 86,603 nautical miles at a mean speed of 8.1 knots. In this time she has carried 15,787 tons of cargo, carried 9,592 tons of copra and an equivalent of 7,575 adult passengers.

● **TWO DAYS ON REEF:** The Morris Hedstrom Ltd. island trader *Tui Cakau* (130 tons) spent two days on a reef near Yadua Island off the main island of Vanua Levu just before Christmas. She ran aground in ballast early on December 22, and on December 24, at the afternoon high tide, she was pulled off by the *Tuvalu*, another island trader.

The *Tui Cakau*, after being towed to the *Tuvalu* for some distance, continued to Suva under her own power. She was on a voyage from Suva to Labasa when she grounded.

● **FROM THE TOKELAUS:** Mr. Alan Pritchard, who spent five months at Atafu Atoll in the Tokelaus last year blasting a reef channel, passed through Apia in December on his way home to New Zealand. Also in Apia after a spell in the Tokelaus were Messrs. Lloyd Webber and Rai Snow who had spent three months at Fakaofu Atoll preparing for the resettlement of about 10 Tokelau people who live on a 10-acre islet of the atoll. These people are to be transferred to a 10-acre islet called Fanuafala.

● **NAVAKA'S PROGRESS:** Construction of the new 47-foot New Hebrides Condominium touring vessel *Navaka*, which will replace the *Don Quixote*, is reported to be progressing well. Internal fittings are now being installed. She is being built by Lars Halvorsen, at Ryde, Sydney, and it is expected that



THE RABAUl SCENE: Rabaul is one of P-NG's busiest ports. The top photograph shows a panorama of Simpson Harbour with the volcanoes South Daughter and Matupi in the background. The ship is the "Laganbank". Lower photograph shows a close up of the wharf area, with the "Laganbank" by the wreck wharf and "Malacca" at the main wharf.

she will be launched by Madame Delauney, wife of the French Resident Commissioner, when Monsieur and Madame Delauney return via Australia to the New Hebrides in the next few months, after leave in France.

Captain Kirkwood, Superintendent of British Marine, and Monsieur Monteil, Superintendent of Condominium Public Works, visited the Halvorsen shipyard recently to inspect progress. The name *Navaka* in some New Hebridean languages means "the ship", and it is also the name of a river in Santo.

● **RECOVERED:** Reece Discombe and Geoffrey Seagoe, who have been salvaging brass which was jettisoned by the *MV Milos* at Vanikoro when she went on a reef four years ago, returned to Vila on Christmas morning. They travelled to Santo from Vanikoro in the *Milos*, and chartered the *Trudy* for the last stage of the journey to Vila. The brass shell-cases which they have so far recovered were cleaned at Vanikoro, and remained on the *Milos* for the journey to Sydney. Mr. Discombe

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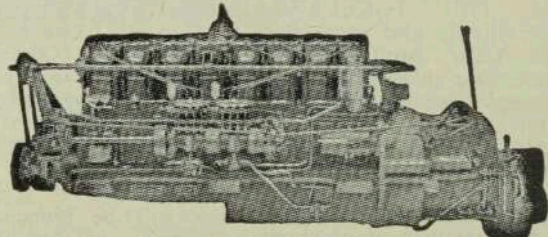
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AT LEFT: The Russian magnetic survey vessel "Zarja", which was in Suva for engine overhaul in January. (See story page 111). In foreground, bow of P & O-Orient liner "Arcadia".

Photo: Stan Whippy

ABOVE: Michael Mermod and his yacht "Geneve" (he is Swiss and she was built in Chile), photographed in Nukualofa, Tonga, in December. Since then she has moved on to Suva. (See page 115).

Photo: D. M. Blakely

may make a second trip about March to recover the remainder of the grass.

● **CLOCKING UP MILES AND TONS:** The New Zealand Department of Island Territories' motor vessel *Moana Roa* sailed 90,000 miles carrying 50,000 tons of cargo in the first two years of her existence.

She made 25 voyages in that period—almost always carrying her full complement of 40 passengers, and with a long waiting list of disappointed passengers at each end.

Because of the demand for passages from Islands residents, *Moana Roa* is not normally in the cruise business. But she did have a special voyage to the Northern Cooks in April, 1962 (which was patronised by the NZ Minister for Island Territories, Mr. Gotz); and plans another, this time to the Southern Cooks in April, 1963.

● **FOR SHIPBREAKERS:** It is rumoured that the cargo ship, *Suva*, owned by W. R. Carpenter and Co. Ltd., may be sold to shipbreakers in Japan.

The vessel was built by Bartram and Sons Ltd., of Sunderland, England, 24 years ago for Carpenters. For most of her life she has carried

a predominantly Fijian crew, with a sprinkling of Indians and Rotumans.

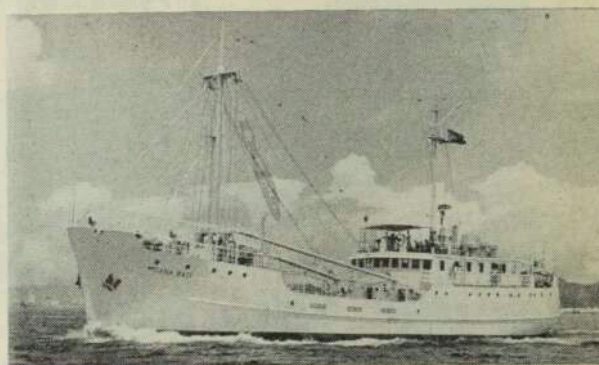
Her main trade has been carrying general cargo between Australia, Fiji, Tonga, Samoa, Hawaii, the

United States, and Canada. On her last voyage she called at Suva where nine deckhands and engineroom men were signed off. She then went on to Honolulu and Los Angeles before going to Japan. (Over)

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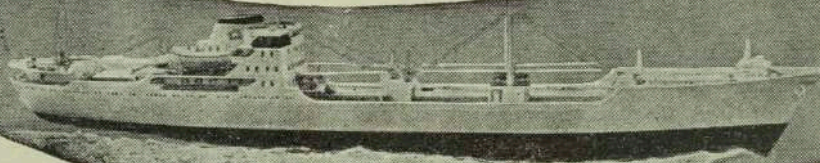


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● **BACK IN THE S. PACIFIC:** The Russian three-masted auxiliary schooner, *Zarja*, said to be the only of its kind in the world, arrived in Suva early in January for an engine overhaul. The job was expected to take 15 to 20 days. The wooden-built *Zarja* is on magnetic survey duties. One of the scientists on board said the object of the *Zarja's* present voyage, which will take her half-way round the world, is to make modern magnetic maps, on the same lines as topographic maps. She left Vladivostok in August, 1962, and her work since then has taken her to Japan, Vancouver, San Francisco, Honolulu and through the Gilbert and Ellice Islands Group. After her overhaul she will go on to Apia, W. Samoa, Papeete, Tahiti, through the Panama Canal to the Caribbean and cross the Atlantic to Denmark, and eventually to her home port of Leningrad. She left Leningrad in 1957 and has been based at Vladivostok since.

● **PERSONAL:** Mr. E. J. (Joe) Taylor, radio officer in the USS Company's inter-island trader and messenger ship, *Tofua*, retired in late January after a marine career of 45 years. In that time he estimated that he had called at Suva more than 500 times in Union Company ships including *Aorangi*, *Niagara*, *Manowai* and *Tofua*. He was in the *Aorangi* from 1927 till she went off to Sydney-Vancouver run in 1953, except for a period of two years in *Niagara*. He has been on *Tofua* about nine years. Mr. Taylor is a New Zealander who was based on Sydney until joining *Tofua*. He plans to settle down in Mission Bay, Auckland, tend his garden, and after retirement-leave look for another job. On his last trip round the islands, the Union Company allowed his wife to go with him to see, at first hand, many of the ports her husband knew so well.

It was announced in Canberra at the end of December that Commander M. G. Pechey will take command of the Australian Naval Command at Manus, New Guinea—called Navy parlance, HMAS *Tarangau*. Commander Pechey is at present Director of Naval Reserves, Navy Office, Canberra. At Manus he will relieve Captain L. M. Hinchliffe who will become chief staff officer to the Regional Officer, East Australia area.

● **MAINTAINED IN AUSTRALIA:** The Royal Australian Navy's two new guided-missile

destroyers, at present being built in the United States, will be maintained, serviced and refitted in Australian Navy dockyards—and not in Honolulu, as reported.

The Australian Minister for the Navy, Senator Gorton, made a special statement on the subject in early January after the Combined Maritime Unions had shown their displeasure at the prospect of Honolulu getting the work.

The Minister added, with some typically picturesque Australian speech, that it is a pity some people don't check with the right Department or Minister "before they blow a gasket".

News of Cruising Yachts

● **NEOPHYTE**, a 40 ft yacht with Lee Quinn and an all-girl crew of four, set sail from Sausalito, California, on December 28 for the South Pacific.

Quinn, 35, a former steeplejack, employed four girls because he said they made better crew members.

The crew is: Giselle Mayer, 22, Jackie Miller, 24, an airline stewardess, Susan Bird, 20, a laboratory worker, and Mrs. Karol Hope, 20, a folk singer.

Quinn will pick up his wife Mary Ann in Hawaii, and she will take over as first mate when *Neophyte* continues its voyage to the South Pacific.

● **ABACUS**, Park and Gloria Shorthose's yacht, was still in Suva early in January, having arrived there from Tahiti on October 28. Also in Suva in early January was the ketch *John Hanna*, last reported in July, with C. K. Wing and J. Counterman, at Tai-o-hae, Nukuhiva.

● **MONSOON**, 47 ft San Diego-registered yacht, reached Whangaroa, New Zealand, in December after a 10-day voyage from Suva. She sailed from Los Angeles in July with a crew of five on an 18-month voyage round the world. Three of the original crew members stayed in Tahiti. The crew is now Herb Hope, skipper, of Los Angeles, Barbara Boulter, cook-deckhand, of San Francisco, Andy Cooper, Barry Ryan and Tony Horton.

● **TOLOA**, a yacht from Vancouver, arrived in Nukualofa, Tonga, late last year aboard the *Thorsile*.

● **STAGHOUND**, Paul Hurst's 40 ft yacht, which has been knocking around New Guinea for more

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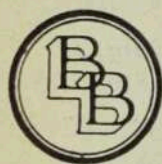
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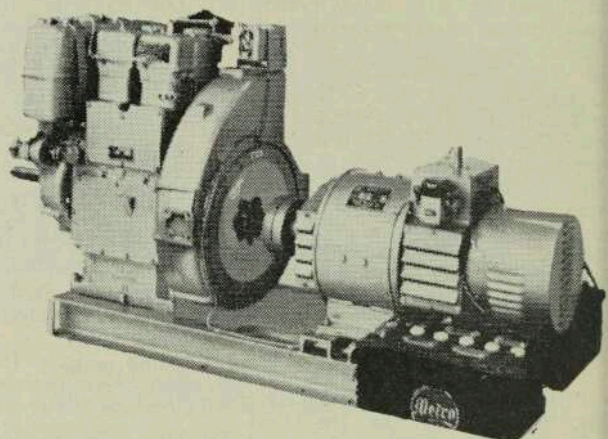
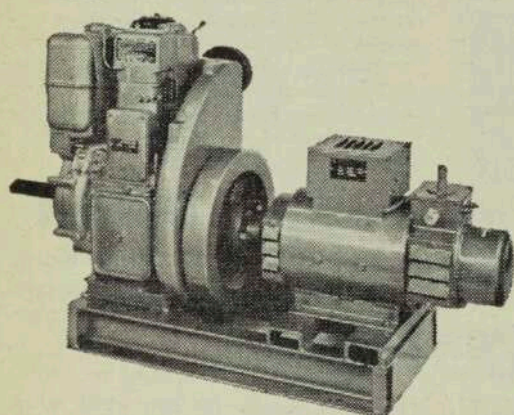
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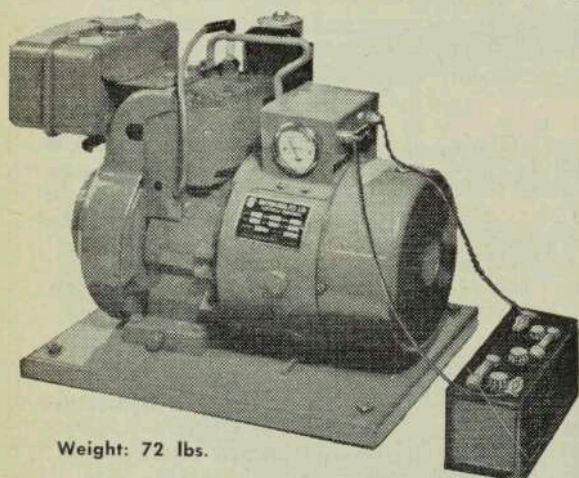


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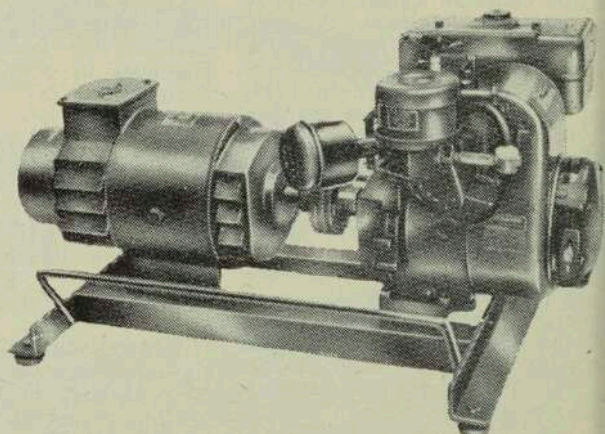


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Royal Vessel's Mercy Mission

The Royal yacht "Britannia", en route to Suva, on January 8, answered a mercy call in mid-Pacific.

A seaman had been injured by engine flash-back on the 7,900 ton cargo vessel "Glenmoor" which was on its way from Lisbon to New Zealand. "Glenmoor" did not carry a doctor. "Britannia" after hearing the urgent SOS for medical aid, made rendezvous with the freighter some hundreds of miles east of Tahiti.

She took the injured man on board and was expected to leave him in a hospital in Papeete where she was due to call on January 16.

"Britannia" will arrive in Lautoka Fiji, late January and the Queen and the Duke of Edinburgh will join her on February 1. The Royal couple will spend two days in Fiji before heading for New Zealand and Australia on "Britannia".

in a year, is still in those parts. ul said in a card from Rabaul Christmas that he (and presumably his Tahitian wife Tere) had completed a trip up the Sepik river—this being the fourth yacht to go up the river since the war, and the smallest by 30 ft. After it he visited Wewak, Madang and baul.

● **ESCALDUNA** (we've also seen the name spelt *Euskalduna*), a Hong-kong-built sloop, was in Nukualofa in December. Our correspondent did not say who was commanding her where she had come from, but did say that she was being single-handed. Our last report on this vessel (*PIM*, June, p. 116) said that it was owned and sailed by two Spanish-born Guatemalan bachelors, Manuel Carvapal and Alfredo Arvapal, and that she was on her way from Hongkong to Chile. She was in Honiara last Easter.

● **OKEANOS**, with Joe Pacherng and his fiancée Benita Burge, arrived in Papeete, Tahiti, from San Diego via the Marquesas on December 12. They intended to stay in Papeete until after Christmas, then to make a quiet anchorage in Moorea for essential painting and main-

tenance before heading for Rapa at the end of January. After Rapa, they planned to go straight to Valparaiso, which would mean two months at sea.

Joe is a sailor who likes to chew off great chunks of ocean in one bite. After leaving New Guinea last March, he sailed straight for Japan. After Japan, for the United States. From San Diego, straight for Tahiti. His 10 days or so in the Marquesas were an exception.

Joe and Benita had a third crew member during their 32-days' voyage from San Diego to the Marquesas—an American seeking the simple life. He left them in the Marquesas to

look for something even simpler—until the French Administrator catches up.

They are hoping to pick up a congenial third hand in Tahiti, but if one doesn't eventuate, they'll sail alone. This will mean a continual 24-hour a day grind, watch on, watch off, with an occasional day hove-to to catch up on sleep and domestic chores.

They have no fixed plans after Valparaiso except maybe the Galapagos where Joe wrecked his first yacht and spent 18 months (on \$18) some years ago before shipping on a "real luxury job" and finally finding his way to New Guinea and a job as an Admin. trawler master.

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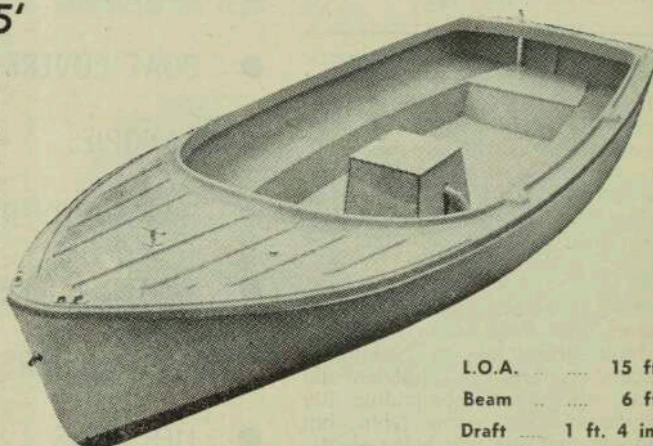
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TOP: Mr. E. J. Taylor, recently retired from the Union Company, photographed with Mrs. Taylor. (See p. 109.)

LOWER: Michael Mermod who is longing in the "Geneve", was in Suva in January. He will resume his voyage around the world to Marseilles after the hurricane season.

He learned that *Moonfleet*, ex-*ona*, (now *Okeanos*) was for sale in Suva through PIM, went there, bought her and sailed her back to NG.

Joe's ambition? To have a bigger ship—something like Robinson's *urua* (alongside which *Okeanos* was put up in December on Papeete's waterfront) would do. He'd like to go into charter work, maybe in the West Indies, or the Pacific.

For Benita the seafaring life has all over nursing, her job in New Guinea where she met Joe. She's the one girl in 10,000,000 who's loving that being born female is a bar these days to doing exactly what you like—up to and including sailing away to sea. Joe reckons he's the best crew he ever had, though Bill Gasson, Kiwi Reuter correspondent who sailed with them from Japan to the US, was "pretty good". The thing that Benita probably misses most at sea and in strange foreign ports is a big Australian steak.

● *YASME III*, Danny Weil's 51 ft yacht, which arrived in Apia from Suvarrow in November, was broken into and ransacked by vandals on the night of December 12.

Weil, an amateur radio enthusiast, is sailing round the world with his wife. Both were ashore when the yacht was ransacked. About £185 worth of Weil's and his wife's possessions were stolen.

Entry was made by forcing a hatch which was considerably damaged. Personal effects that were not taken away were left strewn about the yacht. Heavy rain did further dam-

age, as the vandals left the hatch open.

Many of Weil's radio records were lost—the record for one complete year being torn up.

Three youths were later arrested and pleaded guilty to having wilfully damaged the yacht to the extent of £20, stolen goods to the value of £185 and trespassed by night.

They were each sentenced to six months' imprisonment on the first charge and 12 months' imprisonment on the second. They were convicted without penalty on the third count.

The police recovered about £100

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worth of property, chiefly clothing, from the *Sulimoni*, which the youths, although not members of the crew, used as their base.

Earlier, Weil had worked hard to get Apia radio hams to form a club. Officers of the club are Messrs. Ernest Betham (president), P. Rivers (vice-president) and J. Moore (secretary).

Mr. Betham says the purpose of the club is to stimulate interest in amateur radio and give young people a chance to learn about electronics.

In late December the club was seeking a building for meetings and to house its equipment, much of which is being supplied through Weil, who works for an international foundation of radio hams.

Weil has three radio transmitters

and five receivers aboard *Yasme III*. He made contact with 3,000 radio amateurs all over the world in his first 17 days in Samoa.

He has appealed through the foundation for which he works for equipment for the Apia club. Before his yacht was ransacked, he said: "In all my travels round the world over the last 10 years, Samoa is the friendliest place I have ever visited and amateur radio really warrants support here".

But after the ransacking, he said "After working to get radio equipment for Samoa, I don't think much of this in return."

Weil, who is making his third attempt to sail round the world, has had a lot of bad luck. His first yacht, *Yasme*, which he was sailing

alone, sank under him about miles from Port Moresby in 1951. He was rescued by a Catalina flyboat.

Yasme II was wrecked in the W Indies in 1959; and *Yasme III* nearly foundered off the coast of Me in December, 1961.

● *DWYN WYN*, a big yacht which was last reported in Marquesas (in mid-July), arrived Honolulu in mid-December.

● *SEA WIND*, 38 ft ketch, with Malcolm and Muff Graham, who arrived in Suva in November, still there in January and probably likely to be there for some time after that. Mrs. Graham, in a note to *PIM* during the month, did not mention future plans, but asked if we could track down the yacht *Myonie*. *Myonie* is a 36 ft cruiser on a trip around the world with Captain Al and wife "Mimi" Gehrman. *Myonie* and *Sea Wind* were in Tahiti together last May. We have not heard from *Myonie* since. If anyone knows her whereabouts or mailing address, M. Graham, Yacht *Sea Wind*, Suva, Fiji, would be very pleased to hear from them.

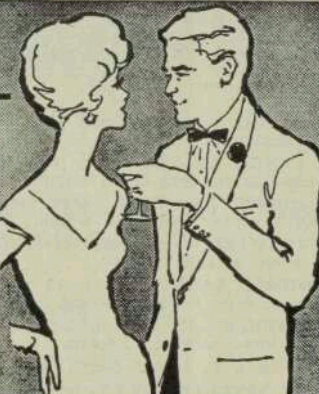
● *SARI MARAIS*, 45 ft yacht with Royce Hubert and his wife Linda, is likely to be seen in the Western Pacific in the next months. *Sari Marais* is on a voyage round the world. She was in Rarotonga in November after a five-month trip from Bora Bora. Earlier stops were made at Tahiti, Moorea, Huahine, Raiatea and Tahaa.

● *KALONA*, in the news some time ago when she was dismasted in the Central Pacific, was en route to Rarotonga in January with her Kiwi crew R. M. McIlvride (well-known former skipper of the *Ata*), skipper, W. J. McCarthy, and Honolulu Dave Hamon, and El Siess, of Hawaii Yacht Club, who has been "doing" the South Pacific during the past year on *Ahwah* and *Ben Gunn*. *Kalona* was sailing via Fanning and Penrhyn.

● *WHITE LADY*, with Joe and Mrs. Hart and son Joey, arrived in Honolulu in December, 53 days out of Pago, tired and sea-worn. *White Lady's* sails were blown out a few miles from Diamond Head and she docked on the end of a Coast Guard tow line.

● *ENTICER*, 45 ft ketch, has returned to Honolulu after a very successful cruise to Tahiti and Pago.

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er crew included owner Carl Gillette, his daughter Joyce, and Ski Linowski and Nuuelue Sepulona, of American Samoa. Mr. Gillette is enthusiastic about the hospitality of New Zealand officials of Rarotonga and Niue, plus the Kellums of Papeete, and HMS *Lock Killisport*.

● **RACE TO NOUMEA**: *Manangarei*, New Zealand's northland yachting centre, may be the starting point for a yacht race to Noumea, New Caledonia, in April, 1964.

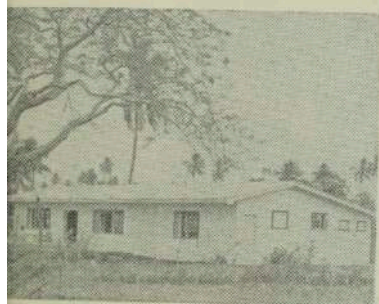
The proposal comes from the Tairāhī Yacht Club which has successfully organised local events and now feels experienced enough to attempt something on a bigger scale.

The club is confident that over-50 yachts will enter, including at least one from the United Kingdom.

● **"LODESTAR" HEADS NORTH**: The American-built trimaran *Lodestar* with John Daigneault and two New Zealanders as crew, left Wairoa, NZ, in early December and headed nor-east. Rapa is the first stop; Tahiti comes later.

Lodestar, because of her unusual appearance, has had a lot of publicity since she arrived in New Zealand a few months ago. She left San Francisco in May, 1962, and headed north via Honolulu and the Cook Islands. Daigneault joined her in Honolulu when two original crew members quit; his two new companions from NZ to French Polynesia are Charles Urquart and Wynne Dumbleton.

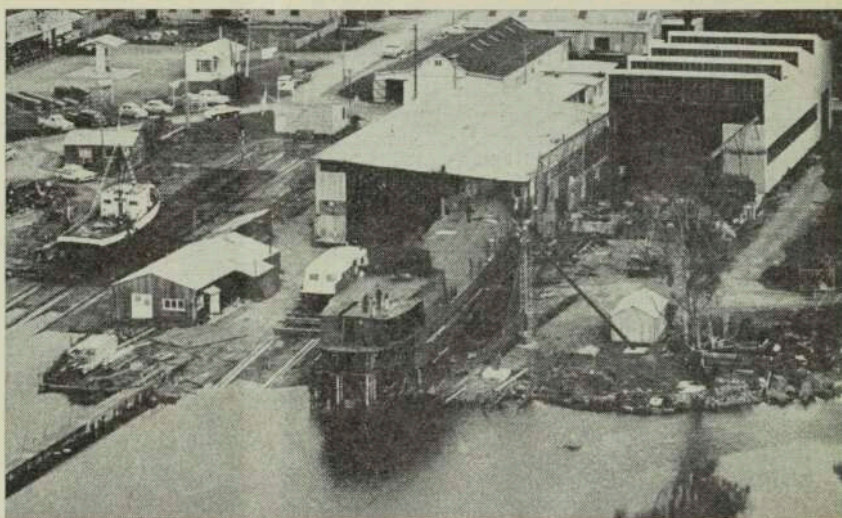
The trimaran has 400 sq. feet of sail and a six hp outboard motor to help her on her 2,300 mile voyage to Papeete, but carries no radio.



This handsome building is the new headquarters of the Nukualofa Yacht and Boat Club, which was opened by Prince Tu'ipelehake in September. The building is 72 ft. by 20 ft. and is finished in alternating panels of two shades of green. In the centre of one wall is a mural of a Tongan man and woman painted by Mr. Graham Peart.

Photo: I. T. Simmons.

Recent visitors to the Polynesian Association in Sydney were these French Polynesian lads of the French Navy. In front is smiling George Lagarde; at extreme left is Serge Salmon; on George's left is Philippe Meule (other sailor unknown).



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Interregnum In West New Guinea

From a Special Correspondent in Manokwari

Although the takeover of Western New Guinea by Indonesia does not take place officially till May, 1963, what might be called "Indonesiation" was already in operation during November and December, 1962.

THE way was opened for this by the unexpected reluctance of the Dutch civil servants to stay on in West New Guinea after October 1, in spite of big monetary inducements. The wholesale exodus by the Dutch put a big strain on the ability of UNTEA (United Nations Temporary Executive Authority) to find replacements, and the Indonesians were not slow to bridge the gap.

Under the terms of the Dutch Agreement, 18 top Dutch officials had to leave by October 1 and it took UNTEA well into November to replace even these men. Already by that time, the Indonesian vanguard had already begun to pour in and it had come into full action by the end of that month.

Replacement of the remaining Dutch officials was carried out in short order, and a start was made in changing Papua senior officers in almost all branches. Resident Commissioners, who had been appointed by UNTEA, all got Indonesian deputies and Indonesian magistrates were appointed at Hollandia—now called Kota Baru—and at Manokwari.

It soon was clear, however, that in spite of Indonesian eagerness to fill these top jobs, they were going to have to contend with a shortage of technical specialists, doctors, etc.

"Re-orientation"

The propaganda machine was early in action. Theatrical companies visited the principal coastal towns, free Indonesian films were shown; and there was large-scale introduction of Indonesian music over the local radio station.

It was announced, also, early in the piece, that a large stadium and a university would be built at Hollandia and at the same time, selected groups of Papuans were sent on free junkets to Indonesia for reorientation.

However, in spite of this activity, the majority of the native inhabitants adopted a wait-and-see policy. A feeling of discontent, frustration and uncertainty was inevitable in view of the way transfer of sovereignty

had been achieved. The sudden departure of the Dutch, the cessation of public works by the Civil Administration and the sudden reduction of imports all added to the gloom.

Incidents at Sorong and Merauke towards the end of the year did not improve matters.

On December 12 fighting broke out at Sorong between Papuan police and Indonesian troops from the Pattimura Brigade and it was several hours before it subsided. One Papuan policeman was killed and three others engaged in the fracas were wounded. In addition, two Dutchmen who were unfortunate enough to get into the field of fire were also wounded.

During the same month, at Moppa airfield near Merauke, a Papuan civilian was shot in another disturbance.

However, in spite of these outbreaks a state of relative peace and quite is being maintained.

To prevent further decrease in

PACIFIC REPORT

public morale due to growing unemployment, UNTEA resumed some public works that had been abruptly terminated at end of September.

In Hollandia construction work on the New Guinea Legislative Council building resumed; Manokwari there has been expansion in road construction; and work commenced also on some building projects at Sorong.

The only remaining Dutch construction company, Hollandse Beton Maatschappij, is continuing activities at Hollandia and Fakfak until April 1963, when it will leave.

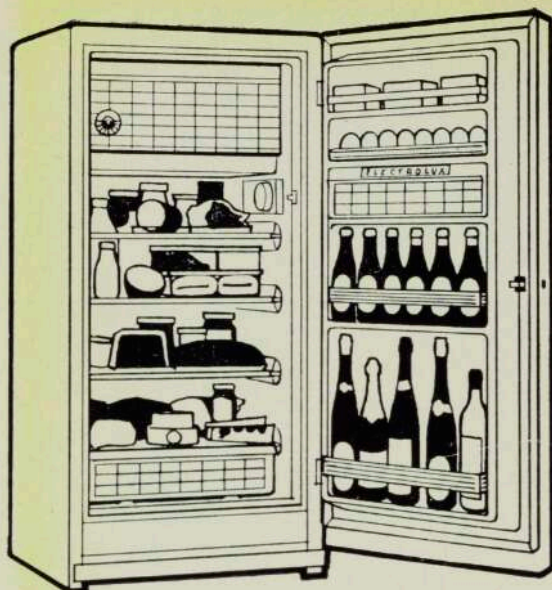
Private business has continued on under great difficulties. Transportation of goods from Hollandia to Manokwari has been difficult due to lack of organisation and supervision. With the withdrawal of 80 per cent of the Dutch population, who have been the main consumers of imported goods, imports have declined and this has resulted in deterioration in the whole economy.

Importers, who sold to local tradesmen and distributors, being uncertain themselves of their future, have been selling on a cash-and-delivery basis and refusing to extend credit. This too has resulted in curtailed trading throughout Territory.



Visitors from Tahiti to the Polynesian Association in Sydney recently included these young people: Left, Ginette Cheng; Centre, Mireille Jamet, with their hostess Mrs. John Canning and her daughter Regine.





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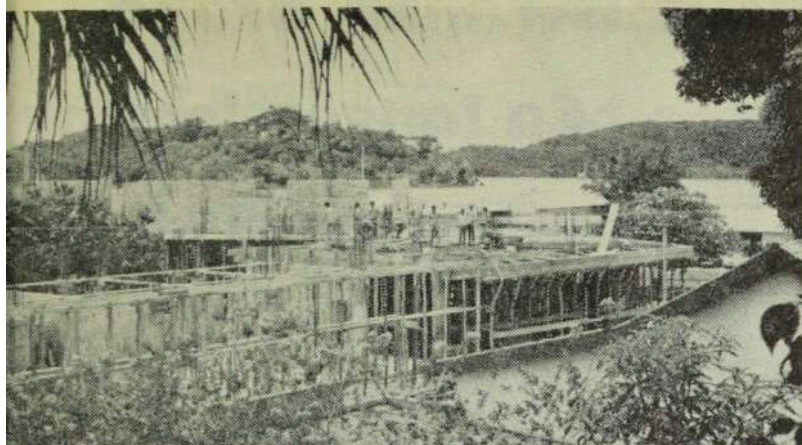
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Work proceeding on Vila's new waterfront hotel and casino. In the background is Vila Harbour, with Iririki Island on the left.

Vila To Have New Hotel, Casino — And Tourists

From Robert Langdon in Vila

A two-storey hotel, including a casino, is being built on the Vila waterfront opposite Rossi's Hotel Vailele. It is expected to be completed by the end of January, 1964.

THE hotel will have accommodation for 50 people, and the building itself, exclusive of the land, will cost much as £150,000.

The casino, which will be open to tourists, will have games of roulette, edge, poker, baccarat and chemin fer. There will also be poker machines.

A French company, the Societe immobiliere des Nouvelles Hebrides (SINH), is financing the building of the hotel. The managing director and largest shareholder in SINH is M. Raymond Lavoix, a leading Noumea businessman with big real estate interests.

M. Pierre Bourgeois, manager of the hotel, one of the biggest import-export firms in the New Hebrides, is another shareholder in SINH. He is also a partner, with Mr. Joe Mulders, Coral Tours Melanesie, which will lease and operate the new hotel.

Mr. Mulders, who was born in Belgium and who has had experience in the tourist and travel business in Noumea, London and Sydney, will manage the hotel and will be in charge of its tourist activities.

The hotel will be called Hotel Vailele—Vate being the French name for Efate, the island on which Vila is situated.

The ground floor will comprise eight shops, a restaurant and a hall. One of the shops will be the office of New Hebrides Airways. Another will be a curio shop.

On the first floor there will be seven bedrooms and two studios each with their own bathrooms and toilets, and three suites with their own kitchens, bathrooms, toilets and living rooms.

On the second floor there will be

seven bedrooms, two studios, one suite and a large hall. The hall will be taken over by the New Hebrides Club and used as the casino.

Although the casino will be open to tourists, local people will be denied admittance unless they are members of the New Hebrides Club.

With offices in Noumea and Sydney, the lessees of the hotel, Coral Tours, will make the first really organised attempt to promote tourism in the New Hebrides.

Coral Tours will run a bus which will pick up passengers at the airport and take them on tours, which the hotel will organise. It will also provide dug-out canoes for the use of guests in Vila Harbour.

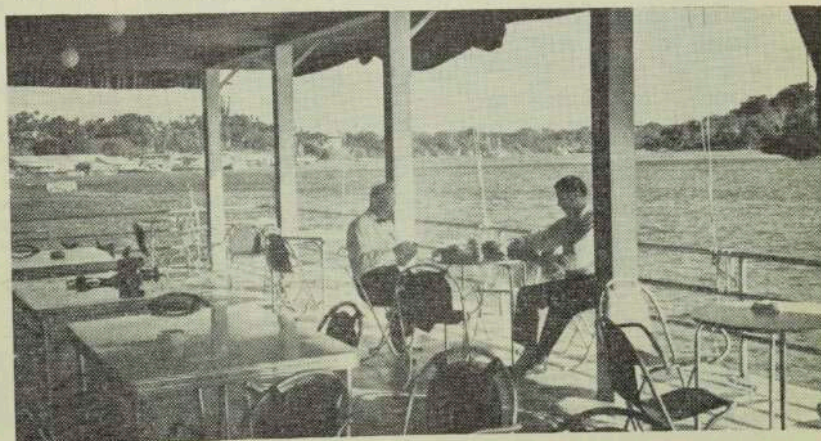
Tourist trips to Tanna will be organised in conjunction with New Hebrides Airways. Arrangements are in hand to provide accommodation at Tanna in native huts with all modern conveniences, similar to the burens at Fiji's Korolevu Hotel.

If the hotel proves as popular as the interested parties hope, the building will be extended to accommodate about 100 people.

There is no doubt that Vila can do with another hotel as Rossi's Hotel, which only has bedroom accommodation for 20, is frequently full.

But many people in Vila say that the prices at the new hotel (said to be up to £8 a day for rooms) will be too high for most tourists, and that Rossi's Hotel, besides being cheaper (£2/10/- a day for rooms at present) has the advantage of being right on the waterfront, whereas the new hotel is on the opposite side of the road.

However, the new hotel will command a fine view of the harbour from its upper floors and will be air-conditioned, which Rossi's Hotel at present is not.



Vila's present hotel, Rossi's Hotel Vailele, has a beautiful position right on the waterfront—in fact, this verandah is built over the harbour.

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SOLOMON ISLANDER WINS FIJI APPEAL CASE

From a Fiji Correspondent

The Fiji Court of Appeal sitting in Suva in January allowed an appeal by a Solomon Islander, Mariano Rai, against a conviction and sentence of three years' imprisonment for breaking into a house on August 26, 1959, and stealing £304. The time was allegedly committed at Gururu, BSIP. The High Court of the Western Pacific on October 8, 1962, sentenced Mariano.

THE appeal court, in its judgment, said that the house of Iain Gower had been broken into in 1959 and a quantity of articles, including a heavy cash safe, were removed. Police investigations were fruitless, and no information about the person responsible was obtained for three years.

Then, in August, 1962, the police interviewed a man named Antonio Murai about allegations said to have been made against him by Mariano that Antonio had been guilty of stealing money.

Antonio had then told the police that Mariano had carried out the burglary at Gower's house and that he (Antonio) had helped to commit the crime.

Denied It

Mariano, when interviewed by the police, denied the charge, and continued to deny it, but both he and Antonio were charged with burglary.

When the matter came up in the High Court, Antonio pleaded guilty and received a sentence of two years' gaol. Antonio then gave evidence against Mariano and gave a circumstantial account of how Mariano had planned the burglary, and how the two of them carried it out.

There was no other evidence connecting Mariano with the crime, except that of Selesitino Chele, who said that some time in 1959 Mariano gave him £16. But Selestino's evidence was not convincing and had been rejected by the trial judge.

Antonio also said in evidence that Mariano's brother, John Wahioro, received £20 from Mariano as part of the proceeds of the burglary, but Wahioro in evidence denied that.

After reviewing the law relating to uncorroborated evidence, the Appeal Court said that Mariano's case was one where it had to be strictly applied, as there was no evidence connecting him with the crime except the

statement of an accomplice. That same accomplice, it had to be remembered, had kept silent on the subject for three years. Only when it was reported that he was accused, falsely according to him, of the theft of money, he immediately implicated Mariano in a burglary which he (Antonio) admittedly committed three years before.

There were grounds, as conceded by the Crown, for considering the possibility that the accomplice, in making his allegation against Mariano, may have been actuated by malice, a desire to seek revenge for the wrong which he thought had been done to him. It would have been just

as easy for Antonio to make the allegation about any other person who had been in the vicinity three years before. It was conceivable that he could have carried out the burglary by himself, as he was strong enough, which Mariano was not, to carry away the cash safe.

The appeal judges said they felt that the trial judge, had he applied strictly the law relating to evidence by an accomplice, would have acquitted Mariano.

They also considered that the trial judge was not entitled to draw any conclusion from the fact that Mariano had made an unsworn statement from the dock.

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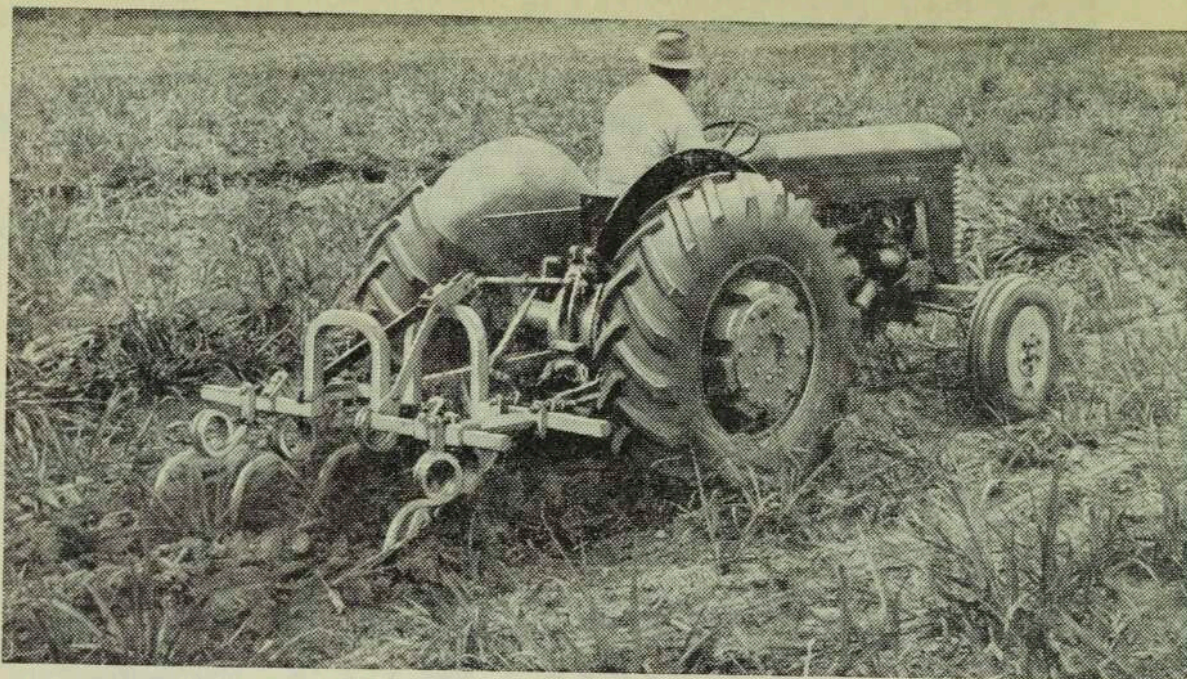
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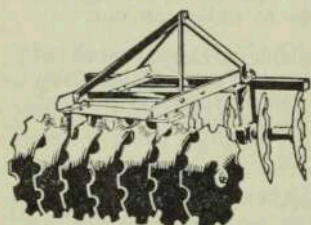
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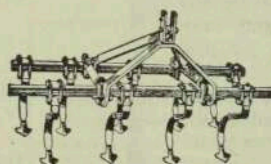
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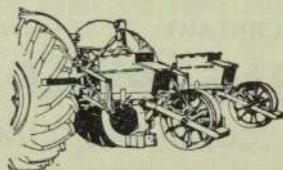


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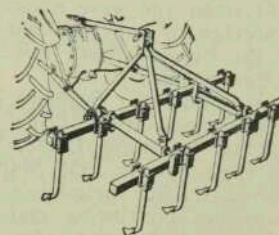


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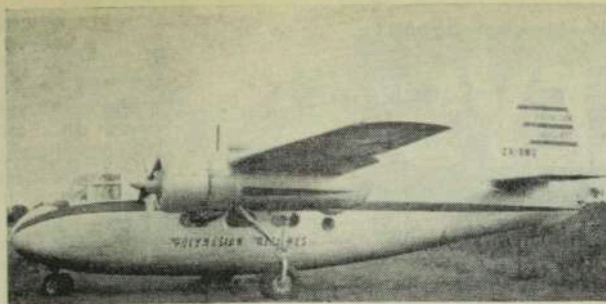
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Samoan Airline Hopes For International Routes

By a Staff Writer

Prospects are beginning to look brighter for Western Samoa's Polynesian Airlines, which has had an uphill battle since it went to operation a few years ago.

POLYNESIAN'S only present route is between Faleolo, Western Samoa, and Tafuna, American Samoa. Flights have been booked almost to capacity since the beginning of the school holidays in December and it is hoped that with the increased traffic into American Samoa's new jet port, big loadings will now continue.

Western Samoa officially does not encourage tourists but sufficient of them seem to be finding their way here to give the local airline the boost that it needs.

Polynesian at present is using two Percival Prince, two-engined planes that carry no more than a dozen people. The company is now seeking a large aircraft—probably a chartered C3.

The company has already started negotiations with New Zealand with a view to inaugurating a service to the Cook Islands which have been without any air service since TEAL withdrew its flying-boats from the Coral Route service to Tahiti.

In Apia, in December, one of the company's principals said that Polynesian was interested also in the prospect of inaugurating a service to Tonga.

It is understood that if the Cook Islands service develops it will be in close liaison with TEAL. A New Zealand civil aviation officer and an executive of TEAL were in Apia in December for top level discussions on aviation. TEAL has given the smaller

airline considerable technical and other assistance in the past.

Although up until now Polynesian Airlines has been the reverse of a money-spinner for its shareholders, it is a vital link in central Pacific communications, in that the majority of passengers who leave or join the international services at Tafuna are in transit to or from Western Samoa. It is of considerable importance to the big airlines that this feeder service provided by Polynesian should not only remain in existence but expand its operations.

Licences Hold Up Banana Trade

Although shipping will be a problem when the Japanese importation of South Pacific bananas begins, the present hold-up in shipments from Tonga, Western Samoa and Fiji is due to Japanese import licensing regulations.

WHEN the Pacific banana venture was first mooted it was confidently expected that the restrictions would be relaxed as from October 1, 1962. This did not happen and it is now hoped that the relaxation will come about from March 1, 1963.

Western Samoa (like Fiji and Tonga) has got its contract with Japanese importers and is now waiting for the "go" signal and some clarification of the shipping position.

W. Samoa Sees Some Brighter Times Ahead

From an Apia Correspondent

Devoting most of his New Year radio speech to the need for a sound and stable economy, Prime Minister Mataafa of Western Samoa was optimistic but cautious. (See also a criticism of the local Press, p. 127).

DEVELOPMENT should not cause the sudden abandonment of the past for an uncertain substitute, he said. "Where are the indigenous inhabitants of Hawaii today. And where are the Maoris and Tahitians?" he asked.

He said that during 1962 the Government had explored all ways and means of developing Samoa's economic position, particularly with regard to agriculture.

He referred to the three United Nations technical advisers now with the Agriculture Department, and the setting up of Avele Agricultural College as measures aimed at improving agriculture.

He promised Government support to those planters deserving it, in the supply of cheap barbed wire for cattle, fertiliser for crops and new access roads.

"Our first year as an independent State has ended successfully. No one can predict what may happen during 1963, but there is no cause for alarm or undue panic," concluded Mataafa.

With improving prices for exports and many of the political uncertainties of independence now resolved, Western Samoa generally is facing its second year of independence with greater confidence and more optimism about the future.

There is still impatience voiced at the failure of the Government to produce any concrete steps in development, but the Government maintains that long and careful planning is necessary before any action. Most critics agree that the few steps taken in development are at least steps in the right direction.

The three United Nations technical advisers already at work with the Agriculture Department include, Dr. Chester Williams, who is studying the education system with a view to streamlining it and adapting it more to local conditions and requirements.

The UN agriculturalists are Dr. D. E. Faulkner, livestock expert and

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FAO representative in Samoa, J. van der Goes, marketing adviser, F. C. Panganiban, adviser in extension services.

The three are now preparing report on Samoan agriculture will put into operation a plan improvement as soon as the survey is completed, it is hoped, within next two or three months. All are enthusiastic about the potential of the place and seem to be of opinion that a major obstacle to development lies in the mechanism of government. Another visitor expert saw the main problem in human terms.

"The problems of Samoa are unique, but they are intensified rivalries and a clash of personalities uncommon for so small a place," said.

NG Club Has Come Of Age

THE New Guinea Women's Club of Sydney celebrated its 25th Birthday and Christmas with a party on December 14. Over 100 people attended a cocktail party which the committee provided a special menu and a birthday cake.

The Club's afternoon party for children was held as usual and many friends and well-wishers contributed generously, as follows:

W. R. Carpenter and Co., £100/-
Burns Philp and Co., Sydney £3/3/-.

Burns Philp & Co., Port Moresby £2/2/-.

Pacific Islands Monthly, £2/2/-.

Mrs. J. Duncan, £3/18/-.

Mrs. B. Perriman, £5.

Mrs. G. B. Roberts, £5.

Mrs. E. Laird, £2/2/-.

Mrs. C. Haviland, £2/2/-.

Miss P. Wall, £1/1/-.

Mrs. E. Wauchope, £2/2/-.

Mr. and Mrs. H. Whiteman, 10/-.

Miss G. Thomas, £3.

Mrs. J. Dunbar Reid, £2/2/-.

New Guinea Club, Rabaul £10/10/-.

Mrs. R. Allan, £3/3/-.

Mrs. Mears, 10/-.

Mrs. V. B. Pennefather, £5/5/-.

Mrs. Young Whitford, 10/-.

Mrs. U. Adams, £5/5/-.

Mrs. C. Blake, £5/5/-.

Mrs. P. Muller, 10/-.

Mrs. Giles, £1.

Mrs. R. Pye, £1.

Mrs. Mokeff, £1.

Mrs. Watts, 10/-.

Mrs. Moore, £2.

Mrs. J. Gray, £2/3/-.

W. SAMOAN HEAD CRITICISES THE CRITICS

Some parts of the 36-minute, report-to-the-nation, radio speech of Prime Minister Mataafa of Western Samoa caused embarrassment in the New Year. It was thought that his remarks were largely off-the-cuff and unvetted by advisers.

EVIDENTLY smarting under the constant complaints of the two local newspapers that there is too much Government talk and not enough action in development, he lashed out at the newspapers in particular and critics in general. He said, in part:

"We find many of these criticisms in the two local newspapers stating that the year has passed without seeing any steps taken by the Government for development. It is also said that it is very slow, together with several unfounded and false criticisms.

"Let it be remembered by our people that our boat is still sailing slowly. It is better to act and proceed cautiously, bearing in mind one of the true sayings that 'Rome was not built in a day' . . ."

"Go Elsewhere!"

"I would therefore ask that if you, the critic, is either a gentleman or lady from outside—why do you not go away from our State? You may go and serve your Government and your country where you were born, thus leaving our Government to be run with the knowledge granted us by God."

The longer established newspaper, *The Samoa Bulletin*, commented that the Prime Minister's 1963 speech was difficult to reconcile with the speech he had made a year earlier, at Independence, when he had appealed for tolerance in all things. *The Bulletin* went on: "In other democratic countries there is always [Parliamentary] Opposition . . . in Samoa there is only one party and it is the duty of the newspapers to criticise and to object to the exclusion of the public from knowledge of what their representatives are doing."

Western Samoa at present is going through a phase of political development where the Government regards

everything short of enthusiastic approval as destructive criticism bordering on the subversive. If it is to develop into a real democracy it will outgrow this phase. Meantime, the newspapers are a natural target for Government displeasure.

Harder to understand is the Prime Minister's reference to "gentleman or lady from outside". The two newspapers are locally owned and the people most closely concerned in determining their policy are Western Samoan nationals—either because they were born in Samoa or because they gave up their original nationality at the time of W. Samoan independence.

NORFOLK MAN FOR FIJI

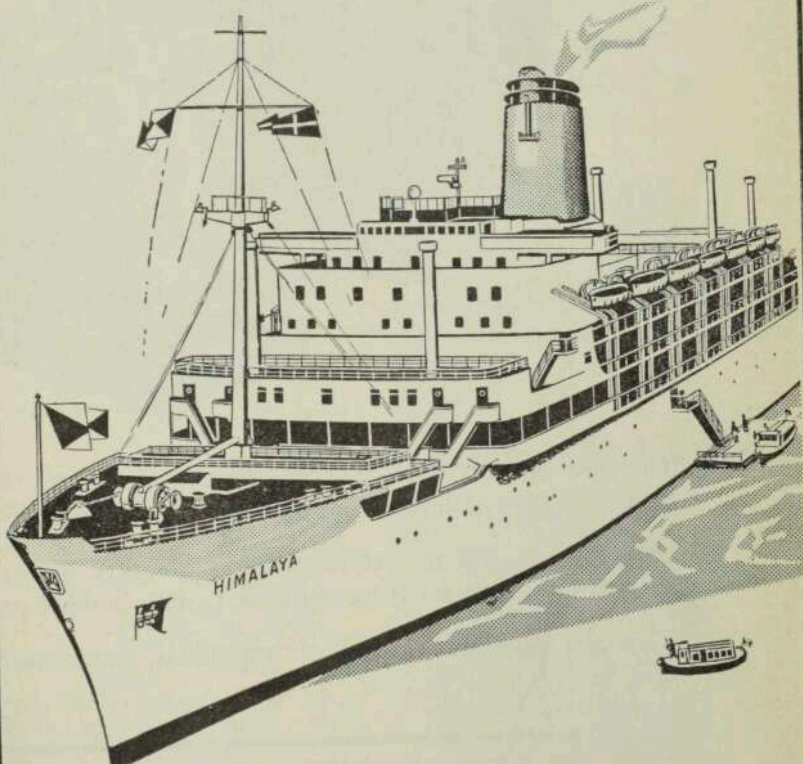
Mr. Brian a'B. Marsh, who, for the past two-and-a-half years has been Norfolk's Agricultural Officer, will leave on February 10, accompanied by his wife and two children, Jennifer and Peter, for Suva, where he will take up a new appointment as Soil Conservation Officer with the Fijian Government. Before going to Norfolk Mr. Marsh was a Soil Conservation Adviser with the Western Australian Department of Agriculture. His wife, who holds a degree in Zoology, shares her husband's interest in underwater swimming.

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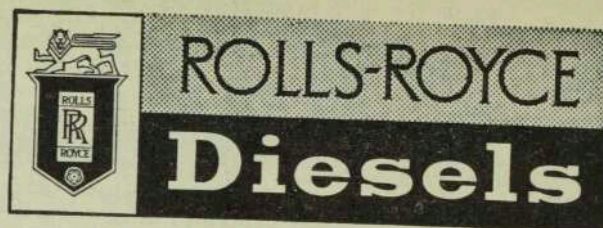
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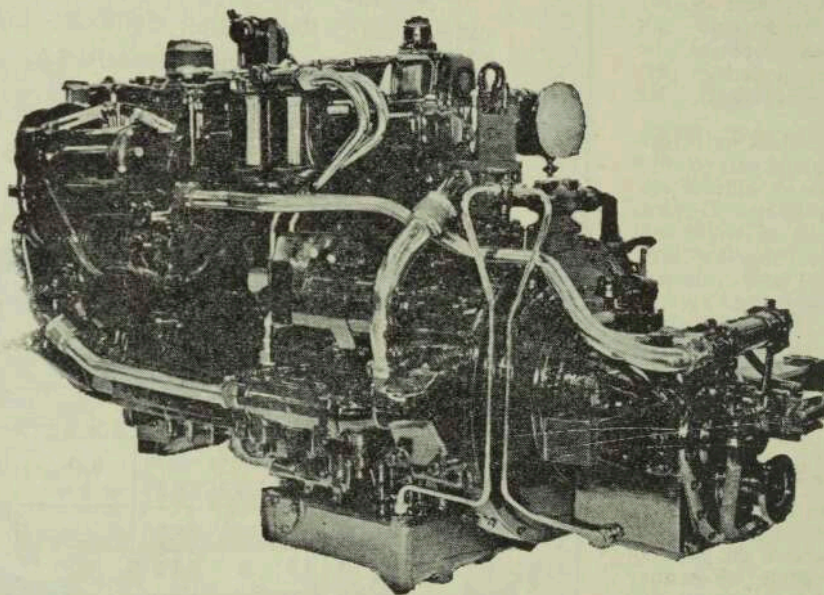


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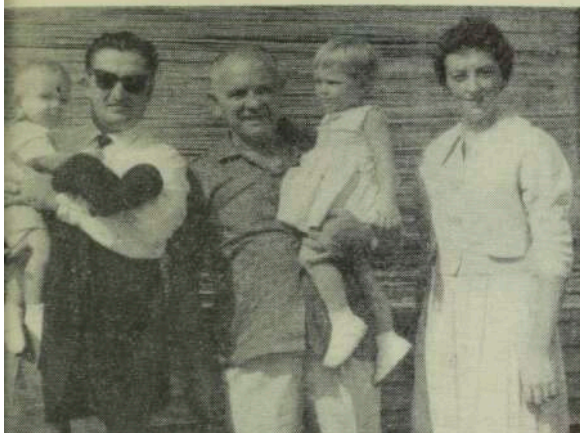
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ing goodbye in Sydney after several months' leave are and Mrs. Harold Gow, of Apia (right). They left in the "Mariposa". Mr. Gow was Western Samoa manager of Burns for many years, until his retirement. His departure on this occasion coincided with the 50th anniversary of his first departure for the South Seas.

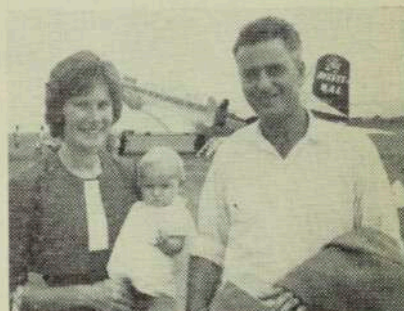


Comings And Goings Of Islands People



AMONG the comings and goings in the South Seas recently were (top left) Mr. and Mrs. Don Cresswell and their two children Karen and John, who left Lae, NG, for Sydney on leave. Also in the picture is proud grandpa, Mr. Bob Walters.

At centre left, off for a holiday in Australia, were Mr. Cyril Holland, manager of the Rabaul Trading Company, with his wife and children. They are seen boarding the aircraft at Rabaul.



Below left are Mr. and Mrs. A. V. Jennings, of Lae, with their three children, Pauline, Yvonne and Martin, who left Lae for Dublin, where Mrs. Jennings will visit her family.



At right centre, returning from leave in Australia, were popular Kavieng (NG) policeman Inspector Bill Thompson, with wife Shirley and daughter Linda. They were photographed in Rabaul en route.

Below right is Mr. Louis Eschembrenner, in Sydney in the "Mariposa" before returning to Noumea, where he is the Director of the Office du Tourisme. He was promoting travel to New Caledonia.





GAMES BRINGS NEW INTEREST IN FIJI SPORTS

by a Special Correspondent in Suva

Probably it is an infection from the coming First South Pacific Games, to be held in Suva at the end of August. Whatever it is, sport with a capital S is definitely on the up-urge in Fiji.

Recent months have seen the revival of two earlier associations which had been hibernating for more than a few years, the Suva Amateur Swimming Club and the Riding and Polo Club, and the birth of yet another, the Fiji Rucksack Club. The swimming club, which hopes to run water polo in the foreseeable future, has already held "learn to swim" classes for children under Mrs. Whisson with two other women members assisting. More than 40 children attended the sessions, including about 25 who had never learned to swim.

Mrs. Whisson has promised to give her wives a chance to learn too, probably towards the end of April. Meanwhile, the club is grooming its members at weekly meetings in the hope that carnivals with swimmers from other centres can be arranged. Polo is also on the future programme of the Riding and Polo Club which has a steadily increasing membership despite the almost desperate shortage of horses in Fiji. The club employs a caretaker to look after the horses on ground it has leased near Akhurst Park and the sight of a rider on horseback anywhere near a Point is no longer an oddity. The Fiji Rucksack Club hopes to encourage tramping, climbing, camping and other activities.

While some of us might have considered these suitable occupations in milder temperatures, we must all applaud its objects to create an interest in and knowledge and understanding of the protection of the flora, fauna and natural features of the country. Just to prove that some people have different ideas on how to beat the heat, a number of members have

BIG ENTRY FOR PACIFIC GAMES

About 530 athletes from overseas island territories will visit Fiji for the South Pacific Games in August and September. The strength of the Fiji contingent is not yet known, but with many sports involved the final figure of those taking part could exceed 600.

Some of the territories have shown very little interest in some of the events.

In addition to the main Games sports of soccer, tennis and athletics, there will be volleyball, rugby, indoor basketball for men, women's basketball, swimming, boxing, and men's table tennis.

been talking about climbing Joske's Thumb (a prominent landmark that can be seen from Suva) and a few have ambitions to climb Korobasabasaga, a range of rugged mountains, north of the Navua River.

New Hebrides Plans

Representatives of Vila sporting bodies met in Vila on January 19 to form a sports federation to send a team of New Hebrides athletes to the South Pacific Games.

The federation, called the Federation Athletique et Sportive des Nouvelles Hebrides, has a committee of four. The committee members are M. Remy Delaveuve, Messrs. Doug Williams and Terry O'Connor and M. Francis Doyen.

M. Delaveuve, the New Hebrides representative on the South Pacific

Games Committee, is expected to be appointed president of the federation.

The Vila Football Association (10 clubs), the Vila Tennis Club and Cricket Association, the New Hebrides Athletic Association and the Judo Club of Santo have already agreed to affiliate with the federation. The Tennis and Football Clubs of Santo and the Vila Golf Club are expected to affiliate.

The federation plans to send a football and a tennis team to the Games plus as many athletes as it can afford. Money will be raised by admission fees at football matches and at sports days.

The Condominium Government is providing £500 sterling for the Games, to be used by the federation committee at its discretion.

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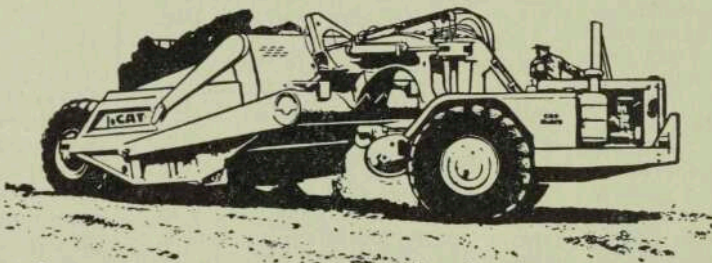
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Pago Pago Round-Up

CONGRESSMAN'S VISIT TO AMERICAN SAMOA

From our Pago Pago Correspondent

Congressman and Mrs. Wayne Aspinall left American Samoa for the US on the northbound American World Airways jet plane on January 1.

THEIR two-week visit to Samoa enabled the Congressmen to continue progress made with funds granted by the U.S. Congress to benefit the Territory and he was also able to spend Christmas and New Year's with his son, Mr. Owen S. Aspinall, Secretary of American Samoa.

Governor and Mrs. Lee, in addition to playing host to the U.S. Congressmen and his wife, were joined over the holidays by their three daughters: Virginia, Dixie and Linda. The other two have been attending the University of Hawaii during school years.

Ten young women and ten men attended the ARA instruction classes at the University of Hawaii and returned to Pago Pago, American Samoa on December 24, having successfully completed the four month's course in Agriculture and Home Economics.

The women will be hired by the local government as Home Demonstration Agents in the School Lunch Programme Division under supervision of Mrs. Marjorie G. Cooper.

The men will be employed in the Agriculture Extension Division of the Department of Agriculture, headed by Mr. Noel Bayliss.

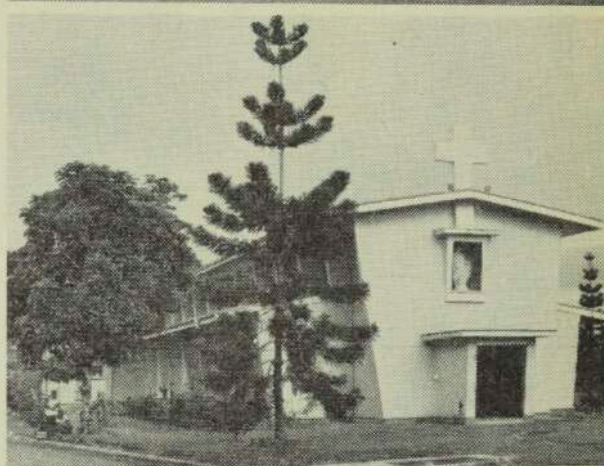
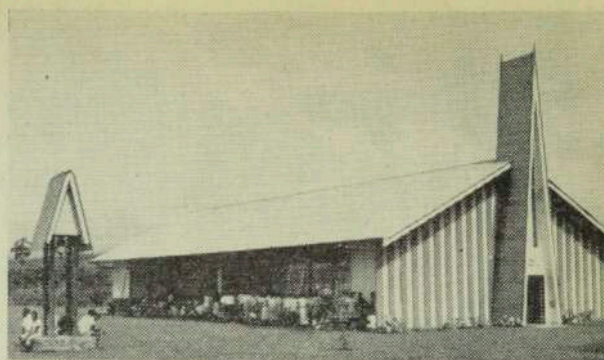
The firm of G. H. C. Reid was booked for the second time in a few weeks, just before Christmas.

The culprits cannot be the same, as the first were in gaol at the time of the second robbery. The second haul was also much more modest. The first haul was \$170; the first theft was \$700.

A careless driver, careering down Tipede Row, Pago Pago, one

STUDY IN CHURCHES

These two churches, both in Lae, New Guinea, display the modern trend in church design which has been most noticeable in P-N-G in the last few years. At top is St. Paul's Lutheran Church, and lower St. Mary's Roman Catholic Church.



Saturday evening, crashed into a fire hydrant with four solid iron posts protecting same.

The car's force was great enough to smash posts and hydrant, resulting in a heavy flow of water, but police arrived at the scene of the accident to find pieces of a smashed bumper but no car.

Next day they learned that the car that hit and ran was a brown or tan station wagon. The police followed a hunch and found the car at a garage, newly repainted, while final touches to cover the car's damage were being put on. The car was seized and also the driver—a Tongan. Apparently he was not its owner, but the guilty party spent his holidays in the local jail nevertheless.

Napoleon Tuiteleapaga, 58, of Leone, Tutuila, American Samoa, is now taking the course at Loyola Law School, in Southern California. He passed the stiff entrance exam, satisfactorily and is on a scholarship from American Samoa.

He is the oldest freshman ever to be admitted to Loyola.

He is a brother of Nikolao

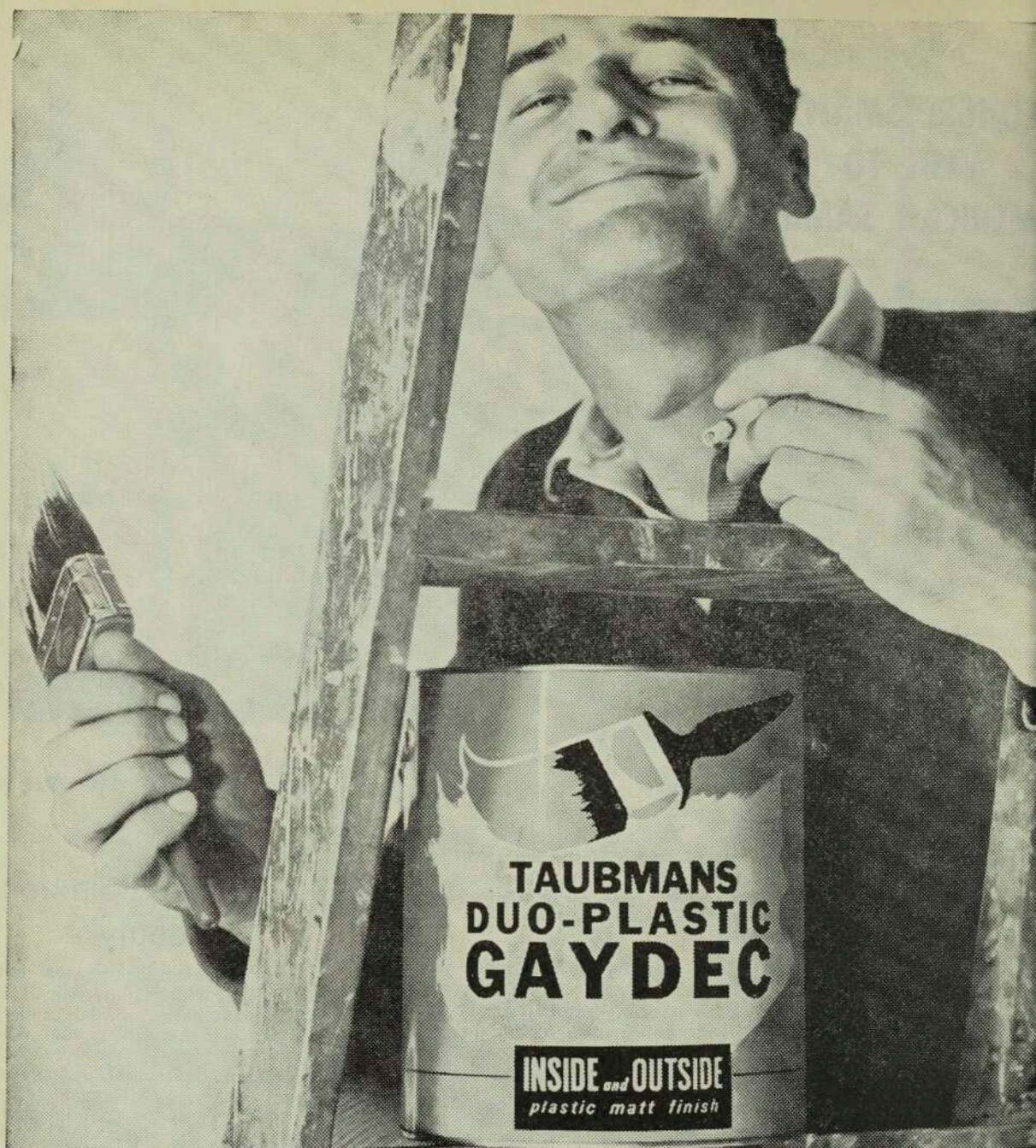
Tuiteleapaga Paul, Assistant Director of Education in American Samoa.

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... Margaret Merril.



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most all the Tonkinese in the New Hebrides live in shanties such as this outside either Vila or Santo. This photograph was taken at Santo.

Repatriation Of Tonkinese May Resume Soon

From a Noumea Correspondent

The repatriation of the Tonkinese in New Caledonia and the New Hebrides may be resumed soon, according to the Vice-President of New Caledonia's Government Council, Mr. Rock Pidjot.

R. PIDJOT said this recently after returning to Noumea from where he had talks on the subject with French Government officials. Maurice Lenormand, New Caledonia's Deputy in the French Parliament, also attended the talks and ended with Mr. Pidjot.

Some 1,638 Tonkinese, more than half of them children, were repatriated from New Caledonia to South Vietnam about two years ago, but about 2,000 are still awaiting repatriation.

One has been repatriated from the New Hebrides, where about 90 per cent. of the 2,000-odd in the group have opted to go home. Those who wish to stay are mainly Roman Catholics. Those who wish to go are Communists.

The plan to repatriate the Tonkinese from New Caledonia and the New Hebrides stopped suddenly in April, 1961, after a chartered ship, the *Queen*, had made three

voyages from Noumea. She was on her way to the New Hebrides to embark the first contingent of 400 Tonkinese from that Group when the voyage was cancelled because of diplomatic pressure on the French Government from South Vietnam authorities.

The Tonkinese were imported into New Caledonia and the New Hebrides before the war to work as labourers on French plantations. They had contracts providing for their repatriation after five years.

However, after 1940, wartime conditions made it impossible to repatriate them; and the division of their country after the war into a Communist north and a non-Communist south further delayed their repatriation until the French signed an agreement in Hanoi with North Vietnam in 1960.

Most New Caledonians agree that the Tonkinese have had a pretty rough deal over their repatriation.

New Hair Beauty With the "Peek-in" Glow



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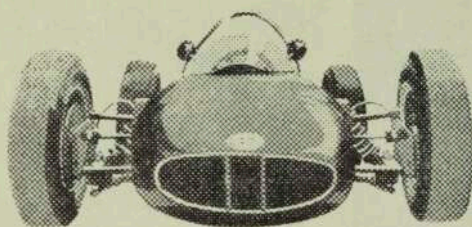
"In my work as a model for overseas Fashion Houses and TV Commercials I used many shampoos, but the Delph 'Peek-in' Glow is one of the best. It reveals the hair colour and highlights better."



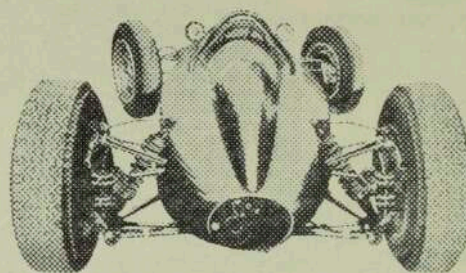
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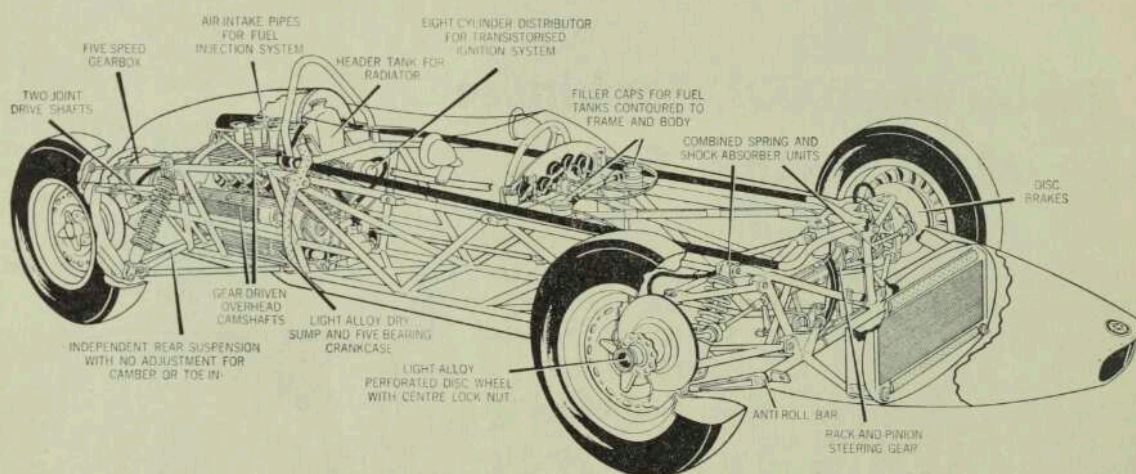
"I think the 'Peek-in' Glow with the new Delph shampoo is lovely. It does not dry the scalp and gives the hair a beautiful sheen and lustre."



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From the Islands Press

A MERICAN SAMOA is well aware of the importance of tourism to its economy and as a member of the Pacific Area Travel Association is actively promoting the industry. The attitude in Western Samoa of sitting back and reaping the benefits from the efforts of its sister island is not good enough.

This is one sphere of mutual interest that offers an ideal opportunity for co-operation and holds out an attractive reward for tourist and publicity promotion of the Samoan group as a whole.—*Editorial in "Samoana"*.

NOW that Government has taken steps to entice the tourist to spend more money in Fiji, would it not be a good time to offer that tourist some protection from sub-standard merchandise which is so plentiful here?

A shopper from abroad is not likely to suspect that a great deal of the goods offered him (I do not refer to the items covered by the recent tax-free Bill) is, in fact, damaged stuff or seconds, and forcing shopkeepers to offer it as such would save considerable disappointment and disgust for future buyers.

As most of us have learned to our grief, a large proportion of clothing, dress goods, china and glassware sold in Fiji is imperfect, and the discovery of this by tourists is not likely to enhance our reputation as a shopping port.—*Letter from "Harassed Housewife" in "The Fiji Times"*.

PERHAPS the year (1962 in Western Samoa) can best be summed up as one of masterly inactivity. The Government has avoided discussions of anything of an unpleasant nature, but recommended for its members raised salaries and extended terms of office.

It is certainly unique to find a newly independent nation proceeding with such caution. So many new nations have been convinced they could, in a few months, right all wrongs only to find they have, instead, loosed

fear and want among their people, followed by bankruptcy, graft and corruption.

But over-caution too can be harmful, for here in Samoa, as far as the public knows, nothing is being done and there is much to do. Press releases by the Government are few and far between, seldom telling the whole story and omitting what is unfavourable.—*Editorial in "Samoa Bulletin"*.

THE time has come for Papuan and New Guinean seamen to be permitted to work on regular New Guinea line overseas vessels. If the ACTU is sincere in its offer to help this country, here is an opportunity for it to contribute something of lasting value.

It could help break down unionist objections to natives working Australia-New Guinea vessels under local pay conditions. Our sailors, many of whom hold coastal Masters' Certificates, have proved their efficiency.

The precedent has been set, in a way, by the Minister for the Navy, Senator Gorton, who announced last month that native sailors would comprise two-thirds of the crew of general purpose vessel HMAS *Banks* which would be based at Manus in March.

This should be the pattern in all merchant ships which operate strictly for Territory trade. Such a move would open up new employment opportunities, cut freight costs, bring down prices of basic materials and consumer goods, and also provide valuable first-hand contact with the bigger outside world for this isolated nation.—*Editorial in the "South Pacific Post", Port Moresby*.

THE announcement that Australia's 1963 Colombo Plan contribution to Indonesia is to include hundreds of thousands of pounds for road manufacture leads one longtime resident of New Guinea to suggest that perhaps thoroughfares will be built from Hollandia to Wewak, and from Merauke to a spot near Daru.—*Item in Spotlight column in the "New Guinea Times Courier"*.

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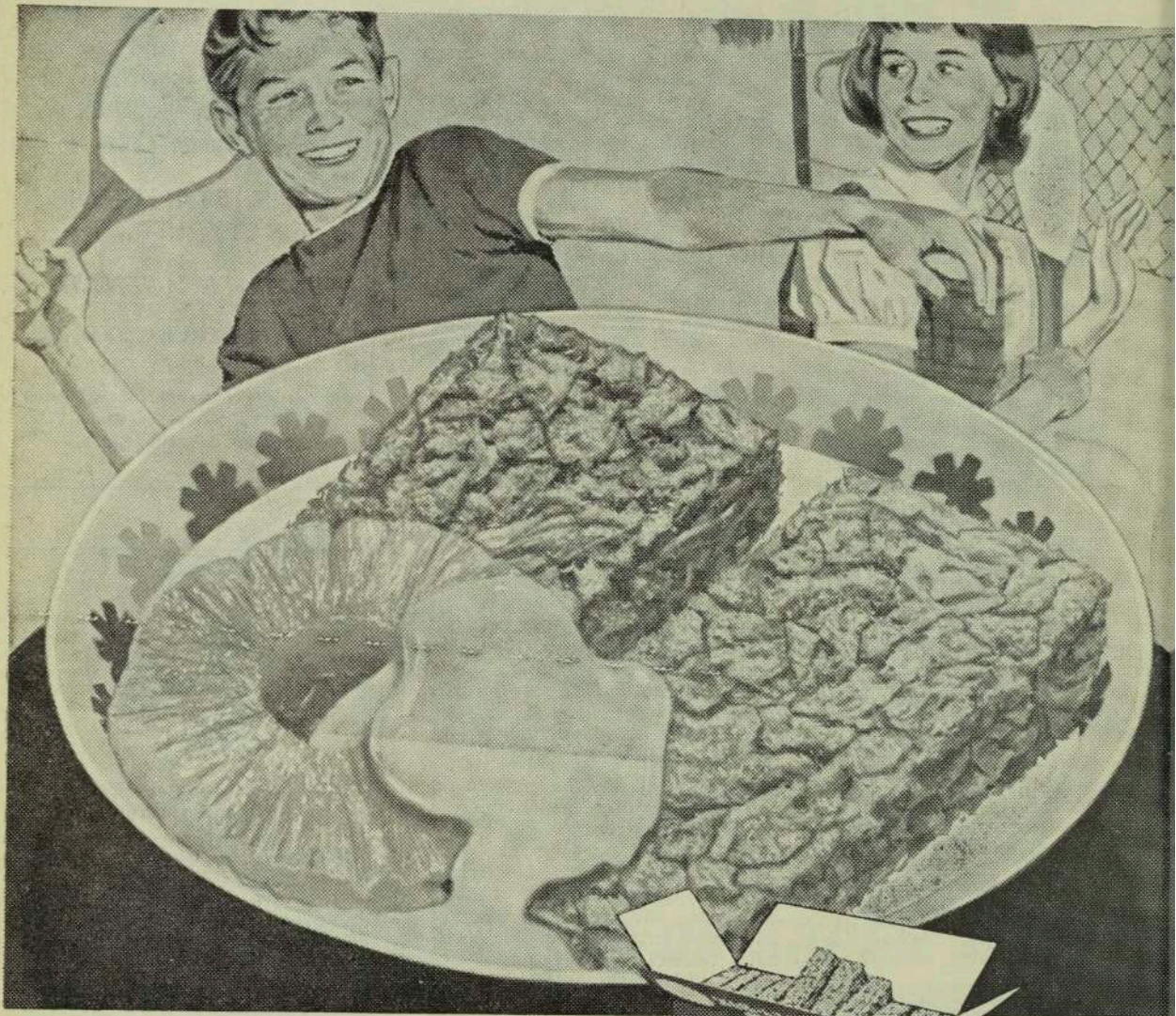
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NEW YEAR HONOURS

Queen To Hold Investiture In Suva

Fourteen people, who have been awarded honours by the Queen, will receive the insignia of their awards from the Queen at an investiture at Government House, Suva, on February 2.

THE 14 people include five who were awarded honours in the last New Year Honours list.

The five new recipients are Mr. Quentin Victor Lee Weston, the Assistant Colonial Secretary (Order of the British Empire), Uraia Mayacalevu Koroi, manager of Fiji Manana Ventures, Dr. Abdul Habib Adu Khan, a nominated member of the Fiji Legislative Council, and Mr. Arthur James Carfax-Foster, supervisor for Fiji Builders Ltd. in north-west Viti Levu (Member of the Order of the British Empire), and Superintendent David Hanshaw Lemon (Colonial Police Medal).

Other people in South Pacific territories who were awarded honours in the New Year Honours list are:

CMG

John Neville Glover, Legal Adviser to the Pacific High Commission and Attorney-General to the British Solomon Islands Protectorate.

OBE

Ian Fairley Graham Downs, Member of the Legislative Council of the Territory of Papua and New Guinea since 1957.

MBE

Steven Dubois, Registrar, High Court for the Western Pacific in the New Hebrides.

Seanoa Ka, Assistant Medical Officer, Gilbert and Ellice Islands Colony.

Philip Ilo, Assistant Medical Officer, British Service, New Hebrides.

Naaro Takabea, constable, Gilbert and Ellice Islands Colony Constabulary.

Harold Edward Hurst, for services to the Scout movement as Commissioner for Geelong and Nauru.

John Rollo Foldi, District Commissioner, New Britain.

BRITISH EMPIRE MEDAL

Kabua Gairo, interpreter, Supreme Court of Papua and New Guinea, Port Moresby.



An aerial view of Government House and grounds at Suva where the Queen will hold an investiture. In the background is Albert Park where the Queen and Duke of Edinburgh will review a rally of schoolchildren.—Photo: Rob Wright.

Mr. Justice Marsack, formerly Chief Judge of Western Samoa, will be among those who will be invested by the Queen at Government House, Suva, on February 2. He received his award in the 1962 New Year Honours list.

Mr. Justice Marsack, who now lives in Fiji, will receive the CBE, which was awarded on the recommendation of the New Zealand Government while he was living in Western Samoa.

Others who were honoured in earlier lists and who will receive the insignia of their awards from the Queen the same day are:

CBE

Robert Lindsay Munro, barrister and solicitor.

OBE (Mil)

Lieutenant-Colonel Henry Miller Boulton, MC, ED.

OBE

Charles Stinson, Mayor of Suva.

MBE

Aseri Koroisamanunu, AMO.
Rev. Brother Lambert, Marist Brothers' High School, Suva.

Mrs. Anne Grace Mansell, Suva City Commissioner for Cubs and handicapped Scouts.

Tulsi Ram Sharma, barrister and solicitor.

BEM

Arthur Frank Valentine, shipwright.

Little Reaction To New Drink Laws

From a Suva Correspondent

The removal of restrictions on drinking spirits by Indian and Fijian males on January 1 did not have the immediate dire effects many had forecast when the Fiji Government, in July, amended the Liquor Ordinance. Nor did Liquor wholesalers report an upsurge in bottle sales.

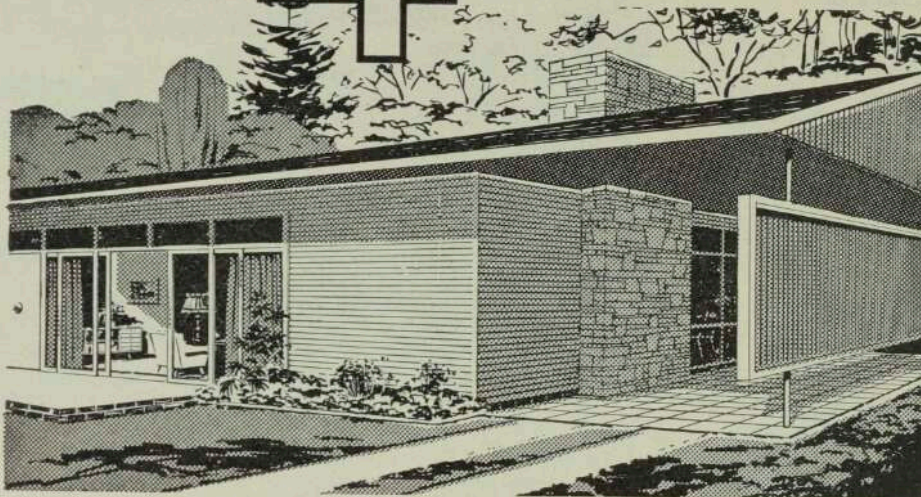
ON January 1 wholesale licences, which restricted liquor sales to lots of not less than two gallons, were converted to off-licences, allowing sales by the single bottle.

Suva public bars were almost deserted on New Year's Day and for many days after. The local drinkers still stuck to beer, probably because it was cheaper, and because they got more for their money.

Most publicans and holders of off-licences considered that the first few days were too early to give any indication of the effect of the new law.

The number of drunks appearing in court, usually a fair barometer was very small. This seemed to bear out statements about a shortage of ready cash to spend in hotel bars.

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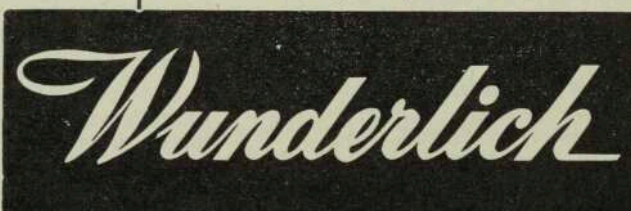


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83.CAC.1

Pitcairn 'Will Be Protected' From H-Bomb

The United Kingdom government has assured Pitcairn Islanders that they will be protected should France go through with its proposal to use one of the islands of the Gambier Archipelago as an H-bomb testing area.

THE assurances followed a protest from Mr. John Christian, Chief Magistrate on Pitcairn, who said that grave fears were being felt for the islanders' safety from radio-active contamination.

It was the Pitcairner's second protest within as many months—the first was against what was believed to be the French intention to build a guided-missile base in the Gambiers. *PIM*, Jan., p. 69.)

It has not been confirmed officially that France will use the Gambiers to explode its first H-bomb, but reports from reliable sources in early January indicate that plans to do so are probably already in hand.

France has carried out its previous nuclear experiments in the North African desert. But Algerian independence plus protests from other parts of North and Central Africa make it unlikely that these testing grounds will be available again.

If France is to go ahead and develop as an independent nuclear force, as France says that it will, a new testing ground is imperative—and somewhere in French Polynesia seems inevitable.

The Gambiers are 1,000 miles from Tahiti, the centre of French Polynesia, but only 300 miles from Pitcairn, and fewer from Oneo. A full report on the Gambiers was given in *PIM*, Oct. (p. 44).

In its assurances to the Pitcairn Islanders, the United Kingdom said that a long preparation will be needed before France can explode its bomb; when it is ready, warnings will have to be made to aircraft and shipping; and, from Britain's own experience during the Christmas Island tests, protection of the populations of nearby islands won't create any problems.

By January about 22,450 people had been vaccinated against smallpox in Port Moresby since a campaign started six months ago.



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

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

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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.

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By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 2/6 for 20. If you have any difficulty buying Fisher's Teething Powders, write direct to Fisher & Co., Manufacturing and Pharmaceutical, Chemists, 554 George Street, Sydney., Australia.



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JAPAN IN THE PACIFIC

(Continued from page 11)

establishment of the company in New Caledonia.

A fleet of about 25 fishing boats was expected to fish off the western and north-eastern coasts of New Caledonia. It was hoped that the Japanese company, when in full operation, would pump about 500,000 into the local economy.

It was also announced in October that a Japanese company was willing to assist financially and technically in creating a canning plant for citrus fruits in New Caledonia and to exploit the product on a world market. This followed a trial shipment of 800 of citrus fruits from New Caledonia to Japan.

In January, two Japanese experts were in New Caledonia investigating the possibility of fishing for trepang (sea slugs or beche de mer). A quick survey of some of the reefs showed that the creatures were plentiful. The Japanese were also interested in buying shark fins.

The Japanese have long been interested in New Caledonia's nickel and chrome and before the war had concessions in the Colony. Since the war they have been New Caledonia's best customer for low grades of these ores. The balance of trade has been all in New Caledonia's favour—it imports goods to about one-sixth the value of its exports to Japan.

Papua-New Guinea

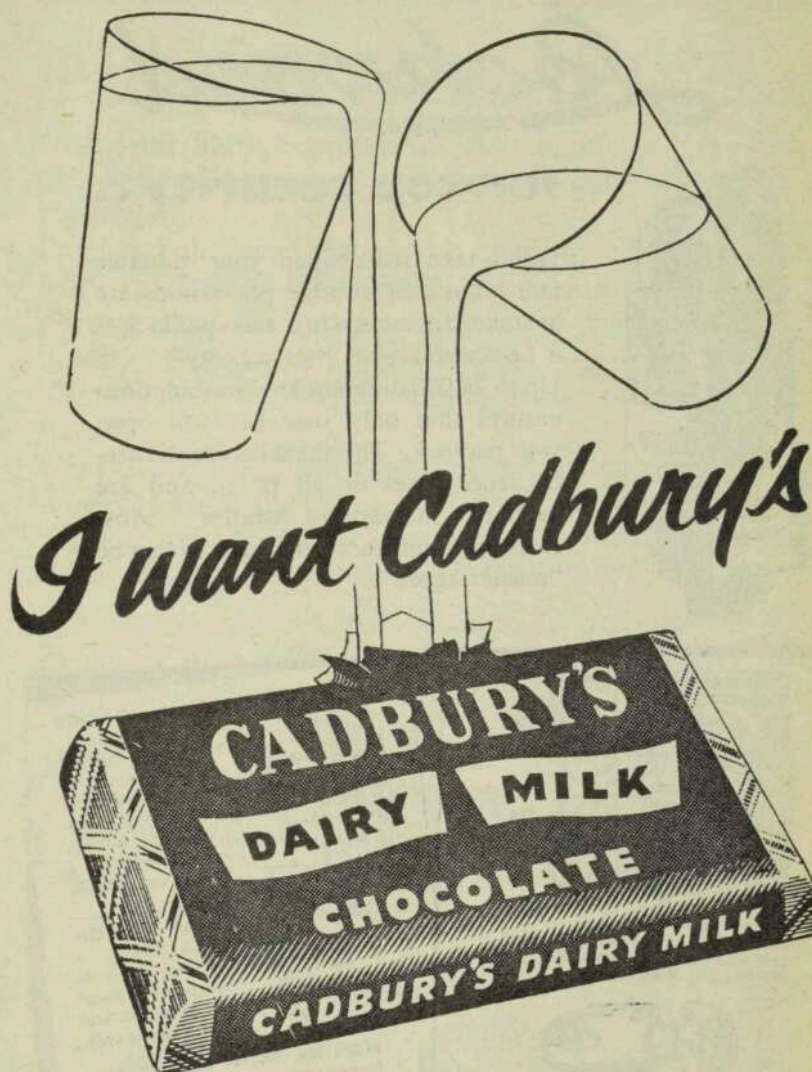
Following the loss of timber leases in West New Guinea, Japanese interests were negotiating big timber contracts in mid-January with Australian logging operators in New Britain. The contracts could have an annual turnover of about £1,500,000.

The growth of imports from Japan in the last half dozen years has been great—and this coupled with the almost equal volume of imports from Hongkong is already giving Australian manufacturers and exporters some headaches.

Japan is now second in importance in countries who export to the Territory.

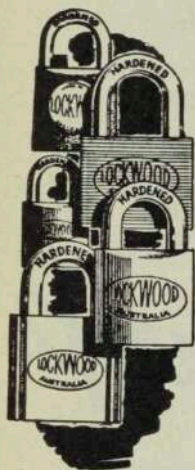
In the year ending June, 1962, it, for the first time, beat the UK to second place with goods valued at £1,907,000. In 1956-57 the value was only £631,000. In 1962, P-NG exported goods valued at £A609,000 to Japan—mostly in the form of copra, cocoa, timber and shell.

There is no preferential tariff for British imports in P-NG.



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half pound of Cadbury's Dairy Milk Chocolate**

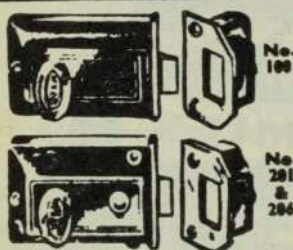
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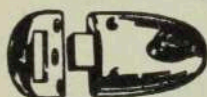
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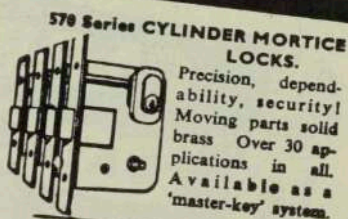
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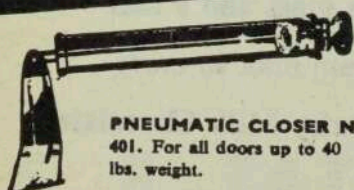
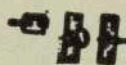
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NO'S 300, 300/101 LATCH.
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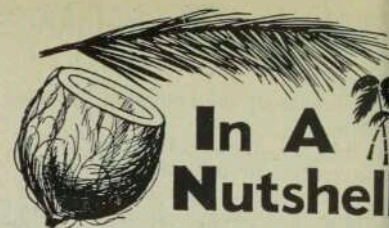


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In A Nutshell

MARC BIROS, the new French High Commissioner in the Pacific, arrived in Noumea on January 9, by air from France. M. Biros has already served some years in New Caledonia as Secretary-General. He has had a distinguished career in the French colonial service—more than 20 years being spent in Indo-China.

Noumea newspapers have expressed the hope that with the installation of the new High Commissioner political conflict will end—M. Biros having made many friends among all classes when formerly in New Caledonia. The very mention of such a hope implied that the former High Commissioner, M. Pechoux, was incapable of inspiring political peace.

It is hoped that M. Biros has brought news from France as to what measures are likely to be taken by the French metropolitan government to ease the New Caledonian recession.

* * *

The Hanuabada region of Port Moresby was gazetted in January as a compulsory education area for all children born in 1957. This is the first area of P-NG where education has been made compulsory.

Hanuabada is the largest Papuan residential area in Port Moresby. Additional sections of Port Moresby and other towns are being considered for early gazettal as compulsory education areas for children born in the same year.

* * *

The last Governor of Netherlands New Guinea, Dr. P. J. Platteel, has been appointed Mayor of Ede in the western part of Holland's province of Guelderland. Mayoral appointments are made by the Crown for six years.

* * *

Fifty-five blocks of land, ranging from 25 to 900 acres, were to be advertised in P-NG in January as available for European and native farmers. The land is in the Abau Sub-district, Papua south coast. A Lands Department Officer, Mr. A. Finn, said there was a percentage of unusable land in the big blocks but

they contained areas of good soil which would grow rubber and coffee.

The Walla Island Company's launch *MV Judy* became a total loss when it was wrecked on the coast of Malo, New Hebrides, on Christmas Eve. The launch left Santo with 2 people on board, and the engine broke down between Malo and Malekula. The *Judy* drifted back towards Malo and was wrecked on the reef at Malo Kilikili. All passengers were saved.

Three P-NG Cadet Patrol Officers—Ken Grigg, Tony Wright, and Peter Colton—during the New Year holidays climbed Papua's highest mountain, Mt. Giluwe, and planted flag on its peak. Mount Giluwe, near Mendi, is 13,660 ft.

P-NG native nurses in 1964 will be trained to full international standards, with international qualifications, at the College for Nursing, which is part of the Papuan Medical college in Port Moresby.

Contract for the erection of a Police Training College at Port Moresby has been let to John Stubbs and Sons (Papua) Ltd., for £107,573. The college, designed by the Commonwealth Department of Works, will be built of concrete blocks and is expected to be finished by November.

Mr. Ivor Bowden, the new Australian Consul in New Caledonia, has taken up his duties in Noumea. His first official function was a reception at the Consulate on the occasion of Australia Day.

The New Britain Electric Shipping Co. Ltd. will carry a "substantial loss" following the loss of its 113-ton motor vessel *Inaha*, according to one of the firm's four principals, Mr. Ted Venell.

The *Inaha* sank off Cape Lambert, New Britain, about midnight on January 19. Her crew—four Europeans and 12 natives—was rescued unharmed. Two of the natives were picked up by a rescue ship after eight hours afloat in lifejackets. The other seven came ashore in a surf boat on the New Britain coast after drifting and rowing for nearly 10 hours.

The Indonesian airline Garuda, made its first flight to Lae on January 7, taking over the fortnightly service from Hollandia formerly conducted by the Dutch KLM subsidiary, Kroonduif.

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Give your baby a wonderful start in life — give him the best milk money can buy — pure wholesome Carnation.

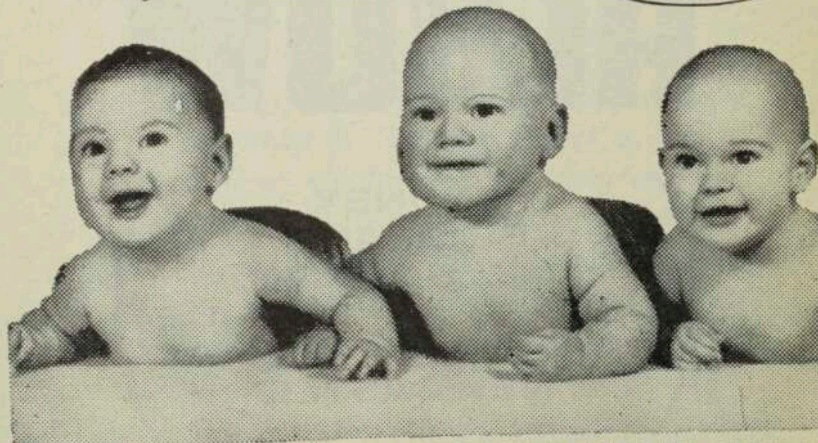
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People

Mr. and Mrs. H. E. Maude, returned to Canberra in January, after many months abroad. Mr. Maude, formerly a high-ranking official in the British Colonial Office, and now attached to the Australian National University—has been engaged in historical research in Europe and the Far East, and has brought back some valuable material from the Philippines.

Dr. John Cumpston, who has been in charge of the Historical Record section of the Australian Department of External Affairs, has gone to Portuguese Timor to act, temporarily, as Australian Consul. Dr. Cumpston is a former Australian Consul in Noumea. Portuguese Timor has been in the limelight lately because it is presumed that the Indonesians, having got the Dutch out of New Guinea, will try to remove the Portuguese from the East Indies.



Mr. Kennan Adeang, of Nauru, and Miss Anita Ahnon were married at the Rabaul Memorial Church recently. Miss Ahnon is a teacher who recently graduated at the Asopa School in Australia, is the eldest daughter of Mr. and Mrs. Waidu Ahnon of the Education Department, Rabaul.

Photo: Chin H. Mees

In Fiji for six months is Mr. Barrett, a member of the international department of the British Trades Union Congress. He is there to advise and assist trade unionists. Mr. Barrett's visit follows a tour of the Colony last year by Mr. Robert Willis, a member of the TU Council. Mr. Willis made an

...igation into the industrial move-
ment in Fiji, and recommended that
...officer be sent to the Colony to
...age in a trade union education
...programme.

Mr. Barrett emphasised that he
ould be mainly concerned with
establishing good relations between
de unions and employers. He
ould conduct classes, at which one
the main subjects will be trade
ion finance and accounting.



Aitken Fruean, of Apia, who has com-
pleted a year at Sydney's School of
Graphic Arts (Ultimo Technical College),
will resume study there this year follow-
ing a visit home with his wife Mary.
After completing the course, he will go
to a senior position in the Government
Printing Office of Western Samoa. Mrs.
Fruean, who is expecting a baby, will
remain in Samoa.—Photo: Tele-photos.

Admitted to the Lautoka Hospital
in January was the Fiji Government
Public Relations Officer, Mr. Jack
Hackett, suffering from a series of
heart attacks. Mr. Hackett had gone
to North-West Viti Levu to make
arrangements for Press coverage of
the Royal visit. So serious was his
condition that his son, Mr. Michael
Hackett, a London surgeon specialist,
flew out to Fiji to be with him. At
the end of January his condition had
improved.

* * *
Kabua Gairo, who was awarded
the British Empire Medal in the New
Year Honours list, is a Papuan of
the old school. Aged 79, he has
worked for the New Guinea admin-
istration for 66 years. He was a
messenger boy for William Mac-
gregor, in 1896. He still works as
an interpreter in the Supreme Court
at Port Moresby. One of his sons,
Ira Kabua, 44, is also an interpreter
in the Supreme Court.

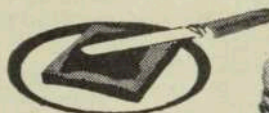
* * *
Sydney engineer, Mr. S. J. Taylor,
early February will arrive in Suva
to take up the post of Chief En-

VEGEMITE

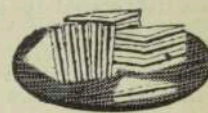
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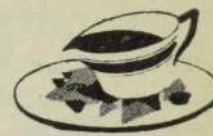
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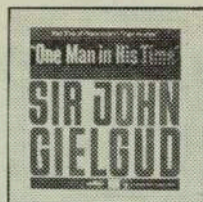
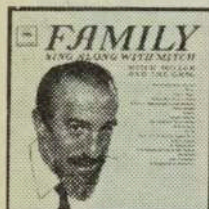
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rango Ake Nei Au, Kia Kope Taue
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gineer with the Suva City Council. He takes over from Mr. T. Gemm who is going to Queensland. In Sydney, Mr. Taylor has worked for local government, a big firm of land developers, and on his own account. He is accompanied to Suva by his wife, Wendy. They have no children.



Charming Rabaul girl Estelle East, photographed on her 21st birthday, which she celebrated recently at a party at the New Guinea Club, Rabaul. Estelle is a hostess with Ansett-ANA. She is the daughter of Mr. and Mrs. Edward East (below).



Although the British Colonial Under-Secretary, Mr. Nigel Fisher, returned to Britain from the South Pacific on January 24, the head of the Pacific and Indian Ocean Department of the Colonial Office, Mr. E. Marnham, CMG, MC, continued the official tour. He was in Town between January 24 and January 25 and was expected to visit Gilbert and Ellice Colony. Unlike Mr. Fisher, he will return to Britain via Australia and will probably make some interesting contacts while there, about February 20.

DEATHS OF ISLANDS PEOPLE

Mr. R. C. Kerkham

Mr. Richard Charles Kerkham, secretary and a director of Burns Philp (SS) Co. Ltd. died at Suva on January 17 after a short illness at the age of 70. He had been with the firm for 55 years.

He started his career with the firm and trading corporation at the age of 15 at Sydney, and three years later was transferred to Levuka. Except for brief spells of service in neighbouring island territories and on vacation leave, he remained in Fiji from then on.

Mr. Kerkham, a man with a phenomenal memory about Levuka at it was 40 and 50 years ago, had a wealth of stories about the old town. Although always a busy man, he would take time off to chat with friends about life there during the immediately after the First World War.

In 1923 he managed the Burns Philp organisation in the Solomons for a short period, and in 1928 he moved to Suva with the head office of his company. He was always a sportsman, and as a younger man took an active part in cricket and tennis at Levuka.

Later he turned his attention to bowls, and he was a member of the Suva Bowling Club. Walking was a favourite recreation. It was something unusual on a fine Saturday afternoon or Sunday to see him strolling about Suva, dressed in typical fashion, stick in hand, always ready to stop for a chat with a friend.

In 1915 Mr. Kerkham married Miss Madeline Edwards at Levuka. He has a wife, four sons and two daughters survive him.

Dr. T. T. Romans

The death occurred in Auckland, New Zealand, on December 21, of Dr. T. T. Romans, Chief Medical Officer of the Cook Islands.

Dr. Romans, who was only 43, came ill with a form of hepatitis on leave in New Zealand early in 1962. He returned to Rarotonga, where for a time his health seemed to be improving, but towards the end of November his condition worsened and on December 6 the ZAF flew him to Auckland.

Dr. Romans qualified in England in 1942, served with the British Army during World War II, and went to New Zealand a few years after the

war. He was employed at Dannevirke Public Hospital before being appointed CMO to the Cook Islands in 1953.

During his 9½ years as CMO, Dr. Romans was highly respected for his devotion to his work. He was unfailingly courteous and helpful. Under his direction the medical services were greatly improved—the establishment of child welfare clinics and the reduction of infant mortality being largely due to his efforts. He was also a keen advocate of a modern hospital in Rarotonga and was responsible for much of the preliminary planning for one.

Dr. Romans left a widow, two sons and one daughter.

Mr. J. P. Bayly

The death occurred on January 12, in the Memorial Hospital in Suva, of the well-known pastoralist and Fiji's biggest land-owner, Mr. John Percy Bayly. He was born in Fiji 81 years ago, and he lived there all his life, and gave the Colony much public service. He had been in failing health for some time, but sought hospital care only a few days before his death. He was unmarried, and his relations live in New Zealand. He left the bulk of his fortune to the Bayly Trust, for the benefit of charitable and cultural organisations in Fiji. A report of Mr. Bayly's work appears on page 48 of this issue.

Mr. Phineas Young

Mr. Phineas Young, a leading Apia sportsman, died in hospital at Pago Pago recently en route to New Zealand after an operation. He was a former middleweight boxing champion of Samoa, and was a leading boxing coach and referee.

Other sports which claimed his interest were rugby and tennis. He was a keen rugby official and coach, a hard-working player and official of the Apia Tennis Club, and a foundation member and executive officer of the Western Samoa Lawn Tennis Association.

Mr. Young, who was 39, is survived by his widow, Clara, and three children, Max, Rene and Albion.

Mr. Rupert Vivian Hosking

The death occurred in Rarotonga recently of Mr. Rupert Vivian Hosking, a well known Cook Islands resident for more than 50 years.

Mr. Hosking, who was 84, was born at Marsterton, New Zealand.

He was educated at the Wanganui Collegiate School and then studied medicine at Edinburgh University.

After serving with the Imperial Forces in the Boer War and being wounded at the siege of Mafeking, he returned to New Zealand and obtained a Diploma of Agricultural Science at Lincoln College. He then obtained the degree of Doctor of Dentistry at the University of Philadelphia and returned to Master-ton to practise. Mr. Hosking went to Rarotonga in 1909 and settled at Titikaveka.

He is survived by 11 children, 54 grandchildren and eight great-grandchildren.

Mr. Amando Stowers

The death occurred at Apia Hospital recently of Mr. Amando Stowers, one of the oldest and best known identities of Western Samoa. Mr. Stowers, who was 76, was a European member of the Legislative Assembly from 1941 until his retirement in 1950. He was a strong supporter of the Labour movement and one of the founders of the Aleisa settlement.

Mr. Stowers, who was predeceased by his wife, left 15 children—11 sons and three daughters—and 40 grandchildren. Three of his sons and one daughter live in Samoa; the rest live in New Zealand.

Mr. Donald Fullerton Wooley

Mr. Donald Fullerton Wooley, who was Powerhouse Superintendent for the Suva City Council for many years, died on January 15. He was 65. Mr. Wooley had retired only a fortnight earlier after 41 years and seven months with the council.

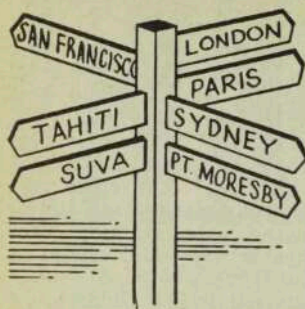
Mr. Wooley was a son of the late Captain Wooley, who was Harbour Master at Suva 40 years ago. After serving his apprenticeship as an engineer with the Colonial Sugar Refining Co., Mr. Wooley went to sea. He served overseas in World War I. In recent years, he was an active member of the Suva Bowling Club.

Mr. Wooley is survived by his widow, a son and a daughter.

Mr. Colin Edward Farnham

Mr. Colin Edward Farnham, a resident of New Guinea for more than 20 years, died in Brisbane recently aged 56. Mr. Farnham joined the staff of Guinea Airways at Lae in 1929 and worked there for 11 years. After the war he worked with Mandated Airlines, Guinea Air Traders and Qantas. From 1950 to 1961 he was with the Commonwealth Department of Works.

The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



Original Island In The Sun

Like Tahiti and Fiji in the Pacific, the islands of the Caribbean have also benefited, in the tourist sense, since the dawn of the jet-age in flying—but none as much as Barbados.

FORMERLY Barbados was way out near the end of the line, not quite as far as Trinidad, but far enough. Now it is only four jet hours from New York, and little more than half that time from Miami. Tourists are reacting accordingly.

Barbados is an atoll, 90 miles from the north coast of South America, 21 miles by 14 miles in size and has been growing sugar for Britain since 1625. Lately independent, it is still doing the same thing but is also trying to boost its tourist industry as a second string to its bow.

Its new Seawall Airport specialises in floral patios and duty-free shops that are, in themselves, an attraction for tourists; and in addition the new deep-water harbour at Bridgetown, the capital, is also attracting more and more cruise ships, and more and more cruising yachtsmen.

Hotels range all the way from modern, plate-glass and ferro-concrete to the more exotic variety that include "Palladian style, dream-like confections", like the Sandy Lane Hotel on the St. James Coast that was built by a British millionaire, Mr. Ronald Tree, formerly an MP; and the Regency castle, built way back by an early buccaneer who made a fortune luring ships onto adjacent reefs. Restored in recent days by another financier it now has everything the discerning could want—including works of art and a swimming pool.

High season rates at the best



hotels can run as high as £13 per day but for more modest purses, there are good guest houses which charge about a quarter that sum.

The high season—corresponding to the drier, Northern winter months—is short. During the wetter months, from April to December, hotel rates are very much less and most tourists (being American), go there in the northern summer months, taking advantage of excursion air fares as well as lower living expenses. Although rain can come any time, it is usually in heavy, but brief, showers.

It was on Barbados that the successful film from the best-selling Waugh novel, *Island in the Sun*, was made and some of the props are still reported to be in place.

Although Barbados is now self-governing there is still much that is English about it. Traffic moves on the left, the police look like London Bobbies; the water police look like Jack Tars from Nelson's Navy; and everything stops for tea—and for cricket.

Entertainment is, however, strictly West Indian—calypso, steel bands, limbo dancers—the lot. Some res-

taurants specialise in local Creole dishes and the local drink is, of course, rum either straight or disguised. (Based on information supplied by Pan American Airways who run 14 flights a week to Barbados from New York and Miami and DC6 link services from Barbados to Trinidad, San Juan, Martinique, Guadeloupe, Antigua and St. Croix.)

New Way to See the East

SO new that the Sydney agents haven't yet got all the details will be the Dominion Line service from Sydney to Japan and Hong Kong via Manila, Keelung and return via Guam and Rabaul.

The 7,500 tons vessels *Francis Drake* and *George Anson* will be used on the service in round voyages of from 45-52 days' duration depending on port loading conditions. The ships are modern, British owned and each carries 130 first class passengers.

The vessels are air-conditioned; apart from two single berth cabins all cabins are two-berth, each with its own shower and toilet, etc. A round trip is £A540 per person in single cabins a little extra.

Part of the charm of the proposition for most travellers will be the four days in Hongkong and seven days in Japan. Probably a day will be spent in Guam and Rabaul on return voyage.

Francis Drake will begin service ex-Sydney on March 20, and *George Anson* will follow on April 20, and sailings will be monthly thereafter.

Sydney agents are H. C. Sleight Ltd., 115 York Street.

Guide to Perth, WA.

During the recent Commonwealth Games, thousands of people who never normally would have travelled there, got to know Perth, Western Australia. They found it a friendly, charming city and it is fitting that Jacaranda should have made "Perth and the South-West" the subject of its Travel Guide No. 1.

John Graham who prepared it has done an excellent job. It is written in a bright, breezy style that is pleasant to read, even if you are not looking for travel information. It is attractive in presentation, with 20 pages of photographs and five maps and tells the visitor how to get there; cost of fares; where to stay; and the sort of people he is likely to meet.

Visitors, and even people passing through on ships, will find this guidebook of great interest and full of information. It is published by Jacaranda Press, 73 Elizabeth Street, Brisbane.

THE PACIFIC

iations on the iti Theme

OST tourists to Tahiti these days—and about 80 per cent. of them are American—consider a look at least two of the other islands of French Polynesia a must. The two favorites are Moorea, just a dozen miles across the channel from Tahiti; Bora Bora, to which there is a six times a week DC4 service via Raiatea, taking an elapsed flight-time of about 1½ hours.

Reasons for visiting these outer islands are (a) that they are beautiful; (b) they are supposed to be less "spoiled" than highly urbanised Tahiti; (c) they are there, anyway.

Some people also visit Raiatea, which has the second biggest town in French Polynesia, Uturoa, though it is not regarded so much as a resort as the other two islands (perhaps to its advantage).

Accommodation is available—sometimes luxurious, sometimes simple—in the three islands, as follows:

Moorea:

Hotel Aimeo, on Cook's Bay; bungalows and rooms, with all the amenities, including a good beach; rates are for room and meals inclusive, and are from 2,000 to 2,500 Pac. Fcs., single, per day; or 2,950 to 3,500 Pac. Fcs., double.

Hotel Matiehani, bungalows or rooms, with restaurant, bar, etc., at Aharepa; 600 to 900 Pac. Fcs., room and meals inclusive.

Hotel Tohivea "Chez Pauline", at Papeete; 1,000 Pac. Fcs. per day, meals included.

Bora Bora:

Hotel Bora Bora — Polynesian bungalows on a white sand beach, with all the extras; 2,340 to 3,000 Pac Fcs. single, 3,350 to 3,600 Pac. Fcs., double, per day, meals included.

Hotel Polynesia, a somewhat more modest establishment; rates are 1,000 Pac. Fcs. single and 1,700 Pac. Fcs. double, room and meals inclusive.

Raiatea:

Tina Village Hotel: 1,450 Pac. Fcs. single, 2,900 Pac. Fcs. double, room and meals inclusive.

Hotel Hinano: Room, without meals 250 to 600 Pac. Fcs.; with meals 750 to 1,600 Pac. Fcs.



With jagged, picturesque scenery like this, it is no wonder that Moorea is one of the most popular spots for tourists in French Polynesia. The photograph depicts Paopao Bay, also known as Cook's Bay. Captain Cook, the first European to anchor in it, described it as one of the most beautiful harbours in the world. Moorea is about 12 miles from Tahiti. It is a favourite resort for those who want a glimpse of "unspoiled Tahiti".

Housekeeping Bungalows

Since the big tourist boom, many people with land on the Tahiti lagoon side have built bungalows for rental, for those who like to do their own housekeeping. Most of the cottages are in colonies, or groups, but in addition there are also single houses that sometimes come up for rental.

The Syndicat d'Initiative, Papeete, will supply information and rates for these, on request.

Some of the best known of the bungalow colonies are Lagon Bleu at Pirae; Lotus Village, at Punaauia; Vaiete Village, at Patutoa, on the outskirts of Papeete; Moana Studio, at Pirae; Orohena Village, at Punaauia; Tiare Village, at Arue; and Vai Tiare, at Punaauia.

In addition there is, right in Papeete, the Vaiami Studios, furnished modern, self-contained studio apartments that are (rare for Tahiti), sound-proofed and air-conditioned. They are in the Avenue Bruat, probably Papeete's most attractive street with its shade trees, smart specialty shops and apartments. Hallais-Drollet, building contractors, are the owners.

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SHIPPING TIME-TABLES

Sydney-Papua-New Guinea

Sailings are approximate and may vary by as much as two weeks.

alekula sails from Sydney for **ane, Nth. Qld. ports, Pt. Moresby, arai, Lae, Madang, Alexishafen, ak, Kavieng, Rabaul, Pt. Moresby, ey.** Last Sydney sailing: Feb. 5. Sydney sailing: Mar. 30 (approx.).

alaita sails from Sydney for **Brisbane, Pt. Moresby, Samarai, Rabaul, brum, Lorengau, Madang, Lae, Sam- Brisbane, Sydney.** Next Sydney sailing: Feb. 22, Apr. 13 approx. (after **aul** will call: **Soraken, Teopasino, a Numa, Arigua and Kieta**, before **oming to Sydney**).

ololo sails about every six weeks: **ey, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. esby, Sydney.** Next Sydney sailings: 19, Mar. 30 (approx.).

ontoro sails from Melbourne for **ey, Brisbane, Nth. Qld. ports (subject ermit), Pt. Moresby, Samarai, Rabaul, ieng, Wewak, Madang, Lae, Pt. esby, Sydney.** Next Sydney sailings: 2, Apr. 30 (approx.).

etails from Burns, Philp and Co., Ltd., idge Street, Sydney (B 0547).

ansi: Leaves Sydney about every four s for **Brisbane, Port Moresby, arai, Lae, Madang, Rabaul, Sydney.** Sydney sailings: Feb. 12, Mar. 15 **ney direct to Rabaul, then NG ports).**

ochow: Leaves Sydney every four s for **Brisbane, Rabaul, Kavieng, ang, Lae, Pt. Moresby, Sydney.** Last ey sailing: Feb. 5. Next sailing Sydney: Mar. 6 (to **Papua ports re NG**).

etails from New Guinea Australia Line re and Yuill Pty., Ltd., agents), 6 ge St., Sydney (BU 1712).

ina Navigation Co. Ltd. vessels **ing and Anshun** call at **Pt. Moresby, aa, on their way north from Sydney Hongkong.** Next vessel:

aking: Dep. Sydney Feb. 20, **Pt. esby Feb. 27-28, thence Manila and gkong.**

ashun: Dep. Sydney Mar. 23, **Pt. esby Mar. 30-31, thence Manila and gkong.**

etails from Swire and Yuill Pty. Ltd., uts, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney ap- proximately every five weeks for **Port esby, Samarai, Wewak, Madang, Lae, ney.** Next Sydney sailings: Feb. 15, 18 (approx.).

evik: Leaves Sydney approximately y five weeks for **Rabaul, Madang, Lae, nsville, Sydney.** Next Sydney sailings: 12 (approx.), Mar. 13 (approx.).

ltan: On first voyage in this service, **leave Sydney Feb. 26 for Brisbane, Moresby, Samarai, Honiara, Gizo, aul, Wewak, Madang, Lae, Sydney.** owing voyage: Dep. Sydney Apr. 2 prox.).

etails from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge Sydney (BU 8311).

ustasia Line's vessel Matupi now runs **ween Australian ports (turn round at**

Adelaide) and Papua-New Guinea—the extension every third voyage to Borneo has been cancelled.

Matupi: Due dep. Melbourne Feb. 27, after cargo loading; return Sydney Mar. 1. Dep. Sydney Mar. 5 for **Brisbane Mar. 7-8, Pt. Moresby Mar. 13, Lae Mar. 17, Madang Mar. 19, Rabaul Mar. 22, Cape Hoskins for timber-loading (if inducement), then direct to Sydney, due Apr. 11.**

Malacca: Has been withdrawn from this service.

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 Aus- tralia 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: Dep. Sydney Feb. 15 for **Brisbane Feb. 17-18, Rabaul Feb. 22-23, Lae Feb. 24-25, Madang Feb. 26-27, Manila Mar. 5-6, Hongkong Mar. 8-10, Nth. Borneo ports Mar. 13-18, Madang Mar. 25, Rabaul Mar. 26, Lae Mar. 28, Honiara Mar. 31, Vanikoro Apr. 3, Brisbane Apr. 9, arr. Sydney Apr. 13.**

Aros: Dep. Sydney Feb. 28, for loading **southern Australian ports, returning Sydney Mar. 17. Due dep. Sydney Mar. 21 northwards for Brisbane Mar. 23-25, Rabaul Mar. 29-30, Lae Mar. 31-Apr. 1, Madang Apr. 2-3, Manila Apr. 9-10, Hongkong Apr. 12. She will not proceed to Japan but dep. Hongkong Apr. 14**

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Australia-NZ-Fiji-Canada-USA

		IBERIA	ORIANA	ARCADIA	ORONSAY
SYDNEY	depart	Feb. 10	Mar. 10	Apr. 6	Apr. 19
AUCKLAND	arr/dep	Feb. 13	Mar. 13	thence	Apr. 22
SUVA	arr/dep	Feb. 16	Mar. 16	Far East	Apr. 25
HONOLULU	arr/dep	Feb. 21	Mar. 20	Apr. 29	Apr. 30
VANCOUVER	arr/dep	Feb. 26-27	Mar. 24-25	May 4-5	May 5-6
SAN FRANCISCO	arr/dep	Mar. 1-2	Mar. 27-28	May 7-8	May 8-9
LOS ANGELES	arr/dep	Mar. 3	Mar. 29	May 9	May 10
HONOLULU	arr/dep	Mar. 8	Apr. 2	May 14	thence
SUVA	arr/dep	thence	thence	thence	UK via
AUCKLAND	arr/dep	Far East	Far East	Far East	Panama
SYDNEY	arrive	and UK	and UK	and UK	Canal

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	Feb. 24	Mar. 17	Apr. 11	May 2
LOS ANGELES	arr/dep	Feb. 25	Mar. 18	Apr. 12	May 3
BORA BORA	arr/dep	Mar. 5	Mar. 26	Apr. 20	May 11
PAPEETE	arr/dep	Mar. 6-8	Mar. 27-29	Apr. 21-23	May 12-14
RAROTONGA	arr/dep	Mar. 9	Mar. 30	Apr. 24	May 15
AUCKLAND	arr/dep	Mar. 14-15	Apr. 4-5	Apr. 29-30	May 20-21
SYDNEY	arr/dep	Mar. 18-21	Apr. 8-11	May 3-6	May 24-27
NOUMEA	arr/dep	Mar. 24	Apr. 14	May 9	May 30
SUVA	arr/dep	Mar. 26	Apr. 16	May 11	June 1
NIUAFOOU	arr/dep	Mar. 27	Apr. 17	May 12	June 2
PAGO PAGO	arr/dep	Mar. 27	Apr. 17	May 12	June 2
HONOLULU	arr/dep	Apr. 1-2	Apr. 22-23	May 17-18	June 7-8
SAN FRANCISCO	arrive	Apr. 7	Apr. 28	May 23	June 13

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

southwards for Borneo, NG ports, Brisbane and Sydney, due May 12.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Dominion Navigation Co. Ltd. (UK) vessels Francis Drake and George Anson will inaugurate a new monthly service in March from Sydney to Japan, via Manila, Hongkong and Keelung, returning via Guam and Rabaul.

Francis Drake: Dep. Sydney Mar. 20, will call at Guam Apr. 26-27 and Rabaul May 1-2.

George Anson: Dep. Sydney Apr. 20, will call at Guam May 27-28 and Rabaul June 1-2.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

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 (opt.); thence Singapore, Fiji, NZ, and return to Australia. Next Sydney sailings: Van Noort Feb. 23; Van Neck Mar. 16.

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. 22, due at Suva Mar. 29.

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 southbound voyage: Remuera, from London, due Papeete Feb. 19.

Next northbound voyage: Rangitoto, dep. Wellington Mar. 9, due Papeete Mar. 15.

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 voyage: Crusader dep. Auckland Mar. 31, 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:

Carronbank: From the Continent and London, due at 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.

Firbank: From Continent, dep. London Feb. 13 for Pt. Moresby Mar. 21, Samarai Mar. 23, Lae Mar. 25, Madang Mar. 28, Rabaul Mar. 30, Honiara Apr. 3.

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, Caledonia, BSI, P-NG and West NG operated jointly by Nederland Line Dutch Mail and Royal Rotterdam Line. Karimata (NL): From Continent, United Kingdom, due Papeete Feb. 28, Honiara Mar. 4, Moresby Mar. 6, Rabaul Mar. 10, Mar. 12, Madang Mar. 14, Hollandia, 15, thence (optional) Biak, Manado and Sorong.

Maas Lloyd (RL): From Continent, London Feb. 22 for Papeete Mar. 5, Noumea Apr. 1, Honiara Apr. 5, Moresby Apr. 8, Rabaul Apr. 12, Apr. 14, Madang Apr. 16, Hollandia, 17, thence (optional) Biak, Manado and Sorong.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping Co. Ltd. (UK), running between New Zealand and the Far East, call at Noumea, Caledonia, and Pt. Moresby (Papua), in some instances, Guam. Next voyage:

Saracen: Dep. Auckland Feb. 12, Noumea Feb. 15, Pt. Moresby Feb. 18, thence Pt. Swettenham, Singapore, Manila and Hongkong.

Port Montreal: Dep. Auckland Feb. 15, for Guam Mar. 4 (approx.), thence to Japanese ports.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-30).

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; on return to Japan direct.

Chekiang: From Japan and Hong Kong, due Wewak Feb. 21, Madang Feb. 23, Lae Feb. 25, Rabaul Mar. 2, Pt. Moresby Mar. 4, Honiara Mar. 12, Suva/Lae Mar. 17, Apia Mar. 26, Pago Pago (approx.) Mar. 28, Japan Apr. 9.

Chungking: Dep. Japan Mar. 3, Hongkong Mar. 7-11, Guam (approx.) Mar. 19, Lae Mar. 22, Koro Mar. 25, Rabaul Mar. 27, Pt. Moresby Apr. 4, Suva/Lautoka Apr. 10, Noumea Apr. 18, Bourail (opt.), due arr. 2 May 1, when she will enter dry dock.

Details from China Navigation Co., Ltd., Swire and Yull Pty. Ltd., agents, Bridge St., Sydney (BU 1712).

**Sydney-New Hebrides-BSI
Bougainville, Etc.**

MV Tulagi leaves Sydney about six weeks for Norfolk Is., Vila, Honiara and BSI ports, Bougainville, etc. Next Sydney sailing: Feb. 23 (approx.). The following voyage from Sydney on 13 (approx.) will extend to the Gulf of Guinea and Fanning Is.

Details from Burns, Philp and Co., 7 Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes, from Marseilles, via West Indies and Panama, call about every six weeks.

o-hae (Marquesas), Papeete, Vila, mea and Sydney, and return by same e.
ext inwards voyages, ex-Marselles:
ahitien: Tai-o-hae Mar. 8, Papeete
10-14, Vila Mar. 21-22, Noumea Mar.
7, Sydney Mar. 30.
elanesien: Tai-o-hae Apr. 14, Papeete
16-20, Vila Apr. 29-30, Noumea May
Sydney May 5.
ext outwards voyages, ex-Sydney:
aledonien: Dep. Sydney Feb. 8,
mea Feb. 11-14, Vila Feb. 15-22,
mea Feb. 23, Papeete Mar. 1-6,
o-hae Mar. 9.
ahitien: Dep. Sydney Apr. 1,
mea Apr. 4-7, New Hebrides ports Apr.
i, Noumea Apr. 16, Papeete Apr. 22-27,
o-hae Apr. 30.

olynesie maintains monthly passenger
ings between Sydney, Noumea, Vila
Santo. Next Sydney sailings: Feb.
Mar. 1, Mar. 29.

etails from Messageries Maritimes, 36
Grosvenor St., Sydney (BU 2654).

Sydney-Norfolk Is.-Noumea- New Hebrides

olorado del Mar (owned by Societe
itime Caledonienne, Noumea), carry-
cargo only, makes a regular monthly
age from Sydney to Norfolk Is.,
Caledonia (Noumea) and New
rides ports. Next Sydney sailings:
18 (approx.), Mar. 16 (approx.).
illos del Mar (Societe Maritime
edonienne), recently on the cargo run
n Sydney to Norfolk Is., New
edonia and New Hebrides, was laid up
Noumea in late January for a month
six weeks. No details available yet on
future movements.
etails from F. H. Stephens Pty. Ltd.,
Bridge St., Sydney (27-3605).

Europe-Sydney-Noumea

Cargo vessels of Messageries Mari-
times run monthly between France and
Noumea via Fr. East Africa and Aus-
tralian ports. From Sydney, vessels go to
Brisbane and Noumea; return to France
via Australian coastal ports.

Next sailings from Sydney: Ventoux
Feb. 11 (Noumea Feb. 18); Vosges Mar.
11 (Noumea Mar. 18).

Other MM vessels run between France
and Sydney, via Panama Canal and
Pacific ports. Next vessel (name not yet
known): Papeete May 12, Noumea May
23, Vila May 27.

Details from Messageries Maritimes, 36
Grosvenor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auck-
land to Suva, Nukualofa, Vavau, Niue,
Pago Pago, Apia, Suva and return to
Auckland. Next Auckland sailings: Feb.
19, Mar. 19, Apr. 16.

Matua maintains a service from
Auckland to Lautoka, Suva, Nukualofa,
Apia, Suva, and return to Auckland.
Next Auckland sailings: Mar. 5, Apr. 2,
Apr. 30.

Details from Union Steam Ship Co.
of NZ, Quay and Commerce Sts., Auck-
land. (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 Aoniui. Calls
are also made as required at Apia (W.
Samoa) and Pago Pago (Am. Samoa).

Turn-round in Suva is usually two days,
and the Agents there are W. R. Carpenter
(Fiji) Ltd.

Sydney-Pacific Ports- Panama-UK

Southern Cross and Northern Star each
make four round-the-world voyages per
year, two west-bound, then two east-
bound, calling at Fiji and Tahiti every
trip.

Northern Star: From Southampton
(UK), via Sth. Africa, at Sydney Mar.
1-3, Wellington Mar. 6-8, Suva Mar. 12,
Papeete Mar. 16-17, thence via Panama
Canal to UK, arr. Southampton Apr. 10.

Southern Cross: Dep. Southampton
Mar. 5, via Panama Canal, for Papeete
Mar. 29-30, Suva Apr. 4, Wellington Apr.
8-10, Sydney Apr. 13-15, thence via Sth.
Africa to Southampton, due May 20.

Details from Shaw Savill Line, 8a
Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

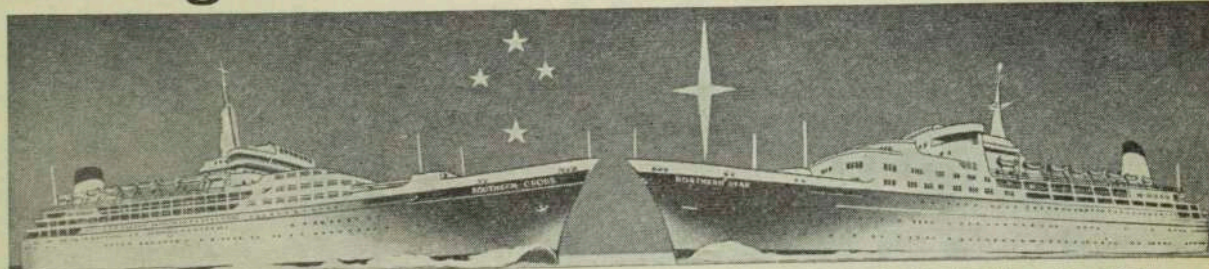
NZGS Moana Roa (40 passengers) makes
approximately monthly voyages from
Auckland (NZ) to Rarotonga (Cook
Islands), with calls at Niue and some
other Cook Islands when cargo warrants.

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 approxi-
mately six weeks service from West Coast
Nth. American ports to Pacific Islands.
(Over)

Linking the PACIFIC ISLANDS with



EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA and SOUTH AFRICA

One Class (Tourist) liners, Southern Cross
(20,000 Tons) and Northern Star (24,000
Tons) — air-conditioned with the latest
in amenities.

For full particulars apply:—

Fiji—Any branch or agency of Burns
Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

Around the world east or west bound via Panama
and South Africa calling Fiji, Tahiti, Balboa,
Curacao, Trinidad, U.K., Las Palmas, Cape Town,
Durban, Fremantle, Melbourne, Sydney, New
Zealand. Occasional calls, Miami (Pt. Everglades),
Bermuda, Lisbon.

SHAW SAVILL LINE

Thor I: Dep. San Francisco Feb. 25, Los Angeles Feb. 26-28, Papeete Mar. 10-12, Pago Pago Mar. 16-18, Apia Mar. 19-20, Suva Mar. 23-25, Noumea Mar. 28-30, Townsville Apr. 3-6, Rabaul Apr. 9-10, Apia (open), Pago Pago Apr. 18-20, Los Angeles May 3-6, San Francisco May 7.

Thorsisle: Dep. San Francisco Apr. 12, Los Angeles Apr. 13-16, Papeete Apr. 27-29, Pago Pago May 3-5, Apia May 6-7, Suva May 8-9, Noumea May 11-13, Apia (open), Pago Pago May 20-22, Los Angeles June 5-7, San Francisco June 8.

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. 27 (approx.); Ventura Mar. 26 (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 south-bound voyage. Next Papeete calls: Pioneer Glen Feb. 18; following vessel, Apr. 4.

Details from Wllh. 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 from Sydney on Apr. 20 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Next Sydney sailings: Feb. 24, Mar. 15 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Slagen: After completing a charter voyage from Australian ports to Suva and Lautoka, Slagen is due back in Sydney on February 10 (approx.). She will then withdraw from the Islands service and return to Oslo (Norway), via Melbourne, Suva, and Singapore.

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 transshipments for Vavau Niue), Apia and Nukualofa.

Next sailings: Kawerau Feb. (approx.); Walana Mar. 12 (approx).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessel Waihemu operated by Union Steam Ship Co. of NZ, Ltd., maintains a two-monthly service across Pacific, from Melbourne and Sydney Vancouver and USA ports. Occasional calls are made at Fanning Island, route.

Next Sydney sailing: Waihemu May (approx.).

Waitomo: Temporarily laid up Vancouver.

Waitemata, from NZ ports, makes two or four trips yearly to Vancouver Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

UK-Panama-Samoa-Fiji

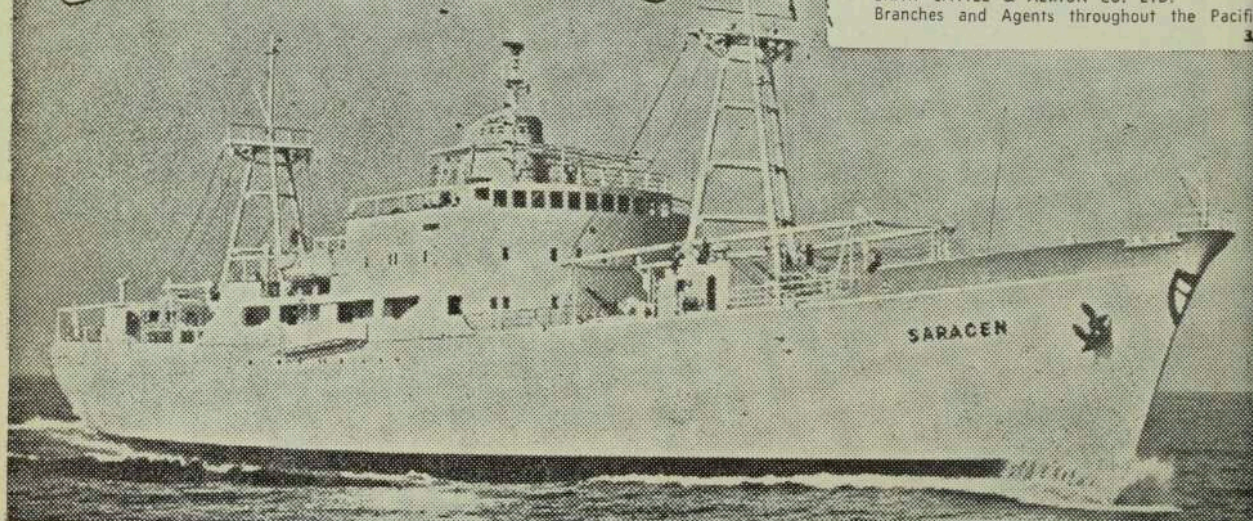
The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Leading Brokers in London.

Next vessels, ex-London: Feb. 28, Mar. 28.

The Pacific's Most Modern Cargo Fleet . . .

CRUSADER

SHIPPING CO. LTD.



Consign refrigerated and general cargo Crusader, for fast efficient delivery to leading Pacific Ports.

Regular services connect:

NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAY, INDONESIA, HONG KONG, MANILA.

Apply to Managing Agents—

SHAW SAVILL & ALBION CO. LTD.

Branches and Agents throughout the Pacific

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. (Feb. 5, 19, Mar.
5, 19, Apr. 2, 16, 30, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr.
10.55 a.m. (Feb. 5, 19, Mar. 5, 19,
Apr. 2, 16, 30, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae
arr. 12 noon (Feb. 6, 20, Mar. 6, 20,
Apr. 3, 17, 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. (Feb. 8, 22, Mar. 8, 22,
Apr. 5, 19, 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'Alberts Junction, Lake
Murray, arr. 1.15 p.m. (Feb. 14, 28,
Mar. 14, 28, Apr. 11, 25, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for
Daru, Pt. Moresby, arr. 11.30 a.m.
Feb. 15, Mar. 1, 15, 29, Apr. 12, 26,
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. (Feb. 11, 25,
Mar. 11, 25, Apr. 8, 22, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m.
for Samarai, Deboyne Lagoon, Samarai,
Pt. Moresby, arr. 4.30 p.m. (Mar. 4,
Apr. 1, 29, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m.
for Samarai, Pt. Moresby, arr. 4.30
p.m. (Feb. 18, Mar. 18, Apr. 15, etc.).

LAE-MADANG-WEWAK-MANUS-

KAVIENG-RABAU 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., Wapena-
munda, Wabag, Madang, arr. 4 p.m.

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-RABAU-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 Finsch-
hafen, Lae, arr. 8.45 a.m.

RABAU-BUIN-RABAU (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka,
Wakanai, Aropa, Buin, Aropa,
Wakanai, Buka, Rabaul, arr. 3.20 p.m.

Alt. Wed. (Feb. 20, Mar. 6, 20, Apr.
3, 17, etc.): Dep. Rabaul 9.30 a.m.
for Buka, Wakanai, Aropa, Wakanai,
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
for Banz, Minj, Goroka, arr. 2.50
Dep. Madang 7.30 a.m. for Go
Wau, Pt. Moresby, Wau, Go
Madang, arr. 2.50 p.m.

Dep. (Norseman) Wewak 8 a.m.
Aitape, Vanimo, Sissano, A.
Dagua, Wewak, arr. 12.05 p.m.

Thurs., Sat.: Dep. Rabaul 7 a.m.
Kavieng, Momote, Wewak, Ma
Goroka, Lae, arr. 4.40 p.m.

Fri.: Dep. Wewak 6.15 a.m. for Ma
Lae, Wau, Madang, arr. 10.55 a.m.
Dep. (Piaggio) Goroka 10.40

for Minj, Banz, Hagen, Wabag, H
Banz, Minj, Goroka, arr. 2.55 p.m.

Dep. (Cessna) Hagen 9.30 a.m.
Mendi, Kagua, Erave, Ialibu, H
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 Go
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. ("Patah")

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, Wo
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 Popondetta, Garaina, Lae, Pt.
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 Woiatpe, 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, M
Baimuru, Bereina, Pt. Moresby,
2.50 p.m.

Dep. (DC3) Pt. Moresby for Koc
Popondetta, Pt. Moresby, arr. 11.10

Thurs.: Dep. (DC3) Pt. Moresby 7.40
for Popondetta, Embi, Wau
Kiriwina, Embi, Popondetta,
Moresby, arr. 2.20 p.m.

Dep. (Piaggio) Pt. Moresby 10.45
for Woiatpe, 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. (Mar. 6, Apr. 3, May

3A. P-NG - West NG

AE-HOLLANDIA (West New Guinea)
TAA, with DC3 aircraft

Thurs. (Feb. 21, Mar. 7, 21, Apr. 4, 18, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Hollandia, arr. 1.35 p.m.

Fri. (Feb. 8, 22, Mar. 8, 22, Apr. 19, etc.): Dep. Hollandia 11.35 a.m. for Wewak, Madang, Lae arr. 5.05 p.m.

BLAK (WEST NG)-LAE
Garuda Airways with DC3 Aircraft

Garuda Airways (Indonesian) operate fortnightly service between Blak, Hollandia and Lae with DC3 aircraft. It connects at Blak with KLM's DC8 service Europe. (Table 4).

Thurs. (Feb. 14, 28, Mar. 14, 28, Apr. 11, 25, etc.): Dep. Blak 6 p.m., Hollandia arr. 8.10 a.m., dep. 9.10 a.m., arr. Lae 1.10 p.m.

Fri. (Feb. 15, Mar. 15, 29, Apr. 12, 26, etc.): Dep. Lae 9.15 a.m., Hollandia arr. 12.05 p.m., dep. 1.05 p.m., arr. Blak 3.10 p.m.

4. Australia-West NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney p. Fri. 10.35 a.m.) and Holland, calling Blak, West NG (arr. Fri. 3.30 p.m., 4.30 p.m.), Manila (Philippines) and Amsterdam (arr. Sat. 12.10 p.m.). Dep. Amsterdam Wed. 2.30 p.m., via Manila and Lae (arr. Fri. 12.30 a.m., dep. 1.30 a.m.) Sydney (arr. Fri. 7.15 a.m.).

5. N. Guinea-Solomons

TAI, with Fokker Friendship Prop-Jet and DC3 Aircraft

Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Feb. 12, 26, Mar. 12, 26, Apr. 9, 23, etc.).

Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Feb. 6, 20, Mar. 6, 20, Apr. 3, 17, etc.).

Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Feb. 19, Mar. 5, 19, Apr. 2, 16, 30, etc.).

Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Feb. 20, Mar. 6, 20, Apr. 3, 17, May 1, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 10.15 a.m., arr. Noumea 1.45 p.m.

Fri.: Dep. Noumea 3 p.m., arr. Sydney 4.50 p.m.

7. Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

p. Paris Mon. 5 p.m., eastbound for Athens, Beirut, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 8.25 a.m.).

p. Sydney Wed. 9.40 a.m. for Noumea (arr. 1.25 p.m., dep. 3.30 p.m.), Nadi (arr. 6.15 p.m., dep. 7.05 p.m.), cross International Dateline, Papeete (arr.

Wed. 1.10 a.m., dep. alt. Wed. (Feb. 13, 27, Mar. 13, 27, Apr. 10, 24, 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. (Feb. 14, 28, Mar. 14, 28, Apr. 11, 25, 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. (Feb. 20, Mar. 6, 20, Apr. 3, 17, etc.): Dep. Papeete for Honolulu, arr. 9.05 p.m.

Alt. Thurs. (Feb. 21, Mar. 7, 21, Apr. 4, 18, 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. (Feb. 13, 27, Mar. 13, 27, Apr. 10, 24, etc.): Dep. Papeete 12 noon for Los Angeles, arr. 8.10 p.m.

Sat. and alt. Thurs. (Feb. 14, 28, Mar. 14, 28, Apr. 11, 25, etc.): Dep. Los Angeles 1 a.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, Feb. 10, Mar. 10, Apr. 14, 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.

Mon., 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.

Mon., Wed., Fri., Sat., Sun.*: Dep. Sydney 4.30 p.m., arr. Auckland 10.05 p.m.

* Except Feb. 20, 22, 27.

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.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

Tues., Fri.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

18. Auckland-Brisbane

QANTAS and TEAL jointly, with Electra International Mk. II

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.

Sat.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

19. Auckland-Fiji

TEAL, with Electra International Mk. II's

Daily (except Mon.): Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

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.

(Over)

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 Interna-
tional 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 Inter-
national 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-Matel-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-Matel-Labasa-Suva: Dep. 11
a.m. Mon.
Suva-Matel-Labasa-Matel-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. (Feb. 7, 21,
Mar. 7, 21, Apr. 4, 18, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr.
Suva 11.45 a.m. (Feb. 9, 23, Mar. 9,
23, Apr. 6, 20, 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. (Feb. 16, Mar. 2, 16,
30, Apr. 13, 27, etc.).
Details from Fiji Airways, Ltd., Victoria
Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft
Alt. Thurs. (Feb. 14, 28, Mar. 14, 28, Apr.
11, 25, 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. (Feb. 13, 27, Mar. 13,
27, Apr. 10, 24, etc.).
Alt. Thurs. (Feb. 14, 28, Mar. 14, 28,
Apr. 11, 25, etc.): Dep. Apia 10 a.m.,
cross International Dateline, arr. Suva,
alt. Fri. (Feb. 15, Mar. 1, 15, 29, Apr.
12, 26, etc.), 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 during Feb.—thence
weekly.

Sun. (with exception of 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, Monday (except February
18), dep. Vila 8 a.m., Santo arr. 9.20
a.m., dep. 10 a.m., Honiara arr. 2.45
p.m.

Tues. (with exception of 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, Wednesday (except February
20), dep. Vila 8 a.m., Nadi arr. 1 p.m.,
dep. 1.30 p.m., Nausori arr. 2.10 p.m.

25A New Hebrides

New Hebrides Airways with Drover
Aircraft

Vila-Tanna: Mon., Thurs. dep. Vila 8.30
a.m.; arr. Tanna 9.45 a.m.; dep. Tanna
3.30 p.m.; arr. Vila 4.45 p.m. Usually
a flight is made from Tanna to either
Aneityum, Futuna, Aniwa or Erromanga
before the scheduled departure for Vila.
On other days, the plane is available
for charter.

Details from New Hebrides Airways,
Vila.

26. Hawaii-Tahiti

South Pacific Airlines with Super-G
Constellation Aircraft

Fortnightly from Honolulu to Paa
International Airport, Papeete.

Alt. Fri. (Feb. 15, Mar. 1, 15, 29, Apr. 12
—thence weekly): Dep. Honolulu 11
p.m., arr. Papeete Sat. 8 a.m.
Sat. (Feb. 16, Mar. 2, 16, 30, Apr. 13—
thence weekly): Dep. Papeete 10 p.m.,
arr. Honolulu Sun. 7 a.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 air-
field) and American Samoa (Pago Pago)
—flight time: 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 Rapie

Noumea-Mare: Tues., Fri. dep. Noumea
p.m. for Mare, Noumea, arr. 4 p.m.

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. 8

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 Territory
Micronesia (Caroline, Marshall

Mariana Groups) for US Governm
Details from High Commissioner of

Trust Territory, Saipan, Mariana
US Trust Territory of the Pacific Is

32. Sydney-Indonesia

QANTAS AND BOAC

Qantas operates weekly direct ser
(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. 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. Syd
12 hours later.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO—

	Single	Return	Tai
	£ s. d.	£ s. d.	N
Moresby	48 14 0	92 5 0	2
Lae	60 4 0	115 5 0	2
Rabaul	70 9 0	135 15 0	2
Noumea	56 18 0	102 8 0	6
Honiara	92 4 0	179 5 0	2
Norfolk Is.	27 10 0	49 10 0	9
Lord Howe	16 9 0	32 18 0	8
Nadi	85 9 0	153 17 0	1

Suva	92 0 0	167 0 0	11
Auckland	53 15 0	96 15 0	13
Christchurch	53 15 0	96 15 0	14
Wellington	53 15 0	96 15 0	16
Pago Pago	110 17 0	199 11 0	1
Honolulu	282 12 0	508 14 0	1

San Francisco 350 0 0	630 17 0	1
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) TO—

Nadi	41 7 0	74 0 0	19
Norfolk Is.	19 15 0	35 11 0	12
Papeete	114 10 0	206 2 0	19
Noumea	45 10 0	81 18 0	27

FROM SUVA (Fiji currency) TO—

Nadi	5 16 0	11 12 0	22
Nukualofa	18 10 0	34 0 0	23
Apia	25 0 0	45 0 0	24
Honiara	67 10 0	121 10 0	25
Vila	30 13 0	55 4 0	25
Santo	39 14 0	71 9 0	25

FROM NADI (Fiji currency) TO—

Pago Pago	28 18 0	51 19 0	21
Noumea	32 13 0	58 16 0	7
Papeete	87 5 0	157 1 0	7

Fares quoted are First Class.

Pacific Commerce and Produce

attle Experiment The Undeveloped Sepik Area

Although the Sepik District of New Guinea, which adjoins West New Guinea in the north of the inland, is the largest in the Australian territory (with 28,000 miles area), it is still largely undeveloped.

European industries comprise a few Mission coconut plantations, some crocodile shooting enterprises. The New Guineans are being encouraged to grow more coconuts, go in for cocoa, coffee, rice and nuts.

To determine whether the grasslands of the Sepik hold sufficient richness to support a cattle-raising industry, an experiment will begin in the month by the animal husbandry division of the P-NG Agriculture Department when for the first time it will send cattle to the district.

Line crossbred Zebu-Angus cattle will be flown from Port Moresby, trucked 30 miles to the Sepik's timber plant industry station. The animals will be run on natural pasture and the station.

To supplementary feed will be given—a check on whether the crossbreeds could thrive on natural Sepik grasses.

Agricultural officers report also that New Guineans in the Central Highlands are taking a greater interest in breeding cattle to provide more meat and milk for their diet. Over 30 large groups in the Highlands now possess 98 head of cattle. Villagers who bought cattle have been first in a training course at an animal husbandry station to teach them how to feed and care for the animals.

Two village groups at Kup and Mar, in the Chimbu Valley, have decided to buy four cows and will be given a bull by the Department of Agriculture.

an Negotiating For Britain's Timber

The loss of Japanese timber leases in New Guinea may bring to Australian New Guinea huge timber contracts with an annual turnover exceeding £1½ million.

Logging companies in Rabaul confirmed in mid-January that negotiations for the tracts were almost complete.

One timber official said that the negotiations were started because of anticipated Indonesian refusal to continue West New Guinea contracts and because the United Nations had frozen Japanese logging assets in West New Guinea.

The new contracts will be on the island of New Britain and will be shared by at least five major operators.

Japanese interests made the initial approaches and talks were held between representatives in New Britain, Japan and Australia.

Sangara Plantation Dev. Co. Under Receivership

The latest move in the complicated financial tangle involving the affairs in Papua-New Guinea of Sangara (Holdings) Ltd. and a number of other Territory companies (see "PIM", Nov., p. 166 and Oct., p. 165) was announced in Sydney in mid-January. The Australia and New Zealand Bank Ltd. reported it had appointed a receiver for Sangara Plantation Development Co. Ltd., effective December 13.

The company, registered in Port Moresby and a subsidiary of Sangara (Holdings) Ltd., operates a rubber plantation near Popondetta, Papua. The receiver (Mr. R. Lord, of Martin and Lord, Port Moresby accountants) will carry on the work and affairs of the company as manager.

Sangara, making the announcement, said that because of a misunderstanding and the illness of the secretary, Mr. S. Fox, of E. A. James & Co., no public announcement was made in December.

Union SS Co.'s Profit Down Again

Union Steam Ship Co. of New Zealand Ltd., which owns and operates the two main Central Pacific passenger vessels, "Matua" and "Tofua", and several other trans-Pacific cargo vessels, among its wide shipping activities, discloses reduced profit for the second successive year.

In the year ended September 30, 1962, profit dropped £424,480 to only £74,881. The preceding year profit fell 37 per cent.

Latest result is £280,119 short of the £300,000 reduced dividend requirement to P & O Co. Ltd. (of which it is a wholly-owned subsidiary). Dividend is cut back from eight to five per cent.

The result is, however, after allowing £55,000 dividend on the £1 million publicly held preference shares.

Depreciation was £24,214 higher at £1,278,798 and tax absorbed £159,970 less at £248,597. Income from investments rose from £106,579 to £261,626.

However, gross profit from shipping and ancillary interests was almost halved from £2,088,573 to £1,372,977.

Directors report keen competition in overseas trade. NZ manned vessels, with high wages and conditions, have difficulty



SHELL P-NG CHIEF: Mr. A. S. Denholm, the new manager for the Shell Co. of Australia in P-NG, arrived in Port Moresby in January. He replaces Mr. A. S. Towers, who will take up a new position as district sales manager for Queensland. Mr. Denholm joined Shell in 1950. He has three children. In World War II he was an engineer officer with the Merchant Navy. One ship he served in was sunk by a German armed raider.

in competing with ships operating and manned under less onerous conditions, they add.

Progress of Pacific Islands Mines Ltd. in Papua

The January report by Pacific Islands Mines Ltd. on its operations at Misima Is., Eastern Papua, showed that Umuna adit had advanced another 114 ft during the four weeks to December 31, 1962. At that date, the face of the adit was 242 ft from the portal, and the formation encountered was described as "contorted graphitic schists containing pyrites".

The company is seeking to relocate the old lode that proved so valuable for Cuthbert's Misima Gold Mine Ltd. pre-war. The present adit is not expected to enter any zone of interest until at least 900 ft from the portal.

The extraordinary general meeting of shareholders to be held on January 7 to consider altering the method of transferring shares in the company was adjourned until January 14; and the confirming extraordinary general meeting was consequently postponed from January 21 to 28.

BSI and Fiji To Launch New Loans

Both the British Solomon Islands Protectorate and the Crown Colony of Fiji will raise loan money shortly to finance their development programmes.

A bill will be introduced into BSI Legislative Council in February to

A. B. S. WHITE & CO.

Stock and Sharebrokers

H. S. LLOYD, E. C. S. WHITE, O. B. LLOYD, J. L. KING,
K. H. WATERHOUSE, P. C. WOLFE.

MEMBERS OF THE SYDNEY STOCK EXCHANGE

16 O'Connell Street, Sydney.

BL 6111

CABLES & TELEGRAMS: "WHITLOYD", SYDNEY.

181 Church Street, Parramatta.
635-5078

authorise the raising of a £15,500 loan from the Commonwealth Trading Bank of Australia. The money will provide an automatic telephone exchange for Honiara, and provide extensions to the system in 1963. This will be the first loan ever raised by the BSIP Government, and has been approved by the UK Secretary of State on the grounds that public utilities such as telephone services should pay their way.

Fiji's local loan will be launched in the second half of the year, probably in August. Terms have not yet been decided.

The Colony plans to spend £3 million on capital development projects this year—about £1½ million will be provided by Britain in Colonial Development & Welfare grants, about £250,000 will be borrowed for telecommunications development and a further £250,000 will be provided from general revenue, and the gap of £1 million will be financed from the loan.

The last local development loan, in 1961, was for £1,750,000 and was fully subscribed.

Bulolo and Placer Show 6-Months Profit Rises

For the six months ended November 30, 1962, Bulolo Gold Dredging Ltd.'s profit was \$US309,300, an increase of \$76,800 on the previous comparable period, directors announced on January 14.

It includes an unstated amount of dividend from Commonwealth-New Guinea Timbers Ltd. and also "other dividend and interest" \$88,600 (up \$17,700).

Placer Development Ltd., which owns a large share of BGD Ltd. and which is still negotiating to take-over the company completely, reported consolidated net profit of \$1,383,796 Canadian for the half-year ended October 31, 1962.

This is \$69,352 higher than in the corresponding period last year. Total income was \$138,066 higher at \$3,106,705.

Malayan High-Yield Rubber Seeds for Papua

Rubber production in Papua has been growing steadily, despite some wide fluctuations in price in the last decade and the threat of synthetics. All the Territory's rubber goes to Australia and the yield of over 4,000 tons per year normally boosts export earnings by over a million pounds a year.

To increase the acreage, and eventually replace old trees, the P-NG Agriculture Dept. between January and March is importing 200,000 rubber seeds from high yielding trees from Prang Besar Estate in Malaya. The seeds cost 2/- each.

The seeds will be planted in nurseries and their care supervised by agricultural officers for 12 months. Seedlings will then be sold to Papuans already growing rubber trees, and others who wish to start rubber plantations.

Some 24,000 seeds were air-freighted to Kabuna, in Kairuku Sub-District, then taken to Bakoiudu village for planting in a rubber tree nursery. The Bakoiudu villagers formerly lived in Kuni area, a very mountainous region between Mekeo and Gollala districts. Patrol officers had taken up to 30 days to visit them, as they then lived in scattered hamlets. Last year, the entire 2,000 population decided to group in a single settlement at Bakoiudu. After agricultural officers explained the economic value of rubber trees, they cleared 100 acres of land for planting rubber. Seedlings from the nursery will be ready for field planting in a year's time.

Other seeds will be sent to nurseries

at Cape Rodney (Central District), Murua Agricultural Extension Station (Gulf District) and to Popondetta.

Rattan Cane Industry Has Good Prospects

During 1962 nearly 50 tons of rattan cane were exported to Europe and Hong-kong from Papua-New Guinea, and a recent survey of world markets indicates that a regular export trade can be developed.

The business at present is mainly in the hands of two Port Moresby businessmen, Mr. R. Prior, who has been interested in rattan cane prospects for some years, and Mr. N. E. Barnes, of N. E. Barnes Trading Co. Ltd.

The P-NG Director of Trade and Industry says an extensive check has shown that on a cost and quality basis Territory rattan for furniture making can compete on world markets. There is an expanding market in P-NG for locally made cane furniture and the rising living standards of the native people will materially increase this demand.

Australia, which buys over £130,000 worth of rattan yearly, also represents a potential market and buyers in Europe annually import cane worth £1,875,000. Other possible markets are USA with £300,000 yearly imports and UK (£400,000).

A wide range of canes grow in the Territory, even at altitudes as high as 8,000 ft, with the more accessible stands in the foothills and lowland areas. Canes from these latter areas contain varieties that could command premium prices on world markets, depending on careful drying and processing.

Exchange Rates

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B. £99/7/6; S. £101/10/-. Samoa-NZ, basis £100 NZ: B. £100; S. £100/10/-. Samoa-Fiji, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-N.G.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF ASIA**. (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia.

FRENCH BANK (Comptoir National D'Escompte de Paris), Sydney, in Jan., 1963, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., 96.5 Pac. francs to US \$; Noumea, 18 Pac. francs to 1 French heavy franc (conversion rate: 1 Pac. franc equals 0.055 heavy franc). Paris-London: Selling, 13.744 heavy francs to £Stg.

Economic Outlook

THE World Bank, a United Nations affiliate, is reported to be examining the question of giving substantial financial aid to Australia to allow her to move ahead faster with the development of New Guinea. Negotiations are now under way in Washington to complete arrangements for the Bank to make a comprehensive survey of New Guinea Territory's economy.

Australia has never accepted international financial aid for New Guinea. Last year the Visiting UN Mission (led by Sir Hugh Foot) recommended a financial survey and suggested that Australia lack the necessary resources to develop the Territory at the rapidly visualised by the UN. Some Australian Government officials are now inclined towards the view, and aid from the World Bank would be the logical move.

On the home front, Sydney Stock Exchange trading for 1963 began on a note, but activity quickened during opening fortnight, with rising share prices—for the first time in seven months index of "ordinaries" broke the barrier.

However, the market steadied as figures were released indicating that the number of unemployed in Australia in December showed the biggest rise for any month in post-war history. The index of unemployment, at 101,200, was up from the previous year, though job-seekers in the rise of 20,000 unemployed in December.

SYDNEY SALES PRICES

	Dec. 17, 1962	Jan. 1963
Ball Plantations . . .	4/-	4/-
Burns Philp	79/9	79/9
Ditto New	79/6	78/6
Burns Philp (SS) . . .	46/-	50/2
Choiseul Plntn.	178/-	188/2
C.S.R. Co.	52/-	57/2
Ditto Con. 10/- . . .	—	41/2
Dylup Plantations . . .	5/8	5/8
Fiji Industries	11/3	11/3
Hackshall's	15/6	16/6
Kauri Timber	6/-	4/-
Kerema Rubber	5/-	5/-
Koltaki Rubber	12/6	12/6
Lolorua Rubber	8/-	8/-
Makurapau Plntn. . . .	2/-	2/6
Mariboi Rubber	5/-	6/6
Pacific Is. Timbers . . .	2/6	2/6
Palgrave	2/3½	2/6
Plantation Holdings . . .	2/4	2/6
Queensland Insurance	132/6	122/6
Rubberlands	4/-	4/6
Sandy Creek	6d	—
Sangara	9d	—
Sogerit Rubber	5/6	7/6
Sthn. Pac. Insurance . . .	25/6	—
Steamships Trading . . .	12/5	11/6
W. R. Carpenter	27/6	27/6
Ditto New	13/10	27/6
Watkins Consolidated . . .	3/-	3/6

OIL AND MINING SHARES

	Dec. 4, 1958	Dec. 17, 1962	Jan. 1963
FIJI			
Emperor	b9/-	b5/9	b5/9
Loloma	b30/-	s53/-	b5/9
PAPUA-NEW GUINEA, ETC.			
Bulolo G.D.	b32/-	b55/-	b68/6
N.G.G. Ltd.	b2/3	b1/10	b1/10
Oil Search	b9/9	b2/11	b2/11
Ent. of N.G.	s11d	b6½d	b5d/6
Pac. I. Mines	—	b1/6	b1/4
Ditto	—	b3d	b6d/6
Papuan Apin.	b4/6	b7/-	b8/2
Placer Dev.	b91/-	b228/-	b244/6
Timor Oil	n.q.	b1/4	b1/4

ISLANDS PRODUCE

Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. \$1.00. 18/- Fiji; 20/- Tonga, Solomons (PHC areas); 196 Pac. Frs.; \$US2.25.)

COPRA

PUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production is mainly to (a) Unilever, in UK, (b) Italia for local consumption, (c) a mill in Rabaul, and (d) Japan (plus as available). Prices generally follow with ruling rate in Philippines, with surcharges for hot-air dried.

NG Board's Tentative Purchase prices for copra delivered main ports are: Air Dried, £54/10/- per ton; FMS, £52 per ton; Smoke-Dried, £52 per ton.

JI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. January 28 prices were HAD 3/-, FM £F50/10/- (exclusive of a delivery bonus of £F1 per ton).

EASTERN SAMOA:—Official Copra Board takes all production, sells same makes payments to producers. It is mainly to Abels Ltd., NZ crushers, to Unilever, UK. Local price recently has been £56/12/6 Samoan, first grade.

TONGA:—Sales are under Government control. Part of production goes to open market, under arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.—All production marketed through official BSI Copra Board, at prices based on Philippines rates. Output is to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price recently has been: 1st grade, £50/-; 2nd grade, £48/10/-; 3rd grade, £46/- per ton, f.o.b., BSIP (Honiara, Yandina and Gizo).

ALBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less freight, etc. The Government subsidy to producers is: £7/15/5 per ton 1st grade, and £3/14/7 for 2nd grade.

& E Copra Board's 1961 accounts, published, show that production was 7,954 tons down on 1960, at 7,954 tons. The received by the Board was £12/2/- per ton down also, and at a figure of £10/- per ton it meant the Board had to pay £2/4/5 per ton from its reserves to maintain the previous price to producers.

NEW HEBRIDES:—On Jan. 17, the price was approximately £37/10/- (100 Pac. francs) per ton delivered (Santo). French price then was 84 francs per metric ton, c.i.f., Melb.

TOK IS. Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average of 1963 was £NZ52/8/7 1st grade, £NZ51/3/7 standard grade—both to Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Jan. 25 was £Stg.190/- per ton, c.i.f., Sydney. Unofficial reports state that the rise is due to two factors—(a) a smaller Ghana crop, and (b) the operations of a UK syndicate buying speculatively.

P.-N.G.: Sydney buyers on Jan 25 reported: Quote No. 1: In store, Rabaul, export quality £200 per ton, or on wharf Sydney, according to quality: £180-£190; quote No. 2: Best quality, on wharf Syd., Melb., £210; in store, N.G. ports, £180 to £185.

W. SAMOA:—Nominal prices quoted in Sydney in mid-Jan. were: Grade 1, £Stg.245; grade 2, £Stg.225, f.o.b., Apia.

COFFEE:—P.-N.G.: Jan. 25, 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 Jan. 25 as: Kenya A, f.a.q., £Stg.365, B Stg.350, C £Stg.315; U/G £Stg.280; Tanganyika AA £Stg.340, A £Stg.325, B £Stg.310; Uganda Robusta £Stg.176.

PEANUTS: P.-N.G.: Sydney agents quoted Jan. 25:—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 Jan. 24 was: No. 1, RSS, Spot, 79% Straits cents per lb (27.86d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Jan. 23: 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-Jan. 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-Jan. indicated the following quotations to Islands producers: No. 1.—Papua—nominally £110 per ton, f.o.b., Papuan ports; N.G.—£90, c.i.f., Sydney; B.S.I.—£112, 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 Jan. 25: 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 Jan. 24 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—18/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 12/- per in. B.S.I.—18/- per in. (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F4/6 per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, Jan. 24, Philippines, in bulk £165 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports—not quoted on London market since late Dec. when price was £Stg.62/10/- per long ton. NEW YORK: Jan. 24, Philippines, \$182.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 955 Rupees per ton c.i.f.

Coconut Oil: LONDON, Jan. 24, Ceylon, 1% in bulk, £Stg.99/- per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.94/-, c.i.f.

Rubber: LONDON, Jan. 24, c.i.f., RSS No. 1 spot, 23%^d Stg. lb, Apr. shipment 23-13/16d Stg. lb, Feb. shipment 23%^d Stg. lb.

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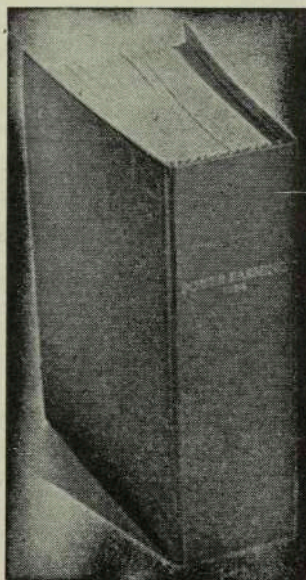
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Index to Advertisers

Pty. Ltd. 146	Everyday Products Pty. Ltd. 69	Love, J. R., & Co. Pty. Ltd. 50	Shell Co. of Aust. Ltd., The 136
Industries	Ferrier & Dickinson Pty. Ltd. 104, 108	Lysaght, John (Aust.) Pty. Ltd. 122	Smith, Markwell Pty. Ltd. 128
37, 57, 77, 131, 133, 135	Filmo Depot Ltd. 111	Malleys Ltd. 94, 126	South Pacific Brewery 41
W. & Co. 167	Fisher & Co. 142	Marrickville Margarine Pty. Ltd. 90	Stapleton, J. T., Pty. Ltd. 137
A.N.A. 78	Flick, W. A. & Co. Pty. Ltd. 42, 44	Massey Ferguson (Aust.) Ltd. 124	Steamships Trading Co. Ltd. 58
Wm. Pty. Ltd. 2	Frigate Rum 35	Matt Taylor & Co. 105	Stewarts & Lloyd Pty. Ltd. 31
Bolt Real Estate 23	Gilbey, W. & A., Ltd. 141	Mendaco 82	Stipplecote Products Ltd. 42
(Overseas) Pty. Ltd. 28	Gillespie Bros. Pty. Ltd. 70	Millers Ltd. 113	Stn. Pac. Ins. Co. 137
lian Paper Manu- 36	Gillespie, R., Pty. Ltd. 1	Mobil Oil Aust. Pty. Ltd. 22	Sullivan Ltd. 62
urers 36	Glaxo Labs. (NZ) Ltd. 75	Morris Hedstrom Ltd. 12, 39	Swallow's Biscuits Pty. Ltd. 58
M. Paints Pty. Ltd. 76	Grocery Wholesalers Pty. Ltd. 81	Mungo Scott Pty. Ltd. 29	T.A.A. cov. ii
Slipway & Eng. Co. 106	Grove, W. H. & Sons 44, 80	Nederland Line & Royal Rotterdam Lloyd 104	Taikoo Dockyard 102
of N.S.W. 63	Guest, T. B. & Co. Pty. Ltd. 72	Nelson & Robertson Pty. Ltd. 65	Tait, W. S. & Co. P/L 66
. 85	Handi-Works Co. 80	Nestle Co. (Aust.), The 119, 130	Tatham, S. E., & Co. P/L 142
I. Gwyn & Co. Ltd. 153	Harris, Keith & Co. Ltd. 74	N.G. Aust. Line 83	Taubman's Ltd. 134
. 152	Hastings, Deering Ltd. 132	Nicholson's Pty. Ltd. 148	T.E.A.L. 56
on Bros. Pty. Ltd. 112	Haven Pty. Ltd. 27	Nixoderm 82	Tooth & Co. Ltd. 90
voldt & Co., Wm. 165	Hellaby, R. & W., Ltd. 61, 62	Ogden Industries Pty. Ltd. 144	Turners Supply Co. Ltd. 35
Paints Ltd. 4	Hongkong & Whampoa Dock Co. Ltd. 105	Pacific Islands Society 37	Union Steam Ship Co. of N.Z. Ltd. 157
n & Co. 116	International Correspondence Schools 34	Pacific Islands Transport Line 153	United Insurance 71
& May Pty. Ltd. 30	International Harvester Co. 38	Parke, Davis & Co. 168	Ventura Trading Co. P/L 163
. 86, 123, 131, cov. iii	Kanimbla Hall 77	Phoenix Shipbuilding & Engineering Co. Pty. Ltd. 117	Victa Mowers 47
s, J. (Travel) Pty. Ltd. 151	Kerr Bros. Pty. Ltd. 115	Piccaninny Manufacturing Co. 46	Vi-Stim 71
W. J. (Aust.) Pty. 49	Kelvinator Aust. Ltd. 64	P. & O-Orient Lines of Aust. Pty. Ltd. 127	Walpamur Co. (NG) Ltd., The 20
ry-Fry-Pascall Pty. Ltd. 143	Kennedy, Capt. W.W. 115	Qantas 68	Watkins, Ivon Ltd. 37
n & United Breweries 54	Kitchen, J. & Sons Pty. Ltd. 60	Qld. Insurance Co. Ltd. 57	Warnock Bros. Ltd. 31
ion Company Pty. Ltd. 145	Kiwi Polish Co. Pty. Ltd. 116	Raine & Horne Pty. Ltd. 66	Westfield Freezing Co. Ltd. 40
ter, Ltd. 120, 166, cov. iv	Kopsen & Co. Pty. Ltd. 26	Royal Castle 85	Weymark Pty. Ltd. 19
orn Charters 110	Kraft Foods Ltd. 15, 147	Sanitarium Health Food Co. 138	Whites Aviation 77
Lee Shipyard 109	Kriewaldt, E. E. & Co. Ltd. 52	Savage Fibreglass Industries Pty. Ltd. 114	White, A. B. S., & Co. 161
Watson (NG) Ltd. 79	Lane's Pty. Ltd. 24	Seward Ltd. 99	White Rose Flour & Milling Co. Pty. Ltd. 74
ond Radio Co. 32	Lawrence, Alfred, & Co. P/L 70	Shaw Savill & Albion Co. Ltd. 155	Wills, W. D. & H. O. (Aust.) Ltd. 18
er Shipping Co. 156			Wilhelmsen, W., Agency, P/L 110
. 82			Wunderlich Ltd. 140
i Pty. Ltd. 84			Yardley of London (Aust.) Pty. Ltd. 45
J. A. B., Ltd. 19			Yorkshire Insurance Co. Ltd. 111
ess, W. C. Ltd. 53			
e Electrical Co. Ltd. 16			

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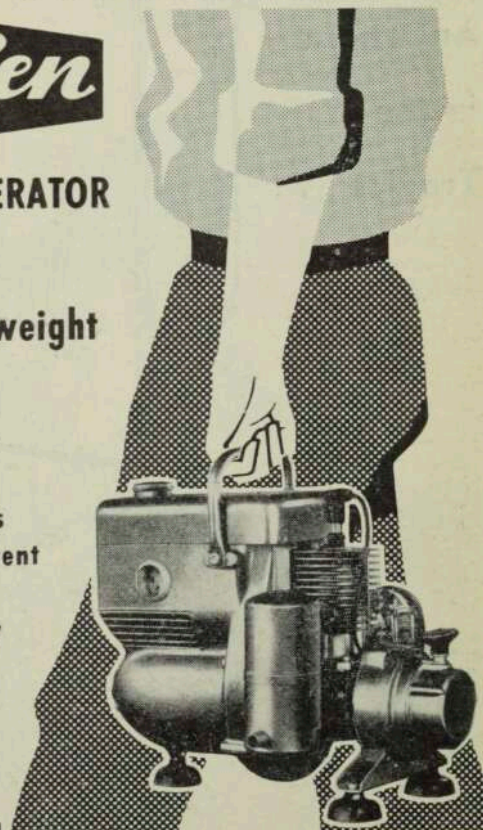
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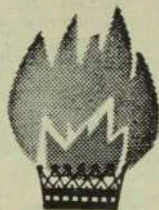
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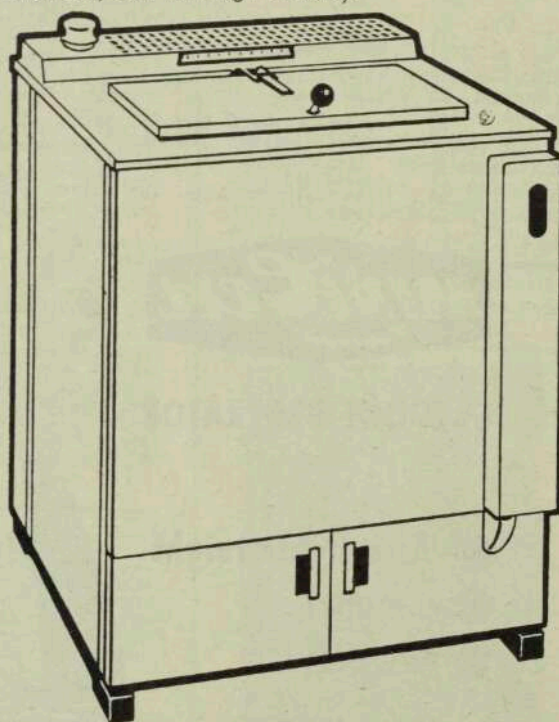
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HERE'S A QUICK
SOLUTION TO YOUR
MEALTIME PROBLEMS

Imperial

HOT PACKS

- 8-oz. Vegetables & Steak.
- 8-oz. Steak & Kidney Pudding.
- 8-oz. Irish Stew.
- 8-oz. Vegetables & Sausages.
- 8-oz. Irish Stew.
- 8-oz. Vegetables & Steak.
- 8-oz. Vegetables & Sausages.

COLD MEATS

- 2-oz. Trim (Pork & Beef).
- 2-oz. Camp Pie.
- 2-oz. Corned Beef W/C
- 2-oz. Taper Corned Beef.
- 5-lb. Taper Corned Beef W/C.
- 5-lb. Taper Corned Beef.
- 2-oz. Taper Corned Beef W/C.
- 2-oz. Al-Tayib Halal Corned Mutton.
- 2-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES

- 5-oz. Beef Sausages.
- 5-oz. Oxford Sausages.
- 5-oz. Cambridge Sausages.
- 5-oz. Pork Sausages.
- 5-oz. Beef Sausages.
- 4-oz. Vienna Sausages.
- 3-oz. Frankfurters.

TONGUES

- 2-oz. Sheep Tongues.
- 2-oz. Lamb Tongues.
- 2-oz. Calves' Tongues.
- 2-oz. Lunch Tongues.
- 2-lb. Ox Tongues.

CONDENSED MILK

- 4-oz. Sweetened Condensed Milk.
- 4-lb. Unsweetened Evaporated Milk.
- 2-oz. Chocream.
- 8-oz. Reduced Cream.
- 4-oz. Natural Milk.
- 7-oz. Tubes Sweetened Condensed Milk.

CANNED FISH

- 2-oz. Flair Fish Cutlets.

MUSHROOMS

- 8-oz. Sliced Mushrooms.

CANNED FRUITS

- 16-oz. Peaches.
- 16-oz. Pears.
- 16-oz. Apricots.
- 16-oz. Grapes.
- 16-oz. Two Fruits.
- 16-oz. Cherries.
- 16-oz. Loganberries.
- 16-oz. Gooseberries.
- 16-oz. Raspberries.
- 16-oz. Solid Pack Apple.
- 29-oz. Peaches.
- 29-oz. Pears.
- 29-oz. Apricots.
- 29-oz. Two Fruits.
- 29-oz. Grapes.
- 30-oz. Crushed Apples.

"RIVERMEDE" BUTTER

- 56-lb. boxes Bulk Butter.
- 1-lb. pats Butter.
- 1-lb. pats Butter.
- 12-oz. tins Butter.
- 16-oz. tins Butter.

PEEK FREANS BISCUITS

- In 4-lb Tins and 8-oz Packets.
- Caramel Crunch, Cheddar Crackers, Digestive Ovals, Ginger Slice, Honey Snaps, Lattice, Vita Wheat, Wafers, Dairy Milk Arrowroot, Wheat Crunch, Dainty Creams, Mocha Creams, Custard Creams, Coquette Creams, Petite Creams.

FRUIT JUICES

- 16-oz. "Berri" Tomato Juice.
- 30-oz. "Berri" Tomato Juice.
- 16-oz. "Berri" Orange Juice.
- 30-oz. "Berri" Orange Juice.
- 16-oz. "Berri" Grapefruit Juice.
- 30-oz. "Berri" Grapefruit Juice.
- 16-oz. "Berri" Apricot Nectar.
- 30-oz. "Berri" Apricot Nectar.

MARGARINE

- 56-lb. boxes Cake Margarine.
- 56-lb. boxes Pastry Margarine.

DRIPPING

- 16-oz. Tins Dripping.
- 37-lb. Tins Dripping.

AGENCIES: EASTERN TASMANIAN FISHERMAN'S CO-OP. SOCIETY. (Flair Canned Fish). TONGALA MILK COMPANY, Victoria. ("Jersey Cow" and "Mont Blanc" Condensed Milk). PORT HUON FRUIT-GROWERS CO-OP. ASSOCIATION LTD., Tasmania. ("Huoncry" Canned Fruit and Jams). PEEK FREAN (AUST.) PTY. LTD. (Biscuit Manufacturers).

HOT NEWS

Economical, convenient 8-oz. cans are now available in the Pacific Islands. Choose your favourite dish from — Irish Stew, Vegetables and Steak, Vegetables and Sausages.



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For a healthier, happier life in the tropics...



ONE MYADEC CAPSULE DAILY HELPS MAINTAIN NORMAL HEALTH!

Hot, humid conditions in the tropics cause heat exhaustion. High temperatures and steaming humidity combine to make the body perspire more freely, with resultant loss of important vitamins and minerals.

This daily deficiency is further aggravated by today's modern methods in the storage and cooking of foodstuffs, which actually destroy part of its natural vitamin-mineral content.

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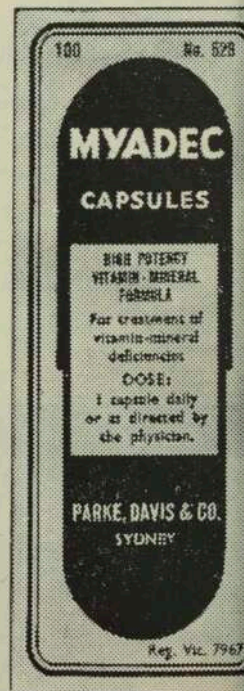
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Bottles of 30 Capsules . . . 22/6 ★ Bottles of 100 Capsules . . . 60/-



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FEBRUARY, 1963 — PACIFIC ISLANDS MONTHLY



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