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Pacific Islands Monthly



MARCH, 1963

VOL. XXXIII. NO. 8.

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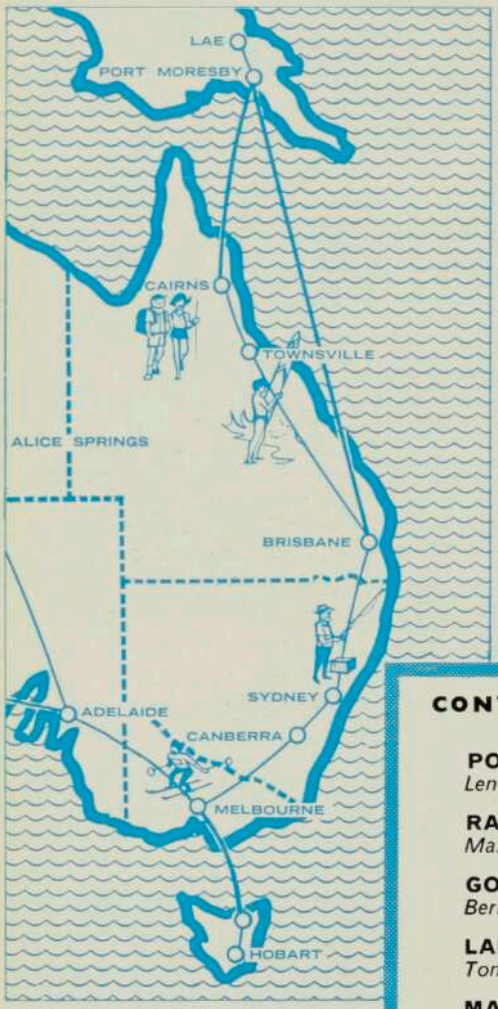
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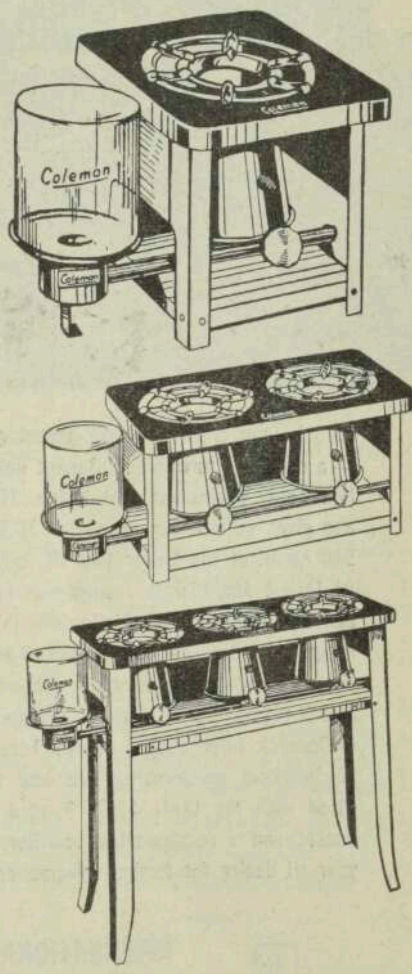
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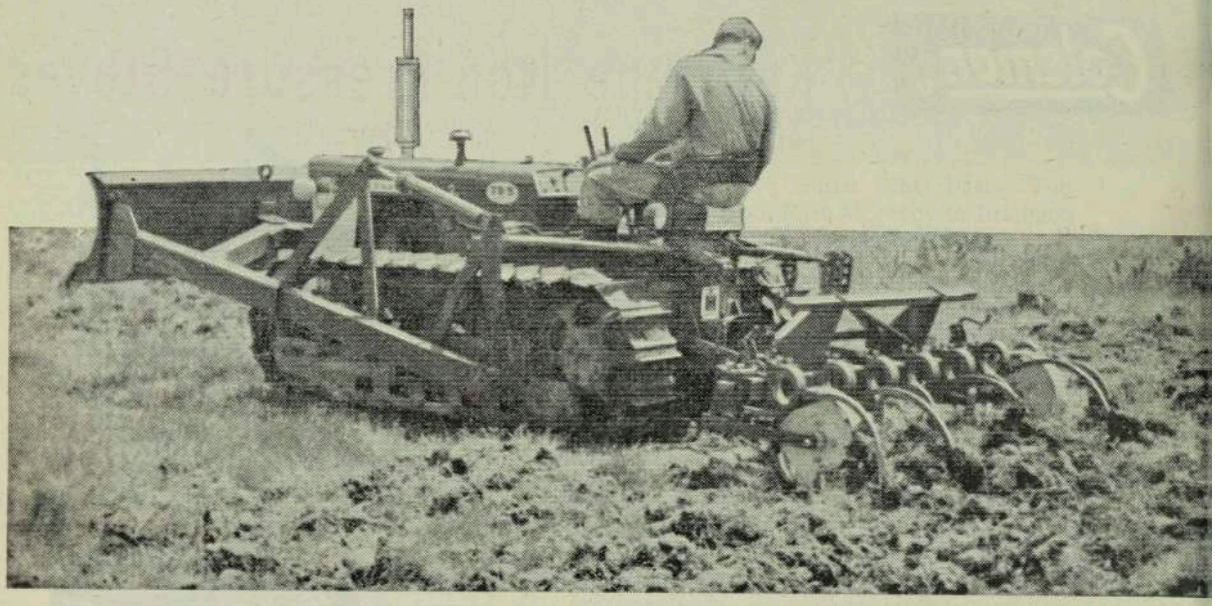
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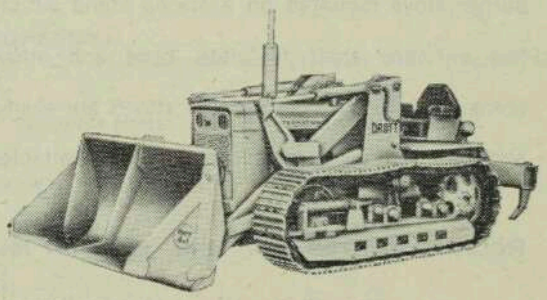
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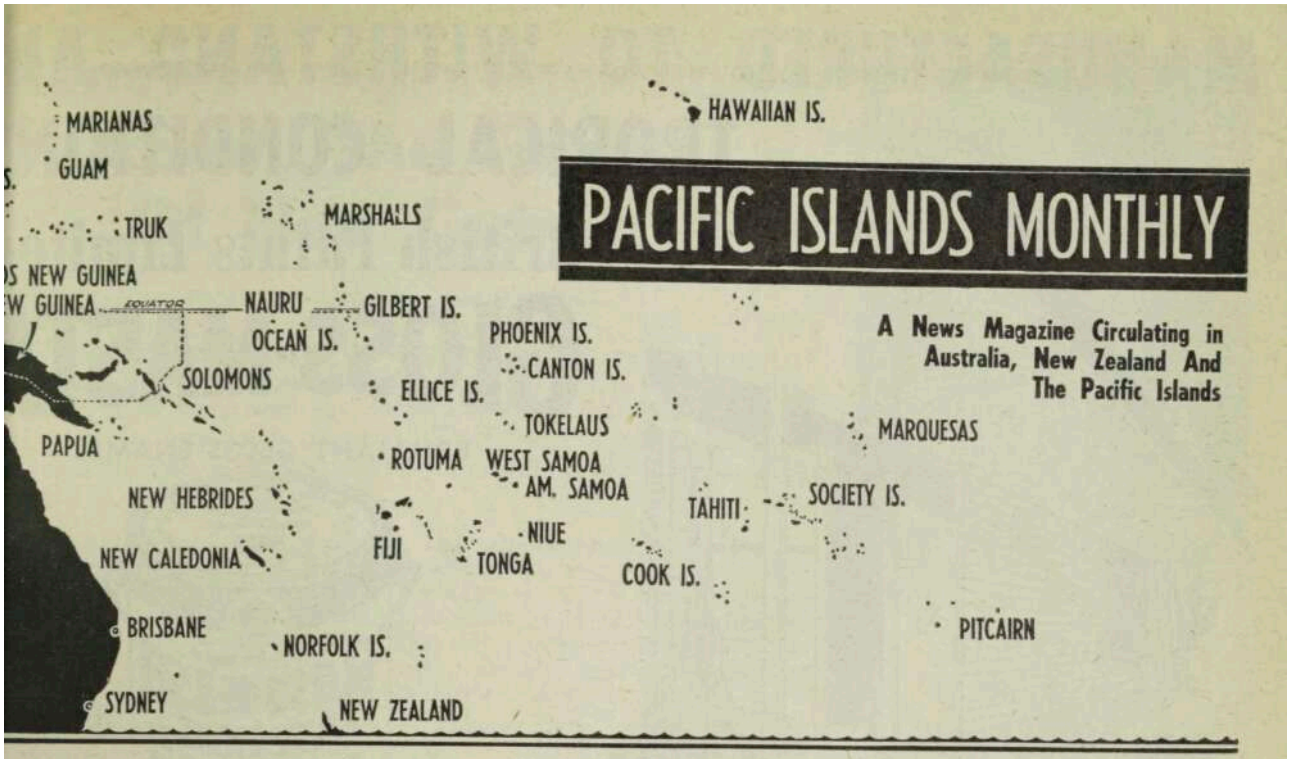
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PACIFIC ISLANDS MONTHLY

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

Publisher: R. W. ROBSON.
Editors:
JDY TUDOR STUART INDER
Manager: SELWYN HUGHES.
LEPHONES: MA 9197, MA 7101, MA 4369.
G.P.O. BOX 3408, SYDNEY.
raphic Address: PACPUB, Sydney.
NNUAL SUBSCRIPTION RATES:
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British Commonwealth and Foreign /- Stg.) **£2 10 0**
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Copies (postage extra) **2 6**
RANCH OFFICE IN PAPUA-NG
c Publications (NG) Ltd., Theatre ng, Fourth St., LAE. Tel.: 2577. Miss Pat Robertson, Manager.
BRANCH OFFICES IN FIJI:
Fiji Times Building, 20 Gordon St. Tel.: 4043, 2597.
ka: Fiji Times Office, Vidilo St. Tel.: 420.
REPRESENTATIVE IN N.Z.:
). Whitcombe, P.O. Box 5179, Auckland.
EPRESENTATIVE IN HAWAII:
Spencer, 203 Yap Bldg., 3465 ae Ave., Honolulu. Tel.: 775538.
REPRESENTATIVE IN U.S.A.:
Craib, Box 1455, San Francisco alifornia. Tel.: Mission 8-1075.
REPRESENTATIVES IN U.K.:
Ashburn, 73 Cheapside, London, E.C.2. Tel.: City 2355.
Mackenzie, 4A Bloomsbury Square, on, W.C.1. Tel.: Holborn 3779.
OURNE OFFICE: Newspaper House, 7 Collins St. Tel.: 63.7053.
TS: All main trading firms and ores in the Pacific Islands.

Publications Pty. Ltd. is the lian agent for THE FIJI TIMES.

No. 8. Vol. XXXIII. **MARCH, 1963**

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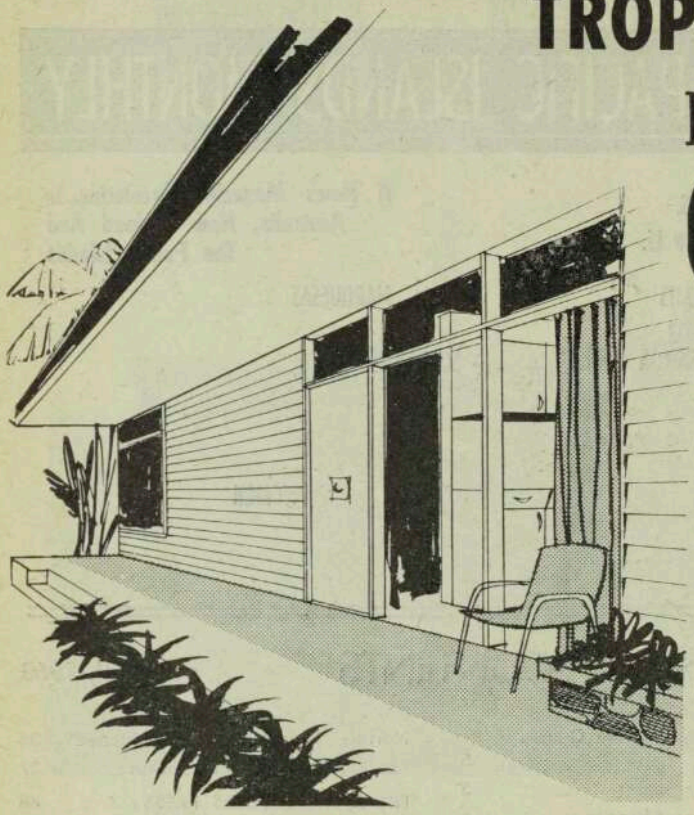
THE COVER: The Queen was "exhausted" after her one day visit to Suva in February, according to one report in an overseas newspaper. The report brought a quick reaction from "The Fiji Times", which replied almost with heat that the Queen had enjoyed her visit and had not been exhausted. As photographic proof the newspaper drew attention to this photograph, taken by staff man Stan Whippy just before the Royal couple boarded the "Britannia" at the end of their visit.

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Renewed Apprehension About The Future Of New Guinea

From Judy Tudor, in Port Moresby

Despite all the shots in the arm reputed to have been given ately by the Australian Minister for Territories, Mr. Paul Casluck, there have been new factors and new fears bedevilling his already frustrated country. They were crystallised in peeches by two European members of the P-NG Legislative Council at its February meeting.

HERE is a growing belief in this country," said Mr. Lloyd ell, elected member for NG land, "that Australia would like et rid of us, if it could do so nably. The pressure seems to ate from the Australian Depart- of External Affairs and Osmar e's recent exaggeration of this put into words the widespread that does exist."

r. Hurrell was referring to les and the following denials on Guinea's future, written by ourne journalist Osmar White orted on pp. 21 and 75 this).

he Department of External rs," said Mr. Ian Downs, elected ber for NG Highlands, speaking he same subject, "has . . . and continue to exercise pressure for lier Australian widthdrawal from a-New Guinea."

ter his opening gambit, Mr. ell probed more deeply into what alia really meant when it had ised Papua-New Guinea the t to self-determination".

Did self-determination include the possibility of union with Australia? Because, if so, it was becoming abundantly clear that the possibility that this is what P-NG would choose was already making Australian politicians "recoil in fear".

"Labour Party leaders," he said, "can no longer come here happily and face our people, for they are terribly afraid that to encourage them, or to agree to union, would be committing political suicide. Even the Minister for Territories, whom I believe would favour a union, was unable [recently] to answer questions reasonably asked by Stanis Boromilat at Rabaul.

"Colonialism"

"Our control of New Guinea, it seems, will always be regarded as colonialism . . . it is a source of irritation between Australia and her Asian neighbours, especially Indonesia. In short, it is a trouble spot. However, if we don't stick to our guns in this area, where next will the trouble spot develop?

"No one fought for West New Guinea, and no one would fight for us."

During the course of the rest of his speech, in which he developed some of the old fire-and-brimstone that had shaken the chamber to its foundations in his maiden appearance a couple of years ago, Mr. Hurrell accused the Australian Government of "wilfully neglecting" its own investors in the Territory; and said that some of the utterances of Mr. Whitlam, Deputy Leader of the Federal Labour Party, during his recent visit to P-NG had "made him sick".

Throughout Mr. Whitlam's visit, said Mr. Hurrell, he showed a completely superficial knowledge of Territory affairs and an utter disregard for the rights of European residents.

In Mr. Hurrell's estimation it would be a case of only Heaven being able to help P-NG if Labour won the next Australian elections.

What was needed from Australia at this moment, he said, was a clear statement as to what was meant by self-determination, in terms of possible union with Australia—and a guarantee by the Australian Government of private enterprise in the Territory.

Mr. Downs said that the pressure on members on both sides of the Federal Parliament for Australia to withdraw quickly from New Guinea was very real.

Australian representatives overseas get "worn down" by having to defend Australia's continued presence in the Territory—to such an extent that they felt that they must be rid of it at any price. (Over)

Survey Begins On Fiji's Copra

ord Silsoe, formerly Sir Malcolm tram Eve, began his survey of coconut industry in February and talks with Government officials Suva. Lord Silsoe is making the ey at the invitation of the Fiji ernment (PIM, Feb., p. 25).

fter preliminary meetings with esentatives of the copra industry, ntended to visit some of the copra- ducing areas.



The Queen in Fiji

Queen Elizabeth as Fiji saw her — a charming photograph taken by Rob Wright soon after she had arrived at Lautoka in February. She was in Australia later. For full details of her Fiji visit, with pictures, turn to p. 53.

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NEW P-NG LIQUOR CHANGES

Papua-New Guinea will have shorter drink hours under a Liquor Licensing Bill introduced into the P-NG Legislative Council in February.

Two hours drinking time will be lost on week-days in hotel bars. New hours will be from 10 a.m. to 10 p.m. instead of from 9 a.m. to 11 p.m. But the important change will be club hours—which have always been more liberal than hotel hours—and which are now to be brought into line with the new hotel hours.

However, all Sunday trading hours, which also have been brought into line, will be extended.

The Licensing Bill sets up a Licensing Commission with a full-time chairman and with two commissioners in each licensing district. The bill provides for the establishment of tavern licences (similar to hotel licences without the necessity of providing for sleeping accommodation) and for canteen licences for large undertakings more than 10 miles from hotels and taverns. All this is expected to lead to the opening of taverns fringing urban centres thus cutting down congestion in town bars.

The new bill follows closely the recommendations of last year's Liquor Inquiry Commission.

The Council extended until September 30 the provisions of the temporary liquor ordinance which since last October has allowed NG natives to drink for the first time.

Price of imported beer also went up as a result of the Legislative Council meeting.

A Customs tariff amendment increased the import duty on beer from 7/6 a gallon to 9/6, to protect the two Papua-New Guinea breweries. New Guinea people drink a great deal of Australian beer.

At the same time, it was said in other quarters that Australia's presence in the Territory embarrasses Australian trade in SE Asia. Others feel that P-NG is a liability in the matter of defence and that Australia should concentrate on "continental defence". Again, others imagine that the cost of maintaining P-NG could run into £50 million a year within five years and that the "Australian taxpayer is fed-up of having to foot the bill".

But, he said, it might cost Australia a great deal more if it did withdraw completely. Economically the Territory could not be free—if Australia didn't help, someone else had to. And what reasonable Australian would be happy knowing that some other country occupied New Guinea?

Some people had suggested that the World Bank would give developmental loans but the World Bank, or anyone else, would quickly come to the conclusion that P-NG was not a proposition in itself, although in conjunction with Australia it was.

The Territory's only economic hope was to be linked with an industrial country like Australia. Suggestions made by Mr. Whitlam, and others before him, that P-NG should become part of a federation of Melanesia (linking perhaps the Solomons and the New Hebrides), were highly impractical. It would simply add vast problems of communications, hundreds of new language groups and people with new customs, to the complex that already existed within the Territory, and would drag P-NG down, not assist it.

The whole New Guinea situation was misunderstood in Australia, said Downs. Australia could not just give the Territory away and be done with it. It was "physically, defensively and economically impossible".

TEAL INTERESTED I BRITISH AIRCRAF

Three senior TEAL executive February were in the UK havi closer look at the British Air Corporation's long-range comme passenger transport—the VC TEAL is interested in the aircra a replacement for her Electra f Re-equipment has to be comp in readiness for the opening of Mangere international jet airport Auckland, estimated as the se half of 1965.

BOAC, which in April will fly Tasman for the first time a extension of its London-Sydney vice, has already ordered VC-10's some of its routes.

TEAL general manager F. Reeves said in Auckland in Febr that the check on the most re VC-10 developments had been le the last moment so that BAC c be as far ahead as possible wit development flying. (The aircraft flown for the first time last year

French Plan

If final agreement could be r at a meeting in May, the French line TAI will be granted t Tasman rights from Sydney to A land when Mangere airport is ope This would give the French a ro the-world route through Asia, tralia, NZ and Tahiti. At present flies from Sydney to Noumea across the Pacific. The French si a provisional agreement in Wel ton in February.

They Listen To Radio Peking

From a Port Moresby Correspondent

Favourite radio stations of Papua-New Guinea listeners, accordi to two members of P-NG Legislative Council, are Radio Peking and t reorganised stations in Hollandia. One reason for this is the low-power transmitters of Port Moresby's ABC short wave radio, they say.

Mr. Ian Downs, member for the New Guinea Highlands, said February that Hollandia station's wave-length was so close to that of t Moresby short wave station—and so much more powerful—that listene could not tune out Hollandia even if they wanted to. Another statio that swamped everything near it was Radio Peking.

Mr. Paul Mason, member for New Guinea Islands, said the mo listened-to station in Bougainville was Radio Peking. It was impossib to get Port Moresby and although it was possible to receive the Admi station in Rabaul, most people preferred Radio Peking, anyhow.

He said that he felt that there was something wrong somewhere wh the Australian Government could spend a great deal of money havi Radio Australia broadcast to Asia and Indonesia but could not equ the ABC's station in Port Moresby so that local native people cou hear it.

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It's All Over In WNG—Except The Formalities

'though the United Nations re-ted in February that Indonesia d not be allowed to take over New Guinea before May 1, by end of the month the territory pretty well in Indonesian hands.

CEPT for the formal take-over ceremony, about the only things remain to be done are for Indo-n troops to take over formally the UN security force—mainly tanis—and for the Netherlands to hand over to the Bank of nesia.

donesia already has numerous men, civil servants and school-ers in the territory, and these do or less as they like. Only the st lip service is paid to UNTEA. e of the few things the Indo-ns have not been able to do l UN the idea that the Papuans lamouring for an earlier formal over. Despite intense propa-a, the organisation of marches apuans "demanding" immediate nesian sovereignty, and lobbying ew York by Indonesia's Foreign ster, Dr. Subandrio, UN stood on the May 1 takeover date.

wever, UN has reportedly d to allow Indonesian troops to over progressively from the tanis by April 16, and for In-sians to replace Dutch officials ter than March 31.

anwhile, most of the Papuans know what's what have jumped e Indonesian bandwaggon, and is said about UN representatives ining in the territory until 1969 upervise the self-determination cite promised in the Dutch-nesian agreement.

erritories Appointment

STRALIAN Ambassador to Thailand since 1960, Mr. olm Booker, 47, in early March appointed to a new post of ty Secretary to the Department erritories. It's expected that he e appointed secretary when Mr. Lambert retires. Mr. Booker's ntment was predicted in *PIM* nuary.

Booker has been with the De-ent of External Affairs since joining it about the same time e present Minister for Terri-, Mr. Hasluck.



A Night at the Ballet

Not often do islanders have the opportunity of being entertained by a prima ballerina of world fame in their home town, but Rabaul, New Guinea, in February enjoyed watching Miss Elaine Fifield, formerly of Sadlers Wells, in scenes from ballet. Miss Fifield is a Territorian—wife of planter Les Farley of Cape Rodney, Papua. She appeared in a concert at Rabaul's new RSL hall to raise funds for the P-NG Girl Guides Association. Here she is shown after a scene from "Les Sylphides" with Geoff Absalom, who at another stage played Dr. Coppelius to her Coppelia.—Photo: C. H. Meen.

Speaker, Name Change For Legco

From Judy Tudor in Port Moresby

The Papua-New Guinea Legislative Council should have its name changed to House of Assembly following the new Council elections in 1964. The new legislature should have an elected Speaker instead of the P-NG Administrator as ex-efficio president, as at present.

THESE are some of the recommendations made in a second interim report tabled in the P-NG Legislative Council on February 27 by the Select Committee on Political Development. The committee was set up last year. The recommendations for political development it made then have already been accepted by the Commonwealth Government.

The committee's report delineates 44 open electorates and 10 reserved electorates for the 1964 elections. Voting age would be 18 and over, voting would be by secret ballot, and elections held every four years, the report proposes.

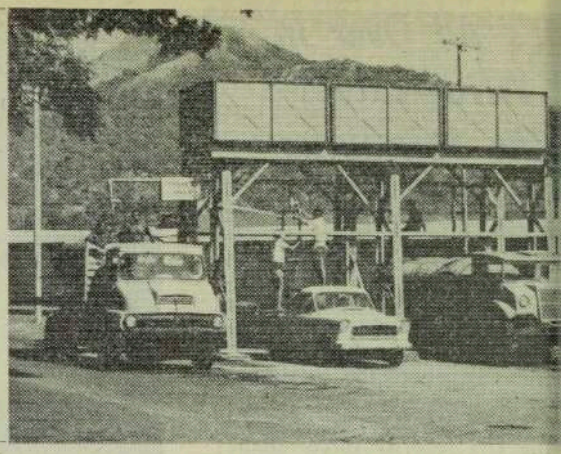
Reserved electorates (for non-indigenous members) would be West Papua, Port Moresby, East Papua, the Northern Markham, Madang-Sepik, the Highlands, New Guinea Islands, New Britain, and Rabaul.

The Council accepted the report, which will be sent to the Miinster.

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Water Shortage In Rabaul

February was a hot month right throughout the Pacific—even Sydney had its hottest February in 25 years—and in the Gilbert and Ellice Islands and some parts of New Guinea there was a drought. In Rabaul, New Britain, water was being carted in tankers to relieve the situation, and many tankers were kept going to midnight daily to keep up with the orders. These were photographed filling up at a water tank in mid-February.



Increased Development, More Taxes For The Solomons

There was good news and bad in the 1963 BSIP budget, introduced into the Legislative Council in February. Best news was that investment in the Solomons is growing and that the Financial Secretary, Mr. L. M. Davies, believes the country "is beginning to stir and wake up".

WORST news is that the BSIP is still attempting to get a quart into a financial pint pot, with the result that income taxes are going up, liquor prices are going up and people will be paying more for other things.

It was a record budget. Estimated expenditure of £1,741,000, which is up 14 per cent. or £206,000 on last year, will be covered by an increased Grant-in-Aid of £625,000 so that the budget may balance. The Grant-in-Aid—biggest yet—is up £113,000, or 22 per cent., on last year.

Included in the expenditure is a whopping increase of £161,000 in Government salaries, bringing them to a total of £708,000—a state of affairs which came under fire by the unofficial members.

The members also protested against the increase in the number of expatriate officers, and also asked for an explanation of the amount allocated for travelling expenses and other allowances.

Mr. E. V. Lawson protested against a proportion of the money obtained from the sale of the Solomons Trading Corporation last year being included in general revenue. He said the money belonged to the people and should be used for development schemes.

Under the new income tax changes, people in the lowest and highest brackets will pay less tax, but the middle group—which is the biggest—will pay more.

Import taxes were raised on beer, spirits and sugar, resulting in another 3d retail for a can of beer and 1/6 a bottle on whisky. The new rate on sugar is an extra farthing a lb but Mr. Davies said the retail mark-up was "very large" and it was hoped the increase would be absorbed by the retailer.

New charges didn't end there. Private car licences will be doubled from £3 to £6 and other licences will also be increased.

Water and telephone charges, some court fees and medical charges were "put under review"—which obviously means they will go up. Broadcasting advertising charges are also to be increased for the Government-operated Honiara Radio.

Concessions

There were some concessions, including an increase from £7/10/- to £15 in the amount under which radio sets may be allowed in before attracting duty.

There were concessions for coconut plantings. Planters wi able to choose for themselve they want to offset the cost of plantings in one year or over s years.

Mr. Davies said he was sorr see the BSIP increase its relianc British grants but he was not couraged.

"I believe we are on the edg more rewarding times," he said.

"I have no doubt we will eventu succeed in our policy of paying way which is, after all, the honourable policy.

Five years ago there had doubt that large scale investi would ever occur in the Solom but now those doubts were l dissipated, he said.

Earlier, the High Commissi Sir David Trench, also referred t increased interest shown in Solomons by overseas business e prises, and said he felt the might at last "be on the brin substantial economic developmen

Jap Agreement

He referred particularly t recent agreement which gave Japanese timber cutting rights f five-year period over Baga Islan the West Solomons.

However, in the budget de Father Leonard Alufurai expr the concern of many when he that although it was right that seas companies should be encour to help the local resources should also be equal commu chances for the people of Solomons.

In other islands, he said, ou companies had taken over co of industry and he wouldn't like to happen in the Solomons.

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West Samoa Ends First Year With Unexpected Surplus

Western Samoa completed its first year of independence ot with the expected deficit of £232,000 but with a surplus f £76,000. This, said the Minister of Finance, Mr. G. F. D. Betham, in the Assembly on February 15, was a result which ould "defy the harshest critics".

R. BETHAM recalled that some critics last year had gone so as to predict disaster and ruptcy in the first year of independence.

is figures showed reserves had ised to £695,000 by the end of .

ctual expenditure for 1962 was 50,611. Departmental spending within the approved vote.

r. Betham said Customs receipts ed the £1,000,000 mark for the time. Banana exports showed a increase; coffee exports had ised from three tons in 1961 to 28 but copra exports showed a de- to 12,806 tons. Cocoa exports of 8 tons were a record.

r. Betham estimated expenditure 1963 would be £2,144,818, which would mean a deficit of £275,320, to be met from reserves.

Although the 1962 result was gratifying, said Mr. Betham, the budgets of the last two years gave "little provision for developmental work, and another year of similar restraint would not be in Samoa's interest". With all the outside help, which was deeply appreciated, Samoa's approach to its problems had to be broadened.

He said a development budget would follow receipt of the Economic Survey Report, prepared by Dr. A. Lautabach and Mr. V. D. Stace, under the sponsorship of the UN Technical Assistance Board. The report was expected soon and this would enable a long term economic plan to be formulated and approved.

It was accepted, he said, that preference would be given to agricultural development.

The Council was adjourned to March 5, when the Budget debate was expected.

See "Commentary", p. 13.

NZ Will Protest on French A-Tests

The New Zealand Prime Minister, Mr. Holyoake, said in February that his Government would protest to France if the French Government confirmed a proposal to carry out nuclear tests at Mangareva, in the Gambier Archipelago of French Polynesia.

Mr. Holyoake said this in a letter to Mr. J. F. Hill, of Palmerston North, who is secretary of the Movement for International Co-operation and Disarmament.

"The choice of Mangareva as a testing site would bring nuclear testing for the first time into the southern hemisphere," the Prime Minister said, "and it would be certain to arouse anxiety in adjacent island territories, including the Cook Islands, for which New Zealand is responsible."

Mr. Holyoake emphasised that the Government had received no official confirmation of the French Government's intentions, and added that it had sought precise information from the French.

It's Sir Leon Gotz, Now

The New Zealand Minister for Island Territories, Mr. F. L. A. Gotz, was personally knighted by the Queen in Wellington in February.

Mr. Gotz, who is also Minister for Internal Affairs, was created Knight Commander of the Royal Victorian Order, and has chosen to use his second name with the title.

Sir Leon was the Minister in attendance on the Queen in NZ.





SCIENTIST. Suliana Kaloumaira, the first Fijian woman to secure a Bachelor of Science degree, has returned to Auckland University to continue her studies for a Master of Science degree. Suliana is the daughter of Asea Kaloumaira, of the Agriculture Department, Levuka.
—Photo: S. Whippy.

New Moves On Japanese Fishing Industry For Fiji

From our Suva Correspondent

New moves have been made in Fiji on the possibility of Japanese capital and nationals coming to the Colony for a fishing industry at Levuka, Fiji's old-time capital on the island of Ovalau.

A PROPOSAL to establish such an industry has been in the air since 1961.

Recently, the Government and representatives of the Pacific Fishing and Canning Company, which has both Japanese and Fiji capital and directors, have had discussions.

According to an official statement released on February 20, the company has proposed that a fishing fleet of 30 vessels, each of 99 tons, be based at Levuka in the first instance. This would rise to 105 vessels eventually.

A freezing and fish meat plant would be built at a cost of £100,000 and this would give employment to between 50 and 60 local people.

The official statement went on: "The fishing fleet has sought permits

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at the rate of one family for every fishing vessel so that when there are 30 vessels, 30 family permits would be given; when there are 55 vessels, 55 family permits, rising to 105. Families are expected to remain only four or five years and then return to Japan."

The statement said decisions on these matters were expected to be made by the end of March, and added:

"It is expected that the export of frozen fish from Fiji will earn a considerable sum in foreign currency and will be of benefit to the colony.

"From the establishment of this industry the Colony will benefit in many indirect ways, and this industry can, undoubtedly, revive the township of Levuka as no other industry has been able to do in recent years."

Some local people who have looked hard at the official statement fail to see how Fiji would benefit much from this industry if it is established.

They say that as all the frozen fish would presumably go to Japan, and as the lion's share of the capital invested is Japanese, it would be Japan that would get the foreign currency and not Fiji.

Cooks' Scheme

Plans to get a Japanese fishing industry started in the Cook Islands moved a little closer to reality in January when Mr. Toshiro Kagawa, representative in Pago Pago for Nippon Reizo Kabushiki Kaisha (Japan Cold Storage Company Ltd.) was in Rarotonga. The purpose of his visit was to investigate the harbour facilities and sea conditions at Rarotonga.

Mr. Kagawa's company operates 40 fishing vessels from Pago Pago, many other fishing boats from such places as Trinidad, the Canary Islands, Brazil and Sierra Leone, and whaling ships in the Antarctic.

Also in Rarotonga in January were Mr. Shoji Monuki and Mr. Norio Sumita, of the International Fisheries Co-operative, of Tokyo. They have been employed by W. Gregg and Co. Ltd., of Dunedin, to give technical advice on tuna canning and to investigate tuna fishing in Cook Islands waters.

The Gregg company has a canning subsidiary in Rarotonga called Island Foods Ltd., which has been planning for some time to build a canning factory in Rarotonga to process tuna caught by Japanese boats.

(See "Commentary", p. 13)

Colonial Office Surveys The South Seas

By a Staff Writer

No British official visitor in history—as far as our records go—ever has made as thorough an inspection of Britain's South Pacific Territories as Mr. J. E. Marnham, CMG, head of the Pacific Islands Section of the Colonial Office.

MR. MARNHAM arrived in the South Seas in January with Mr. Nigel Fisher (Under-Secretary for the Colonies) and Mr. Fisher and Mr. Marnham together visited Solomon Islands, New Hebrides and Fiji.

In January-February, after Mr. Fisher returned to London, Mr. Marnham made a thorough examination of conditions in Fiji, Tonga, and Gilbert and Ellice Islands. After a call at Noumea (headquarters of the South Pacific Commission) Mr. Marnham visited Sydney, Canberra, Melbourne, Wellington, and Washington, on his way home.

In Australia, New Zealand and Washington Mr. Marnham had talks with people and institutions connected with the South Pacific Islands—such as the CSR Company, Burns Philp & Co. Ltd. and W. R. Carpenter & Co. Ltd.; the head of the Department of External Affairs in Canberra; Mr. W. D. Forsyth, the newly-appointed Secretary-General of the South Pacific Commission; the head of the Islands Territories Department in New Zealand; and the principal men of the United Nations Trusteeship Council, in Washington.

The indications are that this visit by Messrs. Nigel Fisher and Marnham will have definite results.

Mr. Marnham is not exactly a talkative man, so those who saw him got little indication of what Colonial Office may do; but he is a very good listener, and his comments on occasion can be illuminating.

Strong representations were made in Fiji on behalf of both the Fijian and the Indian communities. A summary of Fijian arguments is published on p. 15.

Conference in London

A confident, but quite unof forecast is that the Colonial will invite a number of repres tives of each of the racial comm ties in Fiji to proceed to Lond the public expense; that these will sit in conference in some able place—Lancaster House, fo ample—and that, under the dency of an experienced Co Office official, they will be given and encouragement to put into a new governmental organisatio submission to the Colonial Offi the future administration syste Fiji.

It may be taken as certain th attempt will be made to remov from British control, no matter large a degree of self-govern may be introduced.

It is possible that steps wi taken to induce Australia to acc larger share in Britain's respons for the welfare of Fiji, seeing th large a proportion of Fiji's eco is owned by Australian corporat

Future of Archipelagoes

It was apparent that both Fisher and Mr. Marnham gave of thought to the future of the Hebrides Condominium.

The Condomium was introduc a "stop-gap" some sixty years but no student of New Hebrides ditions seems to have been ab provide an alternative to this.

Meanwhile, the New Hebrid growing up. It is quite a rich pelago, within a few hundred of the Australian coast. The and industrial potential is there— Japanese capital now is enterin group, at an increasing rate.

In an administrative sense, c tions within the New Hebride efficient and harmonious. Prob the decision of the French and B will be to try to continue the dominium, indefinitely.

Colonial Office responsibilitie tached to the Colonial Office, b that are aged and worn but still ing, are the Solomons and the G and Ellice. The over-populated of the GEIC seem to have

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nomic future: Britain's one ambi-
, apparently, is to keep them self-
porting.
he Solomons, where there now
over 100,000 people, have a much
ger potential. Big-scale develop-
t is possible; but there can be no
elopment without capital.
here are indications that the Jap-
se are developing a lively interest
nvestment in the Solomons besides
New Hebrides.
he official attitude of Britain and
nce towards these things has not
n indicated. But the future of the
ipelagoes is a matter of great
rest to Australia.

Tarawa Talks

n Tarawa, GEIC, a deputation
esenting all sections of the com-
ity had a lively discussion with
Marnham, emphasising they
ed the GEIC to retain a strong
with Britain. They said consti-
nal developments should be slow
he villagers could keep pace. Bet-
transport, including better outside
s, were given high priority by
kers. It was also suggested that
independent survey should be
n of Ocean Island to plan better
re development of the phosphate
stry.
Ir. Marnham replied that the UK
l no intention of forcing consti-
nal development" in the GEIC.
pace would depend on the Terri-
's needs.
the House of Commons in Feb-
y, a Conservative member, Mr.
P. Channon, apparently annoyed
owing France's rupture of the
mon Market talks, asked that an
be made to the New Hebrides
dominium.
r. Nigel Fisher replied "it was
the intention" of the British Gov-
ment to put an end to the Con-
inium.
he story was given prominence in
mea newspapers, where a corres-
lent reported, "Of course, nothing
ld please the French more than
in's withdrawal from the New
rides."

Jap. Ship Refloated

After 376 days on Fiji's Siga-
a Reef, the stranded Japanese
ing vessel *Asahi Maru No.* 8
s refloated on February 25. The
vage team and people lining a
arby beach cheered wildly as the
p was hauled into deep water.
For background and earlier
ry, see p. 103.



These bures which spanned Victoria Parade, Suva, for the Queen's visit in February, were soon after re-erected at Buckhurst Park, the main venue for the South Pacific Games, where they will be very useful.
Photo: S. Whippy

Plans Take Shape For South Pacific Games In Suva

The territories taking part in the South Pacific Games in Suva from August 29 to September 7 have been getting a move on with their plans in the last few weeks.

IN Papua-New Guinea, an association has been formed at a public meeting in Port Moresby to organise a Territory-wide campaign to send a team to the Games.

The president of the Papua and New Guinea Amateur Athletic Association, Mr. F. Kaad, who is District Commissioner, Central District, convened the meeting.

The association will not only work to send a team to Suva, but will continue as an organisation to arrange Territory representation at future South Pacific Games.

Officers elected were: President, Dr. J. T. Gunther; chairman, Mr. Kaad; secretary, Mr. W. H. Williams; assistant secretary, Mr. O. McCubbery; treasurer, Mr. G. Littlewood.

Vice-presidents will be appointed to represent each District centre.

Western Samoa

A meeting of the Western Samoa Amateur Sports Federation confirmed early in February that at least 85 competitors and officials of eight different sports would represent Western Samoa at the Games.

The largest contingent will come from the Western Samoa Rugby Union which plans to send 25 players and officials. The Tennis Association and Athletics Association each intend to send 12; ladies' basketball, 11; men's indoor basketball, eight; volleyball, eight; bowls, six; and golf, two.

The golf club is the only organisation to have named its representatives. They are A. Macdonald and N. Paul.

Tickets in a Federation £200 Art Union are already on sale, and it is expected that a Sports Queen Carnival will wind up fund raising efforts in June.

Over £3,000 is needed to outfit the team, send them to Suva and pay for their accommodation there.

An appeal for public support has been made by Federation president, the Hon. F. C. F. Nelson.

New Caledonia

New Caledonia has tentatively entered in six sports at the Games. They are football, athletics (men and women), boxing, swimming (men and women), basketball (men and women) and table tennis.

However, the nominations for boxing and swimming may be withdrawn. There are no boxing stars on the local horizon at the moment and swimming has been sadly neglected in New Caledonia for years.

Competition swimming is handicapped by the absence of a swimming pool. The only thing approaching a pool is an Army enclosure in one of Noumea's small bays. The enclosing walls are in a bad state, but an effort is to be made to repair them and make the enclosure serve for training.

Local sporting bodies here hope that France will pay the expenses of the trip to Suva.

Meanwhile, an exceptional subsidy has been made to the New Caledonia Tennis League to enable it to send to Australia the young native player N'Godrella Wanaro (born in Fifou, one of the Loyalty Islands) this year. (*PIM*, Jan., p. 6.)

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COMMENTARY

Couldn't Happen In i—Or Could It?

EWS that the Fiji Government is thinking about allowing families Japanese fishermen to settle temarily in Fiji (p. 9) is an interestdevelopment.

ccording to the official statement, families will be limited to 105, they are "expected to remain four or five years and then reto Japan".

hat, of course, may be the theory t. But, despite strict immigration and a determination on the part he Government to see that the nese go home, some people may excused for having some misgs.

'hat would happen, for instance, t the end of four or five years, a d war should break out and it me physically impossible to reiate the Japanese?

nd if that happened, how would Government keep its promise to the number of families to 105? ld it prohibit the children of the families from marrying and havfamilies of their own?

is hardly likely that it would, the result might be that by the of the war, there would be twice nany Japanese in Fiji as there originally. Those born in the ny would have no ties with their eland, and if they wished to re in Fiji after it again became ible to send them to Japan, it is possible that diplomatic pressure d be brought to bear to allow to stay.

e facts of history indicate that kind of eventuality is not as etched as it might seem, so it orthwhile to recall just what has ened in the Pacific in the past.

almost every case where Asians been allowed to settle in the h Pacific, they have not gone e when the Governments that ved them in expected they would. ike Tahiti, for example. In 1864, French Government passed a law itting 1,000 Chinese coolies to Tahiti for seven years to work e cotton plantations of the Tahiti on and Coffee Plantation Co. At the end of seven years, all Chinese who wished to return to a were to be repatriated, at the tation company's expense.

hat happened? At the end of n years, the plantation company was bankrupt, its manager in Tahiti was dead, and whether the Chinese wanted to return to China or not, they had no way of getting home. So they stayed, and their numbers have now grown to more than 7,000.

Take the New Hebrides. In 1921, the French authorities permitted Tonkinese to be brought to the Group as plantation labourers. Their term of contract was five years, with the option of re-engagement for further terms of one or two years and repatriation at the end of the term.

The repatriation arrangement was strictly adhered to until the Japanese war started. Then it became impossible to send the Tonkinese home.

Since the war, political conditions in Vietnam (formerly Tonkin) have changed, and although the French authorities in the New Hebrides are willing to send the Tonkinese home, and although most of the Tonkinese want to go, diplomatic difficulties have prevented this.

There is no certainty that these diplomatic difficulties will ever be solved. Meanwhile, the 1,000 Tonkinese who were in the New Hebrides when war broke out have increased to more than 2,000.

In New Caledonia, there is a similar situation, with 2,000 Tonkinese awaiting repatriation following a sudden break-off of repatriation voyages in April, 1961, due to diplomatic difficulties.

These examples may serve as a reminder that, despite the good intentions of governments and others, unforeseen problems can arise which prevent them from carrying out their promises. What has happened in Tahiti, New Caledonia and the New Hebrides could happen in Fiji, and it is as well to bear it in mind.

Good News From West Samoa

THIS time last year the newly independent state of Western Samoa was faced with an estimated budget deficit of more than £232,000. There was even talk of bankruptcy, which brought heated retorts from the Samoan Minister for Finance, Mr. G. F. D. Betham.

Last month Mr. Betham tabled his financial report for the first full year of independence. It showed that his anticipated deficit had resulted in a surplus of about £76,000, and that, economically, things looked much brighter than anybody had expected.

It's good news. Mr. Betham deserves credit for his part in it and for the ardent way he has championed the young nation's cause.

As he himself says, although the first year's hurdle is over, another year of similar restraint would not be in the best interests of a young and vigorous nation. With the outside help already being received and further help promised for the future, Western Samoa's approach to its many problems 'must necessarily be broadened in scope and intensity with the least delay".

Surely Not 50 Years For the New Hebrides?

A PIM staff writer reports on p. 63, after visiting the New Hebrides, that none of the Europeans he spoke to foresaw the New Hebrideans governing themselves in less than a generation, and that some predicted "that self-government is at least 50 years away."

This must make sad reading in some parts of the Pacific.

It's not five years since they would have laughed anybody out of New Guinea who talked of self-government there in 30 to 40 years—and they're now thinking of it in terms of five to ten!

Ten years ago most New Zealanders in West Samoa would not have believed anybody who tried to insist that Samoa could really be an independent state in 1962, and balance its budget into the bargain!

It is becoming painfully obvious that these days one should be wary of attempting to outline a programme for political progress in the South Seas. The world has suddenly become a small place, with unpredictable pressures operating at unexpected times.

Especially with the complications of a British-French Condominium, no one has a right to expect that the New Hebrides won't have its pressures too. They could come from any direction, including from inside, and the fact that most New Hebrides' residents themselves don't expect them is of little account.

The New Hebrides has now gone on so long without spectacular political development that its time must surely be coming.

Possibly its best hope for the future is a continuation of the Condominium system, but with development activity greatly stepped up by both partners. There appear to be signs that this is just the approach that is being taken.

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The Editors' Mailbag

BSIP Rice-Growing Experiment Continues

Mr. Ken Dalrymple Hay, of Honiara, is good and mad about a sentence in a *PIM* story of last October (p. 32). The story was about the BSIP fishing industry, but the line that raised his blood pressure was about rice, and said that "a great deal of money has been wasted on the postwar developments of rice growing in the BSIP".

"I am amazed that you allowed this to go into print without verifying the fact," says Mr. Hay, who himself has been concerned with the experiment, at his Ilu Farm, not far from Honiara. An enthusiastic story about this work appeared in *PIM* in September, 1960, p. 65, written by a visiting staff writer.

Mr. Hay sees in the passing reference to rice in October some kind of deep plot by a local correspondent "to damage an industry which could earn millions and save the BSIP from importing about 3,000 tons of rice valued at £A240,000 annually to feed the population."

He continues:

"Since the rice campaign was started at Ilu Farm in 1960, the Government expenditure has been £A4,812, which includes £1,100 of capital expenditure on machinery. My expenditure is approximately £A20,000, which includes complete fencing of the farm, housing for machinery, purchase of machinery, etc., and salaries and wages. In all a very small expenditure on a venture which could earn a quarter of million pounds annually.

"The Guadalcanal plains, of which Ilu Farm is a part, are ideally suited to the growing of irrigated rice. The land is level and well-drained by creeks, etc., which does not require any clearing of timber. The soil is suitable for rice and the sub-soil is clay which makes it hold the water for irrigation. The water is obtained by gravity from the Nalambu River and the main expenses are making drains and bunds. So far it has definitely been proved that rice will grow and give yields of over 6,000 lb to the acre, but we are still looking for a type of rice which is not subject to lodging."

Mr. Hay adds that he hopes a type of rice grown in Surinam (Dutch Guiana) will be suitable.

We say good luck to Ilu Farm and to the BSIP's rice growing experiments. But we also point out to Mr. Hay that BSIP's experiments with rice didn't start in 1960 with his own venture. Government experiments were going on as far back as 1948 and it isn't necessary for Mr. Hay to take our correspondent's comment personally.

The Question of a Whalesteeth Necklace

In friendlier tone is this note from Sydney V. Hagley, of Beaumont, South Australia:

I'm sure that the member of the Fijian Armed Constabulary pictured on p. 92, *PIM*, February, as a proud Polynesian, would turn in his grave if he saw his whalesteeth necklace described as pigs' tusks.

His necklace is made of split or sliced whalesteeth almost identical with that worn by Ratu George Kadavulevu Cakobau in the picture on p. 9.

Each slender piece is made by cutting a finger-thick sliver from a whalestooth, retaining the natural curve. These are then holed and threaded, being matched for size like pearls, with the longest at the bottom.

May I, again, say how much I enjoy *PIM*. The full factual reporting of the whole Pacific picture is of immense value and *PIM* should be "required reading" in all our High Schools and, to avoid silly thinking, by all our Parliamentarians!

● *Sorry about those unfactual pigs' tusks. We've had another try (p. 27). Since when, by the way, have Fijians been "proud Polynesians"?*

Much Dedicated Work In the Bayly Clinic

Mr. J. M. Hedstrom writes:

The "Tribute to J. P. Bayly" which appeared in your February issue is an admirable tribute to a man who, for his benefactions and particularly for the J. P. Bayly Trust that his will established, will be remembered in Fiji for a long time to come.

However, there is one inaccuracy which I, who knew him for many years, feel sure Mr. Bayly would wish to be corrected. His own benefactions stand on their own merits, and he would not wish their list to be swollen by gifts which were in fact ma by others.

Your article refers to "the fu which he handed out publicly thro the Bayly Clinic". Mr. Bayly provi the building for the Bayly Clinic, he equipped it. I believe he paid salary of a nurse for the initial y For that handsome gift the co munity, and particularly its poo members, are I believe since grateful.

But the free medical attention drugs (for those who cannot aff to pay), the many thousands pounds worth of free food and clo ing and comforts, have in the ei years since the clinic was opened b provided not by Mr. Bayly but charitable bodies, manufactur merchants, and individuals, both Fiji and overseas, by a devoted b of voluntary workers in Suva w give freely of their time and lab and substance, and most of all, Dr. G. R. Hemming, who concei the idea of the clinic, and with whose tireless and dedicated work clinic would not exist or function.

Wattle Watchers Needed

Anybody interested in wattle wat ing?

Mr. R. D. Croll, B.Agr.Sc., of Maylands Ave., North Balwyn, V toria, Australia, is making a study the wattle family. This family braces the true wattles (*Acaci* which have fluffy yellow rod-like ball-like flower masses, the *Mimo* (fluffy, too, but often purplish) *Calliandras.*

Mr. Broll says the Pacific Isla have several members of this fam and he would very much like to h from people willing to watch out specimens for him. He stresses t interest in aiding his project sufficient qualification—some bot cal knowledge would be helpful not necessary. Would anyone terested in helping this scientific w please write to Mr. Croll?

We Don't Mind

A note from Professor G. Browne, of Melbourne, when ren ing his subscription:

Congratulations to *Pacific Isla Monthly*. I enjoy it and find it v helpful. Every now and then I it a mention on Professor Brow Study, Channel 9, which runs evenings a week. I hope you d mind—it's generally some very teresting item of news.

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How Fijians See Their Future

From our Suva Correspondent

The Fijians see Fiji's future con- utional status as being somewhat same as the links between Britain l the Channel Islands and the Isle Man. They made this clear in ir representations to Mr. Nigel her, the Under Secretary of State the Colonies, when he visited i in January. ("PIM", Feb., p. 5). e text of the Fijian submission has ce been released by the Fijian airs Board.

HE Board said that the act of cession of the island to the tish Crown in 1874 had, for the an people, a special implication. ey envisaged their country as ached to the Crown—an integral t of the United Kingdom.

The Board went on: "Her Majesty's e, decided by the Chiefs after sion, is 'Queen of Fiji and Britain', l the Council of Chiefs have from beginning jealously maintained nt of directly addressing the reign on the occasion of their etings.

'It is the Fijian view that the sibility of severance of this link h the Crown—a link forged in a it of mutual trust and goodwill— uld never be contemplated.

'This special relationoship would ear to have its closest parallel in constitutional links between the annel Islands and the Isle of Man l the United Kingdom. It is sub- ted that before any further con- utional change is considered and tainly before there is any move ards internal self-government, the ns of the special relationship be- en Fiji and the United Kingdom uld be clarified along the lines of relationship between the United gdom and the Channel Islands, or Isle of Man.

'We propose a new constitutional rument which would embody this derstanding of the relationship and uld make provision for the safe- rding of Fijian interests, building and strengthening the spirit and stance of the Deed of Cession.

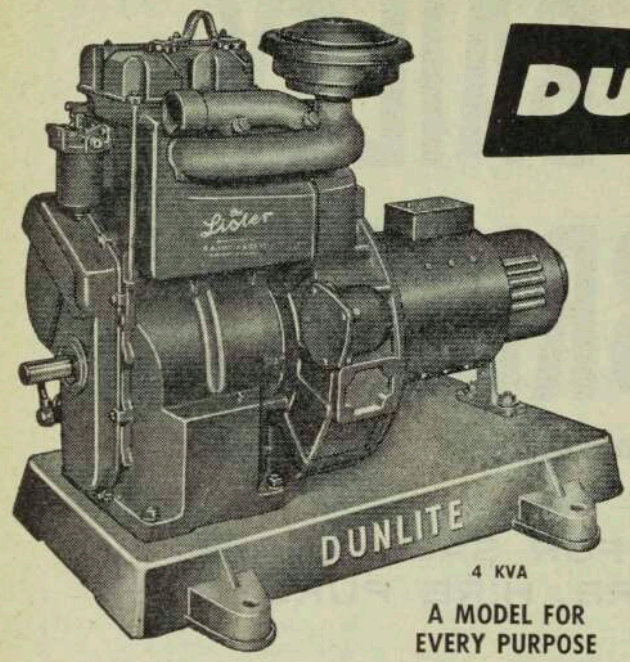
'There would have to be a precise tatement of the guarantees on ian land ownership. We visualise t the Native Trust Legislation uld not be changed or added to

(Continued on page 141)

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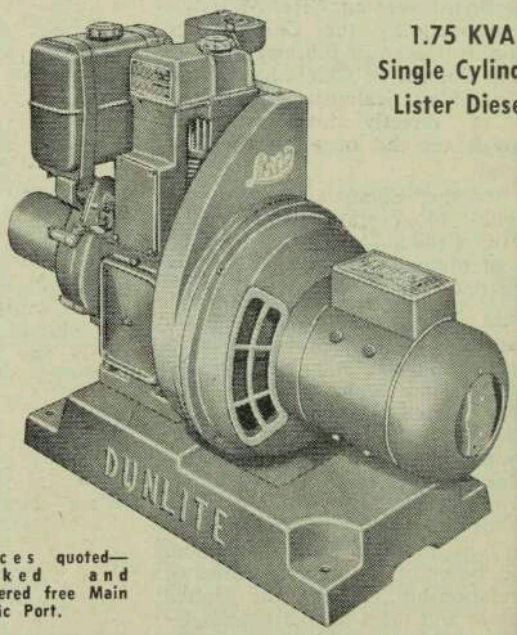
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Suva Could Be Vital Air Defence Base For Australia, New Zealand

Australia and New Zealand could do a valuable job for themselves and Fiji by taking a greater interest in Suva as a forward air defence base, says the writer of this article, Mr. L. G. Usher. He says now is the time for a decision to be made. Mr. Usher is editor and publisher of the daily Fiji Times.

From L. G. Usher, in Suva

New Zealand newspaper stories that the RNZAF (flying-boat) base at Laucala Bay is to be closed shortly have caused alarm and despondency in Fiji—as well they might.

HE base gives direct employment for 400 Suva people. Some have ked there for 20 years and have wn no other jobs. Most of them ort families. Some have seen r sons find jobs also at "The Bay". he base puts between £¾ million £1 million a year into circula- at Suva each year, for goods, ices and rents.

rom Laucala Bay, the RNZAF ates the international air-sea ue service, covering thousands of re miles of the South Pacific.

he removal of the survivors of wrecked Tongan yacht *Tuaikae-* from Minerva Reef, was an nple of this work.

he principal military role of the is training in anti-submarine fare, but there are many inci- al additional advantages in its ntenance.

is good that hundreds of young Zealanders and their families ld have a chance to live and for a while in another country, get to know at first hand people places of the South Pacific.

ercy missions that have saved lives of critically ill people from ar away as the Cooks or the erts; help after hurricanes; trans- in emergency; the casual friend- s of the New Zealand airmen— hese things have added to per- l friendships made between the ala Bay men and their families, the people of Suva, to create a ng of goodwill for New Zealand e tropical South Pacific.

here is much more to Laucala than just an overseas Air Force

ooked at in all its aspects, it up to an operation of the mbo Plan type—but one much e practical and fruitful than most.

hy, then, the proposal to close base?

he answer is that nobody is build- military flying-boats any more, the Sunderlands now in use at Laucala Bay are coming close to the end of their useful life.

Plea for Suva Point Field

New Zealand proposes to replace them with land-based aircraft—probably Hercules—and at present there is no field near Laucala Bay from which such planes could operate. *But there could be.*

There are two alternatives.

At Nausori, 15 miles away, there is an airfield, which was built during the war and has since been in regular use in Fiji's internal air services as the airport for Suva, and, to a lesser extent, for some of the Pacific regional services.

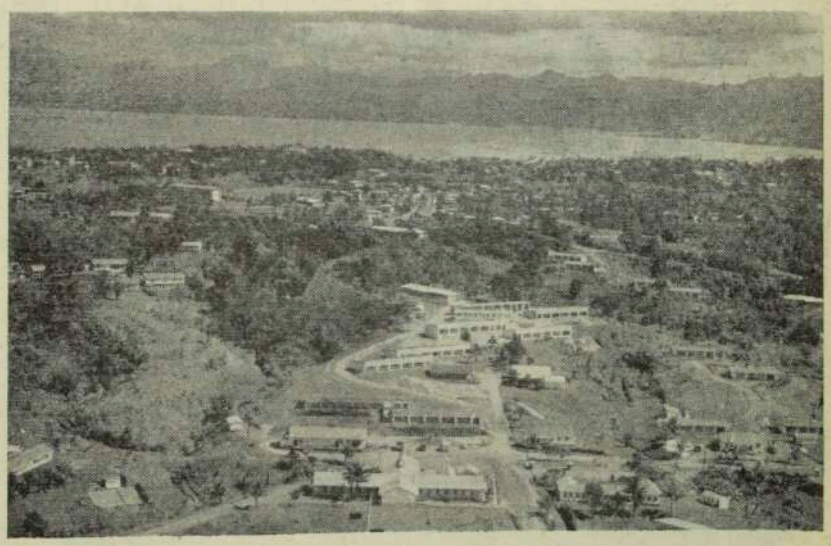
Nausori airfield is on former cane-land in the Rewa delta. It is subject to flooding, and there are drainage problems to be met. Nevertheless, that airfield could be expanded and developed—at a cost.

So could the second alternative—an airfield reclaimed from the sea along the Suva Harbour foreshore—in the style of Kai Tak airport at Hongkong, or Faaa airport at Tahiti.

The site proposed is at Suva Point—less than two miles from the centre of Suva city, and about the same distance from the ready-made Laucala Bay base, on which New Zealand has spent millions of pounds, and which is in every way a going concern as an air force operational and residential centre.

Suva's airport needs have been recognised for a long time; and in 1961 Dr. K. N. E. Bradfield, Assistant Director General of the Australian Department of Civil Aviation, and Mr. A. S. Reiber, chief roads and aerodromes engineer of the Australian Department of Works, examined the relative merits and engineering problems of the Nausori and Suva Point projects. Nausori is 14 miles from Suva, while Suva Point is on the edge of the town.

The investigators were concerned

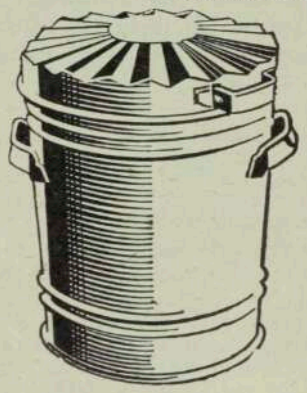


Portion of the RNZAF base at Laucala Bay. Suva may be seen in the background. Suva Point is at the left of the picture.—Photo: Rob Wright.

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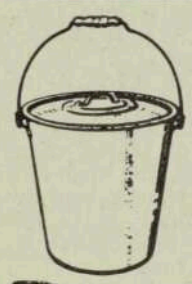
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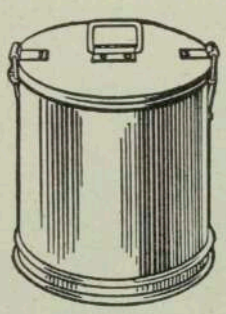


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primarily with the development o airport for civilian air traffic, they fixed the approximate cos building a field at Suva Point £500,000, while Nausori could brought to a similar standard about £300,000.

They expressed no definite ference, realising that there considerations other than cost volved; but they suggested, a practical approach, that some m be spent on improving the run surfaces at Nausori so that the port could continue to be used the present, *and that a start be m on reclaiming the proposed sit Suva Point.*

They pointed out that the recla tion would be useful, anyhow, if the airport were not built.

The first part of this sugge was adopted; and from Colonial velopment and Welfare Funds United Kingdom provided money sealing the main Nausori run and for night-flying navigational most of which could be transfe to Suva Point if an airfield were tablished there.

Defence Point of View

The matter of a Suva airport i no means just a local Fiji affair.

From a defence point of view, Zealand and Australia are dir concerned.

A forward base in so strategic placed a spot as Fiji has obv defence value; and at Laucala the installations for such a ba from houses, messes and recre facilities to workshops, administr buildings and a capacious hang are already built and in use.

Anti-submarine activities, patrols to keep a watchful eye Soviet and other "research" and the like, are of great and g ing importance, and the Pacific is so vast that an operations c 1,000 miles or more out ahea home Australia or New Zealand is of special value.

Submarine tracking does not for high-speed aircraft, and the e tive area of search could be gr reduced if all South Pacific air fence operations were to be drawn to bases on the New Zea or Australian mainland.

There have been suggestions military operations should be gr on to those at Nadi Internati Airport, 130 miles from Suva, this would put all defence eggs one basket, and would mean me the cost of new base facilities, cause those at Laucala Bay woul much too far away to be of any Australia, New Zealand and

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ted Kingdom have an interest in ood airport at Suva, quite apart n defence considerations.
hrough membership of the South fic Air Transport Council, they spent millions of pounds on i and on airfields and air traffic ities in British and associated tories in the South Pacific.

Base For Fiji Tirways

hrough Qantas, TEAL and BOAC own Fiji Airways Ltd., which s primarily to cater for Fiji's ving internal air service needs, which is reaching out increasingly regular services into the South fic regional area (Tonga, Samoa, Hebrides, Solomons).
reparations are well under way a service to the Gilbert and Ellice ids, and flights to Tarawa, via afuti, are expected to start this

he natural base for Fiji Airways t Suva; and an airfield at Suva, ble for day or night flying by aft on the short internal services he longer (but not so long as equire the big and highly costly national air-route jets) South fic regional services would open way to expansion.
xpansion would strengthen and olidate the air position of the mmonwealth in the South Pacific, benefit all the partners in Fiji ays, as well as aiding the pros- y of Fiji and her peoples.
he Bradfield-Reiber report was erned only with an airport for ities on the Fiji Airways scale; the situation brought about by need for the RNZAF to change from flying-boats to land planes for a close look at the possibility ombining this with a defence base, g the Laucala Bay facilities in h New Zealand has already in- d so much.
he Fiji Government, which should been forcing the pace—but cer- y hasn't—now shows some signs being stirred to interest, and is ng of "holding discussions" with Zealand.
or the families of men who will thrown out of work, and the le who will suffer from the effect Suva's economy of taking close to million from annual circulation if Laucala Base base is closed, the tion is more urgent, and the ibility of personal tragedy more

or Australia and New Zealand, is an opportunity to make a contribution to an "under- loped" country, and at the same bring clear and positive ad- ages to themselves.

VARIED ISLAND CAREER

Holidaying in Sydney in February was Mr. Edward Tibbo, an Auckland business-man who had an interesting career in the South Seas Islands.

Mr. Tibbo was in the British Army and Navy during World War I, mostly in engineer units, and ended that service when they delivered a small warship to Siam. He came to Sydney in 1920 and, within hours, was engaged by CSR Co. for engineering service in Lautoka.

In the 'Twenties, Mr. Tibbo spent five years in Western Samoa; took a sympathetic interest in the claims of the Samoans who were defying the New Zealand semi-military administration; and was deported. He returned to the CSR service in Lautoka and Ba, and then he joined the Theodore-Wren organisation at Vatukoula.

When World War II hit the Pacific, Mr. Tibbo joined the NZ Air Force; transferred to American construction units; and then was an engineer on the missionary ship, *John Williams V*, for a number of years.

He made one intriguing remark to *PIM*: "That Loloma lode dips down under the present Emperor Mine, and if their new digging gets down on to that little lot—look out!"

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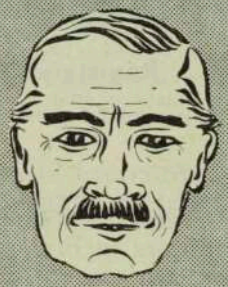
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They've 'Practicall Built' That P-NG University

From Judy Tudor, in Port Moresb

Setting up the Commission to s tertiary education in Papua - N Guinea (announced by the Min for Territories on February 9) resulted in a progressive barn-d in some top Administrative posts

IT was announced in Port Mor on February 25 that during John Gunther's absence on Com sion business, Mr. W. F. Ca (Director of Posts and Telegrap will be Assistant Administr (Services); and Mr. W. S. Peck will become acting Director of P. T.

At the same time Mr. F. P. K who normally is District Com sioner Central District, but who the nonce will be Executive Of of the Commission, will have ac in his place as DC, Mr. R. Galloway.

The first meeting of the Educa Commission will be in Canberra March 18 and "reconnaissance" v to Territory centres will begin April or early May followed, a July, with a fact-finding tour of Territory. Evidence will be ta from interested members of public. The whole is expected to somewhere between October December.

Although it is possible, within frame-work of the terms of refer of the Commission, that it will ad that a full-blown university is necessary at present, public opi already has got one built. Out Ward's Strip—present location of drive-in theatre and the Teach College—is the popular choice sites for the tertiary education Some people even have Mr. K appointed as its first Registrar.

None of this is because Territor are unanimous on the desirability having a University. A very l proportion thinks that it is a d fool idea, but they are also aw that because the people who call tune in this place think that a U versity would be a nice thing to H (the United Nations and all), t that is what they will get.

And, say the cynics, it might the only way of getting these Ins University graduates everyone is anxious about.

For details of the Commission, see page 123.

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Tropicalities

The last squeal has not been heard from the cat that was let out of the bag in February on the New Guinea issue. *Melbourne Herald* writer Osmar White, who is well known in New Guinea for some excellent articles over the years, drew the first fire when he announced in a *Herald* article that Australia would try to give P-NG self-government by 1968 and complete its political independence by 1972 at the latest (see p. 75).

IE Minister for Territories, Mr. Hasluck, promptly denied it as nformed and mischievous", and was supported a few days later Prime Minister Menzies, who des-ed it as "a mischievous story be-e it may well create confusion".

o all of which the *Melbourne ald* replied editorially:

The sources of the information on h Mr. White based much of his rt are necessarily confidential. If *Herald* could disclose those ces the public would be sur-d . . .

Mr. White based his report on in-nation given him in discussion high authorities in Canberra and hand inquiries in New Guinea. Ir. Menzies does not know what Canberra sources were he could should find out."

ne *Herald* said Mr. White had told the electors might "react vourably" to a get-out-of-New nea policy. It was political mite.

ne Brisbane *Courier Mail*, which reported White's story, com-ed that in Canberra, White had explained to him in detail a gramme of disengagement in Guinea with utmost speed" and the *Courier Mail*, like the *Herald*, satisfied its report accurately re-ed the thinking "of powerful ents within the Menzies Govern-", to which White referred.

e don't profess to know who the *ourne Herald's* informant was we do know that at least a week re the *Herald* story was published main points were public know-in Melbourne, thanks to Sir rid Kent Hughes.

Wilfrid, a Minister in Mr. zies' Government until he was ped, is a man who talks a great deal of sense on the problem of New Guinea. He was saying quite openly that Cabinet had decided secretly that Australia was to get out of New Guinea in about five years.

How were they to get out in five years? Apparently he didn't know.

Anyway, that week we were having a drink at a Melbourne hostelry where Pressmen gather, when a fellow we know told us that Osmar White would soon go to New Guinea to fly a kite for some members of the Government who believed that Australia should get out of New Guinea in the next few years. The way we heard it, the *Melbourne Herald* had been taken into the Government's confidence.

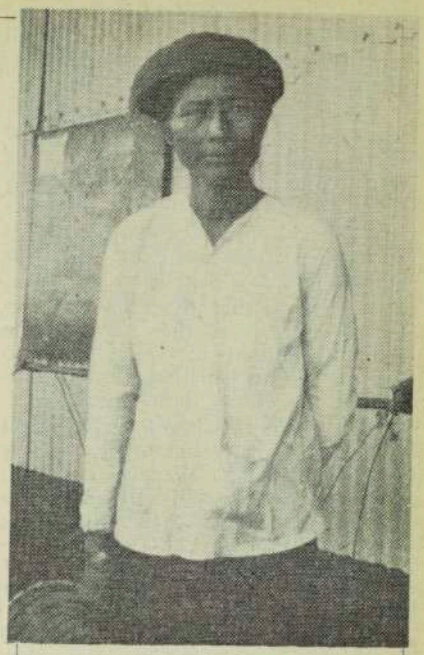
Pay Dirt

Now this sounded pay-dirt to us, in view of Sir Wilfrid's utterances, in view of the fact that we knew there had been pressure in Canberra to get Australia out from UN scrutiny, and in view of the fact that kite-flying in the past has been popular with some of Mr. Menzies' politicians.

It was only last year that Sir Garfield Barwick, the Minister for External Affairs, spilled the beans in an off-the-record statement to the Melbourne newspapers (including the *Herald*) about Australia's change of policy on the West New Guinea problem.

On the strength of all that we heard in Melbourne we published a panel in the February issue (p. 6) saying "it was 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".

For the record, that little item was set in type and published before Osmar White's excellent piece came



Santo's "Bloody Mary"

Michener's Bloody Mary was a Tonkinese woman—and here she is. She, anyway, is who many people in Santo, New Hebrides, believe was the original Bloody Mary although the lady herself did not relish the reputation.

The photograph was taken in Vila in 1955 by George Bristow, then British District Agent, and now, as far as we last heard, the Registrar of Co-operatives at Tarawa. Captain Brett Hilder, of the *Malaita*, sent it to us after reading our paragraph in Tropicalities, January (p. 18), in which we said we had heard about the New Hebrides Bloody Mary but hadn't been able to catch up with her.

Captain Hilder is one of those who believe that Santo was the locale for South Pacific—but not us. We say there was no specific locale, and there was no specific Bloody Mary. Any arguments?

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out in the *Herald,* but poor old Osmar seems to have taken the full rap. (Osmar, no doubt, is not weeping about it.)

The big question now is—just how accurate is Mr. Hasluck's denial? We publish it in full on p. 75, and when you read it we respectfully draw your attention to the following:

- The Minister does not deny that Australia could get out of New Guinea in a few years.
- He says that Australia will stay there while it is the wish of the people, and that Australia "looks to the legislature of the Territory to express the will of the people".
- Since in 1964 the P-NG Council will have a native majority, who is to say it won't decide on self-government—especially if Australia goes in for some pressure-lobbying on the native members, as the Netherlands did on members of the West New Guinea Council when it was in a similar spot.

Mr. Hasluck is deservedly famed for his skill at saying one thing but meaning another, and it seems to us the only way he is going to stop this cat from running is to announce some fairly firm target dates—as the Netherlands did in New Guinea, and as New Zealand did in Western Samoa and recently in the Cook Islands.

If he doesn't he'll never convince anybody that there is no deep plot going on behind the scenes.

Down With the Hair

THE sometimes socially-staid inhabitants of Lautoka, Fiji's second largest town and centre of the Colony's sugar industry, let their hair down during the visit to the port of the Royal Yacht *Britannia.*

The ship, with a complement of more than 250 officers and men, arrived at the end of January to wait the arrival of the Queen and Duke of Edinburgh by air from the UK for their South Pacific tour.

With the pick of the Royal Navy aboard, the townsfolk decided the visit called for special measures in keeping with the honour bestowed on the town.

Exactly why it was that the *Britannia* was to spend its entire seven days' leave in Fiji in Lautoka, instead of in the capital, nobody knew, although it was a fact that Mrs. J. Beatt, wife of a Lautoka police officer, had met the Flag Officer of the Royal yacht, Rear-Admiral J. C. C. Henley, at a party in London when the Royal tour was being planned and had painted a picture of sun-drenched Lautoka

The Lautoka people, anyhow, tainly enjoyed the thought that society had its nose put out of by the *Britannia's* decision. (A Lautoka man remarked to us: " people are noted for grasping at social straw".)

Long before the Royal ship proached the Colony, plannin Lautoka had reached a point of fection, and it could be guara that every man-jack aboard w have little or no time for routine.

And so it turned out. The an chain had hardly gone down b the Mayor of Lautoka, Cr. F Ingleton, threw a monster civi ception at a hotel to greet the of of the ship; a reception into w Able Seamen Smith and his patriots from the lower-deck man to infiltrate, and still find thems welcome ("Couldn't have happen Suva," said the Lautoka people kindly).

Having received the official s from the leader of the commu Lautoka townspeople thus proce to tear-up the town, with no excuse than "the *Britannia's* in p

There was a party-a-night, a d a-night; with licensing hours exte

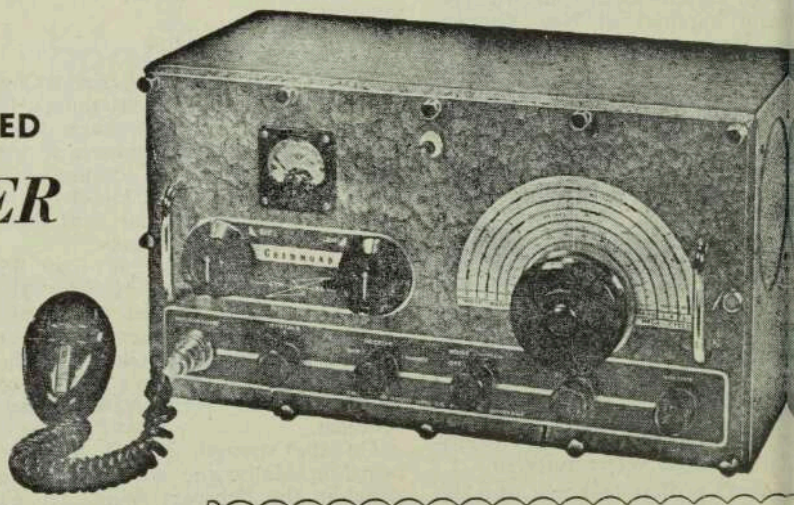
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over the place, much to the disgust the temperance movements in the trict; with general carryings-on for benefit of keeping the Royal htsmen out of the type of mischief t naval personnel are believed to into if not kept out of.

Homes not often seen even by ny a local resident were thrown le open to the visiting sailors, and ny were invited to move in for duration of their stay—a blessing disguise when they woke up the rning-after-the-night-before to find t Lautoka people have heavy ds in mixing cocktails.

Beach barbecues, island-night ces, sports fixtures, visits to Fijian ages, and a host of private parties, led up to the kind of hospitality ich, if placed on a regular tourist erary, would have them running k for more just as soon as they ld close off their business affairs home.

Each new day saw the town nger in its purpose to leave the rk of hospitality on its visitors, and ship's complement weaker in its eavour to keep up with the pace. Summing it up later, when the *annia* was safely out of reach on high seas, bound for New Zealand the Queen and Prince Philip ard, was a message from Rear-miral Henley to the Mayor thank- him for the ship's "memorable" t.

Lautoka will certainly remember it.

other Wright Behind the Camera

JI, of course, was loaded down with photographers and newsmen ering the Royal visit. There were least 80 of them there—but they en't all after the same thing. One tographer, sent all the way from land, explained he wasn't in-sted in covering the Fiji tour— job was to get close-ups of the en that could be used anywhere any time. He had been sent to because there would be less com-tion there from the Press pack in New Zealand or Australia.

Another man was on assignment to nothing else but colour shots of Queen in every change of frock wore.

On the job as usual was Fiji Pub-Relations Office photographer Rob ght, who is an old hand at cover-Royalty these days. He had the -appointed task of being every-re at once, but he got a hand n an unexpected quarter—from 16-year-old son Rob Jnr., who ws satisfactory signs of following Dad's footsteps. At present he at-ls the Grammar School at Veiuto, a.

Dad put in junior's hands a 4 x 5 Speed Graphic equipped with a 10 inch lens, and young Rob, as proud of this as he was of his Press pass, snapped what Rob Wright Snr., says were "some nice Royal shots which fitted in fine with the whole story".

The one on this page of the *Britannia* at Lautoka is his. But the coat, tie and socks which can be seen prominently in the photograph of Rob Jnr., were all borrowed for the Royal occasion from Dad!

Dog in the Manger Dept.

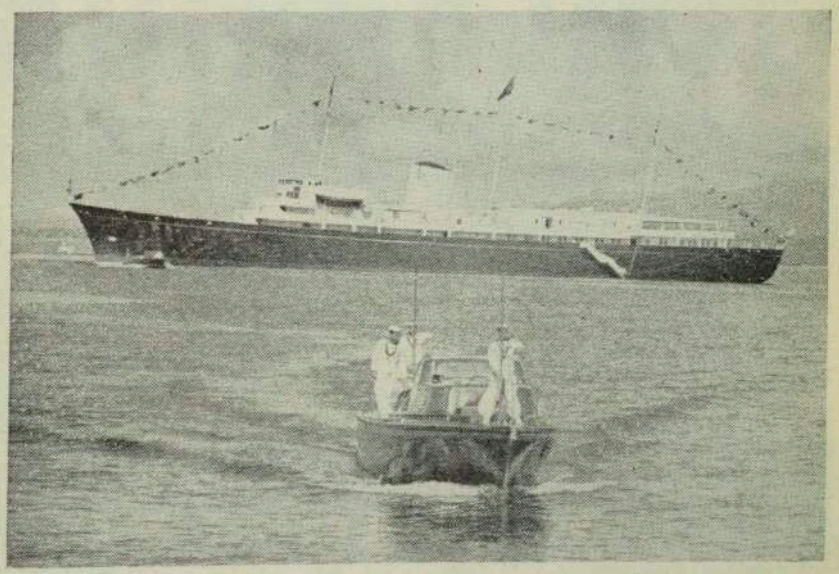
THE Cook Islands which have been aerially isolated since TEAL withdrew its flyingboat service in 1961, lost the chance of a new air link in January. The New Zealand government refused to allow Airlines of New Zealand, a privately-owned company, to operate a fortnightly service betwen Rarotonga and Auckland with DC4 aircraft.

The Minister for Civil Aviation, Mr. McAlpine, told the company that traffic didn't warrant it and that the service provided by RNZAF was "adequate". He said that, in any event, if the service were feasible, TEAL would have prior claim.

Mr. McAlpine must be kidding if he thinks the present service is "adequate". The CA calibration aircraft visits the group every three months and it is virtually impossible for anyone but an official to get a seat on it.

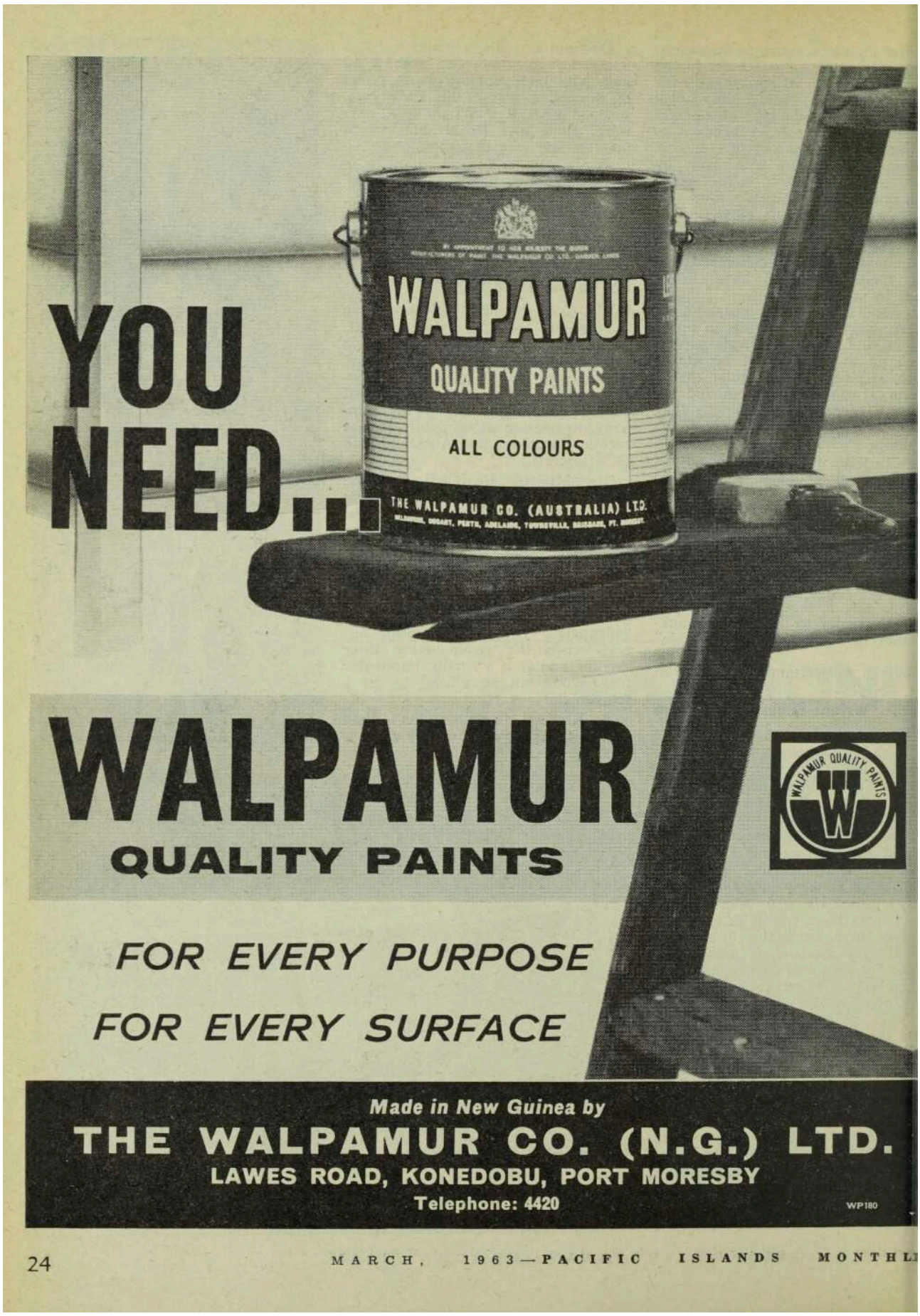
An RNZAF Hastings makes a flight several times a year, but this again is





The "Britannia" in Fiji, with the Royal barge bringing the Queen and Prince Philip ashore. Rob Wright, Jr. (above), took the picture.

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Government only—including visit- Cabinet Ministers.

he only other way to visit Cooks is to go down from iti on a Matson ship and spend minimum of three weeks there ting for the next; or try to get the *Moana Roa* from NZ, which a waiting-list a mile long.

lone of this encourages anyone to the Cooks—but if there were a able air service, the traffic Mr. Mc- ine feels is now missing, would n materialise.

irlines of New Zealand is ap- ntly willing to take the risk—it sfied itself that the traffic was there r being approached by Cook Is- ls' interests last year. Money was found in NZ to increase the ommodation needs on Rarotonga.

olynesian Airlines, of Western oa, also thinks there is traffic lable and has suggested a service ween the Cooks and Samoa, link- up with the regular air-routes ugh there. Details of this were n in *PIM* in February (p. 125). re is possibility of TEAL being of this deal.

n interesting point about ANZ's ction is that one of the men with ose interest in ANZ is Mr. Reg ett, the big kite of Australian tion. A few years ago, when he still empire building, Mr. Ansett le a great song and dance in Aus- a at being refused rights to fly New Guinea against the then opoly of Qantas.

e stuck to his guns, with the un- cted result that Qantas eventually turfed out of New Guinea en- y, and Mr. Ansett went in. nder whether he might be pre- d for a similar fight against AL some time?

n Ansett-inspired service between kland and the Cook Islands ld mean that Mr. Ansett need fight his way into the air across Tasman (via Norfolk Island, per-) to have an aerial network that ld take him north almost to the ator, and eastwards half-way across Pacific. But if he provides better ices—or services that didn't exist re—who cares?

World and Insect Pests e Come to Pitcairn

TCAIRN ISLAND, home of the descendants of the *Bounty* neers, has long been renowned ne of the most isolated, uncom- cialised, fertile and away-from-it- slands in the world. But times changed.

is no longer isolated, for ough fewer passenger ships are ng there than formerly, Japanese



Pitcairn's chief magistrate John Christian was visiting Suva in February for talks with the South Pacific Office on some of the island's problems. He had been wanting to do this for some time but shipping difficulties always seemed to make it hard for him.—Photo: Rob Wright.

fishing trawlers are now operating so close to the island that the islanders can see them night after night.

Nor is it any longer uncommercial. Recently the island got an order from an organisation in the United States for $600 worth of curios and handicrafts. This was the first time in 173 years of history that the island had found an export market for its products.

It is no longer as fertile as it was. After seven generations, Pitcairn's 1,200 acres have become worked out. There has also been an increase of blights and insects. So each year it is becoming harder and harder to obtain a living from the soil.

It is no longer away-from-it-all. The possibility of France establishing a nuclear testing ground at Mangareva, 300 miles away, has brought the danger of radio-active fall-out, and this, in turn, has brought such things as cables from Australian Associated Press asking for the islanders' reaction to the French project.

An editorial in the February issue of the island's roneoed newspaper points out with some foreboding that although the sale of curios and handicrafts will be "of wonderful benefit to our island, one's enthusiasm for making money when it is so readily available can have its dangers.

"The making of curios," the editorial goes on, "takes time, and the more curios a man makes, the less time he has for other things such as gardening.

"There are very few who can honestly say they would sooner push their barrow up to their garden and spend the day toiling in the heat of the sun than sit in some pleasantly shady spot carving a fish, bird or any one of the variety of articles produced, using the money thus earned to purchase food.

"And yet is this attitude to the best advantage of Pitcairn? As it is, we have to maintain a constant battle against weeds and insects. To reduce the time so spent by too great an amount is going to give the advantage over to the garden pests.

"It is essential therefore that a balance must be struck between time for carvings, etc., and time for the other tasks which have to be carried out if our island is going to keep its present state.

"Remember, we are not the last generation to live on Pitcairn. In what condition are we going to leave our land to our children?"

A Resort to "Knock 'em Cold"

Development of land for a new tourist resort on the south coast of Fiji's main island, Viti Levu, was started recently by Barry Philp. Philp is the man who built the New Mocambo Hotel at Nadi's international airport. He is also Fiji's super salesman of the tourist trade.

The mercurial Philp has already spent 13 years in the Colony promoting tourism and developing hotel accommodation despite the many problems he's faced.

He says his latest venture will result in a resort that will "knock 'em cold". The resort will be few miles on the Sigatoka side of the famous Korolevu Beach Hotel, where Philp has bought a coastal stretch of 400 acres from the late J. P. Bayly.

On it he plans to put everything the tourist will need—from grass huts, for those wanting to go native, to a popcorn machine especially for the American tourist who wants to keep in touch no matter how remote



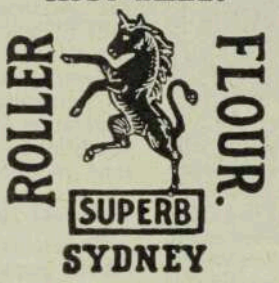
Mr. Barry Philp.

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tions for those who want to wri
their toes in the sand from their fr
door and "bush" shacks linked c
by a jungle track to the main reso
concourse.

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plans the usual nine-hole golf cou
a swimming pool built into a sh
line grotto, a riding stable for th
who wish to break a leg trying thi
they ought to have given away y
ago, and general facilities guarant
to while away the time with comp
lack of boredom.

To be able to devote his en
attention to this latest venture, P
has sold his Korotogo property,
which he has farmed and raised ca
for some time.

Philp's brother, Tasmanian ar
tect Colin Philp, is responsible
getting Barry's ideas on to the dr
ing board. He has been with B
in Fiji for the past few months.

Barry's biggest problems, as he
it, are petty regulations and the
of drive of certain governm
officials reputed to be falling
backwards to stimulate tourism.

Relic of the "German Time"

THE Papua and New Gu
Museum, Port Moresby, was
cently given an interesting relic
the "German time" in New Gui
It is a red, white and blue flag
a lion rampant in the centre.

The flag is claimed to have
the original flag of the Neu Gu
Kompagnie zu Berlin, the Ger
chartered company which adm
tered German New Guinea be
1900.

Many years ago, the flag was
to Mr. R. W. Robson, of *Pa*
Islands Monthly, by Mrs. Helen
ton, of Melbourne. She said tha
was given to her father, in the e
part of this century, by a Ger
resident of New Guinea. Mr. Rol
has now sent it to the museum.

The Neu Guinea Kompagnie
formed before 1880 by a grou
Berlin merchants to advocate the
nexation and development of
Guinea—a plan to which the Die
that time was opposed.

After the abortive attempts by
Australian Colonies to annex
Guinea in 1873 and 1883, the
man annexation took place in 1
Bismarck then gave the compan
charter to administer and develop
colony. In 1889, Germany bought
Marshall, Caroline and Mar
groups, in Micronesia, from Sp
revoked the New Guinea charter,

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nceforth administered the New uinea, Bismarck and Micronesian chipelagoes in one organisation, ith headquarters at Herbertsohe Kokopo), in New Britain. The capi- l was moved to Rabaul a few years efore World War I broke out in 914.

After World War I, the New uinea colonies were given to Aus- alia to administer under mandate, d the Micronesian archipelagoes to pan. Japan lost them in World War , and they now are a United States ust.

cial Changes

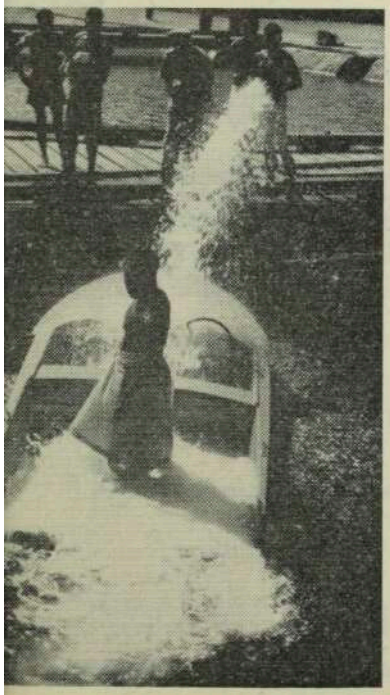
T is music while you work in Fiji's cane-fields and native holdings ese days since duty was abolished January 1, on radio sets imported to the Colony.

The move followed strong pressure om commercial firms to reduce or olish duty on a wide variety of ms sought by tourists. Duties were o dropped on cameras, watches, e-recorders, and TV sets.

Tourists are certainly buying them, t there has also been a rapid up- ge in sales of transistors to local idents on the lower incomes, for cellent transistors can now be ught for as little as £6 each, cluding the cost of an annual re- ving licence.

It's a common sight to see the dian farmer driving off to his fields his tractor, carrying his lunch-pail s his transistor radio.

Likewise the Fijian, who, disappear- from his village for the day to



THERE ARE LADIES IN THE SNAKEPIT NOW

From an AAP-Reuter Correspondent in Port Moresby

Two native girls are making history by setting out on possible careers as barmaids.

The girls, Joyce Mahiro and Mary Lewis, are getting their training in a hotel bar in Port Moresby known as "The Snakepit".

The manager of the Moresby hotel, Mr. Anatole De V. Ivanoff said he hired the native girls because he had found the presence of females of the same race as native drinkers sharply reduced "rowdy and boorish behaviour".

Ivanoff—known simply as "Mister Anatole" during his culinary catering days in Sydney and other centres—said he expected his experiment would spread throughout the Territory.

Legal drinking is comparatively new to natives of Papua-New Guinea—they gained the right only last November.

"The Snakepit" bar is known far and wide.

Before native drinking became legal it numbered among its customers—in the words of one Port Moresby resident—"respectable citizens, no-hopers, crocodile shooters and half-castes, not necessarily in that order".

Since then, drinking patterns in Port Moresby and the Territory have changed considerably.

For the most part Europeans have withdrawn to hotel lounge bars and private clubs.

One barmaid—European—estimated that in any day of the week the percentage of natives in "The Snakepit" would "come close to 95 per cent."

work in his small holding, will often be found reclining in some shady spot with his transistor going full blast.

Nor do they buy just any set at the price they can now afford.

Many insist that they have a good short-wave range, as some say local broadcasting through the Fiji Broadcasting Commission's transmitters is poor in country areas, and Fijians especially have developed a strong affinity to Radio Australia—received in most parts of Fiji with exceptional clarity.

Suck It and See

IF a speed-boat is going to sink, then much better for it to happen right alongside the wharf as a "controlled experiment".

That's what Sub-Inspector Max Hayes, of the Rabaul Police, thought the other day when he decided to find out whether his 14 ft speed-boat really was unsinkable as a result of all the foam material built into it.

He removed the outboard, put in 200 lb in weight to make up for it, and got the men on the local fire truck to fill the boat with water, which they did merrily, as you can see. Result: Even with two adults standing in the flooded boat it didn't sink. Experiment ended.

Doing the Rounds

WHEN Captain Cook visited the New Hebrides 189 years ago, he noted that the women of Malekula (whom he unflatteringly described as members of "an ape-like nation") wore hogs' tusks "bent circular" round their right wrists.

Nowadays, in Vila, it seems to be the ambition of every European woman to wear hogs' tusks "bent circular" not only around the right wrist, but around the left one, too.

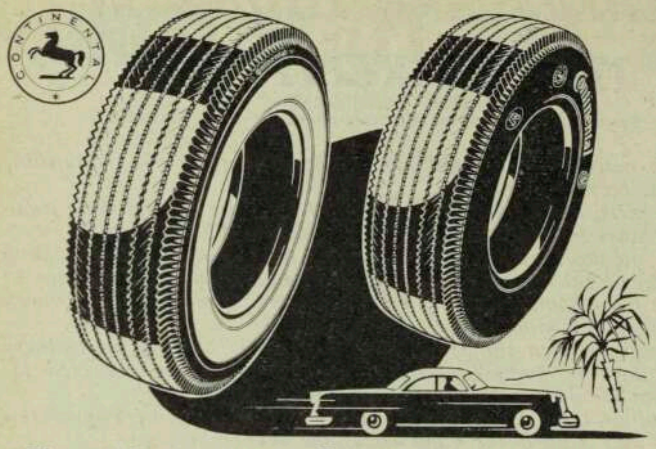
Such ornaments are expensive and not easy to come by. When we did the rounds of the Chinese and Tonkinese stores seeking a couple for our own wife (fashion being hard to resist!), we found only half a dozen rather unsatisfactory specimens retailing at £3 or £3/10/- apiece.

There was also a whole jawbone, complete with two rather poor tusks and evil-looking teeth for £10.

The trouble with most of the tusks that come to market is that the pigs that grew them did not manage to get the points to curl round neatly to their starting points and thus form bangles attractive for milady's wrist.

There must me a moral here somewhere. Maybe it's this: If Europeans want to ape the old Malekulan women, they ought to teach the pigs to do the rounds!

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Changes Likely Soon In The South Pacific Commission



Men Of Experience

By a Staff Writer

The new Secretary-General of the South Pacific Commission, Mr. W. D. Forsyth, OBE, lately an Assistant-Secretary of the Australian Department of External Affairs, will leave Sydney on March 21 to take charge at Commission headquarters at Noumea. Mr. T. R. Smith, of New Zealand, whose five-years' term as Secretary-General expires this month, is due in Sydney late in March.

THE proposed "review conference" of the Commission, which is to make a special examination of the structure, functions and powers of the Commission, in the light of some 12 years' experience, and which was expected to assemble in Wellington in early March, will probably be held later in the year.

It is believed that conversations are taking place between the member nations regarding international developments—as, for example, the possible replacement of The Netherlands, and the appearance in the Pacific area of a new nation, in West Samoa.

The photograph on this page of the officials who took part in the last meeting of the Commission (at Noumea in October) is published by courtesy of the SPC's *South Pacific Bulletin*. The group gives a good idea of the experienced personnel the Commission has available for its work. The names of the people in the group, from left to right, are:

IN THE FRONT ROW

Mr. Dudley McCarthy, Senior Commissioner for Australia. He is an Assistant Secretary of the Department of Territories, and takes a leading part in most matters affecting Australian interests in the Islands.

Dean Knowles Ryerson, Senior United States Commissioner. He is a well-known academic, and has taken a prominent part in the Commission since its establishment.

Mr. T. R. Smith, retiring Secretary-General. He was a prominent civil servant in New Zealand, at one time Secretary of the West Samoan Administration.

Mr. C. G. R. McKay, New Zealand's Senior Commissioner. Before retirement, he was an

Next page, please

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The SPC

(from previous page)

executive officer in the NZ Public Service, and especially in West Samoa. He, like Dean Ryerson, has been a leading figure in the Commission since its establishment. He has recently announced his retirement as Commissioner.

Mr. H. Nettre, Senior Commissioner for France.

Sir Kenneth Maddocks, KCMG, Governor of Fiji, who is Senior Commissioner for United Kingdom.

SECOND ROW

Mr. K. R. Douglas Scott, a new member of the Australian party; former Australian Consul in Noumea.

Mr. T. R. Cowell, of the UK party. He has held several administrative posts in the British colonies in the South Pacific during the last 20 years, and is now in Suva.

Sir David Trench, KCMG, a member of the UK party. He is High Commissioner for the Western Pacific, at Honiara.

John Akunai, of the Papua-New Guinea Administration, a member of the Australian party.

Mr. Carlton Skinner, a member of the United States party.

Mr. B. Hebert, a member of the French party. He is Chancellor and Acting French Resident Commissioner in the New Hebrides.

Mr. H. M. Loveday, of the Australian Department of External Affairs, who has replaced Mr. D. W. McNicol as Australia's Second Commissioner.

Mahuru Rarua Rarua, of the Papua-New Guinea Administration, a member of the Australian party.

Teariki Tuavera, MLA, of the Cook Islands, a member of the New Zealand party.

Mr. Richard F. Teitano, of the United States party. He is Director of Territories Office, Department of Interior.

BACK ROW

Dr. Jacques Barrau, a member of the French party. He is the Commission's Executive Officer for Economic Development.

Dr. Richard Seddon, the Commission's Executive Officer for Social Development.

Mr. Edward J. Thrasher, of Department of State, a member of the United States party.

Mr. J. D. Walsh, of the Australian Department of Territories, a member of the Australian party.

Mr. A. M. Wilkie, who was recently appointed British Resident Commissioner in New Hebrides, a member of the United Kingdom party.

Mrs. Frances McReynolds Smith, a member of the United States party.

Dr. Guy Loison, the Commission's Executive Officer for Health.

Mr. J. M. McEwen, a member of the New Zealand party. He is Secretary of the Department of Island Affairs.

Mr. Charles Craw, a member of the New Zealand party.

Afoafouvale Misimoa, MLA, of Western Samoa, a member of the New Zealand party.

Mr. R. H. Gardner, of the Department of External Affairs, a member of the Australian party.

NOT IN PHOTOGRAPH

Mr. George Gray, United States Consul at Suva, a member of the US party.

Mr. F. Lamodiere, a high officer of the French Public Service, a member of the French party.

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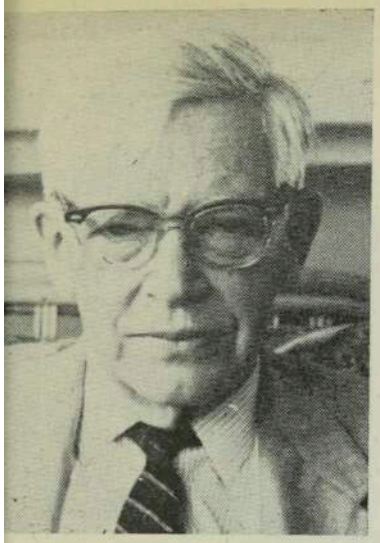
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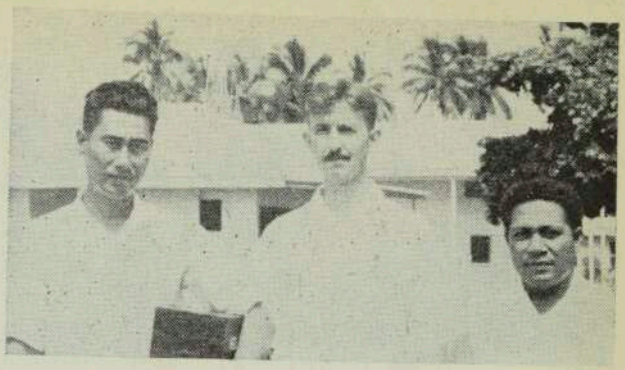
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Left, Dr. Andrew Thomson. Above, present observatory staff, magnetic observer Vaitupu Ioane (left), observer-in-charge P. J. Milne and seismology observer Iosa Anapu.—Photos: Samoana.

SOUTH PACIFIC'S OLDEST WEATHER STATION HAS BRIGHT FUTURE

From R. F. Rankin, in Apia

For almost 60 years a solitary observatory in mid-Pacific has been making vital contributions to science. The observatory, at Mulinu'u, near Apia, has been in existence so long that its value has probably been overlooked by the layman, who is inclined to take the place for granted.

UT local people were reminded again of the part the ervatory plays when in January ormer director of the observatory, Andrew Thomson, made a return for the first time in 32 years.

The equipment is splendid," he . "People should know that the ords maintained by this observa- are really excellent, and are a ce of information about the ral Pacific for geographical re- ch at leading research centres ughout the world.

Samoa is a vital centre of observa- with great research possibilities terrestial magnetism, seismology meteorology.

My only regret is that more staff time cannot be given for on-the- research here."

Dr. Thomson said that with inased scientific interest in the Pacific it was likely Apia would be the re of a number of discoveries in next three years.

Dr. Thomson was director at linu'u from 1920 to 1930.

He recently retired as director of Canadian Meteorological Service. hat position he supervised an exditure of $20,000,000 a year.

The observatory was established at Mulinu'u in 1905 by the German University of Gottingen. It was the first meteorological station in the South Pacific.

Under the successive directorships of Drs. F. Linke, K. Wegener and G. Angenheister, it gained world-wide attention for the valuable information gathered and research undertaken.

In 1920 Dr. Angenheister returned to Germany, and New Zealand took over the observatory together with the civil administration. However it proved to be too heavy a financial strain for NZ and in 1922 financial support was gained from the Carnegie Institute and the British Admiralty.

Dr. Thomson, who then arrived, was associated with the Carnegie Institute. During his time the German research programme was re-instituted and additional work undertaken.

Extensive investigations were made into the height of the trade and anti-trade winds; on atmospheric electric conditions in tropic regions; and on the amount of solar radiation able to traverse the atmosphere.

With independence New Zealand is still running the observatory under an agreement with the Samoan Government, but Samoa will take over more and more responsibility until a Samoan can be placed in charge. Until recently, a New Zealander, J. Gordon Keys, was observer-in-charge.

The position has now been taken by an Australian, Tasmanian geophysicist P. J. Milne. Mr. Milne was previously at Port Moresby and on Macquarie Island. Two Samoan observers on the staff have been trained in New Zealand.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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Address for correspondence:—

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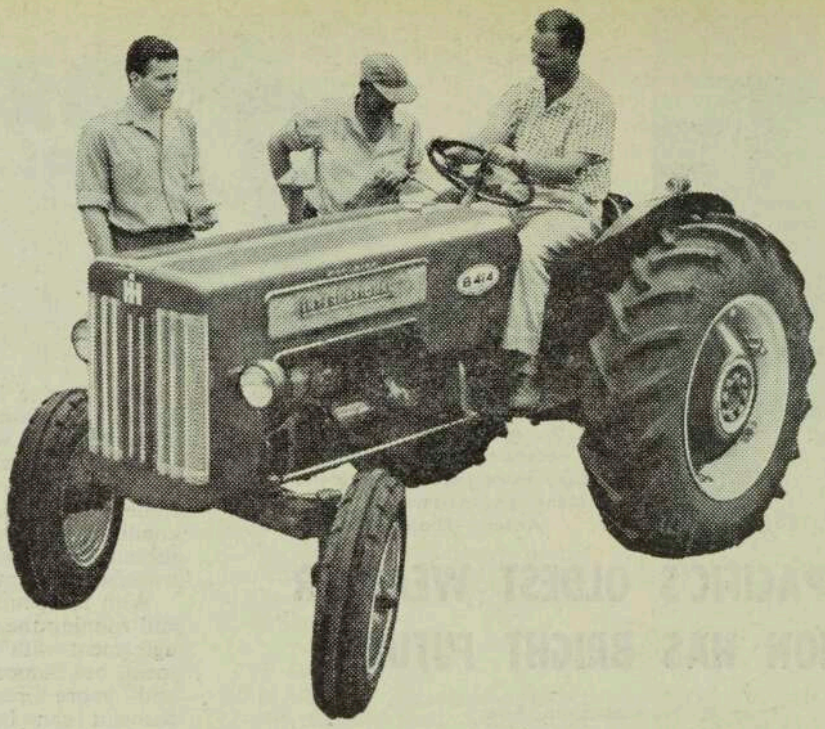
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• *Well-known Sydney journalist Ken Murchison recently spent a fortnight's holiday on Norfolk Island—and enjoyed every day of it. Back in Sydney he wrote this piece for PIM, outlining Norfolk's strengths and weaknesses as a visitor sees them.*

Some Of Norfolk's Cracks In Need Of Attention

By Ken Murchison

The crumbling walls of Norfolk Island's old convict settlement are being restored; the cracks in its present-day economy are in more urgent need of attention.

EITHER job is likely to be carried out with complete ccess, nor can be expected to be dertaken without criticism.

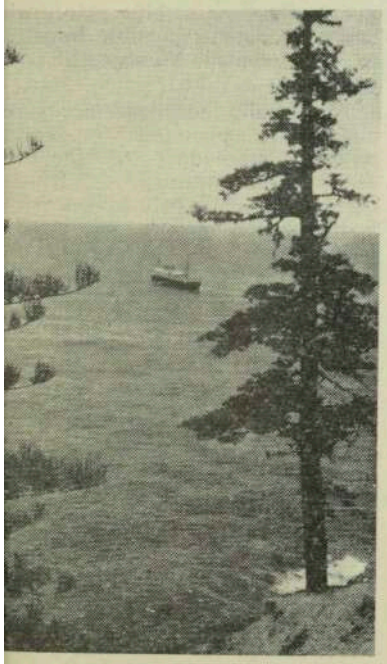
The old stone walls are being aired and covered with cement. this looks incongruous now, no ubt the restored walls will weather time and there is evidence of an ginal plaster coating on the old lls anyway.

Perhaps the least successful piece work seen in progress recently is t on a gateway to the outer walls the main prison, where symmetry been sacrificed to expediency by cking up one of two smaller entrances on either side—"instant ruins", as they say locally.

Although this gateway on the seaward side of the prison is marked by a yellow notice, "Gallows Gate", some old residents claim that the gate used by the hangman in the convict days of early last century was actually that known as the main entrance, further round. The question is one for an expert; but a cynical view is that the gate looking out to sea with Phillip Island in the background is a better spot for amateur photographers.

Which are the convicts and which the gaolers on present-day Norfolk depends on the point of view; the hardly-popular opinion expressed there is that the tourist—who scarcely penetrates into Norfolk society, let alone into its thinking—is the island's future principal source of income.

For various reasons, native born islanders are apathetic about this; "mainlanders" (except from the narrow viewpoint of the shopkeepers) are indifferent; and officials apparently unconcerned.



st tourists come by air, and is was a at day recently when the "Wangaa", here seen through Norfolk's ous pines, made a special cruise from Sydney. She will visit again soon.
—Photo: Ken Mullen.

Dwindling Opportunities

Yet in the course of this tourist's short stay on the island recently, the whaling season failed and the cable station closed. Whaling now seems to have packed up altogether; the cable station certainly has—being bypassed by the new Pacific cable route. This seems to leave the growing of beans for seed as the main local industry.

There is talk of new industries and new trading links with Australia and New Zealand; but the casual visitor hears more of failures in both in the past, and sees evidence of dwindling opportunities in the future.

Even in the last financial year, according to the official gazette, the total value of imports rose by

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£79,000 (mostly in tourist goods) to £360,000, while exports fell by £13,000 to £198,000.

Cows and bulls roam at random over the Kingston common and on most of the roads, and—quite alarmingly—are left wild and unclaimed in the more remote parts of the island.

Meanwhile the average tourist's attention is confined to the shops selling duty-free goods, when so much could be done to establish an all-round tourist industry.

The Qantas (Australia) and TEAL (New Zealand) air services to Norfolk are of their established good standard; but the limited number of comparatively old aircraft, the limitations imposed by local weather conditions and landing facilities, plus a singular incidence of "gremlins" once the planes (and their crews) reach the island, combine to upset the schedules rather often.

Another feature of the Australian service is the week-end importation of "over-nighters", travelling very cheaply on the airline's doubtless-excellent staff travel scheme. Many of these fly 900 miles to descend on "the shops" on Saturday and leave again next day loaded with goods and without even the memory of a hibiscus bloom. Some are no credit to the airline or to tourism.

The small local tourist bureau certainly does what it can, and some private services take visitors to the more accessible coastal lookouts and places of interest; but the poor roads and the rapid run-off from the steep hills put bus tours at the mercy of a heavy shower.

Norfolk Island needs m reliable air services, a first-cl hotel, a "popular" guest house young people, improved roads better tourist services, and sm shops to cater for ordinary every needs.

"Enterprise"

The special shopkeepers criticised by the locals, and no do their enterprise has brought b profit and loss to the island; bu is noticeable that the islanders the selves have no stalls for local han crafts or bowls of fruit salad the Lord Howe Island pattern. Th could learn from others.

The Administration, surely, co provide a large, clear-coloured m of the island. The shops sell a li black and white paper map, anc coloured scarf on which the m is wrong; the Registrar's office s a small coloured map, and a la surveyor's dyeline print which is qu unsuitable.

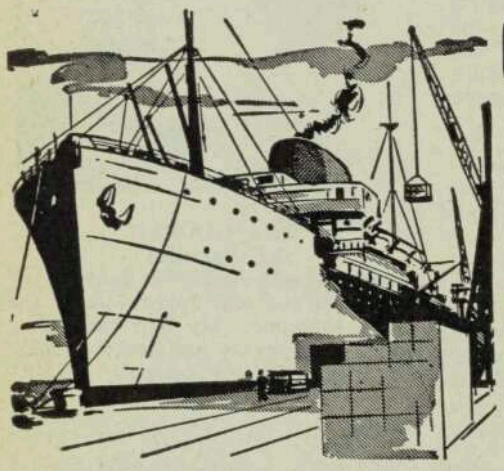
The island needs, and is gett some better presentation and list of its historical buildings and convict era, and the colourful st of its *Bounty* mutineers' descenda A remarkable improvement is be made to the old cemetery, and i attracting genuine interest. travesty of a museum should made into something worthwh and the contents possibly transfer to the reputed Wentworth cott when it is restored.

Above all, the island needs sc imaginative planning for tour without descending to the we features of "tourism". It co consider brightly-painted pony ca boats on the lagoon and round island, and a hire-service of dr yourself VW or other small stu cars. In these and many other wa sporting and social entertainment the tourist could be improved.

But the tourist, too, needs to Norfolk Island with eyes other t those looking for bargains; make some effort himself to sea for the island's many attractions; fact, to repair some of the cracks his own walls.

See also:

- **Threats to Norfolk Tou Trade? p. 35.**
- **Britain's First South Seas Col is 175 Years Old, p. 83.**
- **Photographs of restoration Norfolk Ruins, p. 84.**



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Tourist Trade On Norfolk Is. Threatened?

By a Special Correspondent

With the introduction of a ekly plane service between ıstralia, New Zealand and rfolk Island, it seemed that rfolk was well on its way to coming a haven for tourists duty-free luxury goods.

UT recent announcements by Aus- tralian retailers of photographic ipment may affect the island's ure as a tourist centre.

The retailers are disturbed about allegedly steady stream of photo- phic equipment — particularly neras and projectors — flowing m Norfolk Island for re-sale in stralia.

They claim this is depressing the stralian market to the detriment local retailers.

According to the photographic de publication *Photo Trade News*, German camera manufacturer in remburg has agreed to proposals eliminate Norfolk Island as source his goods.

The manufacturer's Norfolk Island nt has been told that in future he only obtain supplies from the stralian agent and not direct from rmany.

NSW photographic retailers are ap- ently well pleased by this result are now pressing for concessions other fields.

They have asked the Minister for stoms, Senator Henty, for the right sell equipment to bona-fide travel- under the same conditions as se applying at duty-free shops at rnational airports.

The greatly increased number of tourists to Norfolk during the past two years has been largely due to the efforts of Norfolk's importers.

If the lid is to be clamped down on their sales, the island may again slump into the economic doldrums.

It is obvious that any success in choking off Norfolk's imports of one category may in turn be applied to another.

Australian radio retailers would no doubt be delighted to restrict the con- siderable sale of radios, radiograms and TV sets on Norfolk Island.

Norfolk Island's importers seem to have committed the cardinal sin of achieving too much success at a time when the Australian mainland has been under an economic trading pall.

This has applied particularly to photographic supplies as Australian retailers are facing increasing com- petition from department stores and chain stores.

It will be interesting to hear Japan- ese reaction to any suggestion that Norfolk should no longer be supplied direct from Japan, as a wide variety of Japanese cameras are offered for sale on the island.

THOSE TONGAN KOULAS

There was something wrong with ır arithmetic (page 65 of the January sue), when we discussed Tonga's old coin issue some time this year. The coins will be issued as koulas, alf-koulas and quarter-koulas. (Koula eans "gold" in Tongan.) The koula ill have a face value of £20 and the her two coins, £10 and £5 respec- vely.

We said, in January, that the half- oula would be valued at £5. It on't; it will be worth twice that.

NUTS ?



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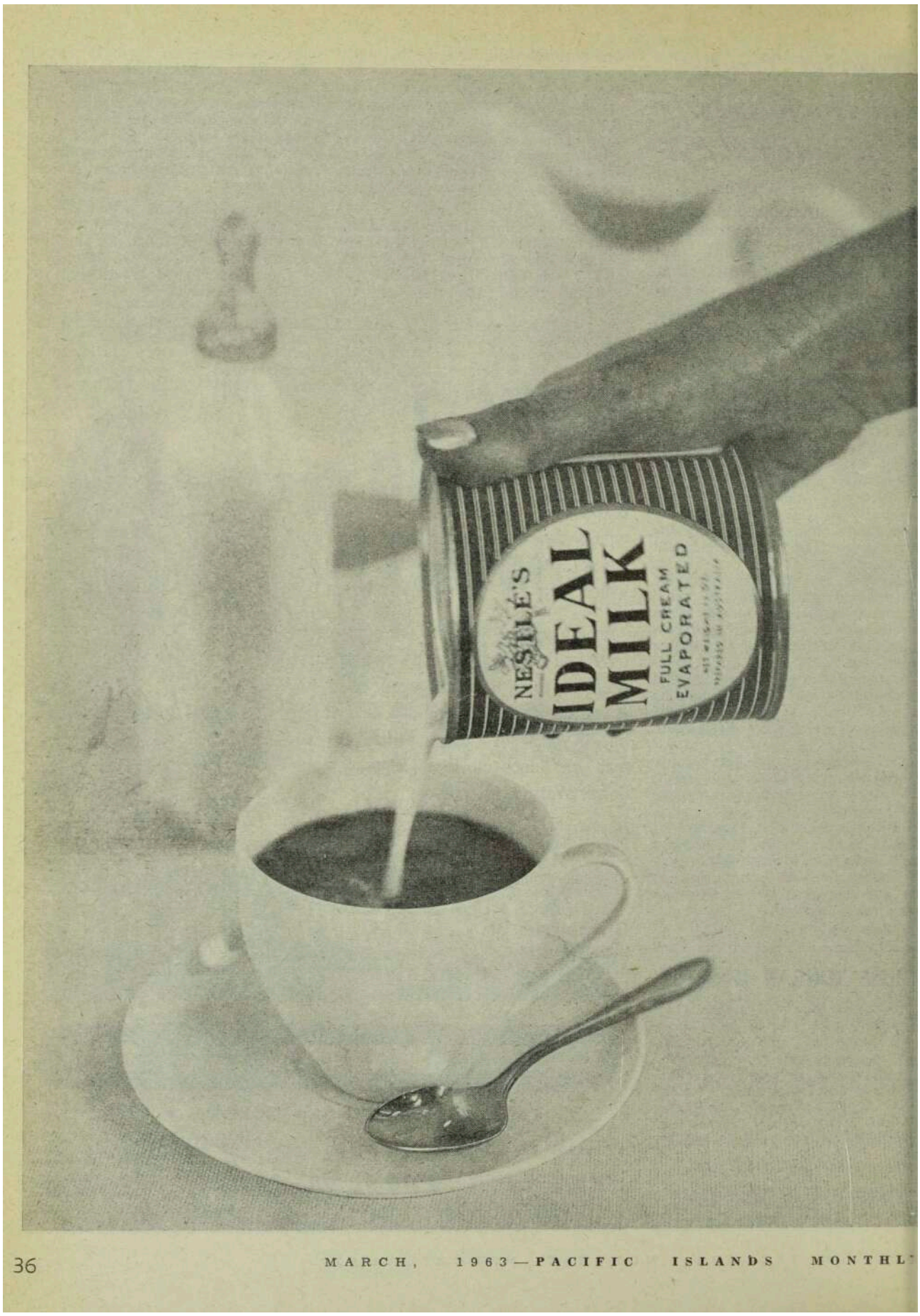
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South Pacific's Population Explosion Is Becoming A Bigger And Bigger Headache

By a Staff Writer

Less than 100 years ago, the people of Polynesia and other islands in the South Pacific were dying off so quickly from European diseases, particularly tuberculosis, many people thought they would soon become extinct. Nowadays, with better health services, the islanders are increasing so fast that more and more people are wondering and worrying what is to become of them.

HE need to find a solution to the population explosion problem is ent for three main reasons:

The islanders are increasing at a faster rate than anywhere else in world.

The small area of their islands leaves room for only limited expansion.

Most of the islands have few or no resources apart from the soil and the surrounding ocean.

he startling increase in the popuons of the main Polynesian ups plus Fiji is shown by the owing figures for 1926 and 1956 the estimated figures for 1971:

	1926	1956	1971
... ...	160,000	345,737	583,859
ga	27,331	56,838	91,923
tern			
moa ...	38,000	97,327	157,757
rican			
moa ...	9,000	20,154	33,144
k Is. ...	10,082	16,680	26,776
Poly -			
sia ...	34,720	75,127	122,023

These figures show that in Fiji, Tonga, American Samoa and French Polynesia, the population in 1971 will be about 3½ times bigger than it was 45 years earlier; in Western Samoa it will be about four times as great; and in the Cook Islands it will be about 2½ times as great.

But the land areas of those Groups, of course, will still be the same in 1971 as they were in 1926, and in most cases the islands will have no more physical resources than they had then.

More Jobs

Yet such physical resources as the islands do have will have to provide jobs for about twice as many people in 1971 as they did in 1956.

This is because the work force in each Group (i.e. the number of males between the ages of 15 and 59) will have doubled in the short interval of only 15 years.

How are these jobs to be provided when, in some Groups, there are not enough jobs to go round even now?

How Wrong Can You Be?

In appearance, she had, as yet, none of the symptoms which, in Europe, betray disease of the lungs. Her figure was full and as perfect as a Greek statue. But the characteristic short cough became more frequent, and the blue circles round her eyes grew darker. She was, in fact, a sad and pathetic personification of the Polynesian race as it gradually dies out under contact with our civilisation and our vices, soon to be no more than a memory in the history of Oceania.—Pierre Loti, referring to his Tahitian wife Rarahu, in "The Marriage of Loti", a novel about Tahiti first published in Paris in 1880. Loti visited Tahiti in 1872.

As far as Fiji is concerned, Sir Alan Burns prepared a detailed (and largely neglected) blueprint for the future for the Fijian Government in 1959. Now, Dr. K. B. Cumberland, head of the geography department at Auckland University, has put forward ideas for Polynesia and Fiji as a whole.

In a recent lecture to teachers training for work in the Pacific, Dr. Cumberland said it was clear that both physical and cultural resources in Polynesia and Fiji must be better utilised, and the soil had to produce more.

"To do this agricultural techniques must be revolutionised, institutional handicaps removed or seriously reduced, and traditional social attitudes modified," he said.

"With the exception of certain low

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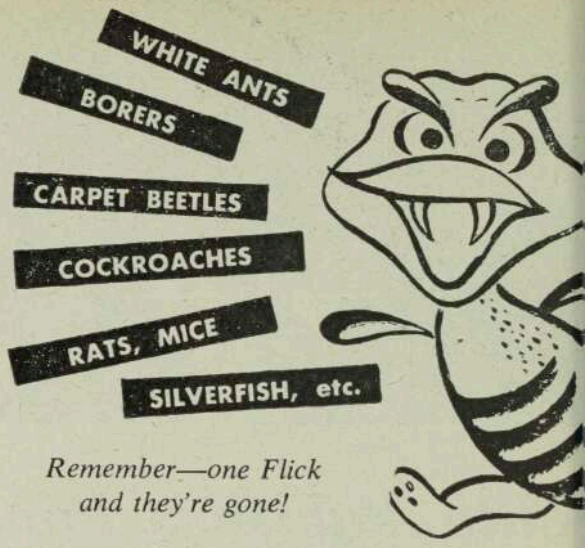
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ral atolls, the land can probably pport the growth of population at nsiderably improved standards of come until the close of the century, oviding only that these technical d social changes can be made."

According to Dr. Cumberland, ese changes can only be made by e island people when, "independent d responsible for their own fate, ey come fully to appreciate the le and significance; of traditional titutional handicaps".

"So long," he said, "as misguidedly-nevolent administering powers are epared to meet budgetary deficits ich arise from inherent deficiencies indigenous institutions and tech-logy, the real difficulties are but lden, masked and avoided."

Dr. Cumberland said that popula-n pressures could also be relieved the development of secondary in-stries such as the processing of ally-produced, and imported, raw terials.

"The pressing, refining and hydro-nation of coconut oil, the manufac-e of cigarettes, the brewing of er and the manufacture of cement Suva comprise a good example," said.

"Rarotonga's clothing and juice d fruit-canning industries are an-ier. And the remarkable growth the tourist industry . . . has be-me a matter of long-term nomic significance."

Dr. Cumberland said tertiary in-stries would also employ greater numbers of local people. "With the withdrawal of the administering powers," he said, "government administration and the operation of social services will become greater avenues of employment for islanders."

Despite the possibilities for industrial employment Dr. Cumberland said that nine out of 10 Pacific Islanders must continue to rely on tropical agriculture.

"This agriculture may become increasingly commercial and less subsistence in form and character; it may be vastly improved in technique and efficiency; but it must continue to depend upon seriously prescribed soil resources," he said.

"In the last century these soil resources have frequently been misused. Disruption of traditional forms of agriculture, and the undermining of chiefly authority in land use practices, the cultivation of commercial export crops, the abbreviation of bush fallow intervals through growth in numbers of village communities, the conversion of forest to troublesome tropical grasses by immigrant communities, and the ruthless exploitation of unstable tropical soils by Chinese market gardeners both on the Rue des Maraichers at Papeete and on the soapstone hills at Nasinu—all these have in recent decades seriously reduced the soil and vegetational resources available to support today's and tomorrow's growing numbers and needs.

"Per capita volumes of agricultural production have often declined over a period of 50 years. This is true of Tahiti, the Cook Islands, Western Samoa and Fiji. Per capita volumes of exports have also fallen. (Over)

SAMOANS CUT DOWN COCONUTS TO MAKE ROOM FOR HOUSES

One of the side effects of the population explosion in Western Samoa is that much-needed coconut trees are being cut down to make way for houses for the growing number of families.

The "Samoa Bulletin" said this in an editorial recently urging a vigorous replanting programme to arrest Western Samoa's rapidly declining copra production. The editorial underlined some of Dr. Cumberland's comments in the accompanying article.

"Undoubtedly the main reason for the decline in production," the editorial said, "is that there has been practically no replanting for over 40 years and the bulk of our coconut palms are well past their prime.

"The 20 lean years of the depression were no encouragement to plant, as the future appeared to hold no prospects of the demand for copra ever approaching the supply.

"After the Second World War things were completely reversed. The bulk of the male labour force was off the land earning wages instead of replanting, and today much of the unpaid labour of the village who harvested and dried the copra—the women and children—have not the material to occupy them fully.

"Other reasons for the decline in production are simple ones and unavoidable. The sensational increase in the birth rate is a big factor as 110,000 people consume an amazingly large number of nuts in a year when the coconut is one of the staple foods.

"In Samoa we marry at an early age and a young family must have its own home. It is surprising how many coconuts have to be felled to clear a safe site for a fale, as all who travel the roads must have noticed."

Fiji "Can Learn From Japan"

Fiji could learn a great deal from Japan and India on how to wage a battle against overpopulation, *The Fiji Times* said in an editorial recently.

"This is no easy battle," the paper said, "but there are few in Fiji more important, and the full resources of everybody concerned with the future happiness and prosperity of the Colony should be ranged solidly behind every measure that can be employed, by Government or private organisations, to help win it.

"The time has long passed when the question of how to control the number and spacing of children born should be regarded as something furtive and secret. Sufficient methods have been developed for any married couple to be able to choose at least one which will be found acceptable, regardless of personal factors or religious or other beliefs.

"In Fiji, the need (for controlling the rate of population growth) is very clear. Even now there are not enough jobs to go round. Thousands of children of large families have to go hungry or ill-clothed, and live in crowded slums.

"Every possible means should be used to let parents know that it is not necessary for them to have families of excessive size, and they should be told, in precise detail, how they can control both the number and spacing of their children.

"There is a vast amount of ignorance or inexact or incomplete family planning knowledge in Fiji among the very people who are most concerned and who would most likely take advantage of the knowledge if they had it."

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'The disastrous nature of this nomic fact has been masked by rise in prices for export com- dities, especially from 1941 to 6, and by the mounting subsidies, ct an indirect, provided in the in by taxpayers in the administer- countries."

Dr. Cumberland said that the tropolitan administrations must e the blame for the "often hidden erioration in the economic circum- nces of the island territories," and t New Zealand's approach to its inistrative problems was a good mple of how things had gone ng.

In the southern Cook Islands," he l, "the dozen years or so of British onsibility (1888-1901) was one lively economic development and cessful exporting. Chiefs had ngth, power and prestige— itical, economic and social. This a period of native agricultural commercial enterprise when ive-owned schooners provided r-island transport on a scale not wn since.

"Costly Policy"

After New Zealand annexation in 1, the Resident Commissioner med greater powers, native cials were dismissed, chiefly nority over land and in the or- isation of production was under- ed, tribal production ceased and ve transport came to an end.

There followed for half a century increasingly costly policy of mis- led humanitarianism and an cial attitude of passive indifference economic development."

Dr. Cumberland said that New land had made errors which pro- ed similar results in Western noa.

He went on: "It is a sad com- ntary on the results of the New land administration's economic cies—or lack of policy—that the v Zealand taxpayers' contribution year to the welfare of the people Niue is £50 for every man, woman child; that the subvention for 2-63 to Cook Islanders amounts £40 a head; and that direct sub- es in the past decade to Niue e amount to £300 per capita and he Cook Islands £250 per capita. In addition, of course, there have n indirect forms of assistance ough New Zealand's participation the South Pacific Commission, ough the government's uneconomic ration of island trading vessels, in other ways.

Despite his criticism of New land's economic policies, Dr. nberland said the future of Poly- ia depended "in very considerable sure on New Zealand".

PROJECT TO SETTLE TAHITIAN FAMILIES ON MOOREA

A plan to settle 150 Tahitians families in the Opunohu Valley in the central crater area of Moorea has been outlined in a report of the Societe d'Equipment de la Polynesie Francaise, which is investigating major problems for the Administration of French Polynesia.

Under the plan, it is hoped to make the life of the settlers pleasant and profitable, thus arresting the drift of Tahitians to Papeete and easing the growing population problem in Tahiti. Each family would have five hectares of land.

The report discusses the possibility of growing cash crops such as vanilla, cocoa and copra, and outlines plans for housing, sanitation, road construction, etc.

Two New Zealand scientists, J. Davidson and R. Green, who have done archaeological research in the Opunohu Valley, review the report on the settlement project in the latest (December) issue of the "Journal of the Polynesian Society."

They say: "There is considerable evidence to suggest that in former times the valley supported a large prehistoric population which was clustered well back in the valley, much of it in an area considered not suitable for habitation under the present scheme of development.

"Tahitians once found this zone most suitable for settlement and exploitation by relying on wet taro cultivation in extensive terrace systems.

"Thus it need not be assigned entirely to forest production, but could again provide for agricultural subsistence, given the proper techniques.

"On the other hand, left as a forest preserve, this zone has also spectacular tourist attraction."

"Asia may be Australia's 'Near North'," he said. "The Pacific Ocean is ours . . . Polynesia itself looks increasingly to New Zealand; and the world's powers—including distant administering powers—expect New Zealand to have an increasing influence in the future of the South Pacific."

"Triumph"

Dr. Cumberland said New Zealand had furnished some firm evidence in the last decade of its increasing ability to cope with this important period of its Pacific destiny.

The closing phase of its responsibility for Western Samoa was "a triumph", and recent policies in the Cook Islands had brought about "the first significant economic development in 70 years".

"Polynesia must be prepared to stand on its own feet and accept responsibility for its own political, economic and social future knowing it can turn elsewhere, and to New Zealand more especially, for technical assistance, administrative know-how, expert personnel and financial aid," Dr. Cumberland said.

He said that the changing political situation also made it urgent to overhaul the form and functions of the South Pacific Commission. There was a strong case for having its technical, research and advisory services strengthened and reinforced.

But if these services were to be made effective, they should be operated by the Pacific island territorial administrations and not remotely by administering powers.

Dr. Cumberland said that the member Powers of the South Pacific Commission should seriously consider replacing the Commission with a South Pacific counterpart of the Colombo Plan.

If Australia and New Zealand were to take the lead in formulating and operating such a plan, they could ensure that the political and economic changes that would inevitably take place in the Pacific would broadly accord with their own interests.

The £1 million which New Zealand now spent annually on the Colombo Plan would be much better spent in the South Pacific.

"Why not New Zealand-supported, mechanised hill-country land development in Viti Levu?" he asked. "Why not expand and bring together all the existing academic and technical training facilities in the south-west Pacific —including the Central Medical School—and establish, possibly in Suva, a South Pacific University or University College under the aegis meantime of one of the universities in New Zealand?

"New Zealand now has eight higher educational institutions for a population of less than 2½ millions. If a university is justified in the Waikato, the case for one for Polynesia (plus Fiji), with three-quarters of a million people today, a million in less than a decade, and three millions by the century's end, is even stronger."

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From the Islands Press

HERE is a concrete personal example of what institutions controlling investing capital (in Papua-New Guinea) . . . think about the future under the 1964 four-to-one native majority in the Legislative Council.

Some years ago after sinking over £70,000 in pioneering and developing my farm at Zenag, now producing milk, cream, eggs, poultry, vegetables, pork, beef, etc. . . . I asked for and got a loan of £25,000 from the bank to carry on with my developmental programme.

Last year, I was called upon to repay the principal on terms I could not meet and at the same time provide for some degree of security for the pipe dream utopia envisaged for this country by self-styled expert authorities. I requested an extension of five years on the loan but, in spite of the enhanced value of the farm, this request was refused.

I then offered to further hock 1,700 head of cattle, valuing them at the Admin. cattle subsidy of £37/10/- per head . . . This additional collateral was no incentive to a five-year extension, and I decided to approach the three other banks in Lae . . . They, very wisely, are not prepared to take the risk inherent in the premature abandonment of the lives and assets of both expatriate and native people in this country.—*Letter from Michael (Mick) J. Leahy in the "New Guinea Times Courier".*

PERHAPS the biggest problem facing us today (in Western Samoa) is education. It is not possible to educate all our young people to even a low standard, however much we may wish to do so, and the sooner that is realised the sooner there will be worthwhile results from the large, but still inadequate, sums being spent for that purpose.

There is not the money, the buildings or the staff available now, or in the immediate future, to educate all. To begin with, the population is increasing too fast. It is imposible to cope with present demands, so how can we expect to deal with the snowballing of the coming years?—*Editorial in the "Samoa Bulletin".*

I READ with great interest the article in a recent *Newsletter* concerning the police dog in Tonga who detected the kumara thief. I wonder if the Administration, the Niue Island Assembly and the Police Department, in particular, could introduce a dog of such intelligence into Niue to help in maintaining law and order on the island?

It would be very useful if a plantation is looted or even when a sixpence is missing from the house, and it would also answer the usual reply from the police when they say, "It's just too bad, it can't be proved". If we have this kind of dog then all that is needed is to telephone the dog and he will do the job in no time. I think Niue needs him.—*Letter from I. Ikimouitagaloa in the "Niue Newsletter".*

THE need for controlling the rate of growth of the world's population — fantastically and dangerously increased by advances in medical treatment and the control of killing disease — is recognised by thinking people everywhere.

In Fiji, the need is very clear. Even now, there are not enough jobs to go round. Year after year, thousands of children leave school and have nothing to do but loaf round, with mischief—and worse—as the only outlet for their energies.

Thousands of children of large families have to go hungry or ill-clothed, and live in crowded slums because, with so many to look after, the parents just cannot afford to pay for adequate food or good clothes, or meet the cost of rent and education.—*Editorial in "The Fiji Times".*

IF we decide to have self-government and keep right away from Australia and have separate government, we will be very sad people in the future . . .

Every Papuan and New Guinean should bear in mind that it is wonderful to go to mother when in time of need. The breast that fed you from your infancy is always there.—*Letter from Albert Maori Kiki, of Buka, in the "South Pacific Post", Port Moresby.*

Sourpuss "Sydneysider"

● A Tongan who has contributed to PIM before, S. A. Fanamanu, springs to the defence of Tonga in the face of what he took to be a blow below the belt by Sydneysider in a Walkabout article ("Tonga Tourist is not Amused"), January, 1963.

Tonga Talks Back On Tourism

The expressed views of the one-day-know-it-all who visits Tonga and becomes an authority overnight, has now become too monotonous and nauseating. One can easily judge that these views are highly seasoned with the more established ones of local critics who are sentenced and banished from civilisation to serve their terms, very much to their regret, in Tonga.

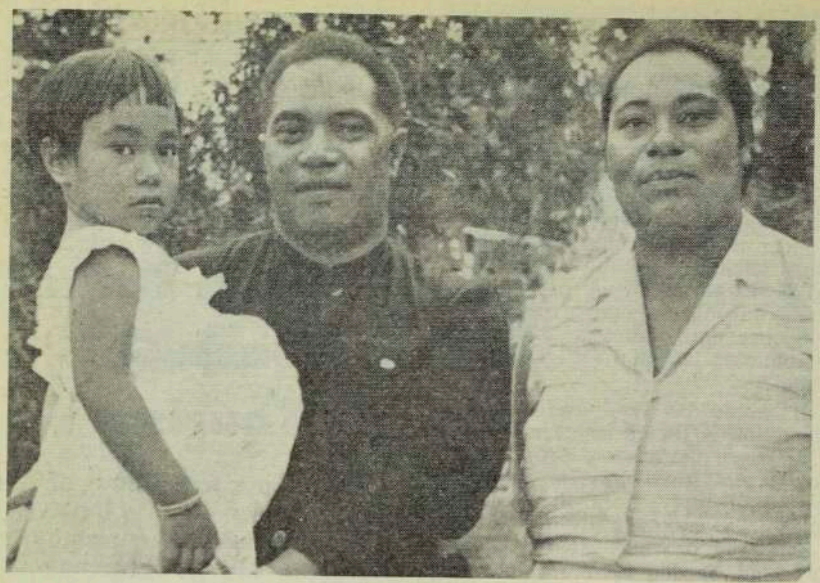
THE Tongans had quite an experience with thousands of soldiers and sailors who landed to defend the islands during World War II. They introduced into the islands innovations that threw not only our religious beliefs into chaos, but treated our traditional social structures, which had survived for hundreds of years, as a joke, and our customs as nothing. In the so-called higher places, it was felt very, very keenly. And to date it still lingers as an unpleasant memory.

Tonga is not yet in the market for attracting tourists' dollars. Tonga realises only too well that it has not the facilities to offer for the comfort of tourists, since it depends almost entirely on its agricultural strength in limited areas of arable land.

The Tongans have lived simply for hundreds of years; they would love to possess and enjoy all the modern facilities that are consistent with civilised living, but our development is conditioned by our meagre resources.

Fiji has its natural resources as well as the competition of commercial enterprises and the financial backing of the British Crown. Tahiti has the financial and trade-backing of a mother country and plenty of arable land, plus its heart-throbbing entertainment attractions. Tonga has

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A Tongan of note is the Hon. Ve'ahala, a popular member of the Palace staff, who is in charge of the archives. He is also secretary of the Tongan Tradition Committee, which for some time has been gathering material for an official history on Tonga. Ve'ahala is here seen with his family on a visit to Sydney.

only its own resources and its traditions.

The Tongans still very strongly adhere to their customs because they are their racial inheritance, and it grows with them throughout all the years of their social development. We cannot possibly throw that out overnight in order that a tourist should get his eight-hour sleep; a tourist, moreover, who is out to see the world with only one object in mind—his personal comfort.

My version of a tourist is someone who will not expect the comforts of his city to be found in Islands ports. He is someone who, with a spirit of adventure, is out to enjoy the finer points in life; to meet new people; to observe new customs; to try little discomforts that linger in memories, and such like. That is what I would expect of a tourist from any of the civilised centres who visits the smaller developing islands of the South Seas.

If a city person expects to be served and accommodated in the Islands as in his own city, then his sense of direction is at fault. He should go north to the comforts and the bright lights of Europe and the United States, but not south where he will be bound to meet with grumpy people, and a lack of his customary comforts.

Europeans who have spent years in Tonga have come to love the island so much that they make it their home. Some are married to Tongan girls and have children who are now contributing in no small measure to the development of the country and the improvement of the health and status of the people.

Europeans who are in residence have this place for their leisure. I am most curious to know what it is that these remaining Europeans have given up saying anything about. Government has made an effort to make the European expatriate officers and their families enjoy life here at the expense of taking away lands registered by Tongans as their own homes. One has only to look at the golf links, the tennis courts, the cocktail parties and clubs to see that the picture painted of European life in Tonga is not as grim as *Sydneysider* made out.

Mrs. Bella Riechelmann has kept a little candle light burning for years for tourists with the true spirit of a traveller. When she retires it will be with great honour and with memories of tourists, especially those who are out to tell others how to put on their shirts properly.

People's Party Can't Cope

The so-called "People's Party" is certainly heard in any session of the Tonga Legislative Assembly, but people's representatives are elected by popular vote. Their intellectual capacities cannot possibly cope with Tonga's problems that extend to overseas transactions, so, to that end, their opinions must be adjusted to the current overseas trends in trade, etc., through clarifications of relevant points but not by authoritative demand from chiefs or government.

The number of university gradu in the whole of Tonga can still counted on your fingers. None these few represents the people most of them are employed by G ernment.

The presence of Mr. B. L. A in Tonga, a fine architect and of the Philippines' top notch gineers, is a glaring fact on asset side of the administra ledger, since water is one item t is most vital to human developm Tonga is still developing, and it is to reach the stage of a swimm pool, with its health hazards. Wh wrong with the blue waters of Pacific Ocean?

Ironically, Prince Tungi was first Tongan to be graduated fr the world-famed University Sydney and in spite of all the offi designations enumerated by *Sydn sider*, he is being paid only as Premier. He was a resident Sydney in many of his most recept years. He was brought up ami the modern complexities of mod living right in the heart of the c of Sydney. He is the product one of the highest academic stitutions of Australia, and in activities reflects what Australia H taught him. In him and his minist we have entrusted the over- development of Tonga.

My views are by no means exposition of sensitiveness criticisms—but rather an expressi of loyalty to principles.

● *Fair enough comment, s "Sydneysider", except that, in sp of the heading that landed on t particular article, she wasn't in Ton as "a tourist who is out to see t world with only one object in mi —his personal comfort". Or even a tourist. Maybe—after 20 years these peregrinations—it is a case the spirit of adventure, that Fanama speaks about as being essential the enjoyment of the finer points [Islands] life, getting a bit frayed the edges. And not much fun in t "little discomforts", either.*

Mrs. Riechelman hasn't be "keeping a little candle light burni for tourists", but tending somethi about the dimensions of a searc light. If she gives up, then travelle who have to go to Tonga on essenti business will have to give up, to If some good fairy could waft t building of the Rainmaker Hotel Pago (which is about 60 years mo modern than Beach House), over Nukualofa and combine it with M Riechelman's friendly service an excellent food, no one would have bother about any fancy tourist hot for Tonga for years to come.

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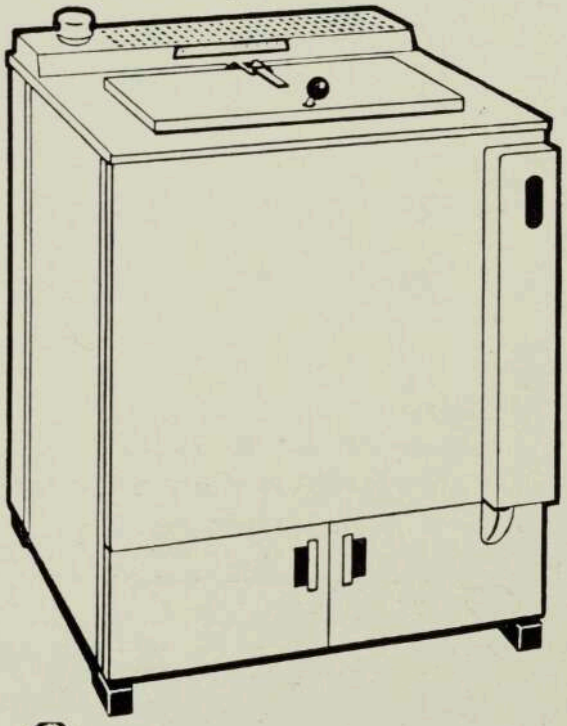


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Territories TALK-TALK

With Tolala

With Soekarno turning somersaults and handsprings in "West ian" and his apparent aspirations for his own brand of neo-lonialism, I am surprised that our own P-NG Administration is more careful in safeguarding the interests of those people in our erritory who live at no great distance from the West New Guinea rder. A discontented people may soon become fertile soil upon hich an acquisitive neighbour may sow seeds of unrest.

F particular interest was an article in the *Times-Courier*, headed Forgotten' People Seek Adminis-tion Aid". It tells of an interview th the Administrator in Rabaul of ee Wuvulu Islanders who claim y have been "sadly neglected".

Wuvulu, if I remember correctly, is other name for Maty (or Matty) and, and forms part of the Western ands. The "punch-line" in this story s in the geographic description en in the *NGT-C*:

The Western Islands, which have more than once been referred to by New Guinea Islands Legco Member Paul Mason as "the For-gotten Islands", are situated 125 miles north of Wewak *and equi-distant to West New Guinea.*

(The italics are mine.)

The Western Islanders were asking means to market their copra; de goods at reasonable prices; ter medical attention; at least one ministration native school-teacher; proper water supply; some system organised welfare service; a wire-set; anti-malarial measures, and y also desired to come under We-(125 miles distant) and not as present under Manus (330 miles ay).

By contrast, it was pointed out, islands of Mortlock (140 miles) Tasman (350 miles) east of ano, Bougainville, had regular ts from trading vessels, had seven ive teachers in the two groups, dical orderlies with supplies and eless receivers.

Sir Donald Cleland was reported have "listened sympathetically" said he would see what he could

New Guinea readers of reports of h deputations will be able to make ir own evaluation of Sir Donald's arks.

But surely a man with Sir Donald's owledge and intelligence must rea-what a potential danger cell is group of neglected people, "equi-distant to West New Guinea" as they are to Wewak.

Being of the more docile, peace-loving Polynesian type, and not im-bued with the pugnacious, "direct ac-tion" propensities of the Hahalis Bukas (who defied the Government in their fight for their rights and subsequently had a moral victory) these Western Islanders are more or less left out on a limb. Isn't it realised what "fertile soil" they present in the cold war of international intrigue?

On the other hand the international boundary adjacent to the Mortlocks/Tasmans is between T-NG and the BSIP, and there is constant (unoffi-cial) communication between the Tas-mans and Ontong Java (Lord Howe), even as there is between Buin and the Shortlands.

There is no need to guard against potential "danger cells" to the south-ward boundary, but surely the north-western boundaries call for careful attention.

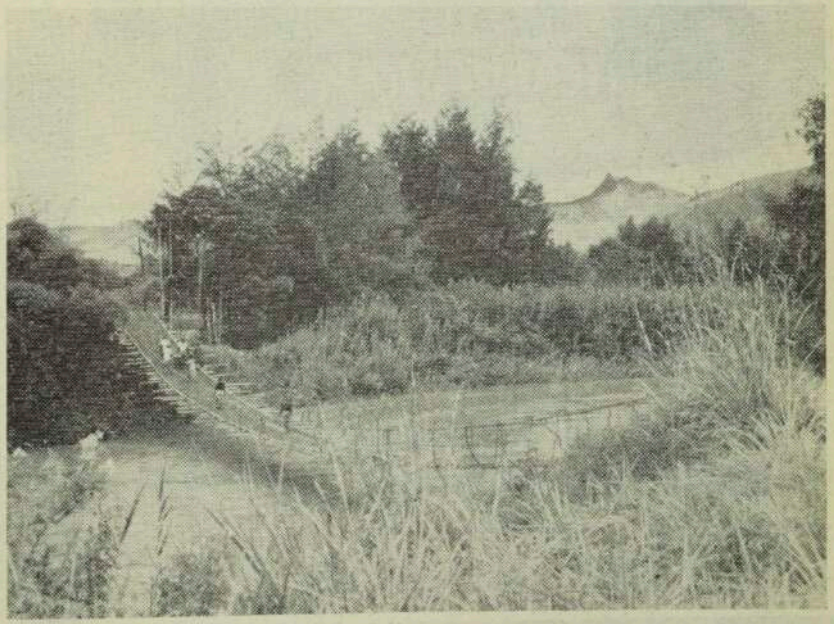
Or are neglected people in this area deemed "expendable"?

Another Potential Cell

While on the subject of these "danger cells", as I am now terming them (with the modification "poten-tial"), one must not overlook the offi-cial attitude which has occasioned much heart-burning amongst the mixed race people of New Guinea, regarding their application for naturalisation.

Although, perhaps, not numerically strong, the mixed race is nevertheless an important section in a multi-racial community, especially at this time of desired integration and assimilation, for it forms a liaison between the colours. It is as though its members wore bi-focal lenses. They can see both sides of the picture.

As a contented section of the com-munity they can be invaluable but thwarted in their desire to become naturalised, they could become "fer-tile soil" for wagers of the cold war, and we must not delude ourselves by thinking that there will be no cold



WAY THEY HAVE IN THE ISLANDS: There are all kinds of bridges in P-NG, but this one across the Asaro River at Kami, near Goroka, in the Eastern Highlands, looks a little less substantial than most.

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r. As sure as God made little ples, it'll come. In fact, it's knock- at the door already.

On the other hand, the Adminis- tion must guard against possible ckmail by malcontents using this trument to attain their own ends. s a difficult period. But these situa- ns arise when primitives become cated in social and political con- ons. It's the price of progress 63 vintage).

Gift of ech

Before leaving this topic of mixed e folk let us glance at some of the ss headlines occasioned by the bosity of one, John Guise, MLC East Papua, who is nothing if not al, and rates headlines at the drop the hat.

"The Guiding Mr. Guise" heads article in a Melbourne paper and ers to him as "church-goer, orator thinker, is seen by many as the mate national leader . . . As an tor he is superb. . .."

Shift on Control 'Needed'," says a ible-column head in Sydney's ly *Telegraph*, reporting his ABC est of Honour talk in February. . .

Guise's Strong Speech," the *South ific Post* prints in a double column on the front page, also reporting broadcast talk.

neither applaud nor deplore the orted statements by John Guise. has a perfect liberty to express his n opinions. The point at the ment is that people of mixed races not, or should not be disregarded.

ncidentally John Guise did not ak any particular new ground in plea for "policy-making" being nsferred from Canberra to the ritory. This has been a *leit-motiv* ressed by public-spirited, thinking idents of New Guinea—of every our—for a considerable period, ing back to the thirties.

The trouble in those days was that was not "news" for the Press; nor s there a political and Press policy boost the ego of the dark races, the simple reason that the Afro- ian influence in international poli- had not then been born.

And whether John Guise, in some his other broadcast remarks, is ex- ssing the general opinion of all his leagues in the Council, I wouldn't ow.

There is one point which he should t forget and that is the old adage out "who pays the piper calls the ne".

The sting in Mr. Guise's broadcast was undoubtedly in the tail:

(a) "The only way in which all doubts [regarding P-NG becoming a mere pawn in international politics] is for the Australian Government to make an absolutely clear statement that it intends to preserve the unity of Papua and New Guinea as one country till we ourselves assume full control of our destiny"

And what happens then?

(b) "In a modern world, as we all know, there are other nations, with other beliefs, who are only too ready to cash in on the opportunities provided by discontent."

How true!

(c) "The sails of this bucking ship of state are billowing with the winds of goodwill blowing towards us from the people of Australia and the free world. . ."

Was this a happy metaphor? A southerly wind blowing them whither? Northward? We hope not.

One thing is certain: We shall be hearing more about John Guise in the days to come. (Over)



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Information Wanted

I quite realise this is no "Miss Persons Bureau", but perhaps reac could help me to solve three que: that have been put to me and h me beaten.

(1) E. L. Mauseth writing fr Alden, Minnesota, USA, wants information regarding an old iden "Yankee Ned". His home base Yorke Island, NW of the Thurs Island group, but he travelled ab through the South Seas buying pe and placer gold dust. Lived to be and died in 1920.

(2) Any information dealing w a Captain William Chatfield, of British East India Company, w came to Goulburn in 1840, went Camden and Campbelltown (NS area in the 1860's, remaining u 1880. Died 1902.

(3) Information as to the whe abouts of any relatives of Harry W liam Hamilton, who died in the 1920's. Harry was the founder of *Rabaul Times* in 1925. Prior to t he was Government Printer in Rab and was a member of the AN&MI He was also a Boer War veteran. was married and had (to my kno ledge) a daughter, both wife a daughter lived in Sydney in 1920's and visited him in Rab about 1926.

End of Research Departme Thank you.

Jock Maclean Is 69

There are not many of the old-ti residents of the Bainings on Rab who do not know of Jock Macle of *Rangarere*. This month he ce brates his 79th birthday.

He has decided, apparently, to l come a bit retrospective and fr his present home at Woody Poi Queensland, I have received so clippings from the *Stornoway Gaze* (Scotland) and the *Redcliffe Her* (Queensland) which give some id of the life, packed with adventu and variety, led by this old Scot.

He was born in the bleak Ou Hebrides; found himself later tropical New Britain after havi served in the 3rd. Bn. Seaforth Hig landers in Scotland; had a period sea in the Mediterranean fruit tra then joined the Scots Guards in 19 in London.

After three years with the Guar he went to Australia and there join the Royal Australian Artillery. A then away to Papua coconut-plantii and pearl-diving. At the outbreak

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Jock Maclean.

War I he walked over the Owen Stanleys from Buna to Moresby to recruit. He served with the 26th. Bn. AIF in France and returned to New Guinea in 1920.

[He was with the Expropriation Board and it was at this period of his career when I met up with him and his charming Luxembourg wife, whose sister was Baroness von Hannsfield.]

In 1926 he purchased *Rangarere* plantation in the Bainings and extended his interests later in that area which included plantations and a gold mine.

Came War II and this phase of his life is described in the *Redcliffe Herald* which published extracts from his war diary: Of the retreating soldiers from Rabaul, following the Japanese landing there; of their escape by pinnace and eventual arrival at Buna after sundry adventures.

Little wonder now that Jock enjoys relaxing in the Queensland sun.

"I have been keeping fairly well" he writes me. "Of course I have arthritis and a tropical sore on the ankle, otherwise I am fit."

They breed 'em tough in the Outer Hebrides to say nothing of the discipline in the peace-time Guards of the early 1900's!

Another Scot

Before we leave the topic of this hardy race from north of the Tweed, I must mention another Scot whose face looked up at me from the pages of the *New Guinea Times-Courier*. At first I thought it was Nino Culotta, of *Weird Mob* fame, but it was none other than McGregor Dowsett on a visit to his old stamping-ground, Rabaul.

He was the founder and ever-energetic worker for New Guinea's Caledonian Society in the Bad Old Days of Pre-War II.

McGregor Dowsett was a personality, not only in Rabaul but throughout the Territory. Nor was his status necessarily created by his bank account. The Caledonian Society, which he so ardently fostered, became a well-known medium for its charitable work, besides organising many a successful social function.

Jim (although he usually received his full name of McGregor Dowsett) made life much brighter for many an inmate of Namanula Hospital when he brought in large bunches of roses from his North Coast gardens.

Last time I had heard of him was from a fellow passenger on *Bulolo* in 1955, who told me then that McG. D. was a member of the Geelong (Vic.) City Council.

May his shadow never grow less.

Arts and Crafts

Mr. Stuart King, an arts teacher in Port Moresby, has urged that the native people should extend village industries. In other words, to make the things their parents made and for which they should have a natural adaptability.

From his photo in the *South Pacific Post*, Mr. King, with his tousled hair, does not give the impression of living in an ivory tower; but he has the right idea and it is to be hoped that officialdom gives its imprimatur to his suggestion for the encouragement of native arts and crafts.

It is something which the Territory can cash-in on for years to come —if only it is properly exploited. From Manus to Bougainville there are hundreds of native craftsmen—men and women—working their looms, making their baskets, weaving anklets and armbands, fashioning pipes and saucepans, all of which could become valuable items of trade and tourist attractions.

As I mentioned not so many moons ago: Where are the Sticks of Aua, with their whale-bone centres and mother-of-pearl inlays? Or the tortoiseshell rings from Matupi Island? Where the woven mats from Tasman and Mortlocks? The Buin baskets? The hard-wood carvings from the Sepik? Are they laying catalogued in American museums, picked up by itinerant anthropologists and ethnologists?

Have we thrown away the heritage of these primitive peoples and become concerned only in civilising them to our way of life so that they forget their own arts and crafts, and thus leave us no trace of their own culture?

Let's hope not.

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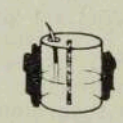


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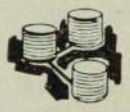
5. Test each tank for leaks before installing. After testing, drain tanks effectively.

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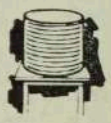


6. Always provide the tank with a cover and strainer.





3. Do not connect tanks in series, either by overflow or through common outflow pipes.



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8. Some bituminous paints may be satisfactory for painting inside the tank, but others can seriously affect its life. Contact the John Lysaght office in your State for advice on this matter.





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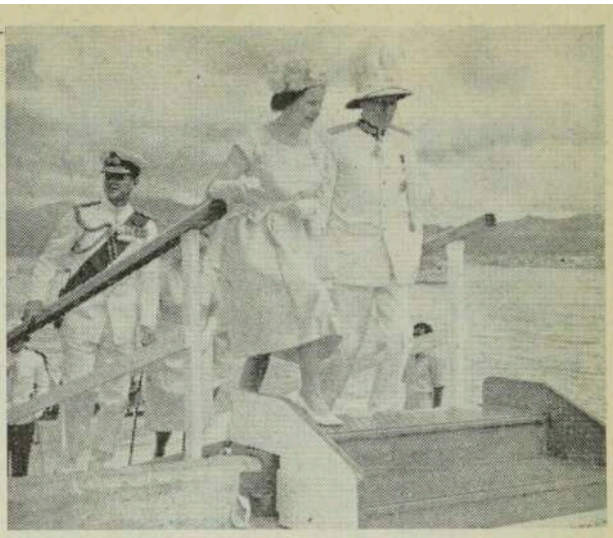
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The Queen In Fiji





'STAGGERING' WELCOME

From Correspondents in Suva and Lautoka

When for only the second time in 10 years the Queen saw Fiji in February there was no doubt as to who her most loyal subjects were. The depth of reverence with which the Fijian people greeted her and Prince Philip astounded visitors.



QUEEN IN SUVA: The Queen, escorted by Sir Kenneth Maddocks, steps on to Suva wharf (top right) after disembarking from the "Britannia". Shortly afterwards she was presented with a bouquet by little Adi Kaunilotuma, daughter of Ratu George Cakobau, paramount chief of Fiji. In later Fijian ceremonies of welcome the Fijians, above, presented gifts of finely woven mats and tapa.—Photos: Rob Wright.

ALTHOUGH the Queen was in fact merely en route to her major tour of New Zealand and Australia, and spent only an hour in the Nadi-Lautoka side of the island and less than a day in the capital, the extent and the quality of the Fijian preparations to welcome her were staggering. Many of the big party of overseas newsmen who covered her arrival made it clear in their reports that Fiji obviously was not one of the colonies hell-bent for independence from the Crown.

The Royal couple reached Nadi by BOAC jet from London at 7 p.m. on February 2—21 hours behind schedule after being delayed by bad weather in Canada and Hawaii. They drove the 14 miles to Lautoka where they boarded the waiting Royal yacht *Britannia*, which had been sent ahead, and made the overnight voyage to Suva for the concluding day of their Fiji visit.

In the Nadi-Lautoka area it was the Fijians with their simplicity and sincerity who stole the show. There was a specially remarkable demon-

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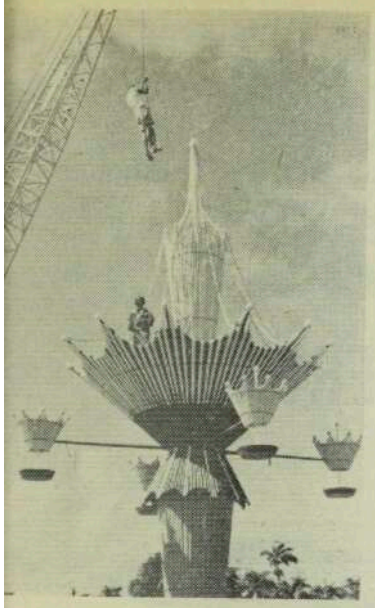
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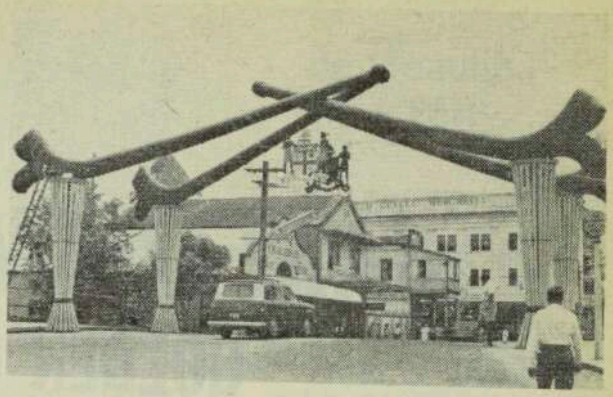
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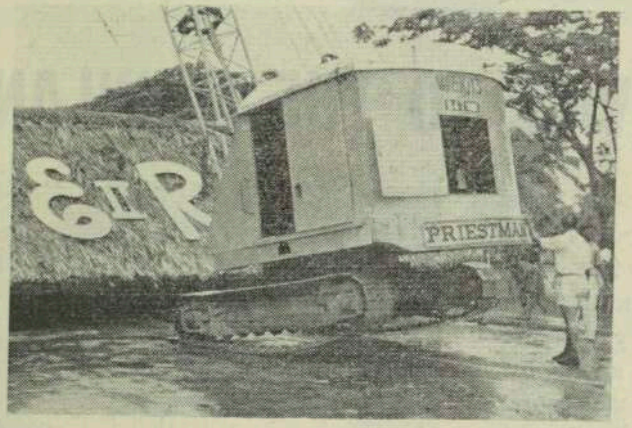
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Suva streets were gaily decorated for the Royal visit. Workmen (left) erect a set-piece after having completed a motif of crossed war clubs and the Fiji Coat of Arms, above.

os:
Wright.



OOPS! Heavy rain made this thatched roof decoration so heavy that the crane almost lost its balance. But the job was done eventually, with the fine effect seen below.



stration by the historic village of Viseisei, through which the Royal car passed en route to Lautoka.

Viseisei, which is the legendary landing place of the first Fijian migration to the island, worked from dawn to dusk for days before the Queen's arrival, preparing for the brief minute or two which the Queen took to drive through the village at six miles an hour in a closed car. Everything had to be "just so". There had been rehearsal upon rehearsal.

The village's chieftainess, stately and dignified Adi Mere Tavaiqia, revered in her own right by the people of the district, took charge of the welcome preparations for this, the first and last opportunity most of her people would have of seeing a reigning Queen of England.

On the arrival of the Royal car, brilliantly costumed warriors moved out from the roadside carrying bamboo flares and escorted it through the village.

Fanfare

Adi Mere's own drum, used only on occasions associated with her movements, had been sounded to herald the approach of the Royal entourage and a fanfare of warning to the assembled population had been given on a large seashell.

The entire roadside of the village was lined with more warriors in full dress, each carrying a bamboo flare, and on the kerb groups of villagers, again in full costume, were formed into tableux depicting aspects of Fijian life.

Amidst it all, stood Adi Mere, regally dressed as befitting a chieftainess of the Fijian race, accompanied by her ladies-in-waiting and persons of her household.

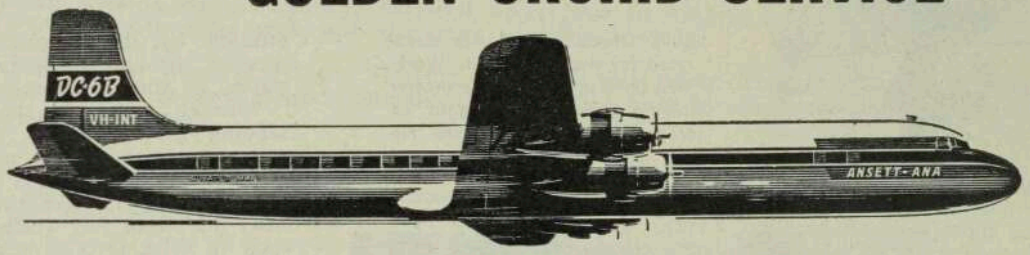
At Lautoka itself it was very much the same story. On the outskirts of the town, a group of warriors, again carrying bamboo flares, joined the Royal procession and ran alongside the car to the town square as an escort.

As the Queen alighted from her

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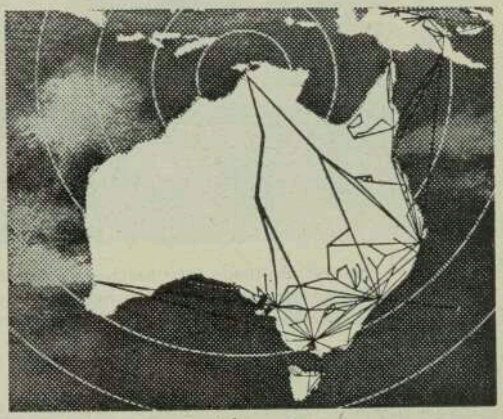


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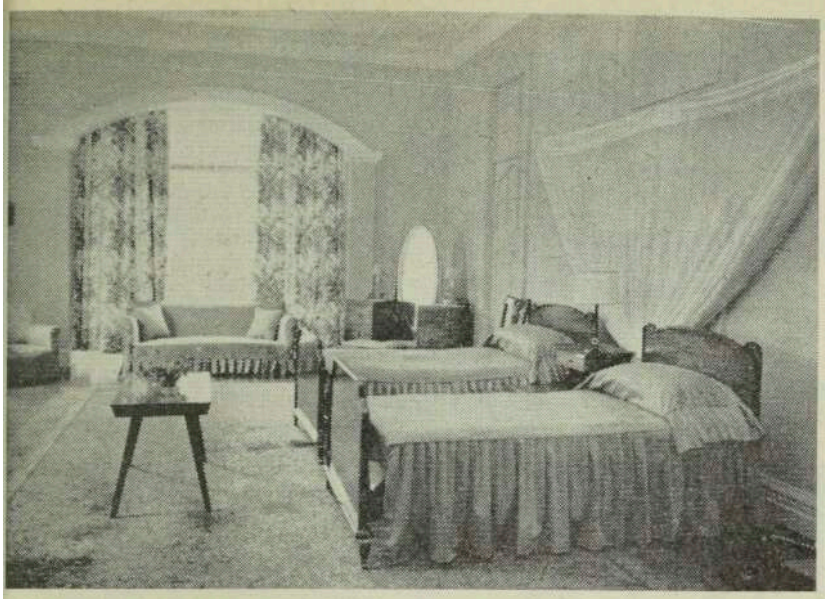
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This bedroom, with a sitting room attached, was set aside at Government House, Suva, to give the Royal couple an opportunity to rest during their brief, but busy, visit to the capital.—Photo: Rob Wright.

ır to receive the Mayor, Cr. R. B. ıgleton, and his councillors, it was Fijian choir of hundreds that raised s voice in a joyful anthem of wel-ome (it could be heard at the wharf, ore than a mile away). It was a ijian reed fan that backed the agnificient bouquet of flowers pre-nted to her on behalf of the people Lautoka by an 8-year-old Indian rl Satish Kuar.

Again it was hundreds of Fijian arriors in full dress who lined the ile-long road to the wharf, never illiantly lit in normal times, each an holding aloft his flaming mboo torch to illuminate the ueen's progress and make sure the iver of the gleaming Rolls Royce d not stray into the multitude of t-holes flanking the road.

It was nearly all Fijian, from the ıards at the reception pavilion in e Lautoka town square; to the ımpeters of the Fiji Police Force ıo sounded a fanfare on silver ımpets to herald her arrival; from e choirs singing her praises and rewelling her at the wharf with *Isa i*, the haunting song of farewell ıown to thousands of tourists, and the thousands who trekked two ys from the interior and sailed in m the remotest island for that one ief glimpse.

Rarely has Suva's reef-fringed rbour seen such a spectacle as that e next morning, Sunday, when the yal yacht sailed through the main ssage and into the harbour. It was the middle of the rainy season t it was sunny Queen's weather.

The *Britannia*, with its escort of yachts and power boats from the Royal Suva Yacht Club, steamed slowly to her moorings off the King's Wharf with the echoes of the Fiji Military Force's 21-gun salute still rolling in the hills.

There was an enormous crowd watching as the Governor, Sir Kenneth Maddocks, and Lady Maddocks accompanied by the ADC and the matanivanua (spokesman) went out to greet the Queen and Prince Philip. Sir Kenneth had first welcomed the Queen at Nadi the previous night.

Invited to Land

Eight Fijian chiefs followed and in their traditional dress performed on board the *Britannia* the solemn ceremony of cavuikelekele (invitation to land).

After Ratu Etuwate Mataitini had presented the tabua (whale's tooth) the party returned to the wharf and five minutes later the Queen and Duke set foot on land. Then she heard the great Fijian welcome "Ni mata vinaka mai", reserved for persons of the highest rank.

Heading the list of those presented to the Queen on the wharf was the Chief Justice of Fiji, Mr. Justice MacDuff, the Speaker, Mr. Maurice Scott, members of the executive council, the Mayor of Suva, C. A. Stinson, and Mrs. Stinson, and members and officials of the Council.

Although nobody knew it, tragedy was at hand at that stage. Councillor

(Advertisement)

Be Beautiful at Forty

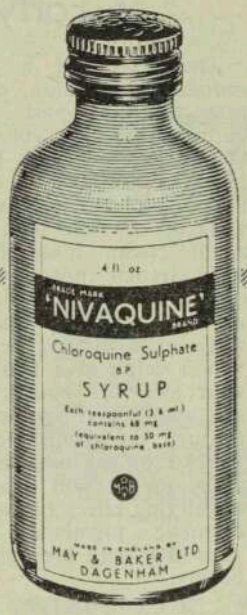
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. . . . Margaret Merril.

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J. B. Singh took the Queen's ha in greeting and talked to her. Minut later, but the Queen was never to Councillor Singh, slightly indispos previously, collapsed. He died Suva's hospital shortly afterwards.

Suva's main streets, decorated w set-pieces of war clubs and arch of thatch and bamboo, were lined deep with a crowd which from Suv normal population of about 40,0 had swollen to 100,000.

As the Queen and Prince Phi passed in an open car smiling a acknowledging their welcome th must have again noticed what th experienced on the road to Lautoka the quietly majestic welcome of t Fijians, that deep silence with whi the island people honour Royalty.

The Indians, gay in sport shi and saris, clapped gravely; and t Europeans gave voice to th emotions.

At Albert Park, a kaleidoscope colour, more than 14,000 scho children were congregated. After brief religious service conducted the Rev. H. W. Figgess, Anglic Vicar-General of the Diocese Polynesia, and the Rev. Setar Tuilavoni, head of the Method Church in Fiji, the Queen and Prin Philip, in a specially convert Land-Rover, drove round the park, and out of the ranks of the childr

Lusty Cheers

The youngsters let themselves with lusty cheers and waving fla and from the attitude of Prince Phi it was plain that he was enjoyi himself.

From there the Royal party dro to the nearby grounds of Gove ment House, where the Fijians, c playing that almost religio reverence accorded to Royal extended to their Queen their homa with age-old ceremonial.

Seated in a Royal pavilion ma from bamboo and leaves the Ro couple, the Governor and oth members of the Royal party, watch with interest as the Fijians perform their various symbolical tasks deep, solemn silence.

From a large leaf, Adi Li Lalabalavu, wife of Ratu K. K. Mara, splashed sea-water over bows of a canoe placed on the lav Thus she represented symbolica the passage of a canoe over the to a safe landing.

A tabua was laid on the bow the canoe by Adi Samanu Cakobau, eldest daughter of paramount chief, and when whale's tooth was laid before Queen's official spokesman, R Rusiate Komaitai, it signalled the e of the Qalowaqa ceremony.

Then the Vunivalu of Bau hims

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Queen carried out an investiture in
rnment House, personally presenting
ds to those she had named in New
and Birthday Honours Lists. Here
-Col. H. M. Boulton receives the OBE
Mil.) from the hands of the Queen.
Photo: Rob Wright.

George Cakobau, with his
iors, chiefly costumed, and with
ecklace of boars' tusks, slowly
nted the pavilion steps and
ed before the Queen a large
a.

nd so the Fijian ceremonies con-
ed in the noon-tide heat with
and television cameras whirring,
thousands watching.

wenty-two men staggered under
weight of the enormous yaqona
kava) root as it was placed on
mats of masi in front of the
l pavilion.

his was followed by the yaqona
mony, the solemn mixing of the
na in the tanoa (bowl),
inating in the presentation to the
n by the cup-bearer of the first
(coconut cup) of the liquid.

uickly and without pause the
n drank the kava. When it was
Duke's turn she glanced sideways
im, a hint of amusement on her
as if she was thinking, "Now
our turn!"

he last of the ceremonies was
presentation of the food, a large
et of the island's fruits and
roots and a roast pig which measured seven feet from its snout to its tail.

Then for the first and only time the huge crowd heard the Queen speak.

"I thank you warmly for the ceremonies of welcome which you have just performed in accordance with your custom," she said.

"My husband and I are very happy to return to these lovely islands and to be able to renew our acquaintance with the people of Fiji, whose loyalty and devotion to the British Crown has been demonstrated on so many occasions.

"Your islands face many difficult problems, but without doubt these problems will be overcome if they are approached in the spirit of tolerance and understanding, and with the determination to find solutions which will contribute to the good of all.

"I shall always watch the progress of Fiji with keen interest and shall pray for the happiness and prosperity of its people."

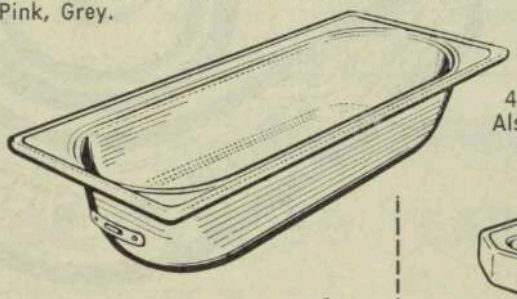
The luncheon in a specially built shelter in the Government grounds was seen by only a few, the members of Legislative Council and leaders in Fiji. Only a small group saw the investiture that followed in Government House when the Queen made the awards to those she had

MALLEYS

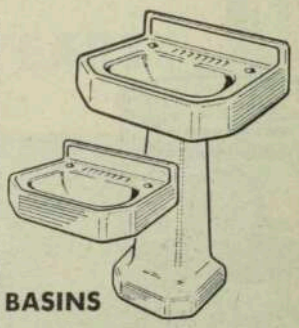
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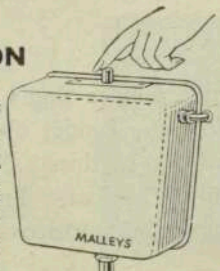


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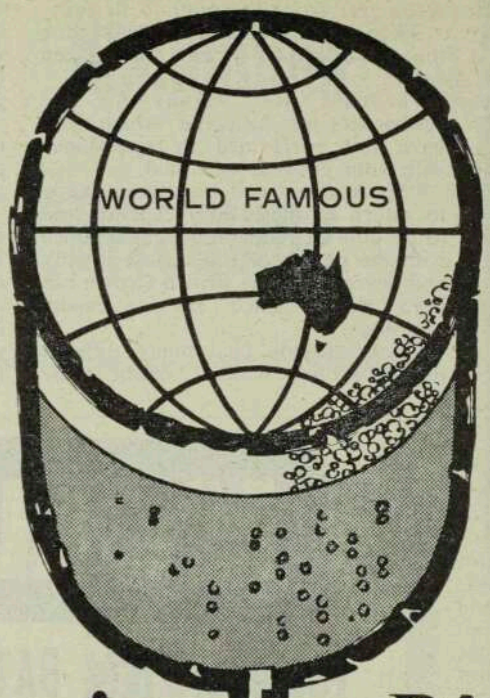
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e of the first bouquets the Queen re-ved in the Colony was this one from ractive Satish Kuar, eigh-year-old ughter of a Lautoka councillor. The sentation was made in Lautoka the ht the Queen and Duke arrived at Nadi.

Photo: Rob Wright.

med in the New Year and Birthday nours lists.

As the Duke, wearing an open cked undress bush jacket, with lmiral's insignia, leaned against a lar—only a spectator like the rest the Queen gave the insignia of the corations to their recipients.

At a steady six miles an hour the yal car took the Queen and the ke back to the *Britannia*.

Despite the long ceremonies, the amy humid heat and some fatigue ich she must have been feeling, e Queen stood with the Duke all e way, as the car passed through e Government House grounds be-een rows of uniformed youth or-nisations, and through the streets the city.

All along the route the people d gathered to catch their last mpse of the couple.

For many of the girls the Duke is a romantic figure. As he stood ll, distinguished and handsome in s white uniform with the gold signia of an Admiral of the Fleet, must have heard some of the rlish remarks of appreciation.

As the *Britannia* inched away from e wharf the Queen and Duke peared on the upper deck and aved the last farewell to Suva and ji.

P-NG PEOPLE TO MEET THE QUEEN

A delegation of 12 Papua-New Guinea residents, led by the Administrator, Sir Donald Cleland, with Lady Cleland, will be presented to the Queen at Government House, Canberra, on March 12.

WITH the exception of the Administrator and his wife, all members of the delegation were born in the Territory.

The members are:

Mr. and Mrs. W. J. Grose, of New Ireland. Mr. Grose is president of the New Ireland Branch of the New Guinea Planters' Association, and the son of the late W. J. Grose, MLC, for New Guinea. Mrs. Grose is the daughter of an early settler, the late Mr. Earnest Stanfield.

Vin ToBaining, MLC, of Rabaul, who is a Tolai leader.

Joseph Auna, 25, of Laguia, Bougainville, a communications officer with the Department of Posts and Telegraphs.

Miss Fide Julenuo, 21, of Finschhafen, schoolteacher, now Assistant Information Officer at the UN Information Centre, Port Moresby.

Nyala Tom, field assistant with the Department of Agriculture.

Phillip Bou, 22, of Rigo, now stationed at Minj as a cadet patrol officer.

Miss Mary English, 19, of Port Moresby, a social welfare assistant.

Wilfred Moi, 37, of Dogura, assistant medical officer, the first Territory graduate from the Central Medical School.

Vincent Eri, 26, Heavala, Gulf District, the first indigenous assistant district education officer.

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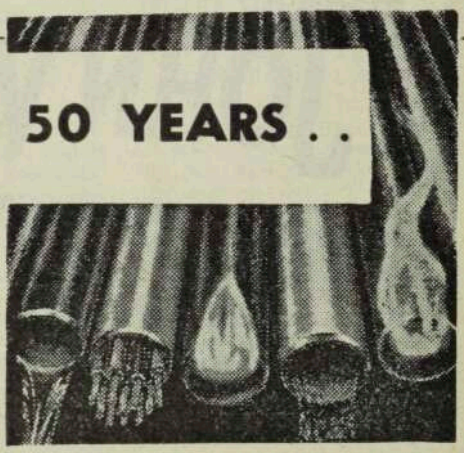
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Talk Of Self-Government In The New Hebrides, But It's A Long Way Off

By Robert Langdon, recently returned from Vila.

Although neither the British nor the French Government has made any public statement on the matter, Europeans in the New Hebrides believe that both Governments are working towards eventual self-government for the New Hebrideans.



British Resident Commissioner in the New Hebrides, Mr. A. M. Wilkie.
Photo: Reece Discombe.

HOWEVER, none of the Europeans I have spoken to foresees the New Hebrideans governing themselves in less than a generation, and some predict that self-government is still "at least 50 years away".

Both the British and the French are spending much more money in the Group now than they have ever done in their 50-odd years of joint administration. This is especially so in the field of education, but the New Hebrideans still have a long, long way to go before they will be educated enough to run their own country efficiently.

At present, few of the 55,000-odd New Hebrideans have had more than two or three years' schooling; only a handful have reached high school standard; and there are still a thousand or so natives in the interior of Espiritu Santo and Malekula who have had almost no contact with Europeans and, until recently, were cannibals.

The New Hebrideans are Melanesians. In their primitive state, they were regarded as among the least attractive and most savage people in the South Pacific. But under the influence of civilisation, they have generally become tractable and likeable people.

Missionaries of the London Missionary Society arrived in the Group in the 1830's, and until the last few years, the education of the natives was entirely in the hands of various missionary bodies—both British and French.

This has meant that the population has been divided into two camps —one with a British background, and one with a French. But as there is no common native language in the Group (dialects, in fact, differ from village to village), the English and French languages have brought the natives closer together than they would otherwise have been.

There is no joint Education Department for the Group, and it is hard to see that there ever will be. Because of the language barrier, both Administrations seem destined to deal with education in their own ways.

Big Church Tasks

Except for a small primary school at Vila run by a local Parents and Citizens Association and subsidised by the British Administration, all British schools—274 in 1962 with 7,700 pupils—are run by Protestant church missions. The missions, which prefer to be called voluntary agencies, are: Presbyterian (184 schools), Melanesian (51), Seventh-day Adventist (23), Churches of Christ (13) and Apostolic (3).

However, since 1959, the British Administration has played an increasing part in the work of education. In that year, Mr. Albert Fowler, a former principal of the teacher training college in Uganda, took up the newly-created post of Senior Education Officer with the Administration. Since then, a British Education Advisory Committee, including representatives of the five voluntary agencies, has been set up.

One of the committee's aims is to establish a system of primary education common to all five voluntary agencies, consisting of four years of junior primary education and four years of senior primary—the latter to be available to selected students.

The committee has also asked the British Administration to establish a school for secondary education, but the Administration has made no decision on this.

Teachers Trained

As a first step towards a higher standard of education, a teacher training college has been built on a hill at Malapoa, about two miles from Vila overlooking the harbour. The college, Kawenu, was designed to accommodate an annual intake of 36 students for a two-year course, and was mainly built with Colonial Development and Welfare funds.

The first batch of trainee teachers entered the college in mid-March, 1962, and the next 36 were due to start training at the beginning of February. The staff of the college comprises two Government Educa-



There is much building of new schools in the New Hebrides. This French one is in Vila.

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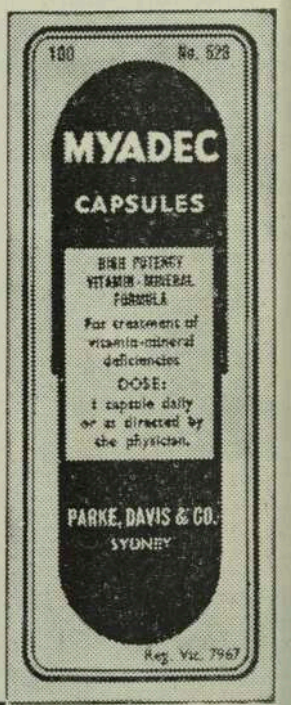


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ion Officers and three tutors from he voluntary agencies. The principal s Mr. D. F. L. Pritchard, an English-nan, formerly on the staff of the University of Ghana.

At present, the highest level of education available in the Group is provided at a Presbyterian school at Onesua, on the north-east coast of Efate. The top class is about equal o top primary classes in Australia or New Zealand.

The only British-educated New Hebrideans who have bettered the Onesua standard are those who have been awarded scholarships provided by the British Administration. Boys go to the King George VI secondary school at Auki, BSIP, and girls to secondary schools in either New Zealand or Australia.

Nine boys are now at Auki and ive girls are in New Zealand. One boy, Andrew Butu, sat last year for he Cambridge Overseas Certificate, he final examination at Auki after a course of four or five years. This s the highest standard of education a British-educated New Hebridean has reached.

The French Administration has also taken an increasing interest in he education of New Hebrideans in he last few years. It has now established 15 free public schools, with an enrolment of 1,060 pupils, throughout the Group. This com-pares with only five schools in 1959.

Education

Other French funds have been used to subsidise church schools, of which 19, with an enrolment of 2,082 pupils, are run by Catholic missions and four (enrolment: 178) are run by a Protestant mission. A total of £5,690 was also provided last year for students on scholarships overseas —about 95 at high school in New Caledonia, and two at university in France.

The standard of education at the French schools throughout the Group s generally lower than at the British schools. But the French Administration is expected to establish soon a teacher training college similar to Kawenu College.

Meanwhile, the British Resident Commissioner, Mr. A. M. Wilkie, and his French counterpart, Mr. M. Delauney, have agreed that there should be greater co-ordination in education in future.

Two ways in which this will be attempted will be by avoiding duplication of educational facilities in any area and by providing French teachers to teach French in British schools, and vice versa, when secondary education is introduced.

In an interview, Mr. Wilkie told me that the New Hebrides was faced with two great problems.

"One," he said, "is the adequate preparation of the people of the New Hebrides to take a greater part in the administration of the territory and in public affairs. This means better education and better facilities for training.

"The other great problem is economic development to increase the national production to keep up with population increase and the greater needs of the future. This involves adequate planning in the agricultural, industrial and mining fields."

At present, the main exports from the Group are copra, frozen fish, cocoa, manganese and coffee.

Mr. Wilkie said that in comparison with other Pacific territories, the economic future of the Group "appears to be hopeful".

He added: "Although some copra plantations are affected by the bug *Axiagastus*, which is reducing production, there have been considerable plantings by New Hebrideans in the past few years which should lead to a higher production.



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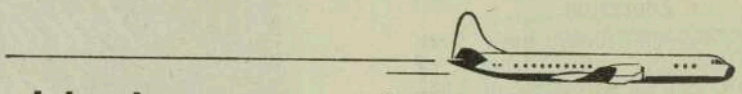
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"There is scope for more cocoa and coffee. The export of fish is doing well. But there has been a temporary setback in the export of manganese." (*PIM*, Feb., p. 43.)

Mr. Wilkie admitted that lack of labour was handicapping the development of the Group, but he said planters had partly overcome this by mechanisation and the use of cattle to keep their properties free of weeds.

Few of the 2,000-odd Tonkinese who were imported before the war to work on French plantations are now employed in this work. Most of them have become taxi drivers, office workers, mechanics, carpenters, plumbers, shopkeepers or market gardeners in either Vila or Santo.

New Hebrideans generally do not care to work on European plantations for any length of time unless amenities such as picture shows and free liquor are provided. They can make more money working on their own plantations.

About 500 Wallisians and Tahitians and a few Fijians provide some of the skilled labour in the Group, but most Europeans say they are not as efficient as the Tonkinese.

In Vila and Santo, the Europeans do not look forward to the day when most of the Tonkinese are repatriated—this being the desire of about 90 per cent. of the Tonkinese and the policy of the French Administration when political difficulties with North Vietnam are ironed out. The repatriation of the Tonkinese will mean, among other things, that fresh vegetables will no longer be available.

However, by the time the repatriation problem is solved it is hoped that many New Hebrideans will have acquired skills as mechanics and building workers.

Meanwhile, the New Hebrideans are showing an increasing interest in the business of government and in the need for co-ordination of governmental activities within the Group.

There is some talk of self-government among them, but they are more interested in learning how government works than in pressing for a greater part in the government of the Group.

Taking part in even the simplest form of self-government is something quite new to the New Hebrideans. Only in the last five or six years have local councils been established; and the only body which gives the natives a say (and some experience) in the running of the Group as a whole is the Advisory Council, established in 1957, which meets only once a year.

Twenty local councils have so far been set up. They are responsible for the maintenance of law and order and the cleanliness and sanitation of the villages in their areas, and the provision of population statistics.

The Advisory Council, which has 16 non-official members, eight of whom are New Hebrideans, has no legislative powers. Its function is merely to advise the Resident Commissioners on matters of national interest. So far there are no plans for the establishment of a Legislative Council.

Higher Training

In most Condominium Government offices there are few New Hebrideans above the status of messenger. But a move is now on foot to train the natives for higher positions, and most of the clerks and counter officers' jobs will probably be taken over by natives within four or five years.

Although some Europeans speak ominously of the day when the New Hebrideans will take over the running of the Group entirely, it seems that there will be room for European enterprise and capital for many years yet.

One senior official describes the group as "the last refuge of laissez-faire capitalism", and this is a seemingly accurate description.

Any Briton or Frenchman with capital, skills or ideas that will contribute to the territory's economy is welcome in the New Hebrides.

There is no income tax or company tax and the Government is normally willing to negotiate low export duties in the early years of the establishment of new export enterprises. These incentives apply to all overseas investors.

Although titles to many areas of land are still subject to dispute, there is nothing to stop Europeans from negotiating the purchase of land from the New Hebrideans where their titles to it have been established. There are many acres of good land, such as the former sheep station at Erromanga, which are lying idle.

In the past, there has been far more French enterprise and capital in the Group than British. The only substantial British firm now established there is Australian—Burns Philp—and except for Government officials, nearly all the British residents are either Australians or New Zealanders. (Several Government officials are Australians and New Zealanders, too).

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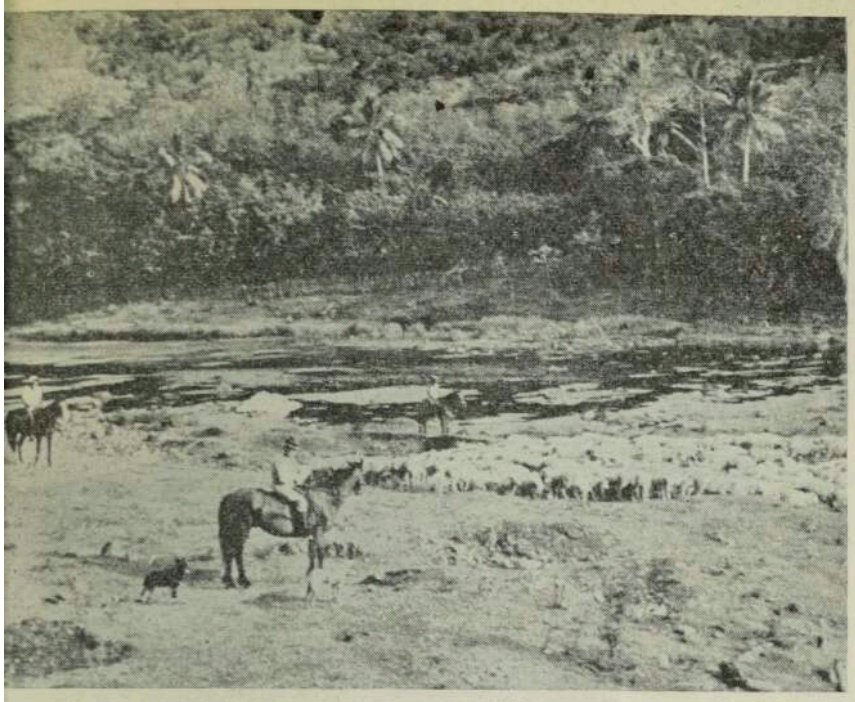
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There are many acres of good land lying idle in the New Hebrides—such as this former sheep station at Erromanga.

Great Britain derives almost no benefit from the New Hebrides as it buys none of the Group's exports and provides only a tiny fraction of its imports.

Australia, on the other hand, provides about half of the imports (more than £1 million worth a year) although it buys only about a fiftieth of its exports.

It is therefore not surprising that many Australian residents and some British officials feel that Australia should take a greater interest in the Group.

Australian Interest

Understandably, the Australian Government is not eager to take over Britain's administrative responsibilities, as these involve much expense and many headaches, but little else.

But as the New Hebrides are of considerable economic and strategic value to Australia, an active good neighbour policy towards the Group could do nothing but good.

One long-time Australian resident in Vila believes that Australia could win friends and influence people in the New Hebrides by:

- Providing a better service on Radio Australia. ("When you turn on the radio these days, especially on Sundays, about the only session you can get is Indonesian", he says).
- Providing more trips to Australia for leading natives. ("The value of such trips was illustrated recently by the enthusiastic account given to the British Residency's *Newsletter* by Mr. Tom Tipoloamata, chairman of the Tongoa Local Council, who visited Australia as guest of the Australian Department of External Affairs").
- Providing such things as hot air dryers so that the natives can improve the standard of their copra.
- Providing scholarships or a Colombo Plan so that talented natives could get a better education.

Mr. Wilkie agrees that a Colombo Plan would be a good idea. But he says: "The basic problem is providing satisfactory education within the Group to a standard which will enable New Hebrideans to take advantage of educational facilities available overseas".

Another Government official put it this way: "Education is essential if Britain and France want to get out of the New Hebrides without creating another Congo".

• More building is going on in Vila now than at any time in its history. See the "rags to riches" story of SHET, p. 117.

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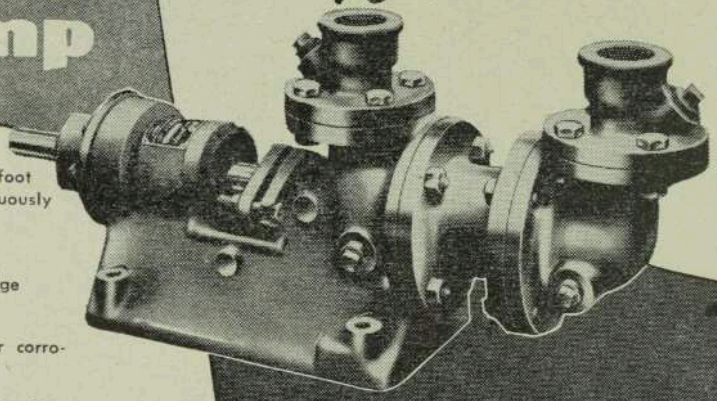
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POLITICAL CHARADES ON NEW GUINEA'S FUTURE

From a Port Moresby Correspondent

The week February 3-February 10 should long be remembered in Papua-New Guinea as one of the most dramatic and most important in the political development of the Territory. The Minister for Territories, Mr. Hasluck, and a Labour Party delegation led by the Deputy Leader of the Federal Opposition, Mr. Whitlam, were working their way on concentric courses around the Territory (but in opposite directions), and Mr. John Guise was emerging as the elder statesman of Papua-New Guinea.



Mr. Paul Hasluck, Minister for Territories.

THE people were being told, more or less simultaneously (but by different people), that Australia had no hope of retaining political control over Papua-New Guinea beyond the Sixties, and that Australia would not force independence on the Territory, or withdraw its support and finances before the people asked it to leave.

The slumbering proposal of a university for the Territory was jolted awake by the announcement of a University Commission to examine all aspects of tertiary education.

The week got off with a bang on Sunday, February 3, when John Guise, MLC, broadcast as the Australian Broadcasting Commission's Guest of Honour to an Australia-wide audience. Speaking "for my people, and not only for myself", Mr. Guise offered Australia the future friendship of Papuans and New Guineans in return for "greater effort . . . action now . . . and . . . a great deal of . . . policy making . . . transferred from Canberra to Port Moresby".

Bold Expansion

Pleading that the young people of P-NG were no less able than those of Fiji or the Cook Islands or the British Solomons, but had not been given the same opportunities, he pointed out that not a single one had yet graduated from university.

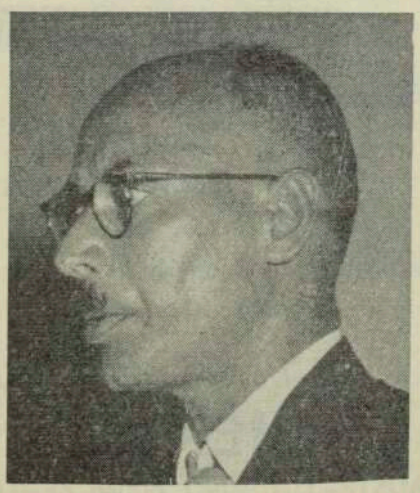
He went on to ask for a "bold expansion of education at every level", and particularly an expansion of the teaching of English as the doorway to higher education. He described as essential, more rapid progress in agriculture. He hoped for the development of soap and sugar, and the canning of fish.

He asked the Australian Government for a declaration that it intended to preserve the unity of P-NG, and not allow the Territory to become a mere pawn in international politics.

There was a sting for Australia in the tail of his speech—". . . I believe it is in Australia's interests to help us along the lines I have suggested. If you fail to do so, those of us, who are taking the lead, Christians, democrats, friends of Australia, may be unable to check the sense of disillusionment which our people may feel. In the modern world, as we all know, there are other nations, the holders of other beliefs, who are only too ready to cash in on the opportunities provided by discontent".

Cynics throughout the Territory were soon busy asking who had helped Mr. Guise with his speech, but found no ready answer.

Whether he had help or not, the simple fact remained that overnight John Guise had emerged from obscurity, had become a national figure and a (self-appointed?) spokesman for his people, with political prestige and power immeasurably enhanced.



Mr. John Guise, MLC.

It came as a shock to many in the Territory, as it must have to many in Australia, to find a man of Papua (not a Papuan—he is of mixed race), speaking on behalf of the two million people of the Territory, preparing to deal with governments, and discuss the price of the future.

In Port Moresby they're saying . . . former policeman, ex-government clerk, John Guise has arrived, and will be making much of the political running in the coming years.

Before people could get their breath again after this speech, Mr. Gough Whitlam and Minister Paul Hasluck were on them with statement and counter-statement. Much of the heat was directed towards education, or the lack of it.

The main purpose of the Minister's visit had been to assess educational trends and needs, and he refused to speak about the problems or plans when he first arrived. Just 10 days later he was wishing he hadn't, when the Deputy Leader of the Opposition said, "We have been unable to find out what is happening about tertiary education. We can find no evidence of plans about it this year or next year, or the year after".

Hurriedly in Rabaul, Mr. Hasluck dictated a statement to reporters, announcing the appointment of a Commission to enquire into higher education. Its main job: To study requirements and prospects for tertiary education.

It was let slip that Mr. Hasluck could have made this announcement when he arrived in the Territory, but had chosen to delay it until just before his departure, only to have the wind taken out of his political sails.

In Port Moresby, Mr. Whitlam was bland. "It is gratifying that the Minister has at last come round to prepare steps to carry out projects

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in tertiary education, on which the Labour Party instituted debate in the House of Representatives in April last year."

Mr. Whitlam also had a few suggestions to make about the reconstitution of the Legislative Council, and gave the first indication of what the Labour Party's attitude would be to the enabling legislation soon to come before the House of Representatives.

"Forty-four seats are not enough to ensure adequate representation for the two million native people of the Territory," he said, "when the dual communications, problems of transport and language are considered."

He pointed out that each of the 44 members would represent 45,000 constituents, far more than the average member of a State Parliament in Australia. Twice as many seats were needed, he said, thus echoing the words of Ian Downs, Highlands Farmers and Settlers' President, speaking in Legco in mid-'62. Downs, in calling for a majority of Papuans and New Guineans in the Council, suggested one member to about 30,000 people.

The week in question saw the publication in Australian newspapers of an article by Osmar White, currently roving the South Pacific colonial and ex-colonial world.

Had Blessings

Representative self-government by 1968 and complete political independence by 1972 at the latest, were the targets for Papua and New Guinea, said Osmar White, leaning heavily on usually reliable sources".

White had let it be known in Port Moresby that he had come to the Territory with blessings from some important quarters in Canberra, to promote the idea of a quick Australian withdrawal from Papua-New Guinea.

White certainly had got on to a few points about the reforms under the re-constitution of Legco, not generally known. For example, native under-secretaries are to be appointed next year, for the first time.

White had indicated that powerful elements within the Menzies Government were behind the move for haste, adding that he had no reason to believe Mr. Hasluck approved of the timetable he mentioned.

It was four days before the Minister came back on this one. He described the report as "sheer speculation", repeated oft-repeated assurances about no target dates for political advancement, and said again, . . . we will stay in Papua and New Guinea as long as the people of the Territory need our help. No-one other than the residents of the Territory can tell us when to go.

"I ask the inhabitants of the Territory to cast from their minds the false and mischevious gossip that Canberra is planning early withdrawal. I assure them that it is not."

He was clearly concerned at the implication of a split in Cabinet over P-NG.

But the strongest support for White's story came, perhaps surprisingly, from the speech that the Deputy Leader of the Opposition delivered to an Apex-Rotary-Lions-Junior Chamber of Commerce-Contact Club dinner in Port Moresby on February 8. The urgency behind his speech was lost on nobody there.

"There will not be many more years when masters and overseers are required in New Guinea . . . every position in the Territory should be open to the indigenous people . . . every company that hopes to survive more than 10 years will take steps to see that indigenous people are given an opportunity to share in both management and ownership . . . the airline companies should be training



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native pilots . . . now is the time to explore a merger with the British Solomons and the New Hebrides."

To questions ("Why don't we tell the UN to get out?" and "Papua is an Australian possession, isn't it?") Mr. Whitlam gave replies ("Why should we, when almost every person in this room, for example, agrees with the recommendations it made last year?" and "It is, but it is also a non-self-governing-Territory, and the UN might well decide to interest itself in its future").

His replies indicated he felt Australia was in no position to "go it alone" in this corner of the world, and would have to get out quickly and gracefully, for the sake of her position in Asia.

In frank off-the-record pieces, he told what he thought to be the reasons why Australia must fix a short timetable for self-government and why it would not countenance P-NG as a seventh State. Even the big businessmen seemed sobered.

The Minister departed for Canberra in a RAAF Dakota on Saturday.

Mr. Whitlam returned to Australia in the regular DC6 on Sunday morning.

John Guise went home to his house in Lalaura village in a powered canoe.

'Out Of P-NG In 10 Years'

"Australia will try to give P-NG representative self-government by 1968 and complete its political independence by 1972 at the latest."

MELBOURNE journalist Osmar White said this in the Melbourne *Herald* on February 5. He thus started a lot of rabbits running—see the story above and also p. 21.

The main points of White's article were:

- No official announcement of the target dates was likely to be made until after next year's P-NG elections, but there would be an all-out effort to stick to the timetable.
- Native under-secretaries would be appointed to various departments after the elections. They would be trained for full ministerial responsibility.
- A new P-NG Parliament in 1968 would have its laws subject to assent only by the Australian Parliament, and the native under-secretaries would then become full ministers.
- Main task of the 1968 chamber might be to devise a constitution so that P-NG would be a self-governing nation within the Commonwealth.
- There was "every indication that powerful elements within the Menzies Government would like to achieve political separation in P-NG by 1972 at the latest".
- In Canberra, foreign affairs advisers "had long been urging that Australia withdraw from P-NG as soon as possible".

'Sheer Speculation,' Says Mr. Hasluck

In Rabaul, NG, on February 9, the Minister for Territories, Mr. Paul Hasluck, replied:

"The report that political independence by 1972 is planned for Papua and New Guinea' is sheer speculation by a singularly ill-informed person.

"The gossip and guesses on which the speculation is based have no substance in any governmental proposal or planning. I ask the inhabitants of the Territory—and by that I mean inhabitants of all races—to cast from their minds the false and mischievous gossip that Canberra is planning early withdrawal. I assure them that it is not.

"The policy of the Australian Government, frequently reaffirmed, is that we will stay in Papua and New Guinea as long as the people of the Territory need our help. No one, other than the residents of the Territory, can tell us when to go. Australia has her own rights and responsibilities here, and will maintain them and relies on the support of her allies to help maintain them.

"We have committed ourselves to do our utmost to advance the people of the Territory towards self-government and we have also committed ourselves to protect their freedom of choice.

"Whether they choose independence as well as self-government is a matter for them, and we will not force them into independence or ourselves abandon our responsibilities towards them.

"We have refused to give target dates for political advancement because we respect the right of the people to choose.

"In keeping with our traditional views of progressive constitutional change, we look to the legislature of the Territory to express the will of the people of the Territory.

"The proposed enlargement of the Legislative Council and the introduction of representative government, as recommended by the Council itself, will help the Territory legislature to do so."

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FIJI TAKES ANOTHER LOOK AT THE BANANA MARKETS

From our Suva Correspondent

The Fiji Land Development Authority is hoping to kill two birds with one stone with its latest plan for developing the banana trade.

THE Authority, operating through the Fiji Development Company, plans, if Government is agreeable and will make the finance available, to establish a large banana plantation producing good quality fruit and, at the same time, to settle families on the land, after the style of the very successful settlement scheme in Malaya.

The Authority has leased from the Native Land Trust Board 3,500 acres of land at Lomaivuna on the Sawani-Serea Road about 25 miles from Suva. It is hoped to make an immediate start on the first phase—settling 100 families on 10 acres of land each, building houses for them and recovering the cost over a reasonable period from the proceeds of the settlers' sales.

Four acres for each settler will be planted with bananas late this year so that the fruit may start to become available from late 1964 onwards.

Planting material will come initially from a 30-acre banana nursery which has already been established to provide selected quality planting material.

Long Term Crops

In addition, each settler will be encouraged to plant one acre for subsistence crops for his own consumption and for sale locally.

It is also planned to find a long term economic crop, or crops, for the remaining five acres of each settler's holding. Among possible crops being investigated is a high-yielding variety of rubber. A 10-acre trial has already been started.

Each settler will be provided with his own house on his section of land and will be assisted to establish himself by the Land Development Authority.

Although financial details of the scheme have not yet been released it can be said that, in the picturesque American style, the Authority is not dealing in "chicken feed". The financial risk will be great but what the Authority is aiming at is improving Fiji's overseas banana markets.

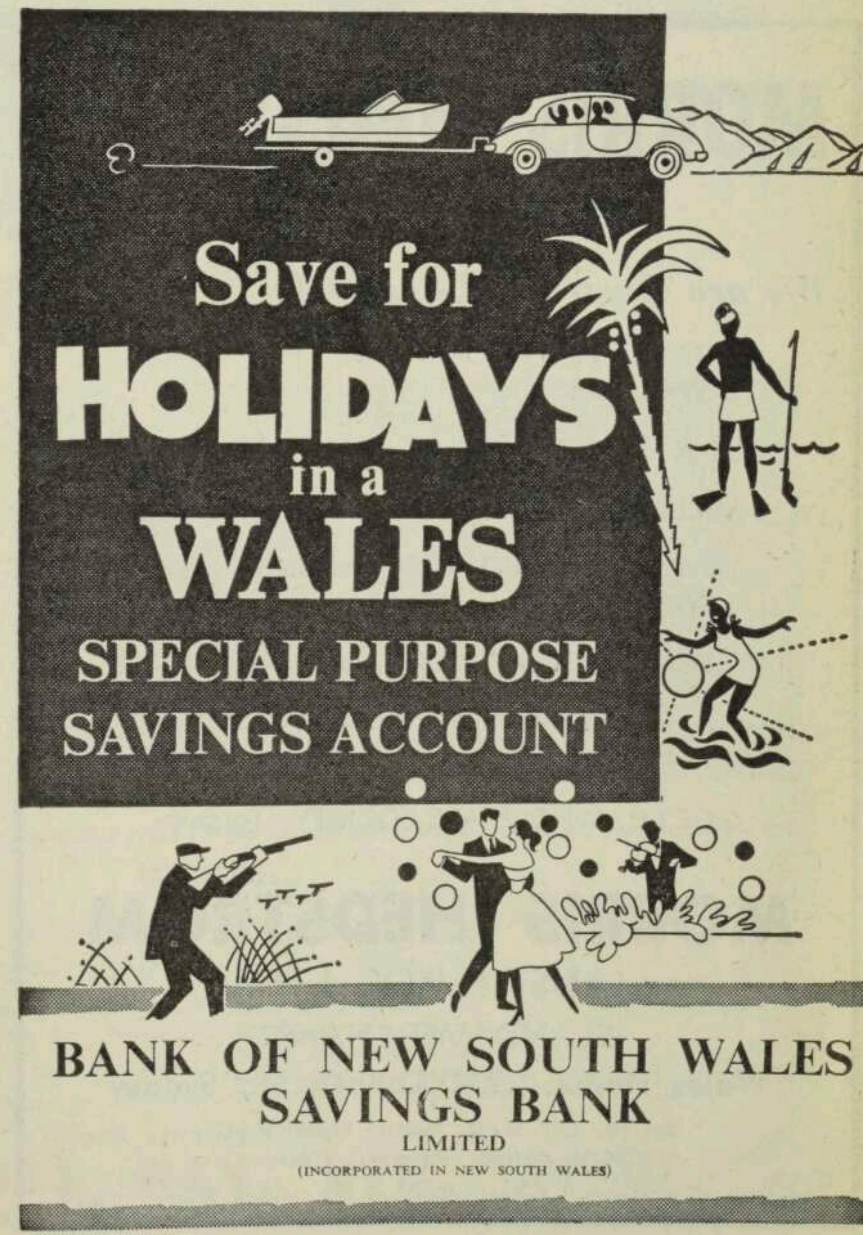
Last year Fiji made a bid for the hugely rewarding Japanese market. One small shipment last October was a great success but—and no doubt there is a Japanese version of the proverb that "One swallow doesn't make a summer"—the Japs signed no agreements and asked for another and larger shipment in December.

Fiji's banana marketing board strained every nerve and banana planter to collect the bananas and a large consignment went to Japan, but it was hardly a success.

The shipment was held up for various reasons and when the bananas reached Japan they were in poor condition. The importers paid the agreed price but lost heavily on the deal at the hands of the wholesalers.

Chances of Fiji obtaining an agreement with Japan receded into the background. In fact, they almost vanished. Japanese importers were, however, still ready to talk turkey on bananas—and tackled the Fiji Development Company's representative on the question of price.

Ecuador, it seems, has come into the picture and can guarantee shipments, in their own craft, of a million



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cases a year of good quality bananas.

And it looks as if Ecuador will grab the Japanese market, unless Fiji can persuade Japan that Fiji can guarantee to deliver any quantity of top quality fruit any time.

One of the reasons why Ecuador has become a serious competitor in the banana market is that it has often taken the risk of first growing the bananas and then looking for a market.

Fiji, on the other hand, has first chased its markets and then looked for supplies. So far, she has always relied on the individual planter, working through a marketing medium, and many planters have been notoriously careless about quality and quantity.

To supply Japan last December, Fiji raided supplies intended for New Zealand and, according to Mr. Harvey Turner, chairman of Fruit Distributors Ltd., the official fruit importing organisation, this upset the New Zealanders.

New Zealand has recently signed an agreement with Fiji's Banana Marketing Board to take about 180,000 cases a year from Fiji, but that is a mere nothing.

Recaptured Trade

Fiji is hoping that if she can tempt New Zealand with exceptionally good quality fruit she can recapture some of the trade she has lost.

The Land Development Authority explains the position in these terms: "The Japanese importers are not now prepared to enter into a long-term contract to buy Fiji bananas until the pattern of banana imports into Japan has settled down, and until we are able to satisfy them that Fiji has regularly available bananas of adequate quality and in sufficient quantity.

"In view of these changed circumstances, it is clear that this cannot be done from existing production without prejudicing the New Zealand trade.

"It is also clear that to grow bananas of acceptable quality in adequate quantity will take time and money, and that there must remain the risk of market uncertainty until sales contracts are concluded.

"The potential value of the Japanese market, or of an increase in the New Zealand quota, is, however, of such importance to the economy that the Land Development Authority considers this risk should be taken."

The settlement scheme itself is dependent on a number of other factors. The Indian does not take kindly to regimentation, and if a Fijian settler finds the going tough he can always go back to his own koro.

But if the scheme is only successful from the angle of wise exploitation of Fiji's land, it will be the forerunner of more settlement schemes. And the next big scheme might provide a hope for the future for dwellers on Fiji's second largest island of Vanua Levu.

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Plans Proceed For Pago Factory

Plans are going ahead for the joint Tongan-US manufacturing concern in Pago Pago, said Prince Tungi, Premier of Tonga, speaking in Apia.

The Prince was in Apia for discussions with Polynesian Airlines officials with a view to establishing a direct air service between Tonga and Samoa.

He called at Apia on his return to Tonga from Pago Pago where he met American directors of the proposed coconut processing factory, which is planned to process 90,000,000 nuts annually. It is to be financed by the Tongan Copra Board and American interests.

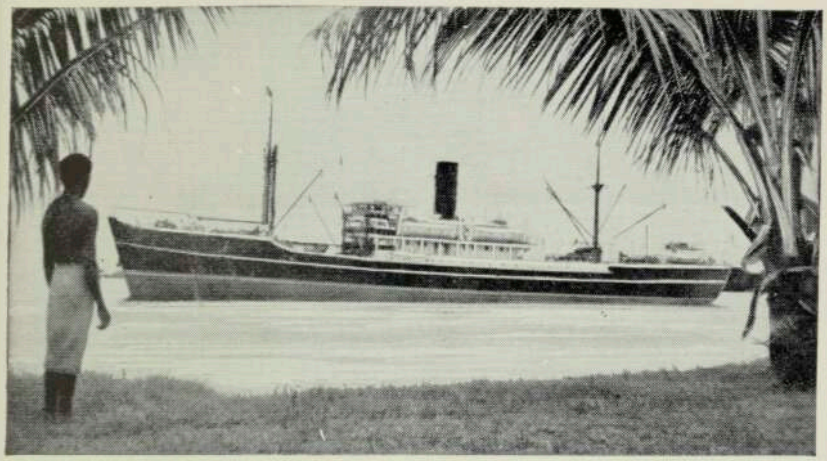
"A start will be made on the factory building in March," Prince Tungi said. "The automatic machinery is to undergo a test run soon for observation in the US by Government officials before installation."

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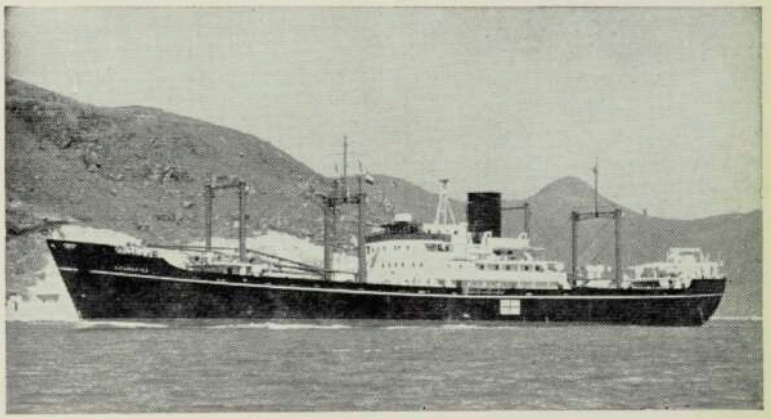
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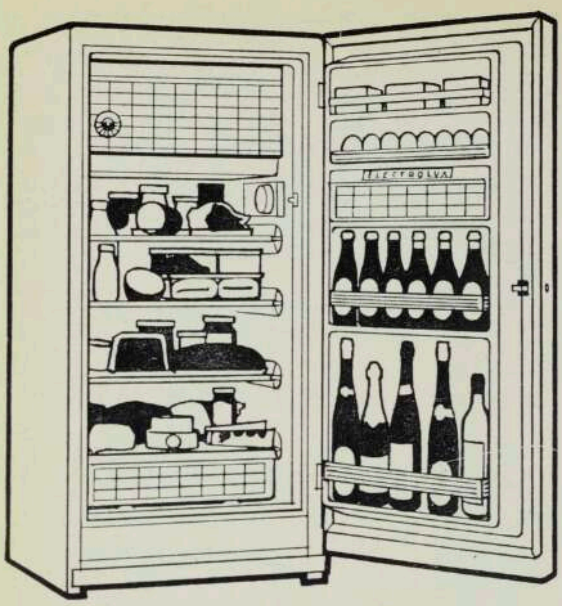
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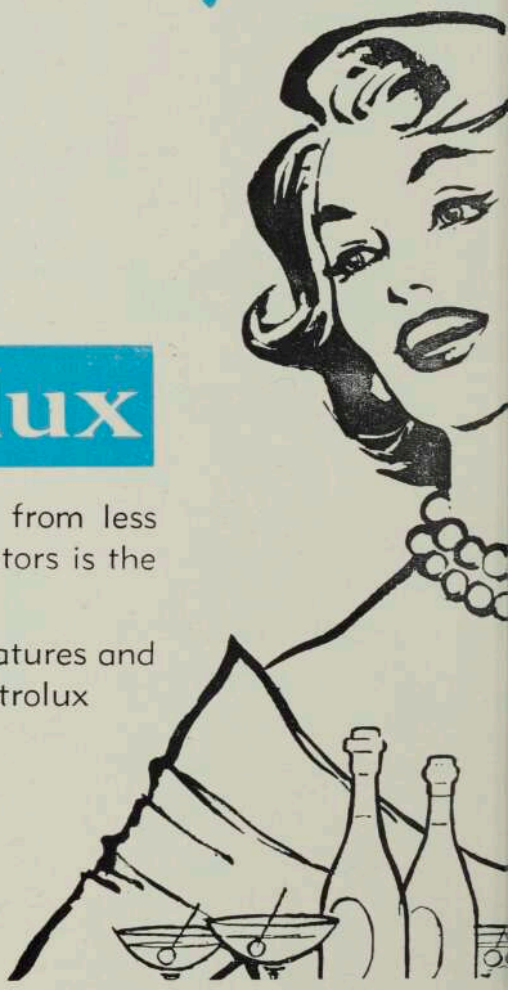
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Pacific Islands Monthly MAGAZINE SECTION

Britain's First South Seas' Colony Is 175 Years Old

From Merval Hoare, on Norfolk Island

Norfolk Island, Britain's first island settlement in the South Pacific, will celebrate its 175th nniversary on March 6. The island's first settlers were eight officers and men and 15 convicts rom New South Wales, who had arrived at Botany Bay six weeks earlier in Governor Arthur Phillip's First Fleet.

)VERNOR PHILLIP'S instruc- tions from King George III of il 23, 1787, contained an explicit r concerning the island.

Norfolk Island," Phillip was told, ng represented as a spot which hereafter become useful, you as soon as circumstances will it of it, to send a small estab- nent thither to secure the same Js, and prevent it being occupied he subjects of any other European er."

illip chose Philip Gidley King, second lieutenant of HMS *Sirius,* carry out the onerous task of ing Norfolk Island.

ing was told that after he had ided shelter for his little com- ity and their supplies he was to cultivating indigenous flax and seeds given him by the ernor.

e would be furnished with a four- d boat, but was prohibited from ling any boat whose length of exceeded 20 feet; and, if any l should be driven to the island, he was to make it unserviceable pend- ing instructions from Phillip.

Provisions for six months were to accompany him, and more were pro- mised before that time expired, but strict economy in the matter of food was to be exercised.

Convicts were to labour for the public benefit; prayers for the Church of England were to be read every Sunday; and, finally, trading with visiting ships was forbidden.

King's title was Superintendent and Commandant of Norfolk Island. With his 23 companions, he left Sydney on February 14, 1788, in HMS *Supply,* under the command of Lieutenant Henry Lidgbird Ball.

King's companions were Thomas Jameson, surgeon's first mate of HMS Sirius; John Altree, assistant to the surgeon; James Cunningham, master's mate of the *Sirius*; Roger Morley, weaver; Charles Heritage and John Batchelor, marines; two seamen; and nine male and six female con- victs.

Besides provisions and the four- oared boat King also took a few do- mestic animals and fowls, tents, con- victs' clothing, tools and other equip- ment.

On the way to Norfolk, the little expedition passed an unknown island which Lieutenant Ball named Lord Howe Island. Nearby, they saw a jagged needle of rock thrusting out of the sea which received the name, Ball's Pyramid.

At 11 a.m. on February 29, they sighted an island south of Norfolk which King called Phillip Island in honour of the Governor, and at 1 p.m. the *Supply* was close in to Nor- folk.

During the next five days King, with Lieutenant Ball and other com- panions, landed here and there on the coast in the hope of finding a suitable place to disembark the people and stores in safety; but the rugged pre- cipitous coastline baffled them at every point.

Landmarks Named

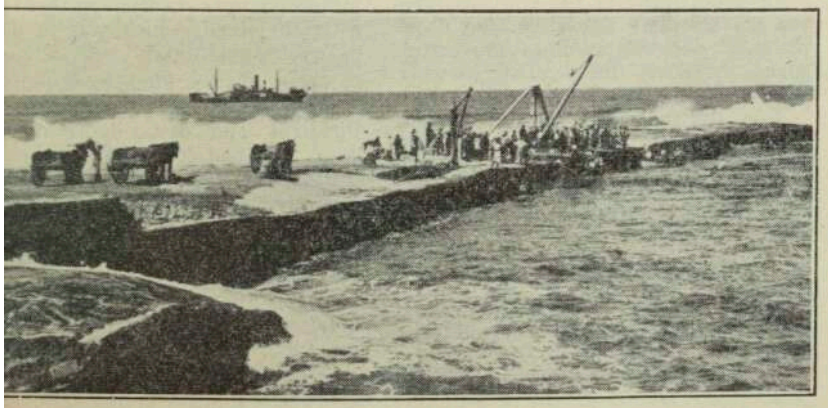
As King sailed along the coast he gave names to certain landmarks; others he named later.

Nepean Island was called after Evan Nepean, the Under Secretary of the Home Department; Point Howe was named in honour of the First Lord of the Admiralty; Cook's Rocks, in memory of Captain Cook; Point Hunter after Captain John Hunter; Ball Bay after Lieutenant Ball; Anson Bay after the Parliamen- tary representative for Litchfield; and Duncombe Bay after the member for Yorkshire. Mt. Pitt, Sydney Bay, Point Vincent and Collins Head were named after other prominent persons.

The search for a suitable landing place went on until March 5, and King almost despaired of finding one.

"I have nearly made a circuit of (the island)," he wrote at this time, "and found no place where there is a possibility of landing.

"The only prospect which remained



old picture of the pier at Kingston with a ship at anchor in Sydney Bay gives lea of the difficulty of landing at Norfolk Island. Norfolk's first settlers landed near this spot in 1788.

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was to search if a passage could be found through the reef which runs along Sidney Bay (which is ye name I give to the bay on the S. W't side of ye isle.)"

The *Supply's* master was sent to examine this place and reported that such an opening did exist. King and Ball hurried to the spot.

"We landed in a fine sandy bay or beach without any difficulty whatever," King wrote. "Above this beach lay a bank, ye edge of which was surrounded by ye large kind of iris; on piercing thro' it we found a fine piece of ground; altho' well wooded (as is every other part of this isle) here I resolved at once to fix, and felicitated myself on having found a place out where I could make a commencement."

At daybreak next morning King left the *Supply* with two boats containing all the men belonging to the settlement, the tents and some of the provisions and tools. They made an easy landing.

The people were immediately ordered to clear ground to erect the tents on, and the colours were hoisted.

"Before sunsett every thing and person belonging to the settlement were on shore and their tents pitched before the colours were hauled down," King reported. "I assembled all ye settlement and Lieutenant Ball present. I took possession of ye isle, drinking 'His Majesty', 'The Queen', 'Prince of Wales', 'Governor Phillip' and 'Success to ye Colony', after which three cheers were given."

King served two terms of office on the island. He was Superintendent and Commandant from 1788 to 1790 and Lieutenant-Governor from 1791 to 1796.

He worked hard and long to carry out his superiors' instructions, keep peace and foster his little colony. In 1794 he became seriously ill. "My health is much impaired," he wrote to Evan Nepean that year, "constant anxiety and uneasiness of mind has done more than a ten years' continuance at sea would have occasioned."

King left the island late in 1796, a sick man. After a spell in England he returned to New South Wales in 1800 as Governor-designate and shortly after became Governor of the Colony. He remained deeply interested in Norfolk, his first responsibility and the birthplace of several of his children, and never failed to put forward its advantages whenever its utility was questioned.

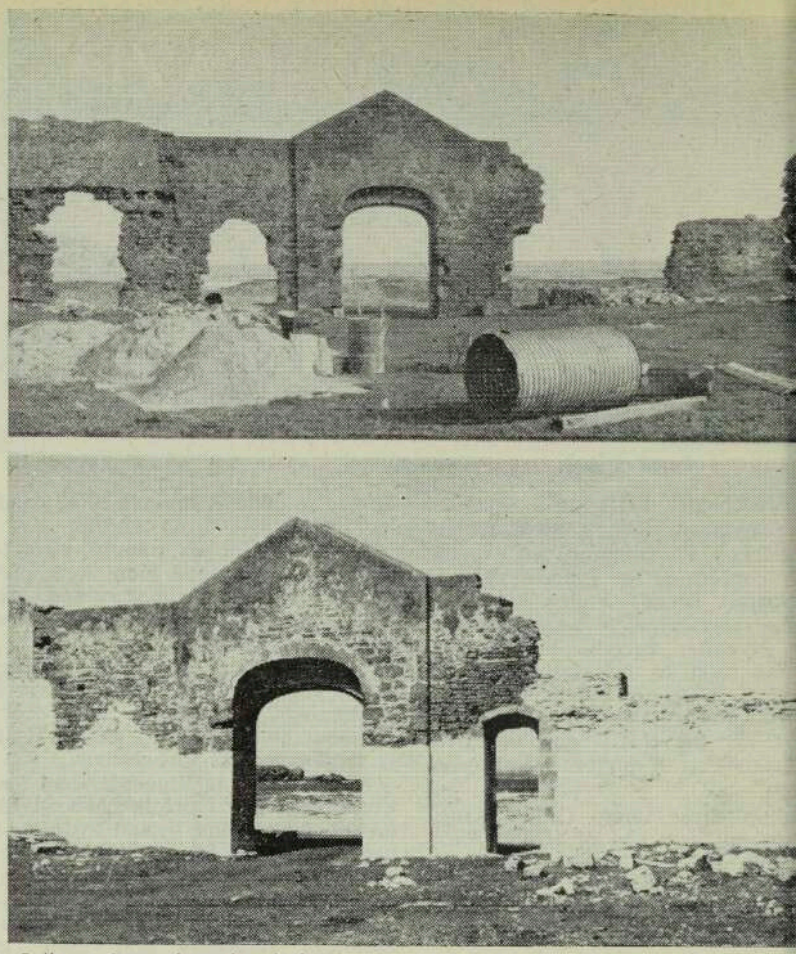
Meanwhile, the colony prospered. After only five years the population had risen from 24 to just over 1,000 with the arrival of more convicts and free settlers. In 1793, 2,000 bushels of wheat, 50 tons of potatoes and many other crops were produced.

In 1806, most of the convicts having served their sentences, the Government decided to close the settlement because the convicts were wanted as settlers in Australia.

For the next 20 years, Norfolk Island ran to waste. Then in 1826 another penal colony was established there, but the happy prosperity of the first settlers was not achieved by the second lot.

The new convicts were men of the worst type and many of the officers were no better. Murders, attempted mutinies and many executions took place.

The second penal experiment lasted until 1853 when all the inhabitants were again withdrawn—this time to Tasmania—and Norfolk was again left to the sea birds.



Gallows Gate, through which obstreperous convicts were marched to meet t hangman, is one of the relics of Norfolk's early days that has recently be restored by the Commonwealth Works Department. The above pictures show t gate before and after restoration. Some Norfolk residents now say they preferr the ruins as they were. And others say this isn't the real gate anyhow. See p. 3 —Photos: Ken Mulle

This time, however, the island quickly resettled, for in 1856 ne 200 descendants of the *Bo* mutineers were transferred there f Pitcairn Island, which was in da of overpopulation.

Some of the Pitcairners, suffe from home-sickness, later returne Pitcairn. The descendants of t who remained form the bulk of folk's present population.

Until recently, many of the b ings of Norfolk's convict eras been allowed to fall into neglect. the Commonwealth Works De ment is now restoring them hopes to have its work compl by June.

The occupied buildings are b restored almost completely. sufficient work is being done on others to prevent them from teriorating further.

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Yesterday

The war in New Guinea ooked brighter. The Japs were n the run from Wau, and in act, an important turning oint had been reached. PIM", of March, 1943, gave he happy details. Here are ome other events from that ssue of 20 years ago:

West Samoa and the Cooks were njoying high prices for copra. lso high was the Samoan cocoa rice. Freed by the Administra- ion for sale on the open market it as fixed at a temporary price f £55 per ton for plantation ocoa, and £50 for native cocoa.

• • •

Fiji was suffering from a serious our shortage. The Fiji Supply nd Production Board had taken ver the distribution of flour, and ll baking, other than bread, was rohibited. Bakers were ordered cut their bread baking by one- hird.

• • •

The military had authorised elaxations in the blackout during he hot weather period in Fiji. The our for blacking out was extended 10 p.m. The concession did ot apply to street or shop light- ng.

• • •

In Western Samoa it was re- orted that the "unprecedented ncrease in criminal offences con- inued unabated". There was also big increase in the number of ffences against liquor and curfew egulations.

• • •

There was still a great deal of onfusion about the possibilities of ew Guinea residents being paid ar damage compensation. Nobody eemed to know who was entitled what. In Sydney, a Pacific erritories Association, under resident E. A. James, was pressing or a better definition.

• • •

Dr. S. M. Lambert, author of Yankee Doctor in Paradise", rote to "PIM" to say that some nglish reviewers of his book eemed to think he had a poor pinion of the Australians, and he anted to refute this publicly. "If were not an American I would ish to be an Australian", he rote.

• • •

West Samoa announced that omen and children who were vacuated in 1942 could now re- urn if they wished, although fficialdom "strongly advised gainst their doing so".



Noumea's lighthouse is on a sandy islet 12 miles from town at the entrance to the harbour.

Famous Noumea Landmark Once Rocked Like A Palm Tree

By Lew Priday

An impressive introduction to the port of Noumea is the 180 ft. Amedee Lighthouse, standing on a small sandy cay at the narrow entrance to the Boulari Passage, on one of the world's most dangerous barrier reefs.

A BEACON to navigators for nearly 100 years, it has withstood many a storm and witnessed many a shipwreck, and has been the means of saving countless lives.

The lighthouse, as I was reminded on a recent visit to Paris, was designed by a brilliant engineer named Rigolet, who helped to modernise the French capital. Rigolet also designed one of the most imposing palaces in Alexandria, Egypt.

In Rigolet's day the French led the world in lighthouse construction, and it was arranged that Parisians should be the first to admire the tall new beacon for Noumea. To this end the lighthouse was erected by the Navy on the heights of La Villette which dominate the French capital.

It towered there for some weeks before the order came to dismantle it and ship it piecemeal to New Caledonia on a ship named the *Emile Peraire*.

The *Emile Peraire* took four months to reach Noumea, which was then called Port-de-France, a name subsequently changed to avoid postal confusion with Fort-de-France, Martinique.

It took the Navy two more years to rebuild the lighthouse on Amedee Island, 12 miles from the town.

The lighthouse was officially opened one hot January day in 1865.

New Caledonia had then only just been removed from the authority of the Governor of French Oceania, resident at Papeete, and made an independent colony, under naval governors, with a base intended to rival that of Britain's Pacific squadron in Sydney.

The Governor in 1865 was Captain (later Admiral) Guillain, and it was his lady, dressed in her choicest Parisian wardrobe, who performed the opening ceremony.

A specially chartered ship brought them across the lagoon to the lighthouse. All the worthies of the place were there, plus a few savage chiefs in trousers and military tunics who had been taught to salute the Tricolor and stand stiff for the "Marseillaise".

Cheers went up as Madame Guillain set going the revolving apparatus made to the design of inventor Fresnel, a design which served the Pacific well in its day, but has since become outmoded.

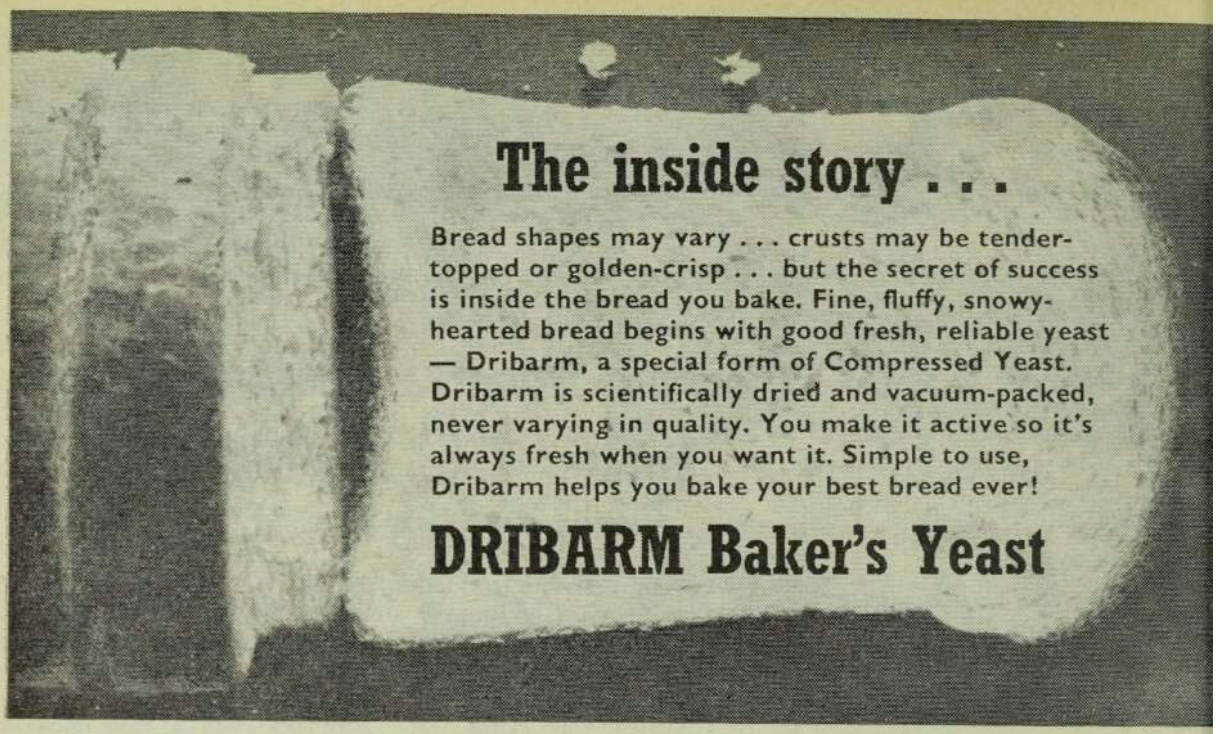
Too Exhausting

Most of the ladies found it too exhausting to climb the innumerable steps to the top of the beacon in their voluminous skirts. So the speech-making, followed by a *champagne d'honneur*, took place on the ground below.

In those days, Napoleon III was showing considerable colonial enterprise, and it was decided to turn New Caledonia, France's newest Pacific possession, into an important penitentiary colony.

About 25,000 convicts passed through the lighthouse reef to occupy Ile Nou and other penal centres before transportation ceased in 1897. The 1870's also brought about 4,000 political exiles (Communards). To

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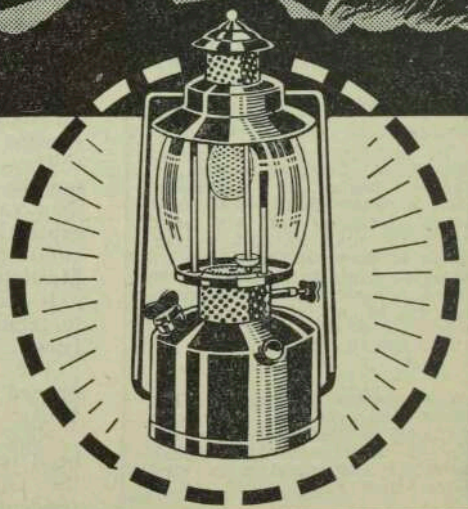
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the entrance to Amadee Lighthouse
inscription recording its construction
aris during the reign of Napoleon III.

n Amedee Lighthouse represented
tly the opposite of New York's
ue of Liberty.

he lighthouse also meant
ney's end for hundreds of Aust-
an and New Zealand miners, and
w Sydney barmaids, who flocked
New Caledonia during the nickel
copper rush of the 1870's.

few years later the island was
ht in a terrible slump, and most
he diggers were glad to return
e. When the 4,000 Communards
granted an amnesty and
wed to return to France in 1880,
riod of stagnation set in.

hat same year brought anxiety
the Amedee Lighthouse, the
ny's pride. In one of the worst
ones ever recorded, Noumea and
agoon were blotted out for hours.

/hen the air cleared, the towns-
ple found that the coastline had
ed; everywhere wreckage strewed
beaches; and 16 drowned sailors
e washed ashore.

No Accounting for Tastes—

On Niue, They Fill In Forms For Fun

By a Staff Writer

One of the curses of modern civilisation is form-filling. You fill in a form when you want a passport, when you want a visa, when you don't want to pay your income tax but have to, when you buy something on the never-never, and even when you want a railway pass.

MODERN man spends thousands of hours of his life filling in forms—providing officialdom and others with such irrelevant information as his mother's maiden name, his father's birthplace and the ages of his children (if any).

Most modern men would rather carry bricks than fill in forms. And most modern officials get a seemingly fiendish pleasure out of making them do it.

But this is not the case at Niue. Over there, the people fill in forms because they like it. And officialdom, which doesn't like it, is doing its best to stop the people from doing it!

This topsy-turvy, and possibly unique, situation in Niue was revealed in a recent issue of the *Niue Newsletter*, in a public notice signed by the postmaster.

The postmaster said that forms were being filled in at the post office "for no legitimate purpose" and were being scattered in the post office writing cubicles.

"Please do not indulge yourself in the privilege of filling in forms for no reason at all," he begged his readers. "This behaviour in itself shows lack of mentality."

The postmaster also pleaded with the public to take better care of the post office writing cubicles.

"I regret to report," he said, "that the use of these cubicles has been abused. Ink has been carelessly splashed on to the glass panels, gum has been applied to the panels, ink has been splashed on the writing platform, used chewing gum is deposited on the ledges, and a host of rubbish, including sweets wrappings, is left in the cubicles. Furthermore, pens seem to develop legs and walk off."

The postmaster said that if the pens were fastened with a bit of string, this would "only make the challenge to walk off even more irresistible."

He therefore made it clear that the post office would not put temptation in the way of the leg-sprouting pens. But if anyone should put a post office pen in his bag "by mistake," the postmaster urged them to "please bring it back."

"We all make mistakes," he added sportingly.

The postmaster was equally sporting on the question of spilled ink. "If you accidentally spill an ink-well," he said, "ask for a cloth to clean it, or tell us to clean it for you."

It's a topsy-turvy world at Niue all right. Imagine anybody being game enough to tell an official at the Sydney GPO to clean up a spilled ink-well!

The lighthouse-keeper's house, store and bakehouse were washed out to sea, and the lighthouse itself was surrounded by waves.

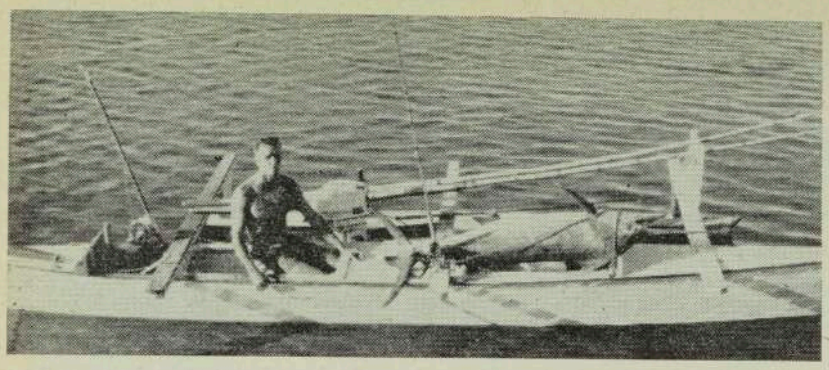
Although the lighthouse stood firm, the lighthouse-keeper, when rescued, said it had rocked to and fro beneath him like a palm tree.

Since then, the lighthouse has had to withstand a stiff hurricane about once every 10 years, but none has been quite so severe as the one of 1880.

A month after Pearl Harbour I spent a week on sandy Amedee islet at the invitation of the lighthouse-keeper. It was a pleasantly relaxed holiday, spent fishing, taking photographs, and doing the usual camp chores.

Each day I was drawn to the top not only to inspect the beacon, but to watch the ever-changing sea rolling a thousand unbroken miles to Australia. Landwards I never ceased admiring the gorgeous sunrises, sunsets, and cloud effects over the rugged nickel-rich mountains.

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Mr. Phillip returns from a fishing trip in his motorised canoe with a 166 lb marlin and 200 lb of other fish in the storage compartments.

MOTORISED CANOE FOUND IDEAL FOR FISHING

Mr. A. L. Phillip, Police Superintendent of Western Samoa, has designed and constructed a canoe which authorities of the South Pacific Commission have found ideally suited for commercial and sport fishing. The canoe has an outboard engine almost amidships.

THE late Mr. H. van Pel, a former SPC Fisheries Officer, inspected the canoe when he visited Western Samoa in July, 1960.

Later he recommended that Pacific islanders engaged in commercial fishing in areas where there is no sheltered anchorage, or where fishing craft must shoot breakers through reefs, when returning home, could well employ motorised canoes of this type.

Since then, testing of the craft has borne out its original description as one that is cheap to build and maintain, economical to run, easy to handle, and safe.

There are two important advantages in having the engine almost amidships:

- The propeller cannot race even in the roughest weather. This is because the motor can never lift out of the water. When the canoe is sliding on a wave, Mr. Phillips reports, the stern is out of the water but amidships the propeller shaft remains submerged.
- Because the motor is well away from the stern, fishing lines are never in danger of tangling with the propeller.

In rough weather, according to reports, the canoe outperforms any conventional type craft up to 18 feet in length, while its economy in running and maintenance is well below that of any other type of boat. It can be operated by one or two persons and in calm weather can safely carry a total of 800 lb.

A mast step has been provided five feet from the bow. Mr. Philipp reports that the canoe sails very well without a centreboard, but would, of course, sail even better with one.

For emergencies, a small nylon sail is left permanently in a locker in the bow. When fishing, the owner never takes a mast but uses a bamboo fishing rod as a substitute. Operated with a sail in calm waters the craft should make 20 knots or more.

Mr. Philipp uses a 1959 5½-horsepower Johnson with long shaft to power his craft, and carries a good paddle as an aid in shooting breakers. He reports that five gallons of fuel last nine hours at three-quarter speed.

With the throttle at that mark, the boat travels at about nine knots. Variation in speed with from one to three additional passengers is slight.

Two seats are provided with game-fishing rod swivels, one where Mr. Philipp is seen sitting in the photograph, and one forward. There are also two rod holders, as shown.

Overall weight of the canoe with fittings and motor is 516 lb. The outrigger pontoon weighs 72 lb. Hull draft with two persons is about seven inches. The canoe can be steered from either cockpit.

Bligh Manuscript Found Among Old Books In Suva

From a Suva Correspondent

Discovery in the Suva Lib of about 200 old books loc away in a corner case thr the librarian (Miss J. Damm in January.

AND, even of greater inte there was found stuck betv two of the old books, a letter wr by Governor William Bligh, of South Wales, on November 5, 1 to Sir Joseph Banks, the great century botanist and scientist sailed with Captain Cook.

The letter appears to be an inal, for Bligh's signature corresp with one in Bligh's map of his se voyage in the Pacific.

How long the books have bee the library Miss Damman is un to establish.

The oldest she found was *A age to New Holland, etc. in 1699* Captain William Dampier, printed in London in 1703. T there is *A Voyage to the South and along the Coasts of Chili (Ch* and *Peru,* dated 1714.

There is a translation of the age of La Perouse round the w in 1785, 1786, 1787 and 1 printed in London in 1798. Anc old book, *Voyages of Discoverie the World,* deals with the epic Commodore John Byron in 1764 Captains Wallis and Carteret in 1 68 and Captain Cook in 1768-71

Nearer home is *At Home in Fi* two volumes by Miss C. F. Gor Cumming, printed in 1881.

The letter from Bligh to Ba deals with how Bligh found co tions in New South Wales, the culty in keeping rebellious sub in order, and how he tried to with Blaxland.

PIM learned in Sydney from Mitchell Library that the Bligh l is listed in Warren R. Dawson's *Banks Letters* issued by the Br Museum in 1958. This book every original letter to and f Banks that is known to exist anc copies of correspondence where whereabouts of the originals is known.

The reference in the book Bligh's letter is to a copy made Dawson Taylor between 1833 1844.

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Solomon Islands Lived Up To Their Name After Austrians' Discovery

By R. A. Lever

On the northern coast of Guadalcanal is a large granite ross in memory of a party of Austrian geologists who were illed in the mountains by natives in 1896 while prospecting or minerals.

IE memorial, which was erected in 1901, is on Teteri Estate, not from Berande or Penduffryn te where Jack London stayed e 50 years ago.

o the casual observer it is "just her monument", but to those in- ted in the history of the Solo- s, there is a fascinating story be- l it.

ist on 400 years ago when the ish explorer Mendana was seek- a southern continent while sail- wards across the Pacific from Peru, he discovered the islands of Ysabel, Guadalcanal and San Christoval.

On returning to Peru in June, 1569, he described these islands extravagantly as the "Islands of Solomon" to suggest gold in the hope that he could induce his countrymen to colonise the new lands.

Mendana was given a colonising licence in 1574, but he did not leave Peru on a second voyage until 1595. His second expedition included many colonists and their wives. But Mendana failed to find the Solomon Islands again, and after an unsuccessful attempt to establish a colony in the Santa Cruz Group, his expedition returned to Peru.

No Europeans saw the Solomons again until 1767 when Captain Philip Carteret chanced on them in HMS *Swallow* in the course of a voyage round the world.

Although the Group retained the name that Medana gave it, it was not until 1929 that any minerals were found to justify its connection with King Solomon's Mines.

Specimens Analysed

And this is where the Austrian geological party comes in, for the minerals, which included gold and copper, were found when specimens gathered by the Austrians 33 years earlier were analysed.

The leader of the geological party was 46-year-old Heinrich Freiherr von Foullon-Norbeeck, an ex-artillery officer who had studied chemistry and geology in Austria and had travelled in Turkey, Greece, Asia Minor, Canada and Australia.

He was chief geologist on board the *Albatros*, a gunboat that had been fitted out by the naval section of the old Austro-Hungarian War Office.

Norbeeck's party consisted of 24 men—an ensign, cadets, bluejackets and mess servants.

They were armed with 8 mm. repeating rifles and revolvers and carried tents with food and ammunition to last eight days. Knives and tobacco were carried for exchange with the natives.

The party's first objective was to climb the 6,543 ft peak known as the Lion's Head. This was done between August 6 and 8, 1896—just 46 years before the US Marines had to land on the coast below the peak to capture Henderson Field.

Norbeek then decided to climb the 5,328 ft summit of Mount Tatuve.

Eight of his men and three native guides were left at a camp at its base.

The natives pleaded with the white men to call off their climb because they regarded Tatuve as sacred.

When their pleas were ignored, about 20 natives attacked Norbeeck's party.

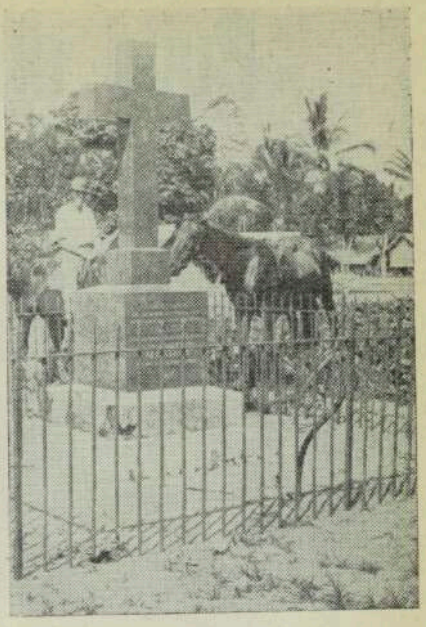
Meanwhile, another group of natives attacked the base camp, having lulled the suspicions of its occupants by giving them bananas and sugar cane.

The total death roll of the Austrians was five. Two men were killed outright, while Norbeeck and two others died of wounds.

Geological specimens gathered by the Austrians were analysed in 1929, and were found to contain high amounts of copper and some gold.

Thus, three and a half centuries after their discovery, the Solomons finally lived up to their name.

Gold has since been found in several places on Guadalcanal, but the deposits have yet to be profitably exploited.



The memorial to the Austrian geologists on Teteri Estate, Guadalcanal.

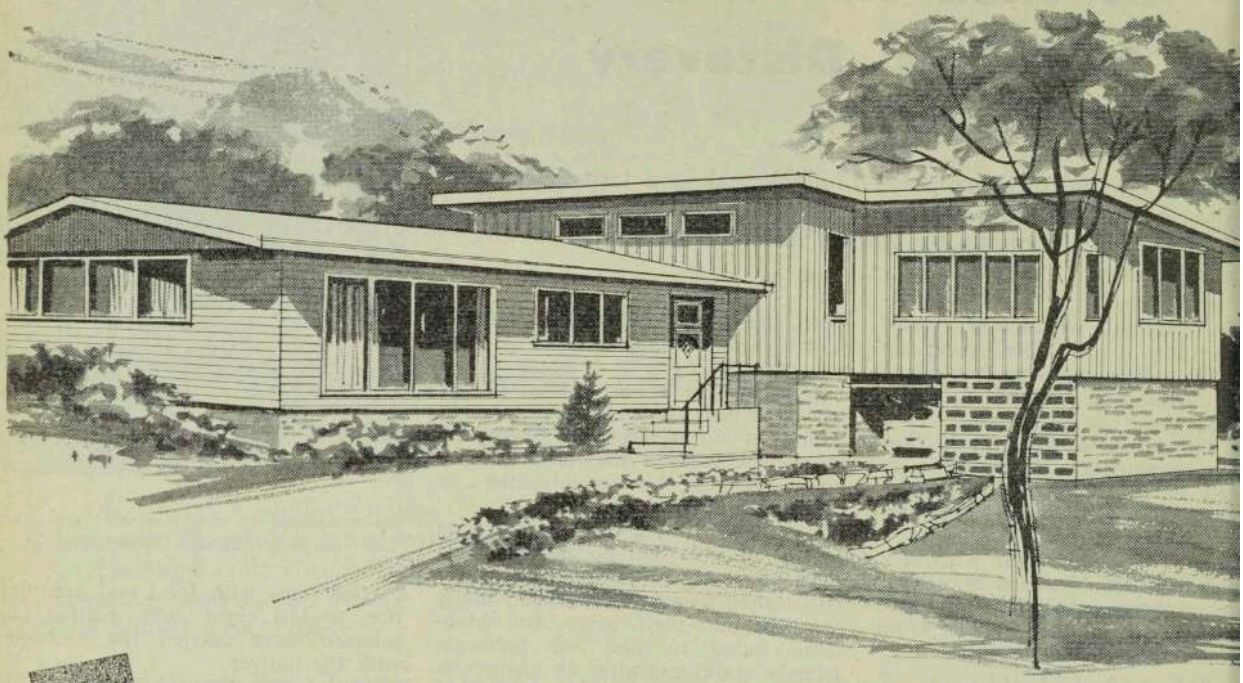
It's Good Fun For Rabaul Children



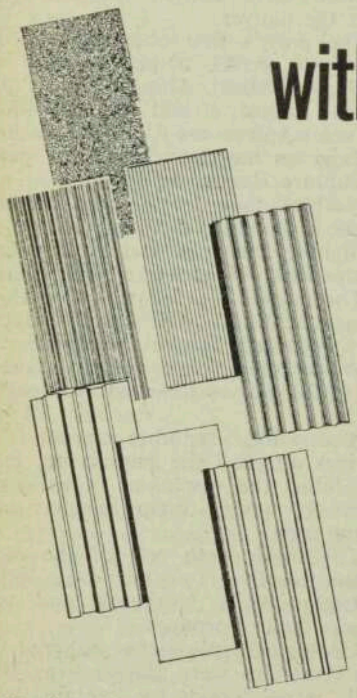
old discarded car provides plenty of sement for the children at the Rabaul ral Pre-School No. 1. It is cemented the ground and all parts have been moved except the steering wheel.

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THE MONTH'S NEW READING

SSORTED JOURNEYS TO BOTANY BAY

The 175th anniversary of the founding of Sydney and the ate of New South Wales has resulted in Australian presses nning hot with the output of early "journals"—including *emarks on a Passage to Botany Bay, 1787-1792,* by James ott, a Sergeant of Marines; and *Journal of a Voyage to New uth Wales,* by John White, Esq., Surgeon General to the ttlement.

TH authors took part in the ame expedition but there all resemblance stops. White was rned with the health of the y and with the flora and fauna e new land but his journal was ally published more for its -five plates of Non descript als, Birds, Lizards, Serpents, s cones of trees and other al productions".

lson stayed seven years in the y but his journal describes only oyage out in the First Fleet and rst eight months ashore. He the journal at the request of a alist friend in London, Thomas n, who prepared it for publica- and had drawings made of the nens that White sent from New Wales. The original publica- was in 1790, by J. Debrett, of dilly, and is now a collector's valuable as well as rare.

A General Picture

ite's journal is not restricted tural history and the health of harges, however, but gives a al picture of the first faltering pt to settle what seemed to enforced colonists the most nding and inhospitable land. ittle of his own personal life es; and it is left to a modern apher, Rex Rienits, to produce foreword, the human-interest by describing White's liaison a female convict which resulted son whom White later took to nd and educated.

geant Scott took quite a dif- tack to his superior scribe like any true soldier, was far interested in the rations than in "Non descript Animals" and ike. Small notes saying "No e", or "Marines Rum Stopped", hrough it.

journal, now published for the ime, by the Public Library of under the William Dixson Foundation, reproduces exactly the style and format of the original which was written in a long, narrow note-book with cardboard covers.

The original diary came into the possession of the late Sir William Dixson about the beginning of this century, he having bought it from Angus and Robertson Ltd. who had acquired it from a Miss Russell who appears to have been a grand-daughter of a marine who came to NSW in the First Fleet.

How Marine Russell got Marine Scott's Journal is not known and it was not until 1954, two years after it had been bequeathed to the Public Library, that it was proved that Scott was the author. Previously it had been known simply as "the Diary of a Sergeant of the First Fleet".

One thing is certain—no one would have been more surprised than Scott if he could have looked into the future and seen that his occasional

With Judy Tudor

Australian Writing

For older children — and younger adults — *How Australian Literature Grew* is recommended reading as a fascinating story of the beginnings and the growth of Australian writing, from the days of the convicts to the new novels of Patrick White. No development of any consequence appears to have been missed. The story is told as a whole, with Enid Moodie Heddle's text generously illustrated by Iris Millington's drawings. There is also a useful check list of Australian books.

(HOW AUSTRALIAN LITERATURE GREW. Published by F. W. Cheshire. 19/6.)

A Month For Australian Poets

Anyone who likes poetry—correction, "Australian" poetry—can have a real wallow this month. No less than four volumes of verse are on offer.

FIRSTLY there is the collection, *Australian Poetry 1962,* selected by Geoffrey Dutton, containing samples of the work of about four dozen poets who range with their themes from mermaids to the city of Melbourne.

Then, for the more selective types, there is *Rutherford* and other poems by Douglas Stewart, which deal with such matters as Professor Piccard and silk-worms as well as the title-piece about the NZ scientist who was responsible for splitting the first atom.

And Robert D. Fitzgerald's volume, which is called *Southmost Twelve,* which doesn't seem to mean anything in particular except that this poet has a fondness for numbers—some of his previous efforts being called *Eleven Compositions* and *Insight: Six Versions.*

Finally, there is *Birds,* Judith Wright's collection which naturally enough is about birds. Peacocks and willy-wagtails and about two dozen other species are immortalised.

Most of the poems are contemporary in construction—as this example (second and last verse of Fitz-Gerald's poem called *Edge*) shows:

The new image, the freed thought,
are carved from that inert bulk
where the known ends and the unknown
is cut down before it—at the mind's edge,
the knife-edge at the throat of darkness.

As all old Squares will realise immediately, these verses are just not for people brought up on a diet of Palgrave's Golden Treasury.

(AUSTRALIAN POETRY, 1962, 15/-; RUTHERFORD, 17/6; SOUTHMOST TWELVE, 17/6; BIRDS, 12/6. All published by Angus and Robertson Ltd.)

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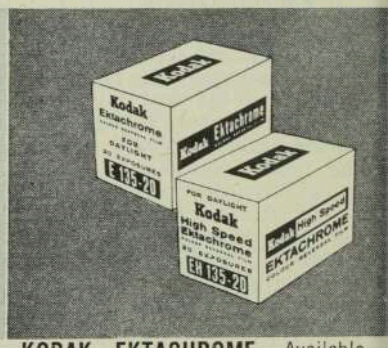
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and jottings would one day be shed as an historical document h 25/- to the general reading c.

ott must be the most original er who ever put pen to paper en in an age that was free in regard he must be counted some- of an eccentric. And, except e recording of rum and ration s or the stopping of same, and rice of food, was usually a man w words.

records on January 7, 1788, the Fleet was off Tasmania, "*Lady Penareen* [*Lady Penrhyn*] the Signal for Land at ½ past the Morning which Proved to nothing but fogg". And on ary 20 that ". . . Lay off the ng of the Bay all Night At 4 e Morning Made Sale entred ay Bay at 8 OClock AM found Commadore & the 3 Sale that d Us at Sea Here".

February 7, the Fleet having d around to Port Jackson and convicts and Marines then hav- been landed at Sydney Cove the Governor having made a h to all (telling the convicts all their previous crimes had forgiven), according to Scott, Governer & All the Navey and ery officers Dinned together in Larbetery tent for that purpose ne Day the Governer Returned Marines thanks for thier Manley Soldierlike Appearance".

ott had taken his wife with him, d most of the married marines, his entry for September 3, 1787 e they were still on board the port *Prince of Wales* at Rio de ro) says: "Four female convicts one Child was changed to the ree in leu of four that Wee sent the Officers feverits & often l Disturbence in the Ship. Same My Wife was deleve'd. of A hter at one OClock PM After ill 27 hours".

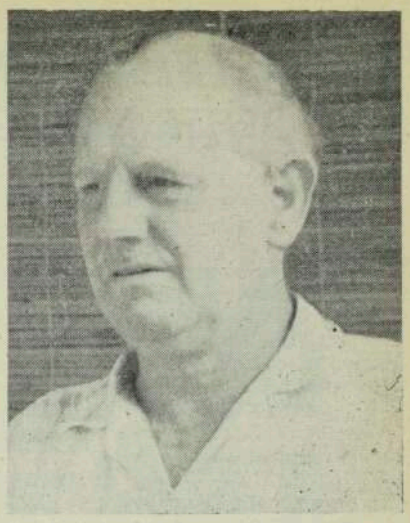
other child, a son, was born to ouple in July, 1790, in Sydney. children and his wife lived to n home with him to England 792 in the *Gorgon* at the end is service—a remarkable ac- lishment at a time when every d entry in these early Journals : "Departed this life Elizabeth, of . . ." or "John, son of", Marine So and So"—all marked lly in with the latitude and tude and the state of the ier.

March, 1792, the *Gorgon*, eward bound, was in Capetown during some weeks there Scott recorded: "We also Recvd. on Bd. Capt. Ewdards of the R.Navy & two Mateshipmen Who was Cast away in His M. Ship *Pandora* who Was in Quest of the *Bounty* a pirats Ship, also ten of the pirats which Captn. Ewdards took on Shore at Ottiety, the pirets Shipp Cutt in the Night and left them on Shore. . . ."

Later he records the names of the "Pirats" as Peter Heaward, Meatship- man; Wm. Muspratt; Jn. Millward; Jams. Morrison; Thos. Birkett; Thos. Ellison. and Michl. Burns.

Scott was duly discharged at Spit- head in June, 1792, and until the resurrection of his Journal he and his family completely disappeared from sight.

(REMARKS ON A PASSAGE TO BOTANY BAY; and JOURNAL OF A VOYAGE TO NEW SOUTH WALES. Published by the Library of New South Wales and the Royal Historical Society respectively, both in association with Angus and Robertson Ltd. 25/- and 57/6 respectively.)



J. K. McCarthy, P-NG Director of Native Affairs, whose book will be published at the end of this year.

A Vintage Year For New Guinea Books

A pointer to increased public interest in New Guinea is the fact that Australian publishers in 1963 will produce three important books on the Territory, and at least two other books will approach publication.

THE three to be published com- prise two histories of New Guinea and an autobiography.

Olaf Ruhen's *Mountains in the Clouds* looks like being first in the book stores. It is being published by Rigby Ltd., of Adelaide, and is due out in April.

"It is virtually a straight history of New Guinea; designed to give the background to the country," Ruhen said in February. "Apart from the reports on early explora- tion the book deals mostly with Papua-New Guinea."



Gavin Souter, with daughter Anne.

Mountains in the Clouds will be either the fifth or the sixth book to be published by Ruhen, depend- ing on whether a new novel, *The Frockmaster* is published in London before *Mountains in the Clouds* comes out in April. Ruhen's *Tangaroa's Godchild*, which is mostly autobiographical and deals with the Pacific, was reviewed in February *PIM*.

Angus and Robertson Limited, of Sydney, will follow in September with the publication of Gavin Souter's, *The Last Unknown*. This is a history of the exploration of the entire island of New Guinea, from the earliest days to the postwar patrols.

"In working on the book I have uncovered much new material," said Souter, "There is some interesting new light on many facets of develop- ment."

(Over)

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KAIKAI BELONG KONG KONG AND OTHER NEW GUINEA DISHES

There is no need now for New Guinea outposts types to live out of a can—not if they have a cook-boy who can read Pidgin. Just for him—and with English translations just for his boss—E. Veith of the Franciscan Mission, Aitape, has produced a cookery book designed to assist cook-boys and to make life more endurable for Europeans.

There are 100 *pages of recipes covering meat, fish, poultry and casserole dishes, soup, puddings, cakes, scones and bread, sauces and dressings, and Chinese meals.*

Here we go on Kari (Curry to you):

1 *tin bulmakau,* 2 *anian,* 1 *bikpela liklik spun bata, lilik kap wain (masta i makim dispela samting long you),* 1 *bikpela liklik spun kari.*

PASIN:—Katim mit olsem yu katim bret. Katim anian na praim long bata wantaim. Nau putim wain, Kari. Tanim strong. Putim 2 *spun wara moa, nau i stret pinis. Dilim wantaim rais.*

In English:

Sliced tinned meat or cold poultry, 3 *oz. margarine,* 2 *onions, wineglass sherry or light wine or even beer,* 1 *dessertspoon curry.*

Method: Cut meat into slices. Put butter into saucepan with sliced or chopped onions. Fry light brown. Add other ingredients. Stir gently over fire about 10 *minutes.* 1 *spoon of water may be added. Serve with rice.*

There are 100 *pages of such recipes, designed by the author (a Diploma graduate of the Australian Army cookery school), during* 15 *years in New Guinea. The book itself was produced entirely by the senior students of St. Joseph's School, attached to the Mission at Pes, near Aitape. The work was done on a small Italian hand-press, and after each section was printed, the handset type was broken down to be used for the next. The proofs were pulled by a lad of* 16 *and other students did the collating and binding.*

Equally as intriguing as the recipes for Territorians is the list of terms that the author has included in the book. Pidgin terms such as "longway liklik" or "bikpela taim tumas" are usually capable of elastic interpretation, but for the purpose of cookery, anyway, Author Veith has got them down to the following precise limits: Liklik taim tumas = 5 to 10 minutes; liklik taim = 10-20 minutes; bikpela liklik taim = 1 to 2 hours; bikpela taim tumas = 4 to 6 hours.

(COOKERY NOOK. Available from the Franciscan Mission, Pes, Aitape, via Wewak, New Guinea, at 7/- Aust. per copy, plus postage.)

Souter, who like Ruhen has made several trips to New Guinea and has been on patrol there, is a special writer on *The Sydney Morning Herald.*

About November, in time for the Christmas trade, F. W. Cheshire, of Melbourne, will produce the important and long-awaited autobiography of J. K. McCarthy, Papua-New Guinea's Director of Native Affairs, who first went to the Territory as a cadet in 1927. A firm title for the book has not yet been chosen.

"The book deals with the early patrol work and problems in New Guinea, the Pacific War and the effects of it on the country, and post-war developments," said McCarthy, who returned to Port Moresby in February after leave in Melbourne, where he completed the manuscript. McCarthy's book, which is filled with names and events, will be well illustrated with many of his own early pictures.

A NEW PACIFIC BIBLIOGRAPHY

A useful bibliography of Pacific material in the social sciences, including education and languages, has recently been published by the Scarecrow Press, Inc., New York, and sells for 10 dollars. Under the title of "Pacific Islands Bibliography", by F. M. Cammack and Shiro Saito, the 420 pp. list covers a wide selection of Pacific books and unpublished material from the Pacific collection of the University of Hawaii's Gregg M. Sinclair library.

INSIDE STORY OF PAGES AND POLITIC

The late Sir Earl Page Prime Minister of Australia only 19 days but as leader of Federal Country Party he quently had the power to m and break Prime Ministers.

AS a country doctor he en politics in 1919 and served tinuously until the election of in which the Liberal-Country P led by Prime Minister Menzies, all but defeated. Page on that sion lost what had been regarde two generations as the "safe" Co Party seat of Cowper, in the nor Rivers District of New South W and he died within a few weeks, 82.

In 1956 he had retired Cabinet rank to complete the of his 40 years in politics and now appears posthumuously *Truant Surgeon.*

As well as refighting the pol battles of Australia back to Fe tion, Page gives a lively and e taining account of his own boy in the Clarence district of N when the world and particularly tralia, was a younger and, in r respects, a much better place th is today.

Disaster Years

In those times families were given opportunities—they made t and the Page family perhaps mo than most. They were English s devoted to the principle of educ and not above taking a page fro book of the Scots (for whom it traditional to see themselves thr university on a sack of oatmeal) attempting to get Earle into Sy University on three tons of pota

The 1890's were disaster years the young Australian colonies. Fl followed droughts, land booms b and banks closed their doors. It at this stage that young Page ready for university. Most of secondary education had been t in Grafton although he had been to Sydney High School for the year, with the intention of gettin Exhibition. The Senior Examin then took place concurrently Matriculation Honours, the entr fee being 30/- for the first £3/3/- for the second. It was that Page should matriculate ano

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Horse-Riding With Polish

Australia has always had a putation for having plenty of rsemen of the cattle-drafting d racecourse varieties but in e classical art of horsemanship ey have been supposed, until cently, to have no polish.

The Australian team's vic- ry at the 1960 Rome Olympics anged all that and has given eat stimulus to riding as an t and a sport.

Although the horse as a work rce even in the Outback, is a ing institution, paradoxically ding as a hobby for young ople has never been more pular—about 30,000 are mem- rs of Australian pony clubs d other organisations and ny more have their own rses.

A Race of Horsemen, ar- nged by Zita White, who has en closely associated with ny club movement in Queens- nd, covers every aspect of ning and riding a horse, ether for casual pleasure, for e show ring or even for camp- afting and rodeo. Experts in ch field contribute chapters d it is well illustrated by black d white photographs. Although pressly written for Australian ungsters who are just begin- ng their interest in horse rid- g, the expertise is quite valid r any country and any age oup.

A RACE OF HORSEMEN. Pub- ed by Jacaranda Press. 25/-.)

ly scraped up the three guineas offered the university potatoes, worth 10/- a ton, or maize at a bushel, for the other amount. ne University let it be known it had all the potatoes and maize uld handle so Earle sat only for iculation.

the same year he won the Struth bition to the university and with and other prizes and scholarships by coaching other students, he red the faculty of medicine. He then only 15, years younger than r men of his class, and not yet ing long trousers.

e graduated in 1901, top of his , at 21, and began his two years enticeship at Royal Prince Alfred pital, Sydney, before becoming a try doctor in South Grafton. In years before election to Federal iament in 1919 he became a land- owner in Queensland and served in the Australian Army Medical Corps in the Middle East and France. After 1919, although his interest in medicine did not become less, his interest in politics became greater and finally occupied most of his time.

His book deals with all the political crises and faction fights over this long period and as such becomes something of the history of Australia since Federation. But it is even more remarkable as an example of the valuable human material that can come from one family.

Earle was one of six brothers, and of the others one became a teacher, one an engineer, one specialised in foreign languages; another, the Rev. Rodger, became a Methodist missionary and adviser to the Queen of Tonga; another, Will, also became a doctor, specialising in psychiatry; the last, Harold, after World War I service, joined the Public Service in New Guinea and as Deputy Administrator of the Territory was captured by the Japanese in Rabaul in 1942 and lost his life in the sinking of the *Montevideo Maru*.

[Harold Page's only son, Robert, also lost his life during the war. He was captured by the Japanese after blowing up 40,000 tons of shipping in Singapore harbour by attaching limpet mines to them, and was executed just a month before the end of the war.]

The Page family's remarkable contribution to Australian life still goes on and Earle Page's autobiography is a valuable insight to this, apart from the resume it gives of Australian politics.

(TRUANT SURGEON. Published by Angus and Robertson Ltd. 63/-.)

This Month's Novels

The novels this month are the only items that vary the monotony of the all-Australian flavour of our reading. Two are by Scots, about Scotland, and both would have been easier to understand if the publishers had seen fit to include maps of the land north of the Solway. Except for Highlanders, born and bred, the topography is completely baffling.

THE Fifty-Five rebellion is the background for a romantic historical novel by Nigel Tranter, and the title, *Gold for Prince Charlie*, indicates the plot.

As the clans dispersed into the Highlands after their defeat at Culloden Moor, near Inverness, and Prince Charles Edward escaped to Skye with a small personal bodyguard, two French ships came in to Loch nan Uamh to land powder and ammunition and what was a contemporary fortune in *louis d'or* for the Jacobites. Had it happened two days earlier it would likely have changed the fate of the so-called Rebellion and the history of Europe. As it was, the prospect of unlimited money on men who had lost everything—their homes, their families, their names and their right to live—was instantaneous and demoralising.

It was then that Duncan MacGregor, son of Gregor Black Knee MacGregor, nephew of Rob

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I, THE ABORIGINAL (Douglas Lockwood)—The book which won "The Advertiser" £1,250 Adelaide Festival of Arts Award 1962, illust., signed by the author, £1/8/6. Postage 2/-.

IMMIGRATION: CONTROL OR COLOUR BAR?—A background to "White Australia" and a proposal for change (**Immigration Reform Group**), 12/6. Postage 1/6.

FARAWAY LOOK ONE (Peter & Phillipa Scott)—Tells of their travels and fauna met in Australia, N.G., Fiji, Hawaii, illust., 1960, £1/2/6. Postage 1/6.

THE PACIFIC ISLANDS (Oliver)— Their people, civilisations, religions and wars, illust., £3/6/6. Postage 2/3.

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Antipodean Vision

The up-surge of interest in Australian art has made the task of selecting Australian paintings for overseas exhibitions a hot one. When last year the Commonwealth Art Advisory Board selected colonial, impressionist and contemporary paintings for exhibition at the London Tate Gallery and at the National Gallery in Ottawa, the Australian newspapers erupted in controversy, and both kind words and nasty ones were used to describe the skill, or otherwise, of the judges.

But the exhibition is currently showing at the Tate and the British critics have been warm enough in their praise. For those who want to judge for themselves and who can't afford a trip to London or Ottawa, the next best thing is to get hold of *Antipodean Vision*, the beautifully produced catalogue of the exhibition. It has been published by F. W. Cheshire, of Melbourne, in co-operation with the Commonwealth Art Advisory Board and its 24 colour plates and 24 monochromes are prefaced with useful commentaries on Australian art trends by Clyde Turnbull, Elizabeth Young and Daniel Thomas. The book also contains biographical notes on all the artists whose works have gone on display.

The fine colour plates include works by William Dobell, Donald Friend, Russell Drysdale, Sidney Nolan, John Olsen, and Ian Fairweather.

(ANTIPODEAN VISION. Published by F. W. Cheshire. 50/-.)

took the self-appointed task of ding the gold, or as much of it e could lay his hands on, for e Charlie.

ow he does it provides the swift n of the story. Although old rically, it is modern in context, way Tranter tells it. Even enachs will find it good, fast nture reading; and blown-away may decide, even at this late day, to join the Scottish National Party and work for Home Rule for Scotland.

(GOLD FOR PRINCE CHARLIE. Published by Hodder & Stoughton Ltd. 20/-.)

A different dish of haggis is *Maelstrom*, by W. H. Murray. This is an Us and Them international spy-ring affair, full of disappearing scientists, M.I.5. and American Intelligence Agency—all very much 1963.

Interwoven with it is a great deal of yachting lore and mountaineering, in keeping with the author's own hobbies, he being a yachtsman and mountaineer of international repute.

During the course of the thriller, the characters dash up and down lochs, in an out of the Cairngorm mountains, and the final climax is reached in a whirlpool in the Strait of Corrivreckam off the coast of Argyll.

(MAELSTROM. Published by Secker & Warburg. 22/6.)

An Oriental Shangri-la figures in *The Valley of Lotus House*, an adventure-thriller by James Norman. When a famous Chinese scholar, Dr. Li, disappears between Hong Kong and Formosa, his American friend Wilson secretly enters China to try to get him back.

He doesn't succeed but stumbles upon a legendary Chinese paradise, Shan Ti, where a fabulous Chinese warlord has managed to isolate himself from Communism. There Wilson falls in love with the warlord's daughter and finally rescues her and not Dr. Li.

The story opens in Upper Burma, with Wilson staggering into a mission hospital carrying the half-dead girl in his arms. For those who like their thrillers with Inscrutable Eastern overtones, this one can be said to cover a lot of territory.

(THE VALLEY OF LOTUS HOUSE. Published by Peter Davies. 22/6.)

Bernard Thompson's second novel, *O Tell Me Pretty Maiden* follows on the tradition established by his first (*Love in Quiet Places*) in that it is a saga of English lowbrow village life. Economical in style but lavish with dialogue the story is narrated by teen-age, crippled Nicky Williams. A stern Nonconformist father, a mother who makes two-bob bets, a pimply sister and a philandering lodger make up Nicky's immediate household but the plotless story takes in most other aspects of village life—gossip, nosey neighbours, major scandals and minor feuds. Outside all this there is, of course, the large story of Nicky's growing up.

(O TELL ME PRETTY MAIDEN. Published by Hodder & Stoughton Ltd. 22/6.)

The Little City is the 36th of Barbara Goolden's novels—and no publisher produces such a number without adequate reason. It proves that there is a sufficient number of people who still appreciate novels based on sweetness-and-light and the Highest Moral Values—two commodities in which this author specialises.

(THE LITTLE CITY. Heinemann. 20/-.)

CAMERA STORY

If you should want a picture-book of Sydney, *Soul of a City* is the latest of them.

Large black and white plates, with a few in colour, give a pictorial account of what Sydney is like in its 175th year. Photos were taken by Max Dupain; text is by John Thompson and publication by Oswald Zeigler Publications Pty. Ltd. Distribution is through Angus and Robertson Ltd. and Australian price is 37/6.

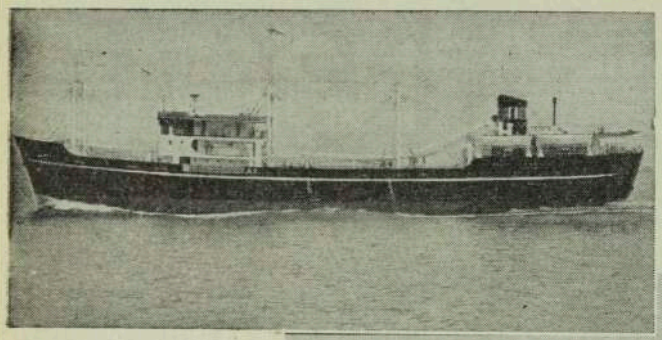
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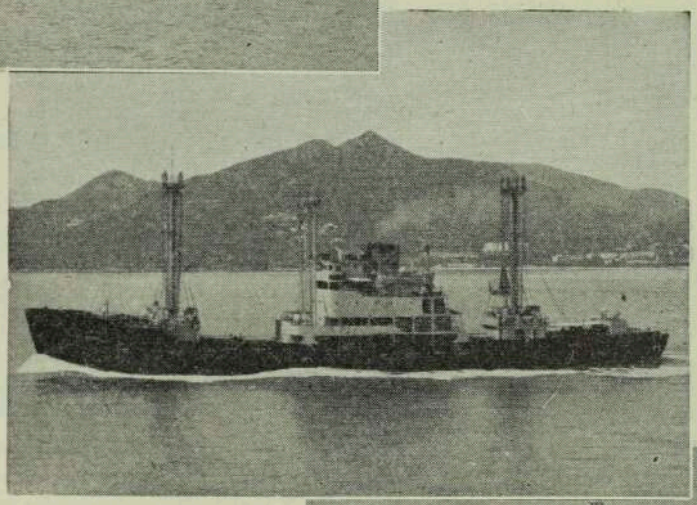
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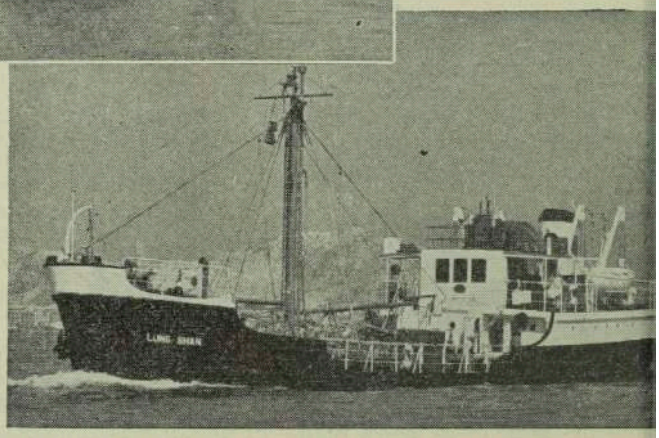
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Left: M.V. **"TARAWERA"**, all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

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



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Pacific Shipping And Cruising Yachts

The well-known island trading vessel *Charlotte Donald* ank in 30 minutes after striking a rock in the Marquesas Group on Saturday, February 2. No lives were lost, but the hip was a total loss.

HE *Charlotte Donald,* of 307 tons, was owned by Etablissements ald, Tahiti, a branch of A. B. ald Ltd., of Auckland, which also a branch and runs vessels in the k Islands.

he was on a voyage from Tai-o-Nukuhiva, to Akapa, another quesan port, when she struck the and sank.

/hen the first reports of the ship's were received, the parent firm in kland did not know who was in mand or what passengers and o were carried. Nor did the firm w whether the rock the ship ck was charted.

he *Charlotte Donald* was ched in Fremantle in 1945. She 125 feet long, had twin screws was built of jarrah.

onalds bought her in Singapore 949. She was then named *Kinangan* and had been trading in thern Borneo waters.

ecause of high rates of insurance the hazardous Islands trade, alds carry their own risk. Her acement value is about £35,000.

he loss of the ship leaves Don- with three ships, the *Taporo,* eel motorship of 500 tons added the fleet last year, and the oners *Tiare Taporo* and *Vaitere.*

The *Tiare Taporo,* which under- t a refit in Auckland recently, ran trouble on December 14. Her nmast broke at the main deck collar when she encountered heavy seas north-west of Aitutaki when bound for Pukapuka.

However, the schooner reached Rarotonga safely four days later and the damaged mast was removed.

● JAPANESE FISHING VESSEL CATCHES FIRE: A 90 ft Japanese fishing vessel burned and sank at Pago Pago, American Samoa, on January 26. One crew member, Takeshi Kato, 22, lost his life. He is believed to have been trapped in the vessel.

The ship was receiving diesel fuel at the Government oil dock when some oil apparently spilled on a hot pipeline in the engine room and caught fire. When a Fire Department truck was unable to put the blaze out, a landing craft towed the vessel to the shallow end of Pago Pago Harbour in an attempt to sink it in shallow water. The ship sank with its stern resting on the bottom, but 10 ft of the bow, held up by trapped air, remained above the surface. It was hoped that the vessel could be refloated and repaired.

This was the third Japanese fishing vessel operating out of Pago Pago to come to grief in just over a month. Two others were lost at sea in a violent storm, 200 miles south-west of Samoa, in late December.

● RUSSIAN SHIP IN APIA: People in Apia took a lively interest in the Russian three-masted auxiliary schooner *Zarja* when she visited that port early in February. The *Zarja,* which is making a study of the earth's magnetism at sea and the incidence of cosmic rays at sea level, is the first Russian ship to visit Western Samoa for many years.

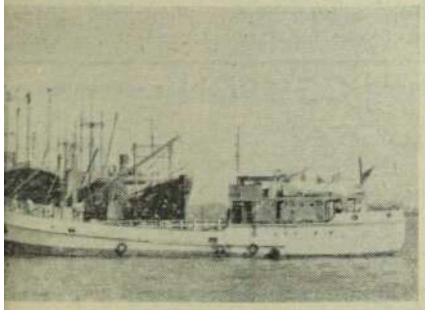
The ship, built in 1952, is mainly of wood and various bronze and brass alloys to eliminate the effect of iron. She was in Suva early in January for an engine overhaul.

The *Zarja* is under the command of Captain B. Visiljevich Veselov and carries a crew of 24, plus nine scientists and two stewardesses. Twelve of the Russians played volleyball against two Samoan teams at Vailima. One Russian team won and the other lost. The local sportsmen decided that the Russians were a very pleasant crowd.

The *Zarja* has been at work in the Pacific since August, 1962. On leaving Apia, she sailed for Papeete.

Another visitor to Apia during February was the French frigate *Francis Garnier,* en route from Wallis Island to Aitutaki and Tahiti.

● THIRD TIME UNLUCKY: A 28-year-old Fijian, who had emerged unscathed from two previous encounters with sharks, had his left forearm torn when a shark attacked him while he was spearfishing on



The ill-fated "Charlotte Donald", formerly the "Kinabatangan", was launched in Fremantle in 1945. She was 125 ft. long and was built of jarrah.

In The News This Month

Abacus	Monarch
Asahi Maru No. 8	Monsoon
Athenic	Myonie
Blue Peter	Nassau
Ceramic	Neophyte
Charlottle Donald	North Star
Craig J II	Okeanos
Dunmore	Pacific Islander
Elizabeth Helen	Rangitata
Fijian Trader	Rangitiki
Fortune	Slitan
Francis Garnier	Southern Cross
Geneve	Staghound
Gothic	Taporo
Hunikai	Tempest
Inaha	Tiare Taporo
John Hanna	Tuarangi
John Williams VI	Tulagi
Kalona	Tung Feng
Karossa	Vaitere
Koonya	Vasey
La Perouse	Vitiaz
Manu Moana	Willem Ruys
Manutai	Yanawai
Mercury	Zarja

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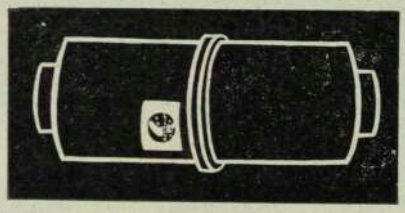
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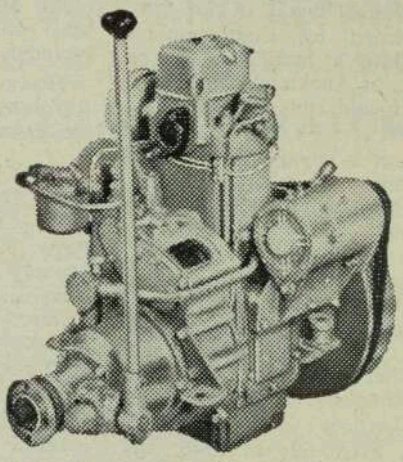
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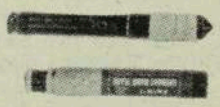
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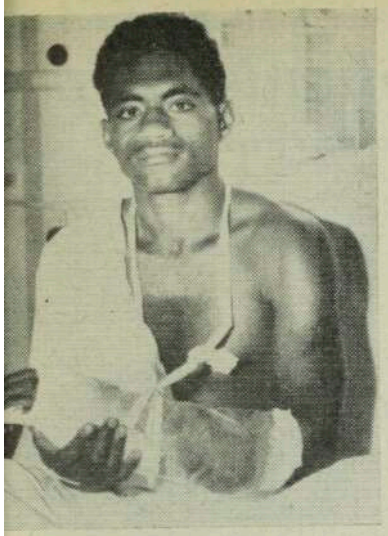
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im of the Gau Island shark attack, year-old Jone Waitaiti.—Photo: S. L. Whippy.

bruary 8. The man is Jone Wai-ti, of Somosomo Village, Gau, in Lomaiviti Group.

Jone was on a spearfishing expedi-n with 14 others on the main reef front of his village when the shark acked. He dived into the water m a boat, and when he was about chain from it, he saw a shark imming leisurely towards him.

When the shark, which he thought s "tame", got close to him, he ed to spear it but missed. The ark turned away, but suddenly ned again and came straight at n.

Jone was unable to use his spear ward the shark off, so he grappled th it with his left hand. The shark e at his left foream and then swam ay.

"It would have made another at-k, I think, if I had not made a lot noise," Jone said later.

After surfacing, Jone received atment locally and was later picked by an RNZAF Sunderland and wn to Suva, where he was admitted the CWM Hospital.

In hospital, he revealed that he d two brushes with sharks while earfishing off his village about five ars ago. On the first occasion, a ark suddenly appeared after he had eared a fish in deep water. The ark snatched the fish and then came him, but it "ran away" when Jone ck his spear in its head.

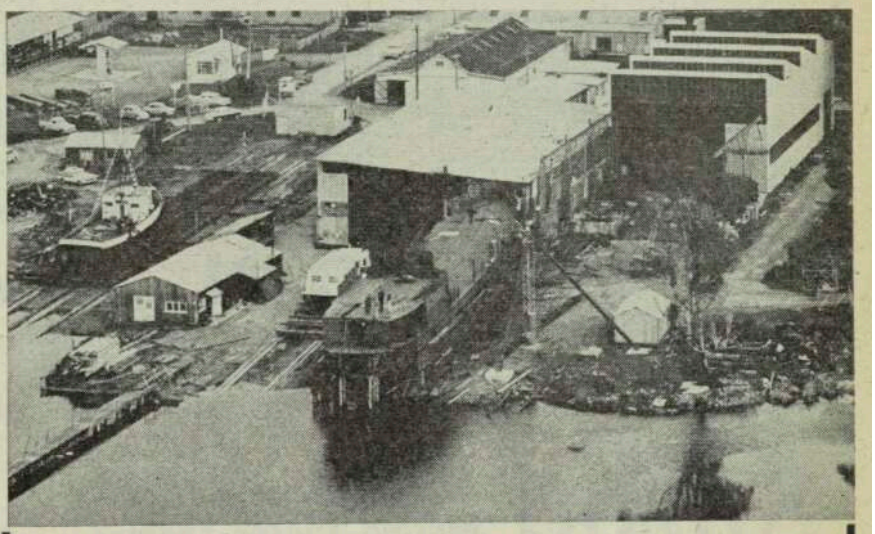
On the second occasion, a shark ade straight for him, but swam off hen he gesticulated and made a lot noise.

Jone was the second Fijian shark victim within a fortnight. On January 29, Savenaca Kuruvakarua, of Suva, received injuries to both arms when he was attacked by two sharks while spearfishing off Yanuca Island, near Beqa.

● COURSE FOR SHIPS' MASTERS: The first senior course to train P-NG natives as ships' masters was due to start in Port Moresby in February. Twelve were expected to take the course initially. It will be held at Napanapa Nautical Training School and will last three months.

Practical and theoretical training will be given and it is hoped that trainees will pass their local masters' certificates at the end of the course. These certificates will permit them to take charge of vessels of up to 50 tons displacement.

● NATIVE-OWNED CO-OPERATIVE BUILDS WHARF: A co-operative owned and operated by New Guineans has built a wharf at Finschhafen with all facilities for the berthing of 300-ton coastal vessels. It will be used by the co-operative's own ship, the *Vitiaz*, and will be available to other vessels at the usual commercial berthing fees. (Over)



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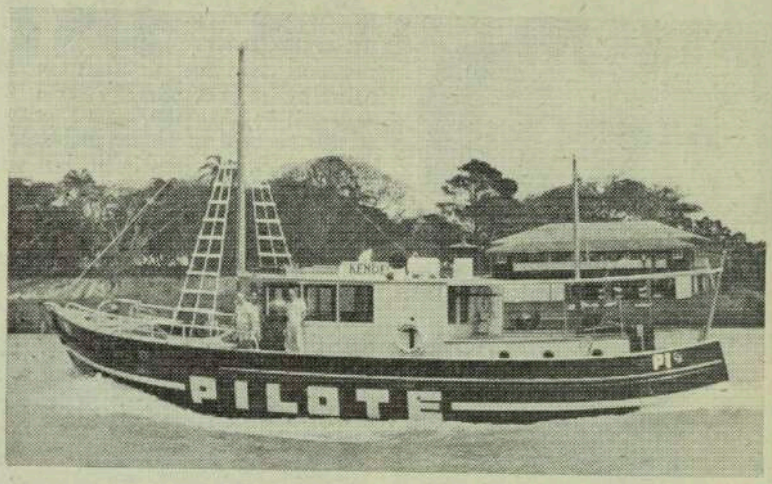
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Photo shows "KENDEC", second Pilot vessel to be built and delivered to The Pilot's Association, Noumea.



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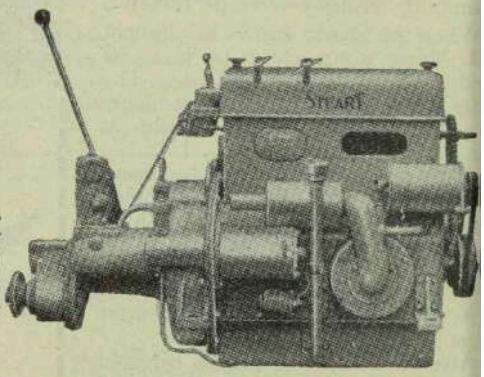
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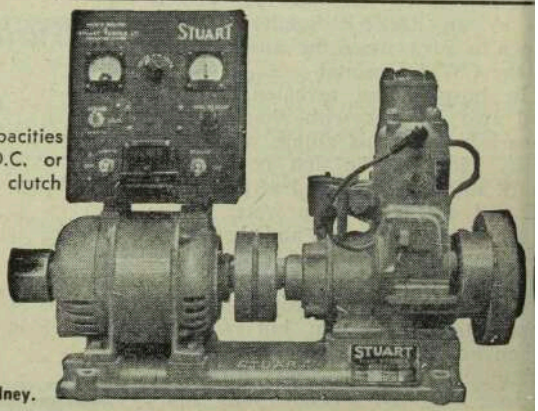
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ıe co-operative is the Finschhafen keting and Development Society ted which has nearly 7,000 New ıea shareholders, and is chiefly ged in collecting and marketing eholders' primary produce. Its ıal turnover is around £30,000.

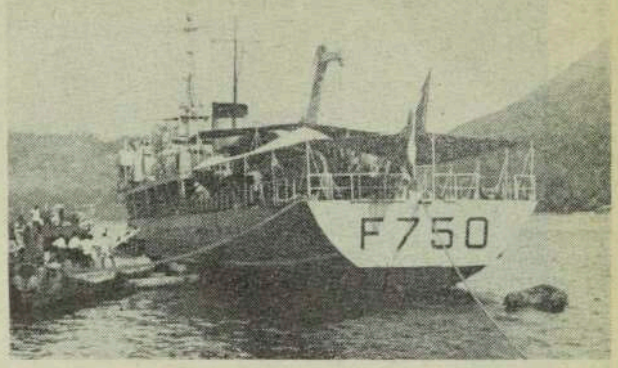
ıe new wharf, built of concrete steel, is at Buki, about two miles Finschhafen where the co-ative has also built storage sheds, es, and provided transit accom-ation for New Guineans. The f is designed for all-weather lling of cargo, and overhead gear lifting heavy cargo will be in-ed soon.

ıe co-operative can also refill ' water tanks, re-fuel vessels and ide a stevedoring service. The perative employs a wharf clerk 24-hour supervision of wharf ities is maintained.

NEW VESSEL FOR US ST TERRITORY: The MV *h Star* sailed from Portland, on, on February 6 for the US t Territory of the Pacific Islands Guam. The vessel is being ght to Guam by the Pacific Navi-n Company (Jones & Guerrero) r a special agreement with the t Territory Government.

n arrival in Guam, the *North* will be registered in the Trust itory with home port at Saipan, ianas District. She will be re-ed the MV *Pacific Islander* as Indian Bureau, from which the was acquired, wishes to retain name *North Star* for use on an-r vessel.

he vessel is of 3,500 gross tons. will join the Trust Territory fleet r the Pacific Micronesian Line ation, and will serve as a logistic ly vessel to the Trust Territory ict centres from Japan and m. The *Pacific Islander* is scheduled to leave Guam about March 15, probably for the Yap and Palau Districts.



COURTESY CALL: Seen recently on a three-day visit to Rabaul was the French frigate "La Perouse". A crew of all races proved popular in town. Various sporting events were arranged for them.

● ALMOST SALVAGED: The nine month-long struggle to get the stranded Japanese fishing vessel *Asahi Maru No. 8* from its prison on the Sigatoka Reef, Viti Levu, Fiji Isles, was reaching a climax in February.

The *Asahi Maru* went aground on February 14, 1962, and was abandoned and later sold by its Japanese owners to a local syndicat.e

The syndicate, principals of which are Fiji businessman Barry Philp and Public Works engineer Graham Dewes, with a small team of local workman, has laboured continuously since to move the ship from the reef-edge toward a deep lagoon which opens to the high seas through a narrow channel.

At the period of high tides in mid-February, it was moved more than half a mile towards the lagoon and was then sitting within 150 ft of deep water.

Hundreds of empty drums, tyre tubes, glass floats (left on board when the ship was abandoned), and tons of bamboo logs, have been used to float her along as wind and tide favoured.

In excellent condition, and worth many times her purchase price of £1,610 to her present owners, the ship has already been offered for sale by the syndicate and attracted several inquiries from overseas interests.

With intact engines and ancillary equipment, all in full working order, it is not anticipated she will lie long at her destined moorings in the Sigatoka Lagoon before she is once more in active work.

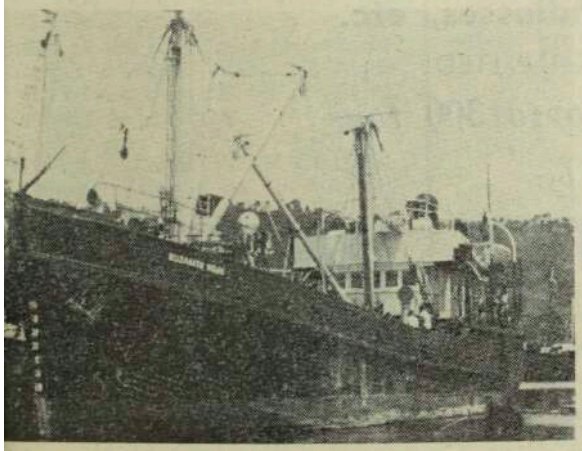
● CABLE LAYER RETURNS TO UK: The Cable and Wireless Ltd. cable-laying ship *Mercury* left Papeete to return to the United Kingdom on February 6, after having laid the first section of the new COMPAC cable between Suva and Honolulu. The cable is being put down in three sections.

The *Mercury* began laying the first section on January 22 and finished the job on January 31—1,170 nautical miles of cable having been put down. In the UK, the *Mercury* will pick up a new supply of cable for the second stage of the Suva-Honolulu link. She is expected to return to the Pacific in May.

Meanwhile, the cable ship *Monarch* is laying the Vancouver-Honolulu section of the COMPAC cable.

● BIG GROG CARGO FOR WNG: The Dutch vessel *Karossa* lifted a cargo of between 7,000 and 8,000 cartons of beer from Port Moresby for West New Guinea ports early in February. The cargo was consigned by Port Moresby's South Pacific Brewery and was worth about £10,000. It was the largest consignment the brewery had ever made.

The manager of the brewery, Mr. W. H. Johns, said his company had



RESCUE SHIP: The "Elizabeth Helen" (formerly the Army ship "Vasey") was on the scene shortly after the coastal vessel "Inaha" sank off the New Britain coast on January 19. She rescued all crew members and took them to Rabaul. (PIM, Feb., p. 145.)

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n exporting beer to Marauke for ut two years. Previously consign- its had averaged about 1,200 car- s. He thought the reason for the a demand was that other over- countries had stopped exporting r to West New Guinea.

• BOATBUILDING INSTRUC- R'S VISIT TO SPC HEAD- ARTERS: Mr. C. R. Fisher, the ctor and instructor of the boat- lding course at Auki, BSIP, from 0-1962, was due to visit Noumea m February 13 to 23 for talks h South Pacific Commission staff. Fisher has been reappointed as ctor and instructor for the next rse due to open in Auki in early rch. In Noumea, Mr. Fisher was ected to visit Nouville where a ond boatbuilding course will be ducted for French-speaking inees simultaneously with that at ki.

• TALKS ON WHARF FOR LA: Mr. D. V. Buck, senior part- of Wilton and Bell, consulting gineers of London, who designed Suva Wharf reconstruction pro- t, visited Vila in late January to cuss the modified Vila wharf pro- t. Vila has no wharf at present During his visit, Mr. Buck obtained ther information on the nature of harbour bottom in the area which s been selected as the best site for wharf and had talks with rep- entatives of the Joint Administra- n.

Mr. Buck also attended a Vila harf Committee meeting at which confirmed that it was feasible to ild a wharf on the site selected. rther pile-driving trials which uld now be carried out would able the best method of construc- n to be decided, he said.

He showed the committee a revised an for a wharf, likely to be within e financial reach of the Condomin- m. This wharf plan would not able two overseas ships to be rked at one time, as in his original an, but it would enable all holds the biggest ships calling at Vila to worked at one time.

• FOR SAVUSAVU TOURISTS: landing stage is to be built at akama Wharf, Savusavu, Fiji, so at tourists can land from cruise ners. P and O—Orient liners are to gin calling at Savusavu soon.

Fiji's Standing Finance Committee as approved the spending of £1,000 n the landing stage. This follows a rvey at Savusavu by officials of the and O—Orient Line and the Suva arbour Master, Captain E. L. James. The existing wharf was found to be unsuitable for the landing of tourists from liners anchored in the bay.

• TOLAI WHARFIES BACK AT WORK: Tolai wharf labourers, employed by Burns Philp (New Guinea) Ltd., returned to work on February 11 after a three-day stoppage. The *New Guinea Times-Courier* reported that the Tolais had resigned en masse after Burns Philp discovered that the company's acting stevedore was planning a stevedoring company of his own employing Tolai labour. The acting stevedore was reported to have been dismissed by BP's Rabaul manager, Mr. Monty Stobo.

However, a Press release issued by the P-NG Administration said that the cause of the stoppage was a dispute over wages.

It said that an agreement, ending the dispute, was signed at a meeting attended by 60 wharf workers, representatives of BP, and Mr. D. Parrish of the Department of Labour, and that this contained a new wage schedule for BP wharf labourers.

The agreement is for 12 months from February 11. The new wage rates, with old rates in brackets, are:

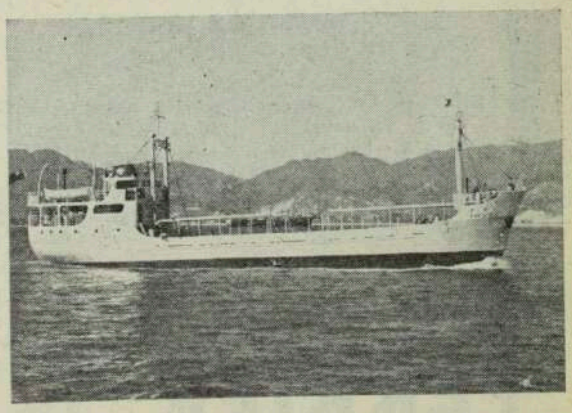


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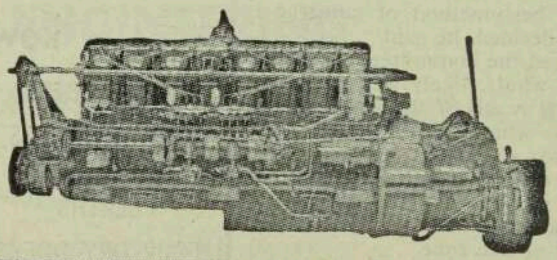
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linary labourer, 15/- per shift /-); winchman, 17/6 (14/-); g boss, 20/- (16/-).
omamia, a Tolai leader, said at meeting that he had not heard a move by any other group of urers to form a co-operative. wever, the Administration Press ase said it had been reported that ai labourers were still considering idea of a co-operative.
he Assistantant Administrator, John Gunther, said after the ement that the Administration been worried at one stage of the e that "good sense would not ail". He added: "But we are sed that the dispute has been noniously resolved."
uring the strike, the Deputy ler of the Opposition in the Aus- an Parliament, Mr. E. G. Whit- who was visiting P-NG, attacked Administration radio station in ul for not mentioning the strike s programmes.
e said that the ABC had used trike as its lead news item, and the Administration's radio silence he trouble was one of the strike's disturbing aspects.
he silence of the Administration station will undermine the con- ce of New Guineans who were ing," he said. "They would know ervice was not comprehensive in ct to Administration radio re- of Legislative Council debates."

MISSION SHIP REPAIRED: Melanesian Mission's ship *ern Cross*, which went aground Auki, BSIP, in October and was ted in November, was slipped lagi recently. Only the false-keel bout 30 pieces of copper sheath- ad to be replaced.
ile on the slipway she was sur- and found to be structurally . She was ready for sea after minor repairs were done at niara.

FEWER SHIPS CALL AT PIT- N: Only 39 ships called at Pit- Island in 1962 compared with 1961. This meant that the ers had fewer opportunities to ouvenirs—their only source of e.
island's roneoed newspaper, *n Miscellany*, said in its issue nuary that the reduction in the r of visiting ships was serious self, but the situation was ed by the fact that the ships were no longer calling were w Zealand Shipping Company's *Rangitiki* and *Rankitata*. Also, *Villem Ruys* made only two calls last year compared with four in 1961.

The paper added: "The regular callers, *Athenic*, *Ceramic* and *Gothic*, which together over the year visit us about 22 times, each carry a maximum of between 70 and 80 passengers. There have, however, been several occasions when the passenger accommodation in one or other of these ships was less than half full."

● COLLIER IN NEW ROLE: The 900-ton *Fijian Trader*, trading on Australia's east coast and in the Islands for her new owners, the Fijian Shipping and Trading Company, of Suva, made her first visit to Newcastle early in February. She was well known there previously as the coal collier *Dunmore*.

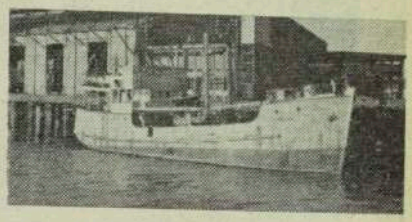
The ship was built at the end of World War II as a tanker for the United States Army. She was later converted to take general cargo and until 1953 sailed under the Dutch flag as the *Nassau*. For the next nine years, as the *Dunmore*, she carried blue metal to Sydney from Kiama on the south coast of NSW, and coal from Newcastle.

Her skipper, Captain C. Wheeler, was formerly master of the *Tung Feng* which plied between Australia and Japan. Eleven Fijian crewmen were flown to Sydney to join the ship (*PIM*, Jan., p. 101.)

● FOR ISLANDS RUN: The new motor cargo vessel *Slitan* arrived in Australia recently on her maiden voyage from Las Palmas and the UK. (*PIM*, Feb. p. 105.) The *Slitan* will trade between Australian east coast ports, New Guinea and the Solomon Islands for the Karlander New Guinea Line Ltd., of Lae.

After loading cargo in Melbourne, Sydney and Brisbane, the ship was due to leave in early March for Port Moresby, Samarai, Rabaul, We-

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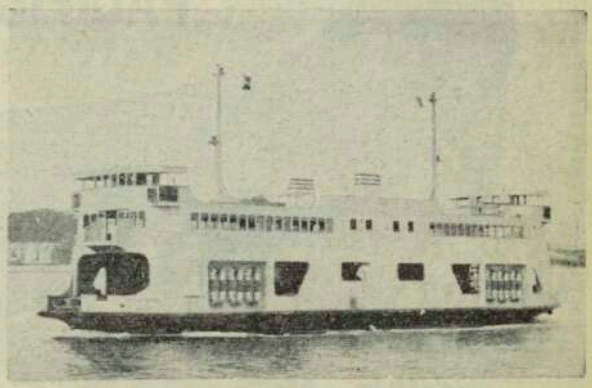
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Madang, Lae and Honiara. She
nder the command of Captain
Oftedal, a newcomer to Aus-

DEATH OF WELL-KNOWN
T: Captain Albert Lefevre, a
known pilot who had boarded
reds of ships at the entrance to
nea Harbour and had brought
safely through the maze of reefs
eir berths, died in Sydney on
ry 18, aged 39. He had gone
ydney for medical treatment.
body was brought back to
nea in the *Caledonien* and
l in Noumea cemetery on Feb-
13.
ptain Lefevre was a member of
lew Caledonian Pilots' Associa-
Despite his comparative youth,
as a highly skilled member of
ofession. He had had experience
ost oceans of the world both
icer and master.
went to France some years ago
ring the Nickel Co.'s ship
te to Noumea. For some years
otained units of the Nickel Co.'s
and was well known on the
nea-Pt. Kembla run.
1956 he passed his pilotage
nation and started service in
lot Syndicate of New Caledonia.
as highly rated by masters of
s using New Caledonian waters.
ptain Lefevre came from a
whose tradition was the sea.
ather, who died a few years
was Captain Lucien Lefevre,
n reputed to have salt water
veins. He was one of the
Cape Horners". He used to
sailing vessels around the Horn
nio, New Caledonia, to load
ore. He married in New
onia, settled there, entered the
Syndicate and finally became
n of the Port (harbour master)
umea. The old "Cap" had the
ction of seeing two of his sons
e New Caledonian pilots.
ptain Albert Lefevre leaves a
, formerly Miss Michelle Daly,
young daughter. His elder
r Lucien is still in the pilot
.

REPLACEMENT FOR
MANUTAI: The *Manutai*, replace-
for Burns Philp's 434-ton trader
ai, which was wrecked off
near Santo, last March, was
Vila, New Hebrides, on Feb-
16 from Fiji. The *Manutai*
ormerly the London Missionary
y's ship *John Williams VI*.
will operate in the northern
of the New Hebrides, and
onnect with every visit of the
. Accommodation for up to
assengers in two cabins is
ble. Fares are £2 a day.

News Of Cruising Yachts

● *MONSOON*, Herb Hope's 47 ft. San Diego-registered yacht, was due to leave Auckland about February 7 to cross the Tasman to Australia. *Monsoon* had been in New Zealand since early December after a 10-day voyage from Suva.

Mr. John Burgess, of Tuakau, who sent us news of *Monsoon*, said she was continually in the public eye at Auckland's Marsden Wharf. Coco, Skipper Herb Hope's pet Indian Minah, daily attracted a gallery of admirers as he wolf-whistled and welcomed visitors with his "Hi!"

Mr. Burgess said the yacht would have a crew of four for the Tasman crossing—the skipper, cook-deckhand Barbara Boulter, Eric Johnson, an Australian, and Gary Wheeler, a New Zealander.

● *TUARANGI*, 40 ft. double-ender ketch, reached Sydney from Russell, New Zealand, on January 23 on the first stage of a voyage round the world. *Tuarangi* has a crew of four: Peter Baxter, Jack Crooks, Jack Hargraves and John Morton. Three of the crew took seven years of their spare time to build the ketch in their home town of Invercargill, in NZ's South Island.

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er a leisurely cruise up the NZ st, they left Russell, at the top of North Island, on January 5. They nt five days at Lord Howe Island the way to Sydney, and their ns were to stay in Sydney for a nth before sailing to the Great rier Reef and on to England via Cape of Good Hope.

• *CRAIG J II*, 20 ft ketch, which yton J. La Londe, of Los Angeles, single-handing from New Zealand Los Angeles, arrived in Rarotonga January 15. *Craig J II* has no ine. Her owner intended to stay Rarotonga for a week before ding for Tahiti. La Londe sighted otonga three days before he made t.

• *KALONA*, yacht ex-Honolulu, reported to be 25 miles north of otonga on January 16. She was ected to anchor at the island that rnoon. Aboard the yacht are R. McIlvride, skipper, W. J. Carthy, mate, Dave Hamon and e Siess. *Kalona* reached Penrhyn nd on January 8 and left for otonga the following day.

• *ABACUS*, Park and Gloria rthose's yacht, and four others e all "waiting out the season" in a early in February before going The other four were *Fortune*, Dave and Nellie Goeffney, of olulu; *Geneve*, with Michel mod, of Geneva, Switzerland; *Peter*, American enthnologist Phillips' 40-ton motor yacht; and *John Hanna*, with C. K. Wing J. Counterman.

was reported earlier that the ffneys were planning to visit Aus- a in *Fortune* before returning to aii. *Blue Peter* was last reported be going to New Zealand for irs. And Mermod's *Geneve* is g single-handed round the world Callao.

r. Wing said in a cordial note Suva that the *John Hanna* was g on to Vila and Malekula, New rides, after the hurricane season.

nce leaving Tai-o-Hae, in the quesas, last July, the yacht had ed Ua Pou, Takaroa, Manihi, ete, Moorea, Huahine, Raiatea, a, Bora Bora, Aitutaki and Pago).

r. Wing said he had written rs to *PIM* from three of those , and that as we reported in uary that we had not heard from *John Hanna* since July, the letters st have gone astray somewhere". y must have! We haven't re- d any of them).

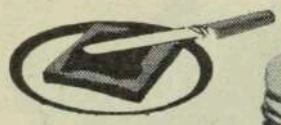
r. Wing added that the Royal Yacht Club had graciously

VEGEMITE

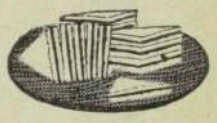
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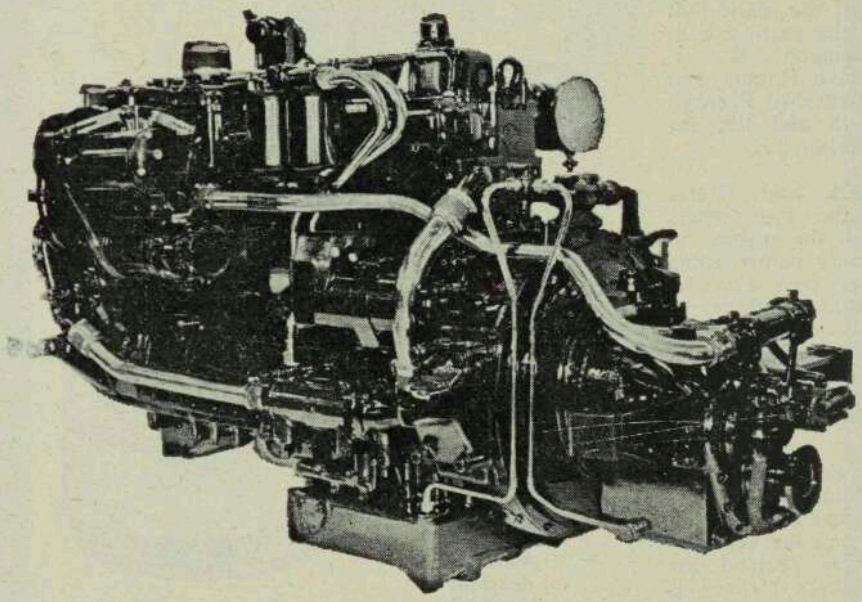
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ER: Still to be seen in Simpson Har-, Rabaul, is the roving ketch "Stag-nd", skippered by owner Paul Hurst. "Staghound" has been in and out of aul for over a year. Hurst is at present iting a crew member before con-tinuing.

nded its hospitality to the crew all the yachts in port. "They made all of us feel at home, we will always remember", he

KOONYA, formerly of Sydney, h left Hawaii with skipper Les res for California early in ber, was up for sale in Los eles in December. Captain Ed , of Long Beach, California, in tter to *PIM* which took two ths to reach us, said she was in new condition, showing excellent and attention". "She is for sale gside my sloop *Salute*," he added. aptain Fink also reported that the r *Hunikai*, owned by a Mr. stopher, had reached Tahiti by of the Marquesas from San o. "His family and a friend had ry pleasant sail," Captain Fink

MANU MOANA, 40 ft. cutter, ed at Guam from Truk just re Christmas. Owner-skipper is Richard J. Powley, an Auckland ulting psychologist. Miss Denise rali, of Auckland, is a crew ber. Leah Wheeler, of Truk, sent us this news, said that the *u Moana* had made a mercy trip Truk to the Hall Islands "carry-a medical officer and food sup-for the distressed Hall Is-ers". Leah Wheeler's letter, which took two months to reach us, also reported that Captain Al and wife "Mike" Gehrman's 36 ft. cruiser *Myonie* arrived in the Palau Islands from Truk just before Christmas. The Gehrmans, who are on a world cruise, left their home port of Miami in November, 1961.

● *NEOPHYTE*, Lee Quinn's 40 ft. yacht with an all-girl crew of four, reached Honolulu on January 21, 25 days out of San Francisco. The crew is Giselle Mayer, 22, Jackie Miller, 24, Susan Bird, 20, and Mrs. Karol Hope, 20.

During the month of *Neophyte's* arrival, Hawaii suffered the slings and arrows of outrageous weather, with gale after gale sweeping in from the south-west. *Neophyte* was the only smallship which saw fit to ignore the weather implications of the North Pacific.

The operation got more publicity in Hawaii than Lindbergh's crossing of the Atlantic. But local yachtsmen coldly considered Quinn's attractive vessel to be aptly named since:

★ Not even mad dogs and Englishmen make trans-Pacs in January; and

★ All-girl crews are old, old hat.

However, *Neophyte* appeared in good shape when she arrived under jib and mizzen, except for a lashing around the mainmast at the spreaders. She had had several bad days in a gale shortly before arriving. (Over)

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Quinn's wife, who was surfing on Oahu when *Neophyte* arrived, was to join the vessel as first mate for a voyage to the South Pacific.

● *OKEANOS*, with Joe Pachernegg, his fiancee Benita Burge, and Ludwig Syassen, left Papeete on January 31 for a long stretch of lonely voyaging. *Okeanos*, a 39 ft. staysail schooner, which had been in Papeete since early December, was off to visit Rapa, the southernmost inhabited island in French Polynesia, and from there she was going on to Valparaiso. (Rapa is the island where the women are said to outnumber the men by six to one.)

Joe, in a cheery note to *PIM* before sailing, said Tahiti was "a nice place for a time, but expensive for longer".

"Besides," he went on, "it is not the destination of a seaman to rot in harbour, so tomorrow we will be off for Rapa and Valparaiso.

"Benita and I will be alone for the biggest part of this trip. But as far as Rapa we've got a chap, Ludwig Syassen, on leave from Port Moresby, to come with us. He wants to find out about all those girls on that island, he says.

"We will stay a few days at Rapa and then head towards the south-east, 35-40 degrees South, and then steer for Juan Fernandez and Valparaiso. Should these latitudes prove to be difficult, we might head further north, probably towards Callao, Peru.

"The *Okeanos* is now well fitted out and well prepared, and we hope to arrive in South America by the middle of April."



Rapa, the picturesque island in French Polynesia where the women are said to outnumber men by six to one, will be one of the stopping places for Joe Pachernegg's schooner "Okeanos" on her latest cruise.

Joe added that he would send *PIM* a story about rarely-visited Rapa from his next "big stop". We are looking forward to receiving it.

● *TEMPEST*, 28 ft. cutter, returned to Auckland in January after a two-year, 17,000-mile cruise in the Pacific. The *Tempest* left Auckland in April, 1961, with a crew of four, including the co-owners, Messrs. R. Jones and M. Nell, of Tauranga, New Zealand. Two crew members left at various stages of the voyage to return home and were replaced by two other Kiwis.

The *Tempest* carried a doctor and oxygen from Rarotonga to Aitutaki to save the life of a baby and touched bottom twice while entering Aitutaki's long, narrow passage. From the Cook Islands, the cutter sailed to Honolulu where the crew took on the job of sailing a retired Los An businessman's 34 ft. ketch home him—he having had enough after Los Angeles-Honolulu trip.

Last June, the *Tempest* set ou return home via Christmas and ning Islands, but atomic tests ma necessary to detour to Tahiti.

Noumea was the next port of and then the Queensland coast visited. Here the crew encounter severe electrical storm that con them to a small coral lagoon, a whale which lashed at their boat its tail but missed.

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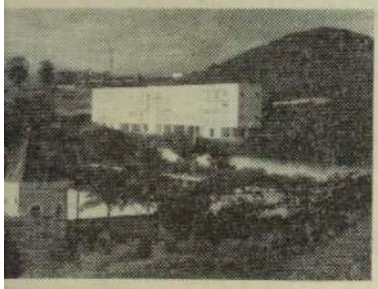


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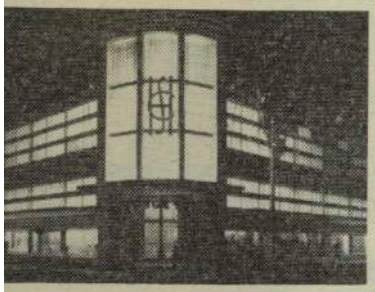
CHANGING THE FACE OF NOUMEA

The New Caledonian building firm, Societe Caledonienne d'Enterprises et de Travaux, has helped change the face of Noumea in the past few years, adding numerous modern style buildings to the older Colonial look of France's "Paris of the South Seas". The view of Noumea, right, shows in the middle foreground the new suburb of Sud Pacific, built entirely by SCET. There are between 500 and 600 houses there.









ve is the three-storey barracks in nea for military NCO's, their wives families, completed by SCET last year. middle photograph depicts the new ary hospital, and below is Noumea's est department store, completed three s ago for Societe Havraise Caledonienne.

"Rags To Riches" Building Firm May Soon Move To The Solomons And Fiji

By Robert Langdon

A French building construction company, which has grown phenomenally from small beginnings in New Caledonia since the war, expects to open a branch in the Solomons later this year and it may also move into Fiji. The company already has branches in the New Hebrides and French Polynesia.

THE parent company in New Caledonia is called the Societe Caledonienne d'Enterprises et de Travaux, commonly known as SCET. In the New Hebrides, the firm is known as SHET—the word "Hebridaise" being substituted for "Caledonienne"; and in French Polynesia it is called SPET —the "P" standing for "Polynesienne".

A Frenchman, Mr. R. Faure, founded the parent company 12 years ago. He started with literally nothing, beautifying the servicemen's cemetery at Bourail, New Caledonia, for the War Graves Commission. Now his organisation is the biggest building firm in the South Pacific, employing more than 1,000 people.

Among the bigger works it has carried out are the enlargement and reconstruction of Tontouta Airport, Noumea, the construction of the airport at Faaa, Tahiti, and Le Nickel's wharf at Noumea.

Other notable projects it has completed at Noumea include:

- An entire suburb of 500 to 600 houses called Sud Pacific. The houses have two bedrooms, a kitchen, a combined dining room and lounge, a bathroom, verandah, pantry, garage, refrigerator and stove. They are rented to people with low incomes at about £2 a month, the New Caledonian Government subsidising the rent.
- Noumea's biggest department store. This building, of two storeys, was completed three years ago for Societe Havraise Caledonienne.
- A military hospital, completed last year.
- A three-storey barracks for military NCO's, their wives and families, completed last year at a cost of about £130,000. The barracks contains flats of seven rooms each. SCET is now building a second barracks nearby.

(Over)

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Progress on tracks . . .

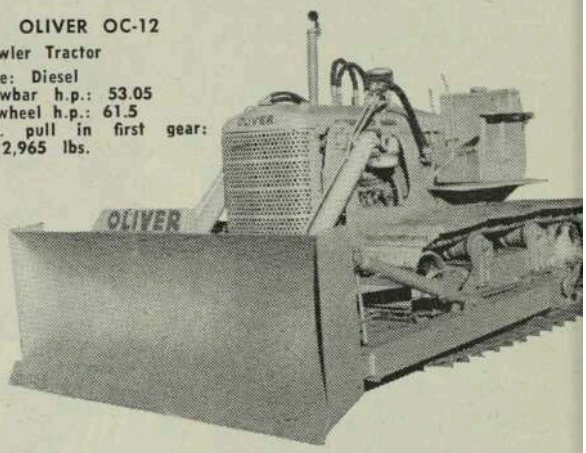
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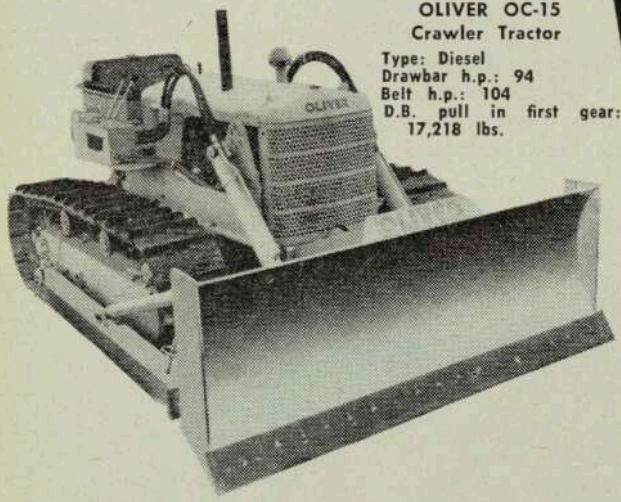
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RSL Men In Vila Will Soon Have Their Own Hall

British ex-servicemen in Vila, New Hebrides, will soon have one of the finest meeting places in the South Pacific. They are putting up a two-storey building on a block of land overlooking Vila Harbour.

The erection of the building has grown out of an idea put forward when six Australian ex-servicemen met in Vila on Anzac Day, 1953. They decided that as there was no place in Vila where they could hold gatherings, the best thing to do was to put up a building of their own.

Their first move towards this end was to form a British ex-servicemen's association. This now has a membership of about 100, including 10 Fijians, two Solomon Islanders and four Frenchmen who served in the British forces, and there is also a ladies' auxiliary.

The president of the association is an Australian, Bill Reid, who said in January: "The ladies' auxiliary has done a lot to raise the funds to put up the building. They have raised about £1,000 at card evenings, kermesses and so forth since they started two years ago.

"The British Government has leased us the land and has encouraged us to go ahead with our plans. We intend to put up about £2,500 worth of building, and then we hope to get a loan on it to finish the project.

"We have a good friend in SHET, the building contractor, which is doing its best to keep within the financial limits of our association.

"The wiring, painting and furnishings are all being done by members of our association in their spare time.

"The building will comprise a main hall with a large verandah overlooking the harbour and a trophy and games room underneath the verandah. It will be of concrete blocks with prefabricated reinforced concrete beams.

"So far, everything that has been put into the building has been raised by ladies and members.

"We will complete the lower floor trophy and games room first and this will serve as our headquarters until the rest of the building is completed.

"The foundation stone was laid by the British High Commissioner in the Western Pacific, Sir David Trench, and work started in mid-November. We expect to move in in February."

Mr. Reid added that the plans for the building had been drawn by Mr. George O'Brien, superintendent of the British Administration's Works Department, who had supervised the work step by step.

Mr. O'Brien is one of the association's vice-presidents. Other officers are: Messrs. Geoffrey Wilson (vice-president), George Marshall (treasurer), Dave Kay (secretary) and Lai Waqa, Don Havendon and John Coleman (committee members).

The aims of the association are to:

- Keep British ex-servicemen together and assist distressed members.
- Keep alive the traditions of the Navy, Army and Air Force.
- Entertain visiting ex-servicemen.
- Promote friendly relations with other countries.

At present, the only clubs in Vila that have their own premises with drinking facilities are the New Hebrides Club and the Tennis Club.

Bill Reid says: "Our club will fill a real need, as up to now there has been nowhere for members to drink except at the hotel."

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SCET began operations in the New brides in 1959 and it has already npleted projects costing about 0,000. It is now the biggest con-ıction firm in the Group, with re than 160 employees.

The firm's first job in the New brides was at Forari, where it lt an ore-washing plant and ore rage shed for the Compagnie ıncaise des Phosphates de l'Oceanie, ich operates the Forari manganese posits.

The firm moved to Vila in 1961, having acquired a separate existence as SHET the previous year. SHET has since built a modern headquarters at Tagabe, just outside Vila, where it has a store for building materials, a workshop for the maintenance of mechanical equipment, staff quarters, and a plant for making concrete blocks and pre-stressed concrete beams. Up to 4,000 concrete blocks and nearly 8,000 feet of concrete beams can be made a day.

The mechanical equipment at Tagabe includes a crane, cement mixers, vibrators, a compressor and two motor pumps, which are used to

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pump water to the works from a nearby river. The electric generator has a capacity of 20 kilowatts.

SHET is also building its own joinery workshop in Vila.

The manager of SHET is lean, dark-haired Mr. Georges Deleplanque, 39, who holds a degree of civil engineering from Belgium's Louvain University.

He worked in the Belgian Congo for 13 years and returned to Belgium "with five bob and the clothes I stood up in" at the height of the Congo crisis in July, 1960.

In November, 1960, he and his wife migrated to Australia, arriving there "knowing no one and very little of the language". Mr. Deleplanque worked at Charters Towers, Queensland, and Whyalla, South Australia, for 16 months before landing his job with SHET.

It is undoubtedly largely because of his ability, energy and enthusiasm that SHET has progressed so fast in the New Hebrides.

In January, SHET was doing 11 jobs in Vila. It was building a Presbyterian Church, a two-storey office block for the French Administration, two schools for the French Catholic Mission, three houses Condominium radio officers, a join workshop, clubrooms for the RSL private house, and extensions to Tagabe headquarters. Three forem and 111 workmen were employed these projects.

SHET also had a foreman and workmen engaged on jobs at Tan in January. These jobs included public school for the French Admin tration, a French hospital, an off for the Condominium radio offic and houses for the Presbyteri Mission and the British Medi Officer.

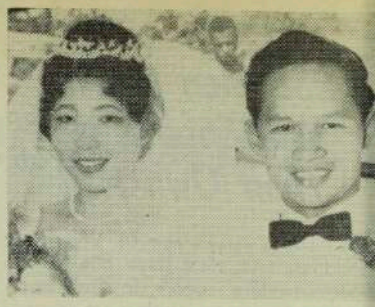
Mr. Deleplanque told me in V in January that SHET had inves £175,000 in the New Hebrides.

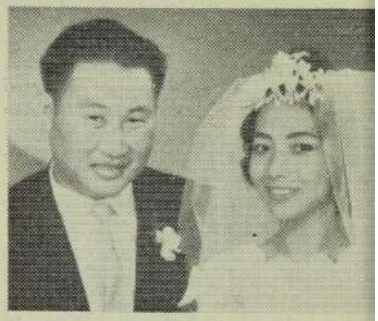
He added: "We are discussing pla to build a new bishop's house in V for the French Catholic Mission a a new bridge over the river near Vi and to bitumenise about three mi of Vila's roads.

"On Tanna, we are discussing t building of a new Presbyteri Mission hospital and a new sch for them.

"SHET has also been associat with New Hebrides Airways for abo a month. We are going to repair t airfield at Tanna, and then do wo on airfields at Tongoa and Maleku

"Our organisation will extend the Solomons this year and possil to Fiji later."





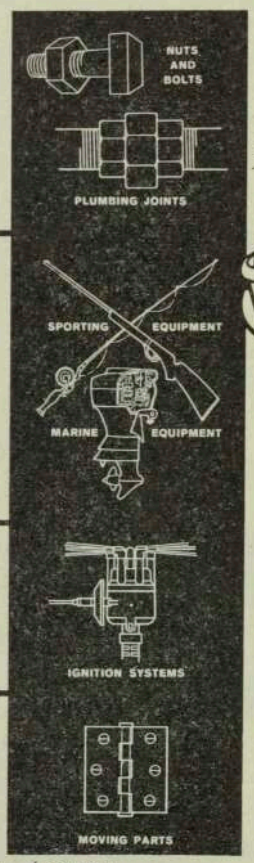
MARRIED IN NG: Miss Rowena Wa, Hongkong, to Mr. Jimmy Wan, at Lutheran Church, Lae, and (below) M Rebecca Wong to Mr. Lloyd Chee, at Rabaul Memorial Church. The Chees t a honeymoon cruise to Europe. —Photos: C. H. Meen and Larry Ch

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...o volunteers ...n Rarotonga's ...o Teachers' Train- ...College use ...ls to scrape ... layers of soil ...veal part of the ...lations of an ...t house at ...ngi. ...Photo: "Cook ...ls News".

New Zealand Expedition Revives Interest In Rarotongan History

Under the influence of an archeological expedition from New ...and's Canterbury Museum, natives of Rarotonga spent seven ...ks in December and January busily delving into their history.

...IS was the first time an archaeo- ...logical expedition had carried out ... in Rarotonga, which is of great ...est to scientists and historians be- ...e of its possible role as a staging ... for the Maori migrations to ... Zealand.

...e expedition was led by Dr. ...r Duff. Other members were ...Duff's two sons, Robin and Ian, ... and Mrs. B. N. Norris, of the ...erbury Museum Archaeological ...ety, and Mr. R. H. Parker, an ...rienced member of the Auckland ...ersity Archaeological Society, ... supervised the excavations.

...r. Duff preceded the main party ...Rarotonga to obtain the co- ...ation of leading chiefs of the ...e main tribal areas, Au-Ki-Tonga, ...timu and Arorangi.

Co-operation

...he chiefs were afraid at first that ...archaeologists might desecrate the ...*aes* and other ancient places in ... areas. But once Dr. Duff made ...ear that the expedition would con- ... its operations to surveying and ...rding the history of these places, ...e was no limit to the co-operation ...he chiefs and their people.

... big band of local volunteers took ... in the investigation of the first ...—a house site at Arorangi. After ...n days of digging, the biggers re- ...ed that a stone *paepae*, which had ...acted the attention of the ex- ...tors, was probably of a house ...ted just before or just after the ...oduction of Christianity to the Arorangi tribal area in the 1820's.

Just before Christmas, the post holes outlining two side walls and one end wall had shown up, and it was reported then that further digging would probably show the method of house construction used before the missionaries introduced the new style of coral lime construction.

The top soil layers at the northern end of the site revealed evidence of a house occupied by the owners of the property until a few years ago. This evidence was an iron axe-head and a broken pounder of calcite imported from Mangaia.

Below and inland from the *paepae*, traces of one or two houses of the pre-Christian period were found. Among the finds there were three broken adzes under the ground and several on the surface.

However, the museum party was mainly interested in tracing back the successive stages of disturbance of the soil. In this, they were greatly helped and impressed by the local volunteers who showed great skill in detecting when one soil layer changed into another.

While this work went on, Dr. Duff and another expedition member

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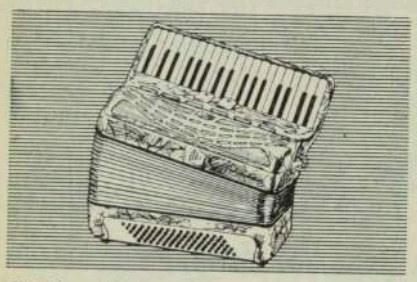
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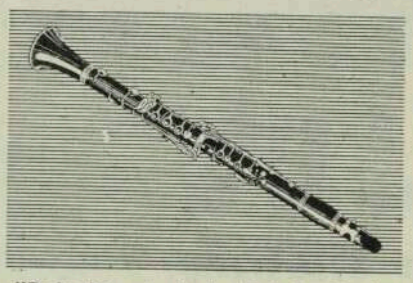
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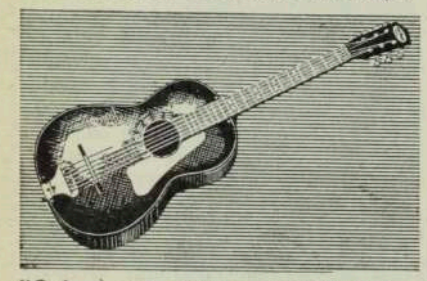
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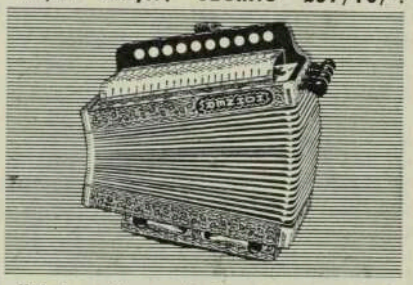
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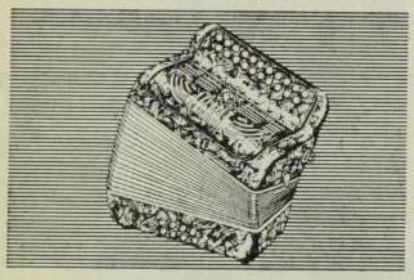
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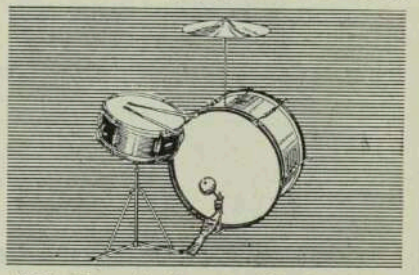
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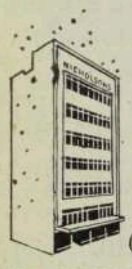
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visited other districts to inspect locate well-known *maraes* and *ko* in co-operation with leading chief

Dr. Duff said on his return New Zealand that pre- and p Christianity houses that had been vealed bore no resemblance to Maori houses in New Zealand.

"One result of our visit," Dr. added, "was a revival of inte among the Rarotongan Maoris their history. Through the activ of the expedition, the Maori pe learnt the value of their old artif which were formerly thrown a or given away. The nucleus o valuable collection was given to expedition to hand over to museum.

"Although finds of artifacts chiefly confined to stone adzes, visit made known the existence more varieties than had been viously reported. As older cult levels are reached on later e ditions, it should be possible to a ciate the different adze types different cultural periods."

Dr. Duff said that because the Rarotongans apparently made t fish hooks of wood, none was seen found, and stone pounders were prisingly rare.

First of a Programme

He said that the expedition's w was New Zealand's first contribu to an archaeological programme tropical Polynesia requested at Pacific Science Congress in Hono in 1961. Under that programme, Bishop Museum in Honolulu asked New Zealand institutions collaborate in archaeological inv gations of the Cook Islands, Pitc Island and Western Samoa.

"Expeditions are planned later year by Otago University to Pitca and by the Auckland University Western Samoa," Dr. Duff said. these expeditions have been finan through a grant from the Ameri National Science Foundation."

FOOTNOTE: A *paepae* is a c or open space round the house c chief or any person of note, o defined by stones set in the gro or by a raised platform of stones coral. A *marae* is a sacred p usually consisting of an area of l enclosed by four straight sides m ing almost at right angles. A *ko* is the seat or royal court of a l chief. Some *koutus* had one or m *maraes* within their confines.

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Commission To Report On P-NG Education

om an AAP-Reuter Correspondent in Port Moresby

A commission has been appointed to report on the development of higher education in Papua-New Guinea, including the establishment of a university.

HE Minister for Territories, Mr. Hasluck, told a Press conference that he hoped the commission would be able to start its work early March.

The commission chairman would Sir George Currie, former Vice-Chancellor of the University of New Zealand.

Members would be Dr. John Gunn, Papua-New Guinea Assistant Administrator; and Professor O. H. Spate, Professor of Geography at Australian National University.

The commission will, among other things, report on:

The establishment at the earliest practicable date of an institution or institutions to provide education at or near university level; the range of courses, degrees or diplomas to be awarded; standards of entry and of education; facilities likely to be required in successive stages of the development.

Several Matters

Other matters of inquiry will be: The present and prospective numbers of students for tertiary education; their educational requirements and vocational opportunities; relationship with universities in Australia; relationship of medical, agricultural and teacher-training schools—already established or planned—with a university that might be recommended for the Territory.

In a separate statement Mr. Hasluck also reported at length on the result of a personal tour of educational facilities in the Territory. He said his tour had shown him that "at last we are near the breakthrough in education".

Hard work and planning over the last decade had resulted in "many heartening signs".

Tens of thousands of children were now advancing through the schools at such a rate that intensive development and greatly increased financial provision would have to be made in the next five years to keep ahead of their needs.

Mr. Hasluck said the major requirement was still for teachers, and the major bottleneck was still primary education. He added:

"For 10 years I have been demanding more and more in primary education and have incurred some criticism outside the Territory for doing so. Events have justified the policy. We will continue it. Without it we would never have gained today's results."

P-NG Man Will Be UN Observer in Kashmir

Inspector Frank Hoeter, MBE, in charge of the police in the Goroka area of New Guinea, who is also a major in the PNGVR—the NG unit of the Citizen Military Forces—will leave Sydney in April for 12 months as UN military observer in Kashmir. He has been given leave of absence while he takes up this post. He will be accompanied to Kashmir by his wife, Ruth.

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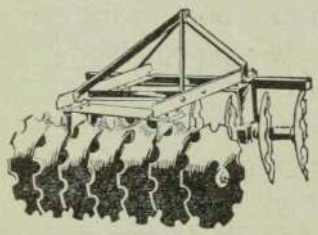


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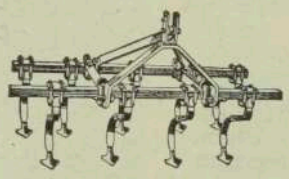
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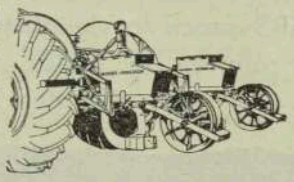


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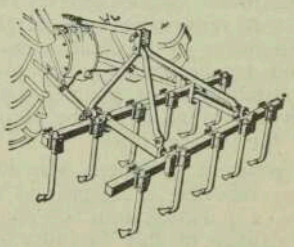


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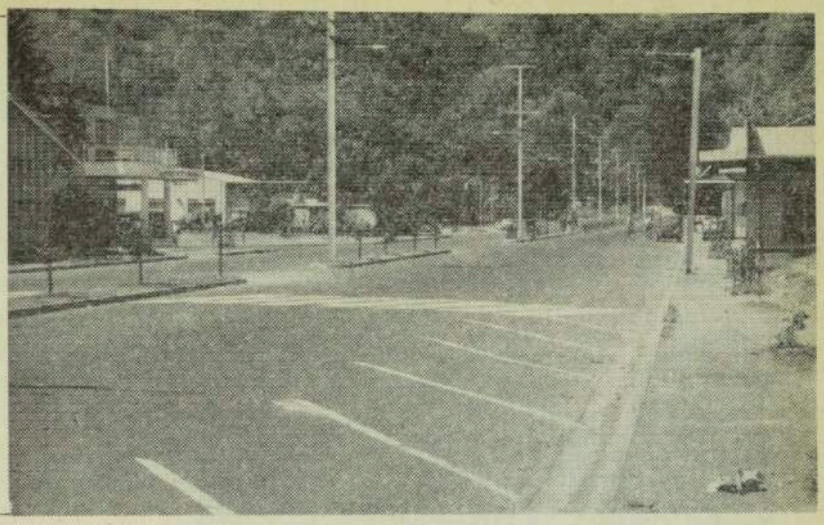
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Old Glory Gone

Mango Avenue, Rabaul, whose magnificent mango trees fell to the axeman in 1960 during road-widening, has recently been under fire at the Rabaul Town Advisory Council as "the hottest street in the SW Pacific". A replanting scheme in the centre has not been very successful. Some trees have died and vandals have damaged others. Certainly the old glory has gone from the street, as this picture shows.



"THE SMELL OF DICTATORSHIP"

Bitter Attack On New Tax Law For American Samoa

From a Pago Pago Correspondent

The president of American Samoa's Chamber of Commerce, Mr. Douglas ("Mike") Knuebuhl, has made a bitter attack on a new income tax bill, passed by the territory's Senate and Legislative Assembly in late January.

E bill provides for a 2 per cent. tax on wages that are too low to overed by the graduated scale of ne tax, and imposes the regular ed States tax on all higher ies and income, and on corpora-

r. Knuebuhl attacked the bill a special meeting of the Chamof Commerce. He described the as "unjust, unsuited to American oa, and harmful to the economic social growth and development of rican Samoa".

e said the chamber had chosen and High Talking Chief Mulitaele to go to Washington to nt the chamber's views on the

Ve believe that the manner used resenting this bill in the legise and the methods used to ram bill through are undemocratic," aid.

As a citizen of the United States, not bring myself to believe what seen happen here in the past weeks.

t has the resemblance of colonalism and the smell of an ugly dictatorship. The people of the United States and their elected representatives in Congress and leaders in the Federal Government would not condone this if they knew about it.

"We intend to let them know what has happened. We are convinced that justice and a democratic government can exist here in American Samoa.

"I'm ashamed at this point that I'm a citizen of the United States, and I'm sure that every other citizen of the United States would feel the same if they knew what has happened here."

The tax bill was passed by the Senate by 12 votes to two, and by the Assembly by 11 votes to 5 after a week-long debate.

Government Concerned

When Governor H. Rex Lee introduced the bill, he said the US Congress had expressed considerable concern over Samoa's tax system.

Congress realised that import duties in Samoa on food, clothing and other items created a substantial burden for many Samoan people and that many people and a corporation or so were making big money and could afford to pay taxes but were not doing so.

Governor Lee said he had been directed to have a study made and to take steps immediately to remedy the situation.

A tax expert had come to American Samoa to make this study and had later made the proposals in the bill with other officials in Washington.

"The bill will increase the taxes of people with large incomes," Governor Lee said, "but a large share of the Samoan people will actually be paying less, as the bill eliminates import taxes entirely on food and other necessities and places a tax on luxury items.

"The goal is to make this a free port eventually so Samoa can trade freely and build up industries and encourage trade in this part of the Pacific.

Other Bills

"US citizens in Samoa who now pay income taxes will continue to do so, but their money will be returned to the Samoan treasury in due course.

"If this tax bill is approved, the land tax will be repealed and also the current head tax. All wage earners will be assessed a flat 2 per cent tax."

Governor Lee introduced four other bills at the same time as the tax bill. The most important, the Industrial Bill, is designed to encourage more industries to American Samoa by granting tax privileges during the formation of new businesses.

After introducing the five bills, Governor Lee said: "I would like to

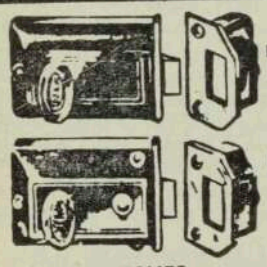
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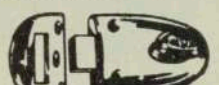
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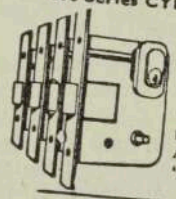
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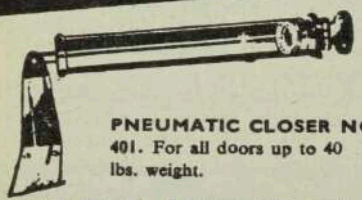


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Just push door to open, pull it to close! Easy to install and features strong snib.



NO's 300, 300/101 LATCH.
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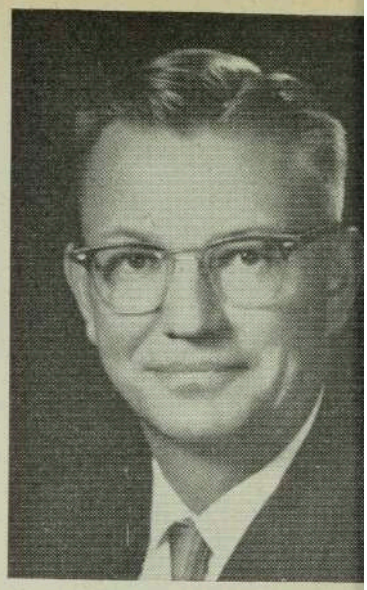


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Largest manufacturers of cylinder locks in the Southern Hemisphere.



Governor Lee.

re-emphasise that I think Samoa i
the threshold of a very great deve
ment.

"This island is going to b
shining example in the South Pa
—an example for all other is
areas.

"We need to have the laws, h
ever, to implement this hope
development. If we do not, this
velopment means nothing."

The tax bill was then placed
the hands of Senator Aumoeulac
Committees on Ways and Means,
during the next few days public h
ings were held to get the opinion
businessmen and others interested

Several businessmen strongly
posed the bill, claiming that it
being rushed through the legisla
without thorough study.

However, Mr. Gilbert Van Ca
president of the Van Camp T
Company, told the committee
he thought the bill was a just
and that he would abide by it
his company would remain in op
tion in American Samoa if it w
passed.

Mr. Van Camp said that his c
pany had operated at a loss in its
year in American Samoa and
then graduated into the pr
category. If the tax bill had been
effect a year ago, American Sam
would have collected half a mill
dollars from Van Camp.

Later, Governor Lee addressed
legislature on the tax bill a sec
time.

He said: "The bill has been c
cised because of its form. The c
cism is that the bill is incomplete
cause it must be read together w

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US Internal Revenue Code of as amended.

Although this criticism is valid, it ld not be allowed to affect your ion about the merits of the bill— is, you should consider carefully the bill does, and not be in- ced too much by the form of the

nother criticism is that we ld not enact a tax bill now, but ld wait until a better bill can be ed. These critics say that some of income tax bill would be all , but not this bill, and, what is important, not now."

ie Governor added that the bill d not discourage new industry as would be exempted from all , including the new income tax, 10 years if that was necessary to the industry to American oa.

fter the tax bill was passed, ernor Lee and his Specal Assis- Mr. James C. Flannery, left for hington to discuss the 1964 get with the Congressional Ap- riation Committee.

Mass Of Valuable Pacific Data

Mr. Edwin J. Bryan, Curator Collections at the Bishop seum, Honolulu — and a ntist widely known in con- ion with Pacific Islands rds and cultures — is at ent visiting Australia, New edonia, New Zealand, Fiji, oa and Tahiti. His tour is g made in his capacity as nager of the Pacific Scientific rmation Centre.

IE Centre has an interesting back- ground. During the war in the fic, the United States comman- required all kinds of data cover- Islands history, life, physical con- ns, resources. The data was ered and treated, irrespective of Mr. Bryan had a great deal to vith the collection, which included sands of aerial photographs of fic Islands.

When the war was over, the United es proposed to "dump" much of material, just as millions of ars' worth of war equipment was mped". Mr. Bryan interposed, and got possession of a mass of priceless material, and permission to store it in Honolulu, in association with the Bishop Museum; and, ever since, he has had charge of it.

It is available to any person, anywhere, who is seeking data on the lands in and around the Pacific, especially in the fields of geography, natural and social sciences.

The chief problem is to make this material more readily available to persons and institutions interested, and this is the basic purpose of Mr. Bryan's tour. This part of his work is being actively and financially supported by the South Pacific Commission.

Mr. Bryan is the author of an extremely valuable book on the islands of the Central Pacific called *American Polynesia*. It is the only book outlining the history of and conditions on these islands, some of which, such as Malden, Starbuck and Vostok, are now uninhabited.



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- Cream Cheese Spread

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Drought-Stricke Islands Get Vital Supplies

Emergency supplies of and water were taken to and Gardner Island in Phoenix Group of the Gil and Ellice Islands Colony in January.

THE colony ship *Ninikoria* took supplies—50 tons of water 80 tons of food—from Tarawa.

Gardner and Hull have been al without rain for 18 months. coconuts are left on Gardner, of the vegetation is dying, and water in the only remaining us well has turned brackish.

Another relief trip is planned April when it is hoped to put as some small water distillation p specially ordered from England.

Beru, in the Southern Gilb which has also been suffering drought, was due to receive a by the Resident Commissioner, V. J. Andersen, late in Febru Reports say that food and wate becoming scarce on Beru.

Mr. Andersen also planned to Aranuka and Maiana during month. After these visits he will seen all islands in the Colony ex Niulakita.

* * *

Mr. J. D. Marnham, head of Pacific and Indian Ocean Departm of the Colonial Office, arrived Tarawa by RNZAF aircraft January 27 and returned to Fiji e on the 31st. During his visit toured Bairiki, Betio and Bikeni held discussions with the Resi Commissioner, Mr. V. J. Ander the Civil Servants' Association, po and representatives of the Gilber and Ellice communities.

Local leaders asked him for but sure constitutional developm and made a strong plea for fu from the United Kingdom to fin this.

Mr. Marnham told them that UK had no intention of forcing stitutional development and he tioned the leaders against expec too much.

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TWO-TIMERS!

The GEIC Co-operative Department received a claim from an island co-operative recently that although 18 pairs of shorts had been invoiced to it, only 18 shorts arrived. A message from Tarawa says the co-operative is convinced it is 18 shorts short.

Mr. V. D. Stace, a New Zealand nomist on secondment from the th Pacific Commission, arrived Tarawa from Noumea via Suva on same plane as Mr. Marnham. Mr. e will make an informal survey he agencies and facilities available the encouragement of capital nation. He will make proposals the best use of the Colony's ncial resources to promote its nomic development.

Mr. Stace's survey will include a y of the wholesale and retail ing system, co-operatives, the a industry, the freight system, ngs and loan facilities, and the ony development plan. He expects e in the Colony until about mid-ch.

* * *

British Solomon Islands Protectte lands survey party, consisting the Crown Surveyor, Mr. J. B. mey, Mr. P. Blume, and 10 tants, has been studying Colony survey and land tenure problems North Tarawa with the assistance he Colony Lands Officer.

he party will make recommendas to the Colony Government on ible means of consolidating highly mented land-holdings, many of h are not more than a few yards .

* * *

number of GEIC natives left awa for Honiara in the *Ninikoria* ntly for a new life in the Solos. Some were to settle at White r; others went to new settlements he Shortlands.

he GEIC, which comprises 37 ll islands spread over about two ion square miles, has been suffer- from over-population for years. 37 islands have an area of only square miles. In 1958, the popun was more than 42,000 and it been increasing rapidly.

Yachtsman Danny Weil is "Fed Up"

WITH gallons of Pacific Ocean pouring every few minutes into his 51-ft yacht *Yasme III* through a worm-riddled hull, Danny Weil, making his third attempt to sail round the world, limped into Suva Harbour on February 20.

And, he only just made it. Danny, tanned a rich mahogany colour, had two pumps working at top speed all the way from Wallis Island, with another pump standing by in case he needed it.

Danny planned to stay three weeks in Suva before going to America to rejoin his wife, who accompanied him on the earlier part of his trip.

"I'm getting rather fed up," he said. "There's a job waiting for me as an electronics engineer, and as this is my third round-the-world trip, I might as well finish."

Danny has had endless trouble since he made his first attempt to sail round the world in *Yasme I* in 1956 (*PIM*, Oct. p. 120 and Feb. p. 115).

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MUSIC FOR THE PRINCE

It was a time for Tongan music in Sydney in February when Prince Tu'ipelehake, son of Queen Salote, and Princess Melenaite (both at rear), arrived aboard the "Mariposa" on a trip to the US and England. These Tongan students provided the entertainment in the visitors' honour. The couple will return to Auckland in May in time to greet their children on school holidays.



• Fred Dunn's New Caledonia Round-Up

Quick Work And Lady Luck Save Native Ketch From Shipwreck

A smart piece of inter-departmental work saved a native ketch from destruction on New Caledonia's notorious Havanah Passage Reef on February 13. The ketch is the 15-ton *Tuno*, belonging to a Mare Island native co-operative.

ON the morning of February 13, the *Tuno* was approaching New Caledonia from Mare when the engine stopped some five miles from the entrance to Havanah Passage and about half a mile from Kie Islet.

The engine could not be restarted and the ketch began to drift towards the breakers where, almost a year ago, the ketch *Lakeleo* was lost.

Miraculously, perhaps, the ketch's radiophone was in order, and the captain called Noumea. There, the small ships section of the radio service picked up the message and sent it on to the pilot boat *Kendec*, which was on her way to Havanah Passage to put a pilot aboard an incoming ship.

Meanwhile, as the *Tuno* had not been able to give her exact position, a plane of the local airline, Transpac, flying to Noumea from the Isle of Pines, was asked to change route and give her exact position.

This was done, and the information was passed to the *Kendec*, which reached the *Tuno* with no time to spare and took her in tow.

However, at certain tides, Havanah Passage is a very nasty piece of water . . . and the *Kendec* had chosen the wrong tide to be towing the *Tuno*. Seven times the tow line parted before the *Tuno* was safely anchored in the port of Goro, where, later, another ketch took her in tow to Noumea. The *Kendec* suffered some superstructure damage in the towing mishaps.

This was the second time in less than 18 months that the *Tuno* had been in trouble near Havanah Passage. In October, 1961, her engine failed, also as she was approaching New Caledonia. On that occasion she *did* go aground, but as it was high tide at the time, little damage was done. However, it took three tugs three days to get her off and into Noumea.

Just before the latest mishap, while the *Tuno* was loading at Mare, a laden truck, backing on the new wharf there, backed a little too much and disappeared in the water.

* * *

The public has been very dissatisfied lately about a decision prohibiting the importation of fruit, except apples, to New Caledonia. The l which mainly affects Australian New Zealand importers, dated f February 14.

The reason given for the ban that there was plenty of local f on the market. But probably the reason was the desire to curtail penditure of foreign exchange.

As the local paper pointed there is, indeed, a plentiful supply mangoes, water melons, bananas rock melons, but many people allergic to mangoes and w melons, and their vitamin conten open to question.

Two of the fruits affected by ban are grapes and peaches, wh many people buy for their childr health. So it seems that althoug saving in foreign exchange is b made, it is at the expense of children.

Meanwhile, foreign exchange still available to import foreign t dancers, singers, hypnotists and o artists with acts of dubious cult value.

* * *

Negotiations for the establishm of a Japanese tuna-fishing base Noumea may be upset by the Fre authorities in Paris. It is underst that the authorities are seeking to pose a tax of one franc on each k gramme of tuna taken from N Caledonian waters.

Local editorialists have prote that such a measure is more than just as the fish would simply be loaded from one Japanese ship to other ship of the same flag. T added that local authorities had gi the Japanese an assurance that th would be no tax on tuna fished New Caledonian waters.

Earlier, on January 29, the *Te*

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u, mother ship of some 50 Jap- e trawlers operating near New donia, arrived in Noumea to sship fish to the *Banshy Maru*. otal of 435 tons were transferred shipment to Japan. The *Tenyo u* then took on fuel oil and food evictual the trawlers at sea.

he *Tenyo Maru* has two crews, of 58 to run the vessel, and an- r to look after the fish. She also es two policemen to maintain r and represent the Japanese ernment.

he ship was in mourning when docked at Noumea, as, a few s off the New Caledonia coast, a member was caught up in a h and was killed instantly.

arlier, at Santo, New Hebrides, a member was bitten by a shark h had been hoisted on deck and her man got a big fish hook in neck. Both men were left in hospi- n Santo.

* * *

igh Chief Naisseline, of Mare, d the question of equal treatment New Caledonian natives in a re- debate in the Territorial As- bly. He said that natives should the same rights as other French citizens, particularly as they now had to do the same military service as Frenchmen.

High Chief Naisseline asked that the Native Affairs Bureau be abolished and that native affairs be handled through the same channels as those of other citizens.

He also pointed out that whereas civic marriages, essential under French law, are conducted by the mayors of each centre in the case of white citizens, natives still have to appear before the local gendarme to be married. This, according to the high chief, is discrimination.

Another point he made was that whereas a white citizen is issued with a *livret de famille* when he marries for the recording of births and deaths, a native citizen does not get one.

Following High Chief Naisseline's speech, the question of allowing natives access to all types of liquor came up for discussion.

The Government promised to take up this prickly subject later. As for the weddings, it promised that a changeover from gendarmes to mayors would be made as soon as possible.



Calling The Cooks

A visitor to Australia in February was Temangi Moerua, now with he Cook Islands radio station as n announcer, but well-known in Wellington where he was with the Department of Island Territories nd for some time the man be- hind the popular radio session "Calling the Cook Islands". Moerua visited Sydney and Melbourne on vacation.



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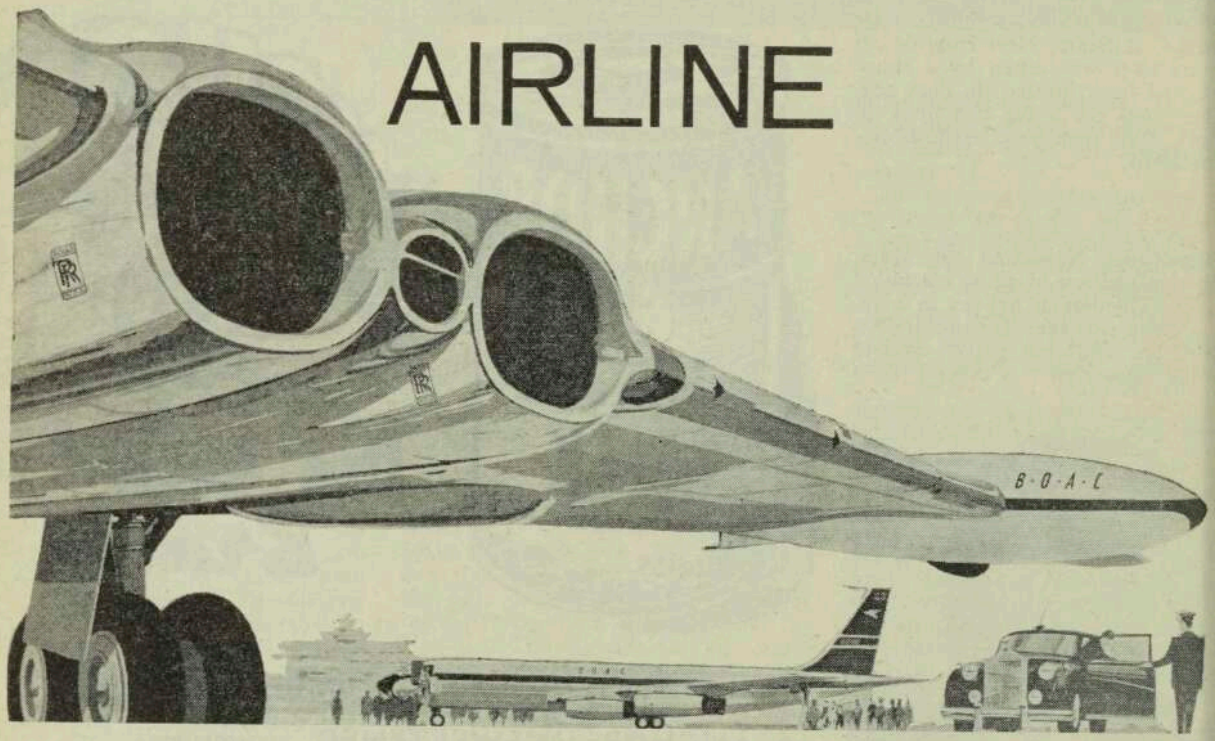
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In A Nutshell

A reception at South Pacific mmission headquarters at umea on February 5 marked 16th anniversary of the SPC's ndation. Hosts were the re- ng Secretary-General, Mr. T. Smith, and Mrs. Smith. erybody of note in Noumea nded the successful function.

* * *

road now being built between n, in southern Bougainville, and Kara airstrip, follows for nine s an embankment of a wartime anese railway line. Road workers e uncovered many relics—includ- one Jap landmine which, when loded, turned out to be just above arge dump of similar mines. A series of explosions which owed blasted a hole in the new l 16 feet deep and 30 feet wide, nobody was hurt. The workmen uncovered a Jap gravel-crushing t, which is to be equipped with ew motor and put to work by the inistration.

* * *

rom February 1 Fiji people re- ing permits to enter New Zealand e been able to apply for them in instead of having to send to NZ them.

* * *

lonours for the steepest airstrip in G—which is a country of liarly sited airstrips—looks like g claimed by a new strip at nteba, in the Gulf District of ua, 35 miles in from the coast. people are a branch of the ukuku. The new strip is 1,600 long but one short section of it a 19 degree slope. Only Cessna raft can use it because they are orne within a few minutes. In ition to the steep slope the air- has a huge cluster of rocks g one side of it, and until these blasted out aircraft have to keep he other side.

* * *

raffic control lights are being ted in Georges Clemenceau Street, and its intersection, in Noumea, as part of a road safety campaign. In a bid to prevent accidents more than 300 driving licences were suspended in New Caledonia in 1962—nearly twice the number as in the preceding year.

* * *

There was a near accident to a Heron aircraft operated by Transpac in February when a native passenger dropped a bottle of spirits of salts on the floor as the aircraft was taking off from Noumea for the Isle of Pines. The fumes flooded the cabin, almost suffocating pilot and passengers, before the pilot was able to stop the aircraft. The salts were to be used by the passenger for cleaning sea shells.

* * *

More than 20 miles of a 60 mile road linking Buka Passage with Kessa, on the northern part of Buka Island, Bougainville, have now been completed. In February the road was being continued in the Hahalis village area—scene of riots last year over tax troubles. The villagers had complained, among other things, of the poor state of the road.

* * *

A 120 ft. tubular steel span bridge —one of the biggest in P-NG—has just been completed near Talasea, in New Britain. It crosses the Kulia River.

* * *

A second Administration broadcasting station, VL9CD, is expected to be opened at Wewak, in the Sepik district of New Guinea, at the end of March. The Administration already operates a station in Rabaul and plans to put in a chain of them. Mr. Roger Wilson, who established the Rabaul station, will be in charge at Wewak. The new station will be under-powered to begin with, says the P-NG Director of Information, Mr. L. R. Newby, but a more powerful transmitter will be bought in Australia.



Mr. L. R. Newby.

* * *

Four Fijians were killed by lightning near Nadi, Fiji, on the same night. Three of the Fijians, two men and a 17-years-old girl, were members

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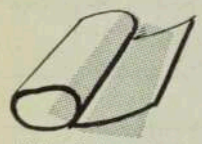
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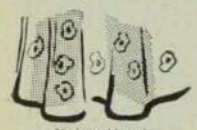




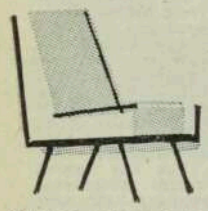
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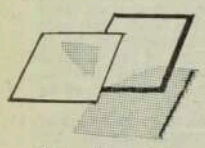
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of the one family, who were sitti
their bure when the lightning s
and set it on fire. They were
instantly but other members o
family who were present esc
from the blazing hut, despite s
shock.

* * *

As the result of an anony
donation of £2,000 received on
last day of the New Zealand Le
Trust Board's annual appeal,
cash receipts for the first time to
£100,000. Final day for the a
was January 31.

* * *

With the establishment recentl
a new Local Government Counc
Normanby Island, in Papua's N
Bay District, P-NG now has
councils—all established in the la
years.

* * *

An Australian Citizen Mil
Force team of engineers from
toria in January-February built
bridges near Wewak, in the NG S
district, for the NG Administra
The engineers were flown to NG
their annual fortnight's camp. In
same area the Regular Army's
Squadron is at present working on
Wewak-Maprik road, building a
airstrip, a new taxiway at We
airport, brick houses for the
ministration and is sealing five
of road between the airport
Wewak.

* * *

Troops of the Pacific Islands R
ment and of a visiting Austra
Army Special Air Service Comp
caused a traffic jam in Port Mor
in February when they para
through the town en route to
Kokoda Trail, where they engag
in large scale military exercises.
SAS troops flew to Port Mor
from Western Australia in t
RAAF transports.

* * *

Hundreds of Apia residents
February got their first inside
of what has become a local landm
—a new residence for the New
land High Commissioner, Mr. J
Wright, which has recently been c
pleted after a long time build
Cocktail parties were given on
evenings. The house is describe
"magnificent", but what it cost nob
has announced. Most reports pu
at between £30,000-£40,000. Be
Independence last year, the H
Commissioner occupied Vailima,
L. Stevenson's old home, which
now used as a VIP residence by
Samoan Government. The new ho
for Mr. Wright, built by Sam

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ILE LIBRARY: Two mobile libraries, pped with several thousand books with 16 mm movie projectors, which presented on Independence to oa by the US, have proved very ular in the villages. In February the ice was extended to the island of ii. Here is one of the bookmobiles g driven on to the "Rendy" at the wharf at Apia.—Photo: Samoana.

esmen under the supervision of Ministry of Works officials R. e and J. Rankin, is at Latava, a e farther up the road from lima.

* * *

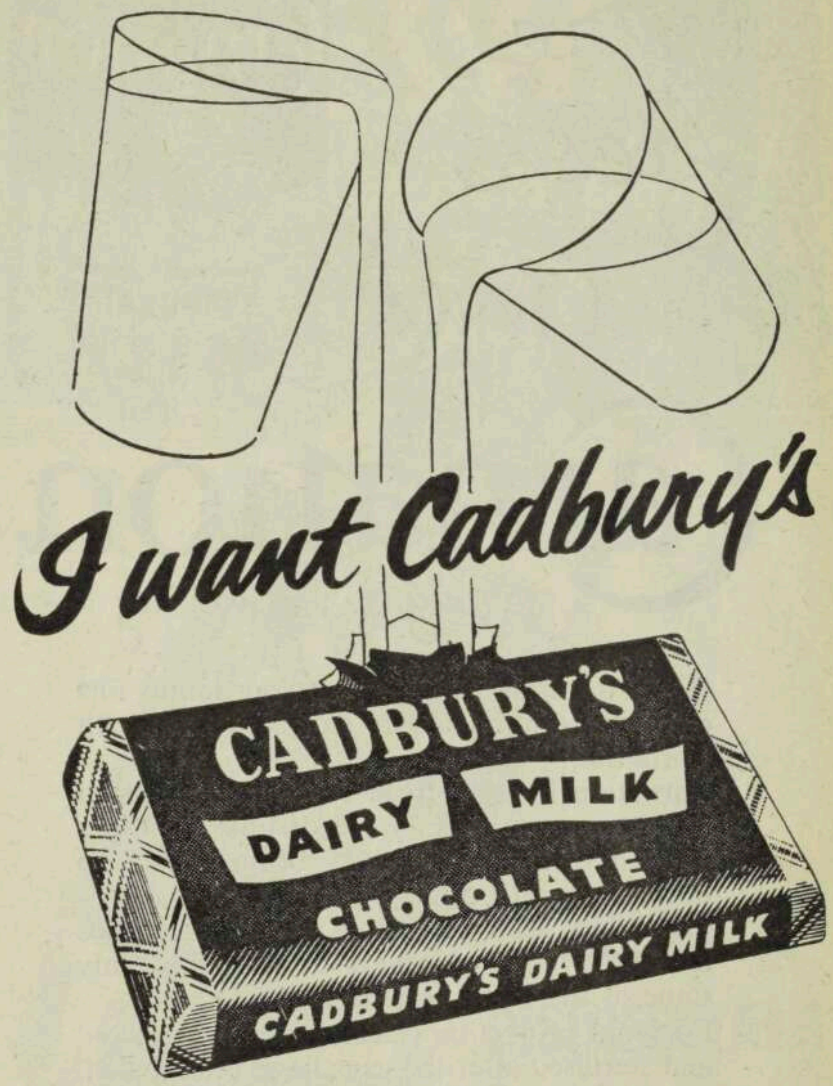
nother new building in Apia, stern Samoa, is a roller-skating , opened in February by an enter- ing local businessman, Steve cival. Mr. Percival is a former r. Auckland", who says he hopes rink is merely a first step in his to give Apia youth a sports and a gymnasium. Mr. Percival soon erect floodlights on the rink t can remain open on week nights.

* * *

A patrol led by Acting Assistant trict Officer J. D. Fitzer in ruary was endeavouring to find alley or pass through the towering estone barriers of the Star Moun- s area on the West New Guinea- G border. The patrol included rol Officer R. W. Henderson, a veyor, 10 police and 50 carriers. left Kiunga in January. Official nouncements said the patrol was rying out routine exploratory rk, but in fact one of its main poses was to have a good look the kind of border country that stralia will be sharing with Indo- ia when the UN pulls out of West w Guinea in May.

* * *

A large area of parkland overlook- the Upper Bulolo Valley, near au, NG, in May will be dedicated



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MILK IN ITS MOST CONVENIENT FORM

as the J. B. McAdam Memo Park, in memory of the man v was P-NG Director of Forests tween 1946-59. Mr. McAdam d in office. The park includes Ka Lake, where a monolith will erected carrying a bronze plaque.

* * *

Work is nearing completion or hydro-electric scheme for Mendi, the southern Highlands of N Guinea. It will give a power sup of about 120 kilowatts.

* * *

Fiji had more than 18,000 visit during 1962—24 per cent. more th in 1961.

* * *

An American charitable as ciation, the Pathfinder Fund, v donate £F300 towards the foun tion of a Family Planning Associat for Fiji. The Government will a open up all its rural health cent as family planning units. Fi annual birthrate is a rapid 39 1,000.

* * *

Mt. Hagen Agricultural Show v be P-NG's glamour show t year—the Governor-General of A tralia. Viscount d'Lisle will attend

The show has been specially forward to May 18 from early Ju to fit it into the Governor-Genera schedule. This will be his first v to the Territory.

He will arrive in the Territory May 1 and stay until May 22. Ap from his Mt. Hagen date the deta of his itinerary have not yet be worked out.

* * *

About 80 US ex-servicemen World War II, members of t Second Marine Division Associati were to visit American Samoa in l February on a chartered aircraft, "i old times sake".

* * *

At a meeting of coffee growers Wau, NG, in February, it was d cided to form a Coffee Marketi Board. Two executive officers, I Downs and Lloyd Hurrell, we elected to help make it a legal enti The board will have the job of a ranging the orderly marketing of t NG coffee crop; it will be financed levy of one farthing a lb on all coff exported, and will have six membe —three European growers, two nati growers and one administration a pointee. Board headquarters w probably be in Goroka.

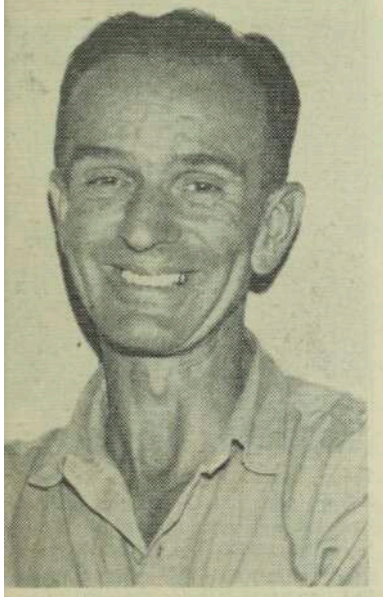
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People

ajor G. S. Gate has been ap-
ted commanding officer of the
Battalion, Fiji Infantry Regiment,
uccession to Lieut.-Col. H. M.
lton, who has been transferred to
reserve. Colonel Boulton had
CO since 1959. Major Gate,
is to be promoted to lieutenant-
nel, won the Military Medal with
Fijian regiment in the Solomons
ng the war, while a platoon
eant.

* * *

r. K. Lamacraft in February re-
as Chief Commissioner of the
Scouts Association of P-NG. He
to go to Australia to study for
gree at Sydney University.



abaul in February was roving New
nder Errol (Bill) Allison, who was
is way from the UK to Nauru. He
already travelled through many
tries, mostly by walking or by get-
lifts. He got from Djakarta to
ndia on an Indonesian transport
e. Allison is the author of "Kiwi at
e" and he has a brother in Nauru
he wants to see.

lien Seeto, 16, of Rabaul High
ol, who in 1962 passed the
ensland Junior Examination with
highest pass of all P-NG students,
attend Newington College,
ney, this year.

* * *

alani Pasefika, widely known in
Gilbert and Ellice Islands, where



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he has worked for the Administra since 1933, has begun pre-retirem leave at Funafuti. He has been v the Treasury at Tarawa since war, and among other things has b a member of the Copra Board an director of the Wholesale Society. 1942 he was attached to the Naval Intelligence and accompan the American forces from San when they occupied Funafuti.

* * *

A Papuan Medical Officer, gradu of the Central Medical School, Su in February was appointed Act District Medical Officer for Manus District of New Guinea. is Dr. Kila Wari, who will be sponsible for all health work in district while the District Med Officer, Dr. I. A. Sirko, goes on lea He is the first indigenous person to promoted to the post.



Taking over in P-NG from Cpl. A Brown, who has toured the Territory four years detonating explosives left o from the war, is Cpl. Barry Moore, of Australian Army. Cpl. Moore takes o this important task for the next two ye He is based at Port Moresby, and tour the Territory regularly.

Dr. Gerald Hoult, a New Zealan who has been medical officer of Methodist Mission in the Solomo with headquarters at Roviana, N Georgia, for the past 14 years, been obliged to withdraw fr mission work because of ill health

The Methodist Mission board Auckland has been appealing for successor among young doctors, may find difficulty in securing volunteer as dedicated as Dr. Ho has proved to be in the difficult ye of reconstruction following the war

Dr. Hoult has degrees in b medicine and dentistry. He qualif as a dentist before undertaking medical course for the express p

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se of becoming a medical mis-
nary. In particular Dr. Hoult has
en identified with the campaign
ainst leprosy in BSI, travelling
und his extensive mission area of
ntral Solomons in the doctor's boat
ivided by the NZ Leper's Trust
oard. During one furlough Dr.
oult studied at Sydney to obtain a
oloma in tropical medicine.
A predecessor of Dr. Hoult's in
SI mission work, Dr. E. G. Sayers,
ho served the Methodist Mission in
e 1930's, is now Dean of the NZ
edical school in Dunedin.

* * *

New Guinea's present "crash" edu-
tion campaign could mean the
tive people would be ready to
ok after themselves in 10 years,
astor E. L. Martin, a Seventh-day
dventist missionary in New Guinea,
ld a Melbourne television audience
February.



fore moving to Port Moresby to take
the position of marine engineer and
rveyor with the Administration, Charles
nclair, and his wife, are here seen at
a farewell party in Rabaul.

Sir Leonard Isitt, chairman of
EAL since 1947, will retire from the
rline in April. Sir Andrew McKee
ill be new chairman, and deputy
airman will be Mr. G. N. Roberts.

* * *

Mrs. Joan Brierley, well known in
ew Guinea as private secretary to
e District Commissioner at Rabaul,
as recently been visiting Hongkong,
nd that area. En route she was
ined at Port Moresby by her sister,
rs. Parker, formerly a resident of
abaul.

* * *

The president of the Pacific Islands
ociety, Mr. N. H. Foxcroft, and
rs. Foxcroft, have returned from
eir world wander, and he presided
the Society's annual general meet-
g in Sydney in February. The
ociety, formed in Sydney prior to
orld War II, is now 25 years old.

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DEATHS OF ISLANDS PEOPLE

Richard Seddon Waddingham

tragic car accident in February ed the Nadi area of Fiji of a ular figure, Mr. Richard Seddon ldingham, of Vuda Point.

o one saw what happened but t noon on February 8, Mr. Wad- ham was found by Fijians and ans dying in a badly damaged car the Natabua Bridge.

nly minutes before, he had left house and driven down a per- y sound stretch of road towards toka. For some reason his car left the road along a stretch and hed into a tree.

Ir. Waddingham died on the way autoka Hospital.

he Waddingham family has been ciated with the Lautoka and Nadi icts for many years. Mr. Wad- ham, who was 59, spent the le of his working life in the cal department of the Govern- t service.

hat service began in 1924 with appointment as a third-class clerk adi. It ended in 1958 in district inistration in the Western District.

oultry farming followed at Vuda t, on land adjoining the property his brother, Albert, formerly ager of the Lautoka branch of is Philp (South Sea) Company.

n enthusiastic fisherman, Mr. ldingham had a retiring dis- tion, and, although he played part in the district's social life, ad a wide circle of friends.

e leaves a widow, formerly Miss ndoline Garnett, and a son, iam, who is married and living in ralia.

is three brothers are Mr. Albert ldingham, Mr. S. M. Wadding- , who retired last year from the of senior accountant in the Ac- tant General's Department, and Jack Waddingham, one-time ager of the Ba Hotel and now Burns Philp at Ba.

Mr. Jack Hutchison

he death occurred in Auckland ntly, at the age of 91, of Jack Hutchison, who was a trader in ga for 65 years.

r. Hutchison belonged to a well wn Auckland family. The 90's of century were depression days in Zealand and when Jack Hutchi- finished his apprenticeship to an kland firm, he, like many others, d find nothing to do. He was offered a post in Tonga. After a short time in Nukualofa, he went to Vavau, which became his Tongan home.

When the firm for which he worked decided to pull out of Tonga, he bought their Tuanuku station and set up in business for himself. About 30 years ago, he retired from business and moved to Neiafu. An interesting sidelight on his business ability is shown by the fact that when he sold his business, he had no book debts.

His years of retirement were not spent in idleness. For a time he ran a picture theatre in Neiafu, and many local residents received help and encouragement from him.

Mr. Hutchison married in Vavau, but his wife died some years ago. His son, his daughter and two grandsons live in Auckland. One other daughter died a few months ago.

Mr. George Kiss

The death occurred in Suva in February of Mr. George Kiss, one of the pioneers of Fiji's banana industry. Mr. Kiss, who was 78, was born in Sydney and went to Fiji as a young man to work with the Colonial Sugar Refining Company.

He took up farming in the Vunidawa area when a market developed in Australia for bananas from Fiji, and with the late Mr. A. H. Witherow and Mr. H. L. Gerrard, he organised an extensive export industry.

Mr. Kiss turned to dairying and livestock breeding at Serea when the Australian banana market collapsed, and continued with this until 1944, when he sold his farm and moved to Suva. He became one of the most active members of the Suva Bowling Club.

Mr. Kiss is survived by his widow, two sons and a daughter.

Mr. Wilfred Hesper McKinlay

Mr. Wilfred Hesper ("Mac") McKinlay, a well known planter in P-NG, died in Namanula Hospital, Rabaul, in February.

Mr. McKinley was born in Christchurch, New Zealand, and served in Greece, Crete, and the Middle East during World War II. He suffered much ill-treatment in a prisoner-of-war camp in Italy, and was finally repatriated after being removed to Germany.

After the war, he spent a holiday with friends at Pondo Plantation, in the Bainings area of New Britain, and this led to his purchase of an adjoining plantation, Tonui, which he worked for about a year.

His wartime illness then compelled him to go south for a long series of operations, after which he took up a trading post in Bougainville and then bought an area of virgin jungle there which he converted into Mac-Kiwi Plantation, a model of its kind.

Mr. McKinlay, who married in 1958, is survived by his widow, Mrs. Nancy McKinlay, a stepson and two stepdaughters.

High Chief Mauga Palepoi

The death occurred in Pago on February 7 of High Chief Mauga Palepoi, holder of a powerful Samoan title. He was 60. Holder of the title before Mauga Palepoi was Mauga Moimoi, who was one of those who signed the Deed of Cession of American Samoa, and who died at 83. Mauga Palepoi was a Senator for his county until the time of his death. He left a wife, four sons and four daughters.

Fiji's Future

(from p. 15)

without the prior consent of the Sovereign and the agreement of the Council of Chiefs. We also stand by the expressed desire of the High Chiefs in the preamble to the Deed of Cession that Fiji should be a Christian State and that therefore no constitutional or administrative changes should take place that would deviate from that intention.

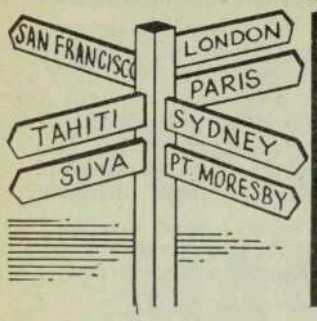
"The provision in the Fijian Affairs Ordinance that all legislation affecting Fijian rights and interests should be referred to the Fijian Affairs Board or, on the recommendation of the Board, to the Council of Chiefs, should be retained and likewise the Governor's direction to the Public Service Commission to work towards a balance of the races in the Civil Service.

"Subject to a satisfactory solution of the issues we have raised in the foregoing memorial, we would be prepared to initiate, in co-operation with the other principal races, further moves towards internal self-government.

"In this regard, we wish to remind you of the terms of the resolution passed at the last session of the Legislative Council which records the insistence of the Fijian people that the initiative for any constitutional change should come from them." (*PIM*, Jan., p. 5.)

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The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



TRAVEL TALK

Pacific Cruises For Everyone

This is the year for Pacific cruising. From Sydney, NSW, you can ship British, Italian, Dutch, American, French or Swedish, to a large range of South Seas Islands and sometimes on to Asia, at prices to suit any pocket.

IN many respects, a cruise is still the best way to see many of the Islands, combining as it does transport and the accommodation that is still missing from some of the more unspoiled places. For many people, too, the days at sea are as enjoyable as those spent in port.

The ships that will Pacific cruise this year, out of Sydney, range in size from under 10,000 tons to over 40,000 tons. In addition, some shipping lines have what might be called regular cruise routes. Here are some of the companies and their ships that will interest prospective tourists:

● The P & O-Orient vessels *Strathmore* (23,000 tons); *Orsova* (29,000 tons); *Oriana* (42,000 tons); *Orcades* (28,000 tons); *Chusan* (24,000); *Iberia* (30,000 tons). With the exception of the one-class *Strathmore*, all vessels have first and tourist classes. This company's head-office address for passenger bookings is 2 Spring Street, Sydney.

● The Matson Company's 20,000 ton vessels *Monterey* and *Mariposa*. Accommodation is all first-class but fares vary according to cabin. Sydney head-office is Berger House, 82 Elizabeth St., Sydney.

● Burns Philp Line which has half a dozen ships that make regular voyages to the South-West Pacific islands but whose 6,000 tons *Bulolo* is the one that most interests tourists; head-office in Sydney is 7 Bridge Street.

● The China Navigation Company which owns the *Kuala Lumpur* (12,500 tons) and the smaller vessels (*Shansi, Soochow*, etc.) of the New Guinea-Australia Line. Swire and Yuill Pty. Ltd., of 6 Bridge Street, Sydney, are their agents.

● The Australia-West Pacific Line, which has the big freighter-passenger vessels *Delos, Milos, Aros, Tenos* and *Samos*. Swedish-owned, their Sydney agents are Wilh. Wilhelmsen, 13 Bridge Street, Sydney.

● Messageries Maritimes, which operates the small passenger-freighter *Polynesie*. Sydney address is 36 Grosvenor St., Sydney.

● The Union Steam Ship Company which operates the *Tofua* and *Matua* on South Pacific round voyages. Sydney head office is 247 George Street; and in Auckland, NZ, it is Cnr. Quay and Commerce Sts.

● Lloyd Triestino which is bringing the new 27,500 tons *Galileo* into service in April. Sydney agents are Gilchrist Watt & Sanderson Pty. Ltd., 17 O'Connell St., Sydney.

● Dominion Line, which has begun operating the 7,500 tons *Francis Drake* and *George Anson*. Agents are H. C. Sleigh Ltd., 115 York Street, Sydney.

● F. H. Stephens Pty. Ltd., which is agent for the 10,000 tons ex-trans-Tasman liner *Wanganella;* Sydn address is 13 Bridge Street.

● Cogedar line which has t *Aurelia* (14,000 tons), and Fla (16,000 tons) and is Italian; H. Sleigh Ltd. (see above) is Sydn agent.



Regular Voyages

The vessels that make regu round-voyages in the Pacific and which tourists can book are:

Bulolo which makes montl voyages to Papua-New Guinea po out of Sydney and Brisbane.

The *Mariposa* and *Monterey* wh route is San Francisco, Los Angel Bora Bora, Papeete, Raroton Auckland, Sydney, Noumea, Su Niuafo'ou, Pago Pago, Honolu and San Francisco. (There is a per cent. reduction available on t round-trip fare for the voyages le ing Sydney on Sept. 23, Oct. 14, N 7 and Nov. 28).

Tofua and *Matua* with a rou route that takes them from Auckla to Suva, Nukualofa and Va (Tonga), Niue, American Sam Apia (Western Samoa) and ret to Auckland.

Milos, Delos, Tenos, etc., wh route from Sydney to Hongk and Japan is via Manila and wh return is via New Guinea ports, a occasionally also via Honiara, B and Santo, New Hebrides to A tralia.

Francis Drake and *George An* which go via Manila to Hongk and Japan and return via Guam a Rabaul.

The *Polynesie* which makes regu voyages from Sydney to Noum New Caledo and Vila and S to, New Hebrid and return to S ney.

The *Shan Soochow* and *kiang* which m regular voya from Sydney and Brisbane to Pap New Guinea ports and return.

In addition to these round voya there are, of course, the regu trans-Pacific, Australasia-Amer voyages of the P & O-Orient vessels; those of Messageries M times—*Tahitien* and *Caledoni* across the Pacific and through Panama to Europe; those of Sh Savill's 20,000 ton *Southern Cr* and 24,000 ton *Northern Star;* a Royal Dutch Mail vessels *Will Ruys* and *Oranje*, which cross Pacific on round the world voyage

Cruises for the Year

Of the straight-out special crui from Sydney in 1963, the follow just about cover the field:

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pril 19: *Wanganella,* to Brisbane, man Is., Noumea, Brisbane; 17 s; from £81/5/-. (One-class).
pril 7: *Flavia,* to Rabaul, Japan, gkong, Formosa, Manila; 37 s; from £275. (One-class).
pril 11: *Strathmore,* to Tonga, a, Noumea; from £102. (One-s).
lay 7: *Orsova,* to Port Moresby, aul and Honiara, BSIP; 12 days; n £89 tourist; £125 first class.
ne 4: *Wanganella,* to Auck-l, Suva, Apia (W. Samoa), Vavau Nukualofa (Tonga), Bay of nds and Auckland, NZ; 25 days; n £151/5/-. (One-class).
ne 12: *Oriana,* to Suva, Port resby, Hayman Island; 11 days; n £85 tourist; £131 first-class.
ne 21: *Orcades,* to Savusavu i), Suva and Noumea; 11 days; n £78 tourist; £117 first class.
uly 3: *Wanganella,* to Port resby, Rabaul and Honiara, P; 16 days; from £95/15/-.
uly 13: *Chusan,* to Auckland, otonga (Cook Is.), Bora Bora and eete, Suva and Lautoka; 21 days; n £162 tourist; £219 first-class.
uly 20: *Galileo,* to Brisbane and mea; 7 days; from £49 tourist; first-class.
ugust 6: *Wanganella,* to Noumea Hayman Island; 10 days; from /15/-. (One-class).
ugust 19: *Aurelia,* to Nukualofa Vavau (Tonga), Suva and usavu (Fiji); 15 days; from £102. e-class).
eptember 20: *Wanganella,* to kland, Suva, Apia, Vavau, ualofa, Bay of Islands, Auckland; days; from £151/15/-. (One-s).
ctober 15: *Iberia,* to Suva, anese ports and Inland Sea, Hong-g, Barrier Reef; 32 days; from 7 tourist; £329 first-class.
ctober 21: *Kuala Lumpur,* to kland, Suva, Apia Vavau and ualofa, Auckland; 28 days; from 4. All first-class. This vessel makes a cruise originating in gapore on August 10 and includ-Australian ports Rabaul, Japan Hongkong.
lovember 2: *Wanganella,* to kland, Suva, Noumea and Bris-e; 17 days; from £98/15/-. (One-s).
ll fares are quoted in Australian rency and all cruises terminate in ney.

Fiji's "Other" Island

ne interesting note is that Savu-u, Fiji, is on the cruise pro-mme this year—for the P & O-ent liner *Orcades* in June and for Cogedar Line *Aurelia* in August. e people of this area of Vanua u (the "other" island of Fiji), have waited a long time for this recognition and are sure to put their best feet forward on both occasions.

In spite of the expensive Hibiscus Highway that extends from Savusavu Bay to Buca Bay this part of Fiji is, in many respects, little changed since Cession. It is a copra district and the tourists are certain to find it one of the most unspoiled parts of the South Pacific with a lot to offer.

No doubt Vanua Levu residents who feel that Fiji's main island of Viti Levu gets most of the tourist limelight are suitably gratified that the account will be evened up to the extent of two cruise ships this year.



Duty Free in Sydney

THE duty-free shop at Sydney's Kingsford Smith Airport is already well known to overseas travellers. Now, to make things even easier for prospective purchasers, Duty Free Stores Pty. Ltd. has opened a viewing centre at 4 Castlereagh Street, City, just next door to the P. & O.-Orient building (now under construction), and only a minute away from the Qantas building in Hunter Street.

In spacious, ground-floor premises you can view all the duty-free goods on offer, make your selection weeks before leaving and without all the pre-embarkation flurry, pay for it, and know that it will be delivered to you on aircraft or ship.

Up to recently, duty-free shopping was only for air travellers but now the same goods can be delivered to passengers leaving Australia by ship. If the vessel leaves Sydney direct for an overseas destination you can have it immediately the ship is outside the port; if the vessel calls at other Australian ports after leaving Sydney you collect your goods after the last Australian port is left behind. The goods are kept in bond for you on board up to that point.

There are still a few tricks to the business, however. If you break your journey or even change planes in any Australian airport or Australian territory airport, you forfeit the right to buy duty-free goods.

If, for example, you go to Noumea or New Zealand, you can do as much duty-free shopping as you like; but if you go to the Solomon Islands or West New Guinea through New Guinea, even though they are twice as far as to NZ (and a lot more foreign), you cannot buy duty-free goods.

If you go to Europe or Singapore, the Far East or Africa from Sydney, you are in the clear if you remain "in transit" at Perth or Darwin. But if you break your journey at either place, or even change planes, duty-free goods are not for you. (This means that although you can buy duty-free goods if you go to Johannesburg by Qantas, you cannot if you go by South African Airways which terminates its trans-Indian Ocean service at Perth, WA.)

Sydney's Duty-Free Stores stock the usual range of goods—cameras, tape-recorders, portable typewriters, binoculars, watches, perfume, transistor radios, etc. Prices are roughly about two-thirds what you pay for them retail, in Australia. For example a Canon 8 mm zoom movie camera which sells for £A97 retail is priced at £A60 in the duty-free shop; an Underwood portable typewriter, in a zipp-case, which normally sells at about £A39/10/- retail is £A28/10/- in the duty-free shop.

All of which adds up to the fact that if you want to do some heavy, high-priced luxury goods buying, it is cheaper to take a trip to New Zealand or Noumea and get them duty-free.

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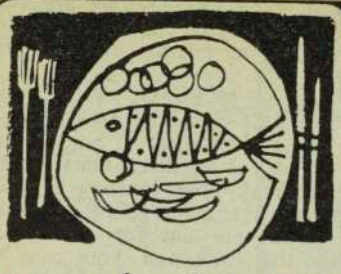
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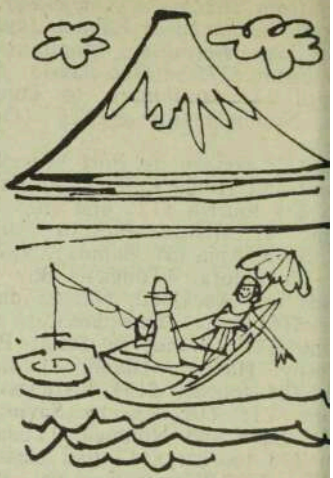
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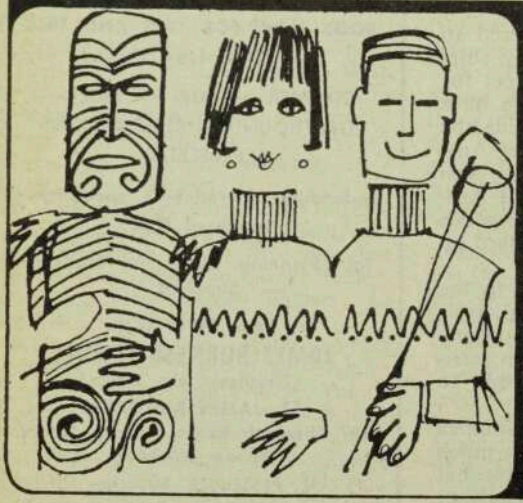


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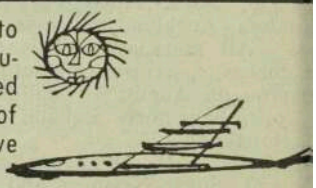
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HIPPING TIME-TABLES

ydney-Papua-New Guinea

sailings are approximate and may vary by as much as two weeks.

alekula sails from Sydney for bane, Nth. Qld. ports, Pt. Moresby, arai, Lae, Madang, Alexishafen, ak, Kavieng, Rabaul, Pt. Moresby, ey. Next sailings: Mar. 29, May 25 call at Lombrum and Lorengau).

alaita sails from Sydney for Bris- , Pt. Moresby, Samarai, Rabaul, brum, Lorengau, Madang, Lae, Sam- Brisbane, Sydney. Next Sydney sail- Apr. 6 (after Rabaul will call: ken, Teopasino, Numa Numa, Arigua Kieta, before returning to Sydney), 25 (special trip: Norfolk Is., Vila, o, Honiara, BSI ports, Kieta, ainville ports, Rabaul, Madang, Lae, arai, Brisbane, Sydney).

lolo sails about every six weeks: ey, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. sby, Brisbane, Sydney. Next Sydney gs: Apr. 2, May 11 (approx.).

ntoro sails from Melbourne for ey, Brisbane, Nth. Qld. ports (subject rmit), Pt. Moresby, Samarai, Rabaul, eng, Wewak, Madang, Lae, Pt. sby, Sydney. Last Sydney sailing: 3. Next Sydney sailing: Apr. 27 rox.).

tails from Burns, Philp and Co., Ltd., idge Street, Sydney (B 0547).

---

ansi: Leaves Sydney about every four s for Brisbane, Rabaul, Kavieng, ang, Lae, Pt. Moresby, Sydney. Next ey sailings: Mar. 15, Apr. 19.

ochow: Leaves Sydney every four s for Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Sydney. Next ey sailings: Mar. 8, Apr. 6.

ote: Itineraries of Shansi and how have been switched, commencing h sailings.]

tails from New Guinea Australia Line re and Yuill Pty., Ltd., agents), 6 ge St., Sydney (BU 1712).

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ina Navigation Co. Ltd. vessels ng and Anshun call at Pt. Moresby, ia, on their way north from Sydney Hongkong. Next vessel:

shun: Dep. Sydney Mar. 23, Pt. sby Mar. 30-31, thence Manila and gkong.

king: Dep. Sydney Apr. 22, Pt. sby Apr. 29-30, thence Manila and gkong.

tails from Swire and Yuill Pty. Ltd., ts, 6 Bridge St., Sydney (BU 1712).

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izabeth Boye: Leaves Sydney ap- imately every five weeks for Port sby, Samarai, Wewak, Madang, Lae, ey. Next Sydney sailings: Mar. 22, 25 (approx.).

evik: Leaves Sydney approximately y five weeks for Rabaul, Madang, Lae, nsville, Sydney. Next Sydney sailings: 13, Apr. 15 (approx.).

ltan: On first voyage in this service, Sydney Mar. 6 for Brisbane, Pt. sby, Samarai, Honiara, Gizo, Rabaul, ak, Madang, Lae, Sydney. Next ey sailing: Apr. 5 (approx.).

tails from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge Sydney (BU 8311).

---

ustasia Line's vessel Matupi now runs een Australian ports (turn round at Adelaide) and Papua-New Guinea—the extension every third voyage to Borneo has been cancelled.

Matupi: Dep. Sydney Mar. 23 for Brisbane Mar. 25-26, Pt. Moresby Mar. 31, Lae Apr. 4, Madang Apr. 6, Rabaul Apr. 9, Cape Hoskins for timber-loading (if inducement), then direct to Sydney, due May 6.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney-NG-Far East.

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Delos: Dep. Hongkong, southwards, Mar. 10, for Manila Mar. 12-13, Vito-Sagay Mar. 14-16, Nth. Borneo ports Mar. 17-20, Rabaul Mar. 29-30, Madang Mar. 25-26, Lae Mar. 27-28, Honiara Apr. 1, Vanikoro Apr. 3-5, Brisbane Apr. 9-10, Sydney Apr. 12. Dep. Sydney again Apr. 17 for cargo-loading at Southern Australian ports.

Aros: Dep. Sydney Mar. 22 northwards for Brisbane Mar. 24-25, 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, after docking, dep. Hongkong Apr. 18 southwards for Borneo, NG ports (Rabaul May 2-3, Madang May 4-5, Lae 6-7), Brisbane and Sydney, due May 16.

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

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PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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Australia-NZ-Fiji-Canada-USA

		ORIANA	ARCADIA	ORONSAY	ORSOVA
SYDNEY	depart	Mar. 10	Apr. 5	Apr. 19	May 22
AUCKLAND	arr/dep	Mar. 13	thence	Apr. 22	thence
SUVA	arr/dep	Mar. 16	Far East	Apr. 25	Far East
HONOLULU	arr/dep	Mar. 20	Apr. 29	Apr. 30	June 14
VANCOUVER	arr/dep	Mar. 24-25	May 4-5	May 5-6	June 19-20
SAN FRANCISCO	arr/dep	Mar. 27-28	May 7-8	May 8-9	June 22-23
LOS ANGELES	arr/dep	Mar. 29	May 9	May 10	June 24
HONOLULU	arr/dep	Apr. 2	May 14	thence	June 29
SUVA	arr/dep	thence	thence	UK via	thence
AUCKLAND	arr/dep	Far East	Far East	Panama	Far East
SYDNEY	arrive	and UK	and UK	Canal	and UK

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Mar. 17	Apr. 11	May 2	May 26
LOS ANGELES	arr/dep	Mar. 18	Apr. 12	May 3	May 28
BORA BORA	arr/dep	Mar. 26	Apr. 20	May 11	June 4
PAPEETE	arr/dep	Mar. 27-29	Apr. 21-23	May 12-14	June 5-7
RAROTONGA	arr/dep	Mar. 30	Apr. 24	May 15	June 8
AUCKLAND	arr/dep	Apr. 4-5	Apr. 29-30	May 20-21	June 13-14
SYDNEY	arr/dep	Apr. 8-11	May 3-6	May 24-27	June 17-20
NOUMEA	arr/dep	Apr. 14	May 9	May 30	June 23
SUVA	arr/dep	Apr. 16	May 11	June 1	June 25
NIUAFOOU	arr/dep	Apr. 17	May 12	June 2	June 26
PAGO PAGO	arr/dep	Apr. 17	May 12	June 2	June 26
HONOLULU	arr/dep	Apr. 22-23	May 17-18	June 7-8	July 1-2
SAN FRANCISCO	arrive	Apr. 28	May 23	June 13	July 7

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

in March from Sydney to Japan, via Manila, Hongkong and Keelung, returning via Guam and Rabaul.

Francis Drake: Dep. Sydney Mar. 20, will call on return voyage at Guam Apr. 26-27 and Rabaul May 1-2.

George Anson: Dep. Sydney Apr. 20, will call on return voyage 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 sailing: Van Neck Apr. 2—after which this service will be discontinued.

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: Rangitane, dep. London Mar. 13, due Papeete Apr. 8.

Next northbound voyages: Rangitoto, from Wellington, due Papeete Mar. 15; Remuera, dep. Wellington Apr. 6, due Papeete Apr. 11.

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: Saracen dep. Auckland Apr. 16, at Papeete Apr. 23.

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:

Firbank: From the Continent and London, due at Port Moresby Mar. 21, Samarai Mar. 23, Lae Mar. 25, Madang Mar. 26, Wewak Mar. 28, Rabaul Mar. 30, Honiara Apr. 3, thence possibly Noumea.

Beaverbank: From Continent, dep. London Mar. 13, due at Pt. Moresby Apr. 18, Samarai Apr. 20, Lae Apr. 22, Madang Apr. 24, Wewak Apr. 26, Rabaul Apr. 27, Kavieng Apr. 29, Honiara May 1.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Dutch Mail and Royal Rotterdam L

Seine Lloyd (RL): From Continen United Kingdom, due Papeete Ma Noumea Apr. 1, Honiara Apr. 5 Moresby Apr. 8, Rabaul Apr. 12, Apr. 14, Madang Apr. 16, Hollandia 17.

Karimun (NL): From Continent, London Mar. 23, due Papeete Ap Noumea Apr. 29, Honiara May 2 Moresby May 4, Rabaul May 7, Lae 9, Madang May 11, Hollandia May

Details from Royal Interocean 261 George St., Sydney (2-0573).

NZ-West Pacific-Far Eas

Cargo vessels of Crusader Shippin (UK), running between New Ze and the Far East, call at Noumea Caledonia), and Pt. Moresby (Papua) in some instances, Guam. Next vo

Saracen, formerly on this NZ De ment Service, will be replaced by K Templar (refrigerated and general c and now will join Crusader on the Coast of North America service.

Knight Templar: Dep. Auckland 30 for Noumea May 4, Pt. Moresby 8, thence Singapore, Pt. Swette Manila, Hongkong and Shanghai.

Details from Shaw, Savill Line, a 101 Queen St., Auckland. (Tel. 30-

Far East-Sth. West. & Cen Pacific

China Navigation Co., Ltd., maintain monthly service from southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; u return to Japan direct.

Chungking: From Japan, Hong Manila and Guam, due Madang 24, Lae Mar. 27, Kavieng Mar. 30, R Apr. 1, Pt. Moresby Apr. 8, Suva/La Apr. 13, Noumea Apr. 21, Bourail due arr. Japan May 6, when she enter dry dock.

Sinkiang: Dep. Japan Mar. 23 Hongkong Mar. 28-31, Hollandia Madang Apr. 12, Lae Apr. 16, Sa Apr. 23, Rabaul Apr. 28, Pt. Mo Apr. 29, Guam (opt.), then Japan May 15.

Chengtu: Dep. Japan Apr. 5 for kong Apr. 9-13, Guam (opt.), M Apr. 23, Lae Apr. 26, Rabaul Apr Samarai May 3, Pt. Moresby Ma Santo May 12, Vila May 15, Lautoka May 17, Apia May 25, Pago (opt.), then Japan, due June

Details from China Navigation Co. (Swire and Yuill Pty., Ltd., agent Bridge St., Sydney (BU 1712).

Sydney-New Hebrides-BS Bougainville, Etc.

MV Tulagi leaves Sydney about six weeks for Norfolk Is., Vila, S Honiara and BSI ports, Bougainville Next Sydney sailing: Apr. 13 (will e to Gilbert Group and Fanning Is. back to Honiara, Purvis, Lunga, Yan Pepesala, Somata and Honiara befor turning Sydney).

Details from Burns, Philp and Co. 7 Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polyne

Vessels of Messageries Maritimes from Marseilles, via West Indies Panama, call about every six weel Papeete (with occasional calls at T

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larquesas Group), Vila, Noumea and , and return by same route.
inwards voyages, ex-Marseilles:
nesien: Papeete Apr. 16-20, Vila 9-30, Noumea May 1-5, Sydney May

donien: Tai-o-hae May 25, Papeete 7-31, Vila June 7-8, Noumea June Sydney June 16.
outwards voyages, ex-Sydney:
tien: Dep. Sydney Apr. 1, a Apr. 4-7, New Hebrides ports Apr. Noumea Apr. 16, Papeete Apr. 22-27, hae Apr. 30.
nesien: Dep. Sydney May 10, a May 13-17, New Hebrides ports 8-26, Papeete June 2-7.

nesie maintains monthly passenger s between Sydney, Noumea, Vila, ndwich (occasionally), and Santo. Sydney sailings: Mar. 29, Apr. 19, 0.
ils from Messageries Maritimes, 36 nor St., Sydney (BU 2654).

ney-Norfolk Is.-Noumea-New Hebrides

rado del Mar (owned by Societe ne Caledonienne, Noumea), carry-rgo only, makes a regular monthly from Sydney to Norfolk Is., Caledonia (Noumea) and New es ports. Next Sydney sailings: 16 (approx.), Apr. 15 (approx.).
ils from F. H. Stephens Pty. Ltd., dge St., Sydney (27-3605).

urope-Sydney-Noumea

o vessels of Messageries Mari- run monthly between France and a via Fr. East Africa and Australian ports. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vosges Mar. 11 (Noumea Mar. 18); Vivarais Apr. 8 (Noumea Apr. 15).

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 Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Mar. 19, Apr. 16, May 14.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Apr. 2, Apr. 30, June 4.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Southampton (UK), via Panama Canal, at Papeete Mar. 29-30, Suva Apr. 4, Wellington Apr. 8-10, Sydney Apr. 13-15, thence via Sth. Africa to Southampton, due May 20.

Northern Star: Dep. Southampton Apr. 23, via Sth. Africa, for Sydney May 29-31, Wellington June 3-5, Suva June 9, Papeete June 13-14, thence via Panama Canal to UK, arr. Southampton July 8.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

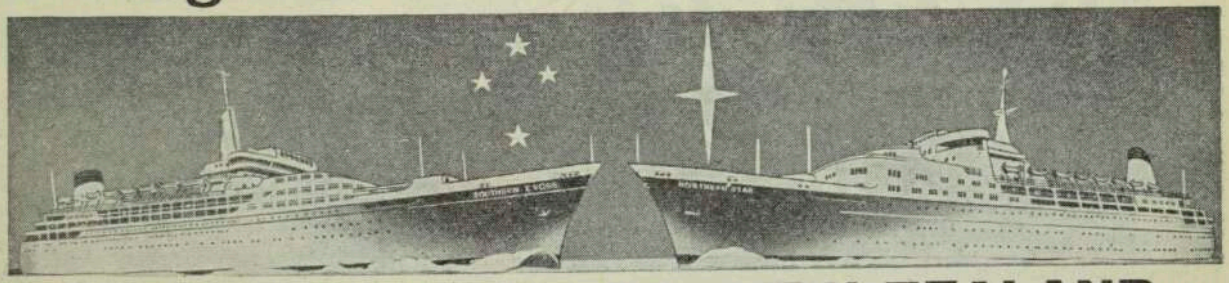
Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: From USA, at Papeete Mar. 10-12, Pago Pago Mar. 16-18, Apia Mar.

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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

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19-20, Suva Mar. 23-25, Noumea Mar. 27-29, Townsville Apr. 2-4, Rabaul Apr. 7-8, Apia (open), Pago Pago Apr. 16-18, Los Angeles May 1-3, San Francisco May 4.

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, Ventura Mar. 30 (approx.); Sonoma Apr. 27 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Star Mar. 27; Pioneer Reef May 23.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) normally operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route.

She is off the Pacific run at present, however, engaged on charter work in the Far East until late Mar.; she is expected to resume her normal run 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: Mar. 20, Apr. 11 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) is now on a cargo run from Melbourne and Sydney to Fiji, calling at Suva and Lautoka. Next Sydney sailing: Mar. 23.

Slagen, which was on charter trips for a time between Australia and Fiji, will not now return to Norway—she has been chartered in the East to run between Sumatra and Borneo.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Ltd. maintains regular monthly services from Melbourne and Sydney, and periodically from Adelaide, to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailings: Kawerau Apr. 9 (approx.); Waiana May 8 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sy (B 0528); or other branches and ag

Sydney-(or NZ)-North America

Cargo vessel Waihemo operated by Union Steam Ship Co. of NZ, Ltd., n tains a two-monthly service across Pacific, from Melbourne and Sydne Vancouver and USA ports. Occasio calls are made at Fanning Island route.

Next Sydney sailing: Waihemo Ma (approx.).

Waitemata, from NZ ports, makes or four trips yearly to Vancouver Rarotonga and Papeete).

Details from Union Steam Ship of NZ Ltd., 247 George St., Sy (B 0528); and other branches and ag

UK-Panama-Samoa-Fiji

The Fiji Direct Service is mainta by Conference vessels, sailing at re monthly intervals out of London, Panama, for Apia, Suva and Lau Bethell, Gwyn and Co., Ltd., act as L ing Brokers in London.

Next vessel, ex-London: Mar. 28.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a se from Singapore to Fiji, NZ, and tralia, with three vessels (Van C Van Noort and Van Neck) ca periodically at Suva and/or Laut

Next calls at Fiji: Van Cloon Apr Van Neck May 5.

Details from Royal Interocean Lines, George Street, Sydney (2-0573).

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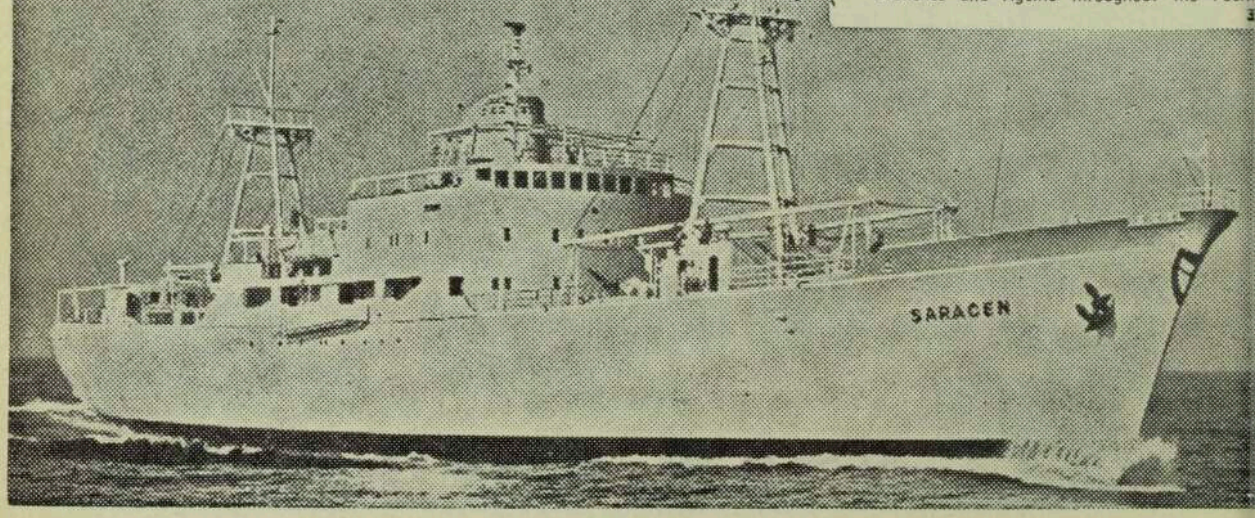
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RWAYS TIME-TABLES

RANS-PACIFIC SERVICES

1. Australia-Fiji-Hawaii-Nth. America

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Thurs. and Sun.: Sydney (dep. 7 m.), Nadi (arr. 12.50 a.m., dep. 1.35 m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. p.m.), Nadi (arr. 12.50 a.m., dep. 35 a.m.), Honolulu, San Francisco, ew York, London.

Sydney (dep. 7 p.m.), Nadi (arr. .50 a.m., dep. 1.35 a.m.), Honolulu, n Francisco (extends to Vancouver ternate weeks; from Sydney, Mar 15, , Apr. 12, 26, May 10, 24, etc.).

SOUTHBOUND

Wed. and Fri.: London, New York, n Francisco, Honolulu, Nadi (arr. 40 a.m., dep. 5.30 a.m.), Sydney rr. 7.35 a.m.).

Thurs. and Sun.: San Francisco, nolulu, Nadi (arr. 4.40 a.m., dep. 30 a.m.), Sydney (arr. 7.35 a.m.).

San Francisco (service begins from ncouver alternate Sats.: Mar. 16, , Apr. 13, 27, May 11, 25, etc.), nolulu, Nadi (arr. 4.40 a.m., dep. 30 a.m.), Sydney (arr. 7.35 a.m.).

ternational Dateline is crossed be- Nadi and Honolulu.)

ntas/TEAL Electra International Mk. craft from Auckland connect at Nadi ed., Thurs., Fri., Sat., Sun., and Mon. Qantas northbound flights, and on Wed., Thurs., Fri., Sat. and Sun. uckland, with Qantas south-bound s. (See Table 19).

Y CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Sat. (Mar. 9, 23, Apr. 6, 20, May 18, etc.): Dep. Sydney 11 a.m. by itannia for Auckland (arr. 4.50 m.).

ly from Auckland, dep. 5.35 p.m. ery Sat. for Nadi (arr. 9.40 p.m., p. 10.35 p.m.), Honolulu (arr. Sat. a.m., dep. Sun. 9 a.m. by DC8), ncouver, Amsterdam (arr. Mon. 1.45 m.).

SOUTHBOUND

ly from Amsterdam, dep. 2 p.m. ery Sat. by DC8 for Vancouver, nolulu (arr. Sun. 9.35 p.m., dep. n. 10.35 p.m. by Britannia), Nadi rr. Tues. 6 a.m., dep. 6.45 a.m.), ckland (arr. 10.55 a.m.).

Tues. (Mar. 19, Apr. 2, 16, 30, May , 28, etc.): Dep. Auckland 11.45 m. for Sydney (arr. Tues. 2.15 p.m.).

ternational Dateline is crossed be- Nadi and Honolulu.)

A. Australia-Fiji (or Am. noa)-Hawaii-Nth. America

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

NORTHBOUND

Thur.: Dep. Sydney 5 p.m. for Nadi rr. 10.55 p.m., dep. 11.40 p.m.), nolulu and Los Angeles (arr. Thurs., n. 4.30 p.m.). Connections at Hono- lu for San Francisco, Portland and attle.

Tues.: Dep. Sydney 10 p.m. for Pago Pago, Am. Samoa (arr. 6.10 a.m., dep. 6.50 a.m.), Honolulu and Los Angeles (arr. Tues. 9 p.m.).

SOUTHBOUND

Tues., Fri.: Dep. Los Angeles 7.30 p.m. for Honolulu, Nadi, (arr. 4.15 a.m., Thurs., Sun., dep. 5 a.m.) and Sydney (arr. 7.10 a.m. Thurs., Sun.).

Sun.: Dep. Los Angeles 7.30 p.m. for Honolulu, Pago Pago (arr. 6.15 a.m. Mon., dep. 7 a.m.) and Sydney (arr. 9.55 a.m. Tues.).

(International Dateline is crossed between Nadi and Honolulu, and between Sydney and Pago Pago.)

* PAA use DC7C aircraft on connecting services Nadi-Auckland and Nadi-Pago Pago (Am. Samoa). (See Tables 21 and 21A).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. **(TAA)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.50 p.m.
Tues., Thurs., Sun.	Tues., Thurs., Sun.
Dep.	Arr.
Brisbane, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

Tues., Thurs. and Fri. **(Ansett)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat.	Wed., Fri., Sat.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.05 a.m.
Dep.	Arr.
Pt. Moresby, 6.50 a.m.	Lae, 7.50 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. **(TAA)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

Wed., Fri. and Sat. **(Ansett)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.10 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.40 p.m., Cairns arr. 1.40 p.m., dep. 2.45 p.m., arr. Pt. Moresby 5.05 p.m. (Mar. 18, Apr. 1, 15, 29, May 13, 27, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Mar. 6, 20, Apr. 3, 17, May 1, 15, 29, etc.).

CAIRNS-PT. MORESBY-CAIRNS
Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Mar. 9, 23, Apr. 6, 20, May 4, 18, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Mar. 10, 24, Apr. 7, 21, May 5, 19, etc.).

CAIRNS-PT. MORESBY-BRISBANE
Ansett, with DC4 (Air Cargo Only)

Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m. (Mar. 11, 25, Apr. 8, 22, May 6, 20, etc.).

3. P-NG Internal Services

Operated by TAA
PT. MORESBY-LAE
(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Mar. 19, Apr. 2, 16, 30, May 14, 28, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Mar. 5, 19, Apr. 2, 16, 30, May 14, 28, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Mar. 20, Apr. 3, 17, May 1, 15, 29, 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. (Mar. 22, Apr. 5, 19, May 3, 17, 31, etc.). **(Over)**

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PT. MORESBY-WESTERN PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Kerema, Pt. Moresby, arr. 2.10 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.15 p.m. (Mar. 14, 28, Apr. 11 25, May 9, 23, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.30 a.m. (Mar. 15, 29, Apr. 12, 26, May 10, 24, 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. (Mar. 11, 25, Apr. 8, 22, May 6, 20, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne Lagoon, Samarai, Pt. Moresby, arr. 4.30 p.m. (Apr. 1, 29, May 27, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Mar. 18, Apr. 15, May 13, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

Sun.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 8 a.m. for Rabaul, arr. 9 a.m.

Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.

Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer River, Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.

Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.

Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Finschhafen, Lae, arr. 2.10 p.m.

Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka, Wakanai, Aropa, Buin, Aropa, Wakanai, Buka, Rabaul, arr. 3.20 p.m.

Alt. Wed. (Mar. 20, Apr. 3, 17, May 1, 15 29, etc.): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Aropa, Buin, Wakunai, Buka, Rabaul, arr. 4.50 p.m.

Operated by Ansett-Mandated Air Lines With DC3's (unless otherwise shown)

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.

Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 3.50 p.m.

Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.

Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.

Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.

Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.

Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.

Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.

Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.

Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.

Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.

Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.

Fri.: Dep. Lae 8.55 a.m. for Wau, Goroka, Madang, Momote, Madang, arr. 3.30 p.m.

Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Kavieng, Rabaul, arr. 3.15 p.m.

Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.

Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Rabaul 6.30 a.m. for Kav Momote, Wewak, Madang, Goroka, arr. 4.40 p.m.

Dep. (Piaggio) Wewak 8.30 a.m Ambunti, Burui, Wewak, arr. a.m.

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Local services operated in Papua Papuan Airlines Transport Ltd. inclu

Mon.: Dep. (DC3) Pt. Moresby 7.30 for Popondetta, Pt. Moresby, arr. a.m.

Dep. (DC3—freight only) Moresby 10 a.m. for Kokoda, Moresby, arr. 12.20 p.m.

Dep. (Piaggio) Pt. Moresby 8.30 for Rorona, Aroa, Kairuku, Ber Tapini, Bereina, Kairuku, Aroa (o Rorona (opt.), Pt. Moresby, arr. p.m.

Dep. (Piaggio) Pt. Moresby 6 for Tapini, Woitape, Pt. Moresby, 8 a.m.

Tues.: Dep. (DC3) Pt. Moresby 6.30 for Popondetta, Pt. Moresby, arr. a.m.

Dep. (DC3) Pt. Moresby 9 a.m. Garaina, Lae, Garaina, Popondetta Moresby, arr. 2.35 p.m.

Dep. (DC3) Pt. Moresby 9.15 for Daru, Balimo, Daru, Pt. Mor arr. 5.50 p.m.

Dep. (Piaggio) Pt. Moresby 8 for Woitape, Tapini, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby p.m. for Cape Rodney, Paili, Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (o Kairuku, Bereina, Pt. Moresby, 4.55 p.m.

Wed.: Dep. (DC3) Pt. Moresby 7.30 for Popondetta, Kokoda, Pt. Mor arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8 for Baimuru, Erave, Mendi, Ka Erave, Pt. Moresby, arr. 3.10 p.m.

Dep. (Piaggio) Pt. Moresby 8 for Tapini, Woitape, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (o Kairuku, Bereina, Pt. Moresby, 4.55 p.m.

Thurs.: Dep. (DC3) Pt. Moresby 7.30 for Popondetta, Embi, Wani Losuia, Popondetta, Kokoda, Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 8 for Woitape, Tapini, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 1 for Cape Rodney, Paili (opt.), Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (o Kairuku, Bereina, Pt. Moresby, 4.55 p.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 for Popondetta, Pt. Moresby, arr. a.m.

Dep. (DC3) Pt. Moresby 10.30 for Gurney, Pt. Moresby, arr. 2.30

Dep. (DC3) Pt. Moresby 3.30 for Bereina, Pt. Moresby, arr. p.m.

Dep. (Piaggio) Pt. Moresby 8 for Tapini, Woitape, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona, Aroa, Kairuku, Ber (opt.), Pt. Moresby, arr. 5.20 p.m

Sat.: Dep. (DC3) Pt. Moresby 8.30 for Kokoda, Popondetta, Pt. More arr. 11 a.m.

Dep. (Piaggio) Pt. Moresby 8 for Woitape, Tapini, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 11 for Paili, Cape Rodney, Pt. More arr. 1.15 p.m.

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Dep. (Piaggio) Pt. Moresby 3 p.m. r Rorona (opt.), Aroa (opt.), airuku, Bereina, Pt. Moresby, arr. 55 p.m.

3A. P-NG - West NG

E-HOLLANDIA (West New Guinea)
TAA, with DC3 aircraft

Thurs. (Mar. 7, 21, Apr. 4, 18, May 16, 30, etc.) dep. Lae 9 a.m. for adang, Wewak, Hollandia, arr. 1.35 n.

Fri. (Mar. 8, 22, Apr. 5, 19, May 3, , 31, etc.): Dep. Hollondia 11.35 a.m. r Wewak, Madang, Lae arr. 5.05 m.

BIAK (WEST NG)-LAE
Garuda Indonesian Airways with DC3 Aircraft

ruda Indonesian Airways operate ortnightly service between Biak, ndia and Lae with DC3 aircraft. It cts at Biak with KLM's DC8 service irope. (Table 4).

Thurs. (Mar. 14, 28, Apr. 11, 25, ay 9, 23, etc.): Dep. Biak 6 p.m., ollandia arr. 8.10 a.m., dep. 9.10 a.m., r. Lae 1.10 p.m.

Fri. (Mar. 15, 29, Apr. 12, 26, May , 24, etc.): Dep. Lae 9.15 a.m., Holndia arr. 12.05 p.m., dep. 1.05 p.m., r. Biak 3.10 p.m.

4. Australia-West NG

KLM Royal Dutch Airlines

ekly DC8 service between Sydney Fri. 10.35 a.m.) and Holland, calling iak, West NG (arr. Fri. 3.30 p.m., 4.30 p.m.), Manila (Philippines) and erdam (arr. Sat. 12.10 p.m.). Dep. erdam Wed. 2.30 p.m., via Manila and (arr. Fri. 12.30 a.m., dep. 1.30 a.m.) ydney (arr. Fri. 7.15 a.m.).

5. N. Guinea-Solomons

with Fokker Friendship Prop-Jet and DC3 Aircraft

Tues.: Dep. Lae (DC3) 6 a.m. for abaul, Buka, Munda, Yandina, oniara, arr. 4.20 p.m. (Mar. 12, 26, pr. 9, 23, May 7, 21, etc.).

Wed.: Dep. Honiara (DC3) 7.30 a.m. r Yandina, Munda, Buka, Rabaul, ae, arr. 3.45 p.m. (Mar. 13, 27, Apr. 17, May 8, 22, etc.).

Tues.: Dep. Lae (Fokker) 9 a.m. r Rabaul, Buka, Munda, Honiara, r. 4.20 p.m. (Mar. 19, Apr. 2, 16, , May 14, 28, etc.).

Wed.: Dep. Honiara (Fokker) 6.45 m. for Munda, Buka, Rabaul, Lae r. 12 noon (Mar. 20, Apr. 3, 17, May 15, 29, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

s.: Dep. Sydney 10.15 a.m., arr. oumea 1.45 p.m.

s.: Dep. Noumea 3 p.m., arr. Sydney 50 p.m.

Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Paris Mon. 5 p.m., eastbound for hens, Beirut, Karachi, Bangkok, igon, Darwin, Sydney (arr. Wed. 25 a.m.).

Sydney Wed. 9.40 a.m. for Noumea rr. 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. (Mar. 13, 27, Apr. 10, 24, May 8, 22, 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. (Mar. 14, 28, Apr. 11, 25, May 9, 23, 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. (Mar. 20, Apr. 3, 17, May 1, 15, 29, etc.): Dep. Papeete for Honolulu, arr. 9.05 p.m.

Alt. Thurs. (Mar. 21, Apr. 4, 18, May 2, 16, 30, 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. (Mar. 13, 27, Apr. 10, 24, May 8, 22, etc.): Dep. Papeete 12 noon for Los Angeles, arr. 8.10 p.m.

Sat. and alt. Thurs. (Mar. 14, 28, Apr. 11, 25, May 9, 23, 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, Mar. 10, Apr. 14, May 12, 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.

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., Fri., Sat.†: Dep. Sydney 4.30 p.m., arr. Auckland 10.05 p.m.

* Also operates Mar. 14 (Thurs.) and Mar. 27 (Wed.).

† Also operates Mar. 27 (Wed.), Mar. 31 (Sun.).

BOAC, with Comet IV's

An extension of the present BOAC London-Sydney service to Auckland is tentatively scheduled to commence from Sydney on April 4, thence regular twice-weekly flights Sydney-Auckland-Sydney as under:

Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.

Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.

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.

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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. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.

Mon.: Dep. Papeete 7 a.m., arr. Pago Pago 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

21. Fiji-New Zealand

PAA, with DC7C Aircraft

Sun., Thurs.: Dep. Nadi 5.45 a.m. for Auckland, arr. 10.30 a.m.

Sun., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

21A. Fiji-Am. Samoa

PAA, with DC7C Aircraft

Mon.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago (Am. Samoa) 4.05 p.m. Sun.

Tues.: Dep. Pago Pago 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.—all Heron flights.

Suva-Nadi: Dep. (Drover) Suva Wed. 3.05 p.m., arr. Nadi 3.55 p.m.

Nadi-Suva: Dep. (Drover) Nadi Thurs. 6.15 a.m., arr. Suva 7.05 a.m.

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs.: Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (Mar. 21, Apr. 4, 18, May 2, 16, 30, etc.).

Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Mar. 9, 23, Apr. 6, 20, May 4, 18, 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. (Mar. 16, 30, Apr. 13, 27, May 11, 25, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Thurs.: Dep. Nausori (Suva) 7.45 a.m., cross International Dateline, arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. Wed.

Thurs.: Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m. Fri.

25. Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon.: Dep. Nausori 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 12.30 p.m. Next day (Tues.) dep. Vila 8 a.m., Santo arr. 9.15 a.m., dep. 10 a.m., Honiara arr. 1.55 p.m.

Wed.: Dep. Honiara 6.45 a.m., Santo arr. 10.40 a.m., dep. 11.15 a.m., Vila arr. 12.30 p.m., dep. Vila 1.15 p.m., Nadi arr. 5.45 p.m., dep. 6.30 p.m., Nausori arr. 7.20 p.m.

25A New Hebrides

New Hebrides Airways with Drover Aircraft

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 Faaa International Airport, Papeete.

Alt. Fri. (Mar. 15, 29, Apr. 12—thence weekly): Dep. Honolulu 11 p.m., arr. Papeete Sat. 8 a.m.

Sat. (Mar. 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 airfield) 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 Rapi

Noumea-Mare: Tues., Fri. dep. Noum p.m. for Mare, Noumea, arr. 4 p

Noumea-Lifou: Tues., Wed., Fri. Noumea 8 a.m. for Lifou, Noumea, 10 a.m. Sat.: Dep. Noumea 2 p.m Lifou, Noumea, arr. 4 p.m.

Noumea-Ouvea: Tues. dep. Noume a.m. for Ouvea, Noumea, arr. 1.30 Sat.: Dep. Noumea 8 a.m. for O Noumea, arr. 10 a.m.

Noumea-Houailou-Koumac: Wed., Sat. Noumea 1 p.m. for Houailou and mac, Noumea, arr. 4.25 p.m.

Noumea-Isle of Pines: Mon., Wed., Sat. dep. Noumea 10.45 a.m. for of Pines, Noumea, arr. 12 noon. Dep. Noumea 8 a.m. for Isle of P Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-mo amphibian flying-boats, PAA operat service throughout the Trust Territor 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. Darwin-Dili

Weekly service from Darwin (Nort Territory) to Dili (Portuguese Timo run by Transportes Aereos de Timor, a Fokker Friendship (chartered TAA) between Darwin and Baucau (Timor), and Dove aircraft bet Baucau and Dili.

Wed.: Dep. Darwin 8 a.m. for Bau arr. 8.30 a.m., dep. 10.30 a.m., Dili 1.15 a.m.

Wed.: Dep. Dili 7.30 a.m. for Bau arr. 8 a.m., dep. 10 a.m., Da arr. 1 p.m.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO	Single £ s. d.	Return £ s. d.	Ta
Moresby	48 14 0	92 5 0	
Lae	60 4 0	115 5 0	
Rabaul	70 9 0	135 15 0	
Noumea	56 18 0	102 8 0	
Honiara	92 4 0	179 5 0	
Norfolk Is.	27 10 0	49 10 0	
Lord Howe	16 9 0	32 18 0	
Nadi	85 9 0	153 17 0	1
Suva	92 0 0	167 0 0	
Auckland	53 15 0	96 15 0	1
Christchurch	53 15 0	96 15 0	1
Wellington	53 15 0	96 15 0	1
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	1
Papeete	181 5 0	325 5 0	1
Biak	103 15 0	186 15 0	
Dili	99 5 0	198 10 0	3
FROM AUCKLAND (NZ currency)			**T**
Nadi	41 7 0	74 0 0	1
Norfolk Is.	19 15 0	35 11 0	1
Papeete	114 10 0	206 2 0	1
Noumea	45 10 0	81 18 0	2
FROM SUVA (Fiji currency) TO—			
Nadi	4 14 0	8 19 0	2
Nukualofa	18 10 0	35 3 0	2
Apia	25 0 0	47 10 0	2
Honiara	67 10 0	128 5 0	2
Vila	30 13 0	58 5 0	2
Santo	39 14 0	75 9 0	2
FROM NADI (Fiji currency) TO—			
Pago Pago	28 18 0	51 19 0	2
Noumea	32 13 0	58 16 0	
Papeete	87 5 0	157 1 0	

Fares quoted are First Class.

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Pacific Commerce and Produce

NEW AMERICAN INTEREST IN FIJI FISHING

tar Kist Foods, which has its dquarters in California, has stered a new company in Fiji, -Kist Fiji Limited, with a inal capital of £5,000 in £1 es.

is interested in fishing and cold torage in Fiji.

articles of association reveal its aims include the acquisition, essing and selling of fish also in Pacific Island territories, and acquiring, buying, selling, ing and packing any food, fish marine products and by-products. ie directors, all of California, Joseph J. Bogdanovich, John J. and Nicholas F. Trutanic.

ar Kist will operate a tuna ing factory in Pago Pago soon, Japanese tuna fleets.

hether the Fiji company is being orted by Japanese interests is not vn.

ey Says NZ Not ly for Air Freighters

v Zealand is not ready yet to air it its goods overseas, an inter- tmental survey team, reinforced by e representatives, has reported to NZ Government. A freighter service i have to work for a time at a loss, at present only 15 per cent. of able cargo space is used on outbound nger flights.

e team, formed several months ago, ded senior officials of TEAL, National ys Corporation, Civil Aviation nistration and the Department of tries and Commerce.

G. N. Roberts, now deputy chair- of TEAL, has been one of the est advocates for increased air it.

e team assessed NZ's potential air- traffic to Australia and the Pacific served by TEAL, and interviewed than 100 primary producers, manu- rers and exporters.

sults indicated that there was no bility for some years of sufficient to fill the present capacity of uled outwardbound passenger air- Also, the coincidence of the NZ Australian growing seasons largely nated development of an out-of- n trans-Tasman market.

t. "Looking For Ways to urage P-NG Investment"

f-government for a Papua-New ea unable to support itself economic- would be a "sham", the Territories Minister, Mr. Paul Hasluck, told a Press conference during his January-February P-NG tour. "One has to face the reality that this country will be economically dependent long after it wishes to become politically independent", he said.

"Australians have got to work for the advancement of this country," he said, "and the economic advancement being sought is not possible without investment from outside. The aim is not only for original investment, but re-investment."

Mr. Hasluck said the Australian Government had not found any single scheme proposed so far to protect P-NG investment "that appeals to us as workable". The Government was investigating the possibility of encouraging investment by granting inducements in taxation and tariffs. One suggestion—and no decisions had been reached—was for a depreciation scheme enabling investors to write off assets in a comparatively short period.

But Mr. Hasluck repeated a point he had hammered at during his visit to the Territory last September: That security rested on confidence that the present government and future governments could be counted on to act in a reasonable and honourable way.

In a speech at Pt. Moresby last year, Mr. Hasluck said it had been reported to him that there was disquiet and uncertainty in the Territory among both natives and Europeans. Asked whether the situation had changed, he replied: "I think in the Territory today there is a feeling of greater stability than there was after events in West New Guinea and after the report of the UN visiting mission".

How to Promote Confidence In P-NG—The Opposition View

While Territories Minister Paul Hasluck was on tour in P-NG (see above), Mr. E. G. Whitlam, Deputy Opposition leader, was there also. At the end of his trip he had this to say:

Australia should no longer hesitate to follow Britain's example in accepting offers of financial and expert assistance from UNESCO, the International Labour Organisation, World Health Organisation and the International Development Association (an affiliate of the World Bank, which is expected to make an economic survey of the Territory this year).

The administration and private business shared the blame for lack of more positive action in selecting and training natives for positions of responsibility. Australia's allies with Pacific responsibility—USA, Britain, NZ and France—had acted much more spontaneously and far more promptly in providing such training. It was the duty of Australians to train the population for positions of responsibility in all walks of life. It was also in Australia's interest to give this training in order to have future co-operative neighbours.

The Australian Government could promote confidence in two ways. Firstly, it could prepare and announce plans for public works and projects for some years ahead. Secondly, the Australian Government could establish or guarantee an Investment Corporation and Development Bank to finance new economic prospects and joint ventures.

First Tongan Desiccated Coconut on Sale in NZ

First shipment of desiccated coconut from the factory and plant established in Nukualofa, Tonga, late last year, went on sale in Auckland, NZ, in February.

The initial consignment arrived in 25 lb tins, but the next shipment is expected to include 50 lb containers. From April, the coconut will be packed in 25 lb and 50 lb multiwall paper bags.

Eventually, Tonga hopes to become the main supplier of desiccated coconut to NZ—at present, the Dominion's 1,200 tons imported yearly come from Ceylon and the Philippines.

Later on, as Tonga's desiccated coconut production is increased from the factory, exports will go also to Australia.

Pacific Mines Strikes A New Lode

An upwards move in quotations for Pacific Island Mines Ltd. probably is due to a cautious report issued by chairman G. W. Noe on February 18. The Company is driving an adit on its Misima Island lease (Eastern Papua), seeking the famous Umuna lode, which gave such phenomenal returns prior to World War II. It is calculated that the lode will be intercepted some 900 feet in, about the end of May.

But, early in February, 408 feet in, the adit intercepted a lode "which contains sulphides of copper, lead, zinc and iron". The report says: "Although not visible, gold and silver probably are associated with the sulphides".

Samples were air-freighted to Port Moresby for analysis.

Prospect of Declining Copra Supplies; Oils and Fats, too

Early in the year UK prices reached a level that made copra less attractive in relation to competitive oilseeds, so Philippines interests reduced prices in order to maintain the demand, thus giving a monthly average of £Stg.66/2/6 per ton, which was the price February shipments from P-NG were effected at, stated Mr. I. McDonald, chairman of the P-NG Copra Marketing Board in his latest report.

Papua-New Guinea production on the basis of actual receivals into the Copra Board depots, totalled 110,639 tons during 1962—about 1½ per cent. up on 1961, he reported.

There appears to be some nervousness and lack of certainty on overseas oilseed markets at present, commented Mr. McDonald. Perhaps this results from the fact that after some years when pro-

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P-NG COPRA PRICES UP

P-NG Copra Marketing Board announced on February 26 that, as from March 1, the tentative price for copra delivered to Board Depots will be increased by £4/10/- per ton on all grades. See p. 155 for details.

duction has been increasing regularly, there is now the prospect of slightly declining supplies, with, at the same time, an increase in consumption requirements. This opposite development of world demand and supply will probably swing the market in favour of sellers, as buyers are now inclined to build up stocks, thus creating a demand bigger than would have been justified by actual consumption requirements alone. Despite this, it is not expected that anything spectacular will happen in the market.

Should there be any continuation of the dry weather experienced in late 1962 in the Philippines, there will be a further downward trend in copra supplies from June onward. This, added to continued low supplies from Indonesia, might have an effect on prices.

This year's ground nut crop in the 13 large exporting countries is expected to be down about 325,000 metric tons on last year's total. Similarly, the soyabean crop will be smaller by around 600,000 metric tons, although there is still a sizeable carry-over to be dealt with.

Palm kernels and palm oil exports from the Republic of Congo increased during 1962 and Malayan palm oil production was also up.

In marine oils, the first Antarctic catch has been disappointing. Australian production has declined, as has been the case with Japan.

Over-all, 1962-63 production of oils and fats raw materials is expected to reach 33,465,000 metric tons compared with 33,506,000 metric tons in 1961-62—not a great drop, but enough to worry consumers as it could mean the beginning of a trend.

Norfolk Is. Whaling Co. Up For Sale

Because of a scarcity of migrating whales, the several whaling stations of Norfolk Island and Byron Bay Whaling Co. Ltd. in recent years have had a lean time of it, culminating finally in the liquidation of the company at the end of last year.

One of the liquidators, Mr. A. D. Bridges (the other is Mr. A. W. Butterell) visited Norfolk Island in January to look over the whaling station conducted by its NI-registered subsidiary, Norfolk Island Whaling Co. Ltd., and assess the possibility of continuing the industry there.

As a result, NI Whaling was put up for sale in February, tenders for its 170,000 £1 shares being called for until March 6. Assets of NI Whaling are:

Land, buildings	£23,604
Ships (tanker and 4 chasers) ..	49,216
Plant, furniture, and vehicles ..	57,515
Stocks and stores	22,603
	£152,938

At the same time, tenders were called for 150,000 £1 shares in North Coast Whaling Pty. Ltd. (a NSW company with unappropriated losses for taxation purposes and assets listed as £182,010) and 25,000 £1 shares in Barrier Whaling Co. Ltd. (in receivership), the NZ subsidiary.

Offers were called for the shares as a whole or in respect of each separate company "with preference being given for a sale to permit of their continuance as going concerns". It was pointed out that all the companies in the group are subject to joint and several guarantees in favour of certain unnamed creditors aggregating £81,663.

On Norfolk Island at the end of January, Mr. Bridges told the Administrator that "it was his desire that the industry should continue here and that he would make every effort to see that it did continue".

The Administrator was told that if certain negotiations in Australia were successful the whaling station would either operate on a restricted basis during the 1963 season or be mothballed for operating at a future date, possibly in 1964.

Mr. Bridges was accompanied to Norfolk by Mr. M. J. Thomas, a senior executive of BP (Australia) Ltd.

Sangara (Holdings) Ltd. Retains Its Board

Moves to replace some of the existing directors of Sangara (Holdings) Ltd. were defeated at an extraordinary general meeting of shareholders held in Port Moresby, Papua, on February 20.

The meeting was called by Mr. H. H. Stitt, Hamac Holdings Ltd., and the receiver for Territory Finance Corporation Ltd., Mr. D. M. Allen, who claimed to hold "not less than 10 per cent. of the paid capital of the company", and they sought to remove Messrs. E. H. Tytherleigh, J. H. Wallace, G. H. Notson, D. Southerland, and Dr. A. M. Dan (Latec Investments Ltd.). Dr. Dan later announced publicly that he was not a director of Sangara. In mid-1962 Latec Investments was considering a finance transaction with Sangara, involving his joining the board, but the arrangement was not concluded, he said.

In a circular to shareholders before the meeting, Sangara (Holdings) directors pointed out that the three subsidiaries, Hotel Cecil Ltd., Morobe Hotels Ltd. and Sangara Plantation Development Co. Ltd., which are now under receivership, are currently earning profits of about £3,000 per month. Native drinking in NG had substantially increased turnover at all the company's hotels, and they hoped the improved results would influence creditors to agree to operate the companies until the amounts owing have been paid in full.

The complex company affairs of Sangara (Holdings) Ltd., Hamac Holdings Ltd. and a number of other allied P-NG concerns have occupied the attention of Territories residents for a year or so now, with move and counter-move—but the end still does not appear to be in sight.

Oil Search Selects Second Well Site

Oil Search Ltd. is pressing on with the search for oil in Papua, despite disappointing results from the Iamara No. 1 well. The site for a second Iamara well will be located about 12 miles south of the No. 1 hole.

A reconnaissance party in February left for the area to examine the problems of access and water supply for drilling.

The new well is prompted by traces of hydrocarbons found in the No. 1 well.

Burmah-Murphy will not exercise its option to take up 50 per cent. of the Papuan licence areas of Oil Search Ltd. The option expired on February 10. The Burmah-Murphy group is a partnership of the Burmah Oil Co. of London and Murphy Corp. of El Dorado, Arkansas, USA.

Economic Outlook

FEBRUARY, on Australian Stock changes, was subdued for the part, with generally lower turnovers. "ordinaries index" of 304.61 on Feb 26 was much the same as a month

Federal Ministers in early February conferences with representatives of dustry and commerce, from emerged the main impression that progress of the nation's economy wa sufficiently energetic. Some recovery place in 1962, but business leaders the Government to take more po action to accelerate expansion and the economy this year.

Prime Minister Menzies during month announced that Dr. James Ve head of CSR Company, will be chai of the proposed Economic Enquiry, that the terms of reference have broadened in scope (see "PIM", 1962, p. 166). Other members Professor Sir John Crawford (direct the Research School of Pacific St ANU, and a former head of the Com wealth Department of Trade), Prof P. H. Karmel (Adelaide economist), D. G. Molesworth (chairman of Walker Ltd., which has been assoc with virtually every Australian pri product and export), and Mr. K. (chief of the large Melbourne retail ganisation, Myer Emporium Ltd.).

SYDNEY SALES PRICES

	Jan. 24,	Feb.
Bali Plantations . .	4/3	4/2
Burns Philp	79/-	75/6
Burns Philp (SS) .	50/3	48/6
Choiseul Pintn. . .	188/-	185/-
C.S.R. Co.	57/-	58/3
Ditto Con. 10/- . .	41/6	42/6
Dylup Plantations .	5/8	5/8
Fiji Industries . . .	11/-	10/-
Hackshall's	16/1	16/6
Kauri Timber . . .	4/9	4/-
Kerema Rubber . .	5/-	4/9
Koitaki Rubber . .	12/4	11/9
Lolorua Rubber . .	8/3	7/1
Makurapau Pintn. .	2/3	2/4
Mariboi Rubber . .	6/3	6/-
Pacific Is. Timbers .	2/8	4/-
Palgrave	2/1	2/8
Plantation Holdings .	2/6	2/3
Queensland Insurance	122/6	98/-
Rubberlands	4/6	4/6
Sandy Creek	5d	5
Sangara	7d	6
Sogeri Rubber . . .	7/-	6/10
Sthn. Pac. Insurance	28/-	30/10
Steamships Trading .	11/11	10/9
W. R. Carpenter . .	27/9	26/9
Ditto New	27/5	26/2
Watkins Consolidated	3/-	2/6

OIL AND MINING SHARES

	Dec. 4, 1958	Jan. 24, 1963	Feb 19
FIJI			
Emperor . .	b9/-	b7/6	b
Loloma . .	b30/-	b52/-	b
PAPUA-NEW GUINEA, ETC.			
Bulolo G.D.	b32/-	b68/-	s74/
N.G.G. Ltd.	b2/3	b1/11½	b1/9
Oil Search .	b9/9	b2/6	s2/2
Ent. of N.G.	s11d	b5d	b4d
Pac. I. Mines	—	b1/4	s1/1
Ditto Options .	—	b6d	b7½
Papuan Apin.	b4/6	b8/3	b6/6
Placer Dev.	b91/-	b244/-	b245
Timor Oil .	n.q.	b1/5	b1/5

LANDS PRODUCE

iless otherwise stated, quotations are ustralian currency. Aust. £ equals ximately 16/- Stg., NZ, or W. a; 18/- Fiji; 20/- Tonga, Solomons PHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PUA-NEW GUINEA:—All production livered to Copra Marketing Board, olled by six members, including three ers' representatives; and the Board s distribution and sales, and makes ents to the producers. Production mainly to (a) Unilever, in UK, (b) alia for local consumption, (c) ing-mill in Rabaul, and (d) Japan lus as available). Prices generally with ruling rate in Philippines, with ums for hot-air dried.

IG Board's Tentative Purchase for copra delivered main ports are: ir Dried, £59/-/- per ton; FMS, 10/- per ton; Smoke-Dried, 10/- per ton.

I:—No Government control—pro- s sell where they wish. Bulk of goes to crushing-mills in Suva. February 25 prices were: HAD /10/-, FM £F48/-/- (exclusive of a delivery bonus of £F1 per ton).

STERN SAMOA:—Official Copra takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, to Unilever, UK. Local price re- was £56/12/6 Samoan, first

NGA:—Sales are under Government ol. Part of production goes to e, under arrangement with Unilever olled by Philippines prices, and part open market.

LOMON IS.:—All production marketed gh official BSI Copra Board, at based on Philippines rates. Output to Unilever, UK; to Australian ers; and the balance on to the open et. Local price in Feb. was: rade, £52/-/-; 2nd grade, £50/-/-; rade, £48/-/- per ton, f.o.b., BSIP (Honiara, Yandina and Gizo). ilture Dep. figures issued in January BSI Copra production to end of 1962, at 21,647 tons compared with tons for the 11 months to Nov.,

LBERT AND ELLICE:—Production ted in Europe through official Copra , at prices based on Philippines less freight, etc. The Government ly to producers is: £7/15/5 per ton st grade, and £3/14/7 for 2nd grade.

W HEBRIDES:—On Feb. 25, the price was approximately £37/10/- Pac. francs) per ton delivered Santo. French price then was 880 s per metric ton, c.i.f., Marseilles.

OK IS.: Copra goes to Abels, Ltd., ickland, who operate the only NZ crushing mill. Price paid is average n price for previous three months, handling charges. Price for first er Jan.-Mar., 1963, is £NZ52/8/7 rade, £NZ51/3/7 standard grade— f.o.b., Rarotonga.

OTHER PRODUCE

COA:—Islands prices are usually on the rates for Ghana cocoa which eb. 25 was £Stg.197/10/- per ton, Sydney.

price trend of basic West African s continued to be upward. Ghana eting Company is remarkably well sold for the time of year, according to overseas reports—it is estimated that its sales are around 310,000 tons, against purchases of 334,000 tons; however, it is doubtful whether the original purchases estimate of 400,000 tons will be achieved.

P.-N.G.: Sydney buyers on Feb. 25 reported: Quote No. 1: In store, Rabaul, export quality £210 per ton, or on wharf Sydney, according to quality: £200-£220; quote No. 2: Best quality, on wharf Syd., Melb., £210-£215; in store, N.G. ports, £200.

W. SAMOA:—Nominal prices quoted in Sydney in mid-Feb. were: Grade 1, £Stg.250; grade 2, £Stg.235, f.o.b., Apia.

COFFEE.—P.-N.G.: Feb. 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 Feb. 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.198.

PEANUTS: P.-N.G.: Sydney agents quoted Feb. 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 Feb. 25 was: No. 1, RSS, Spot, 77 Straits cents per lb (26.85d Aust.).

Reports from UK last month said that factory demand has continued and fairly large quantities of rubber have been sold for the second half of this year and for the whole of 1964. Brokers anticipate a shortage of supplies during the early part of 1963, but they consider there will be considerable quantities available later in the year.

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Feb. 25: 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-Feb. 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-Feb. indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £100 per ton, f.o.b., Papuan ports; **N.G.**—£90, c.i.f., Sydney; **B.S.I.**—£95, 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 Feb. 25: No. 1: £305 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 Feb. 25 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.

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London and US Quotations

Copra: LONDON, Feb. 19, Philippines, in bulk $175 US (equal to £Stg.62/8/7) 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 in Feb. NEW YORK: Feb. 21, Philippines, $155 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 940 Rupees per ton c.i.f.

Coconut Oil: LONDON, Feb. 21, Ceylon, 1% in bulk, £Stg.97/10/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.93/-/-, c.i.f.

Rubber: LONDON, Feb. 22, c.i.f., RSS No. 1 spot, 23-1/16d Stg. lb, Apr. shipment 23⅛d Stg. lb, Mar. shipment 22¾d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees).

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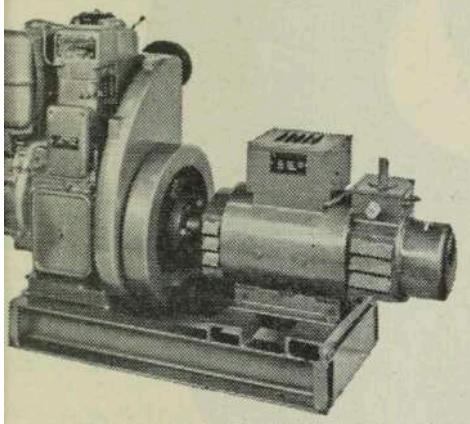
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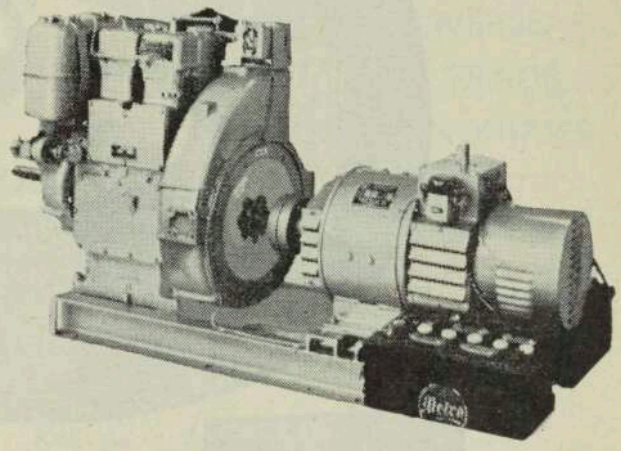
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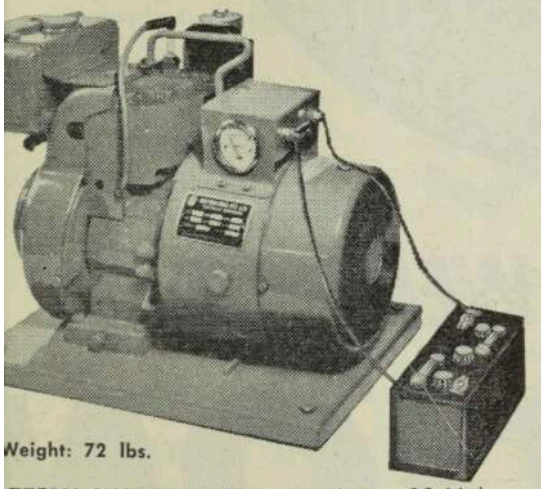
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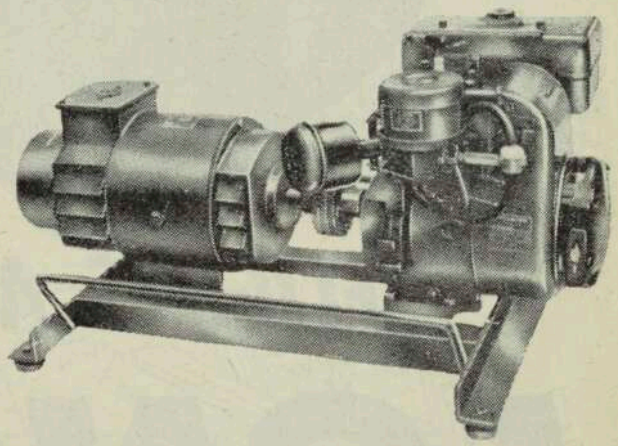


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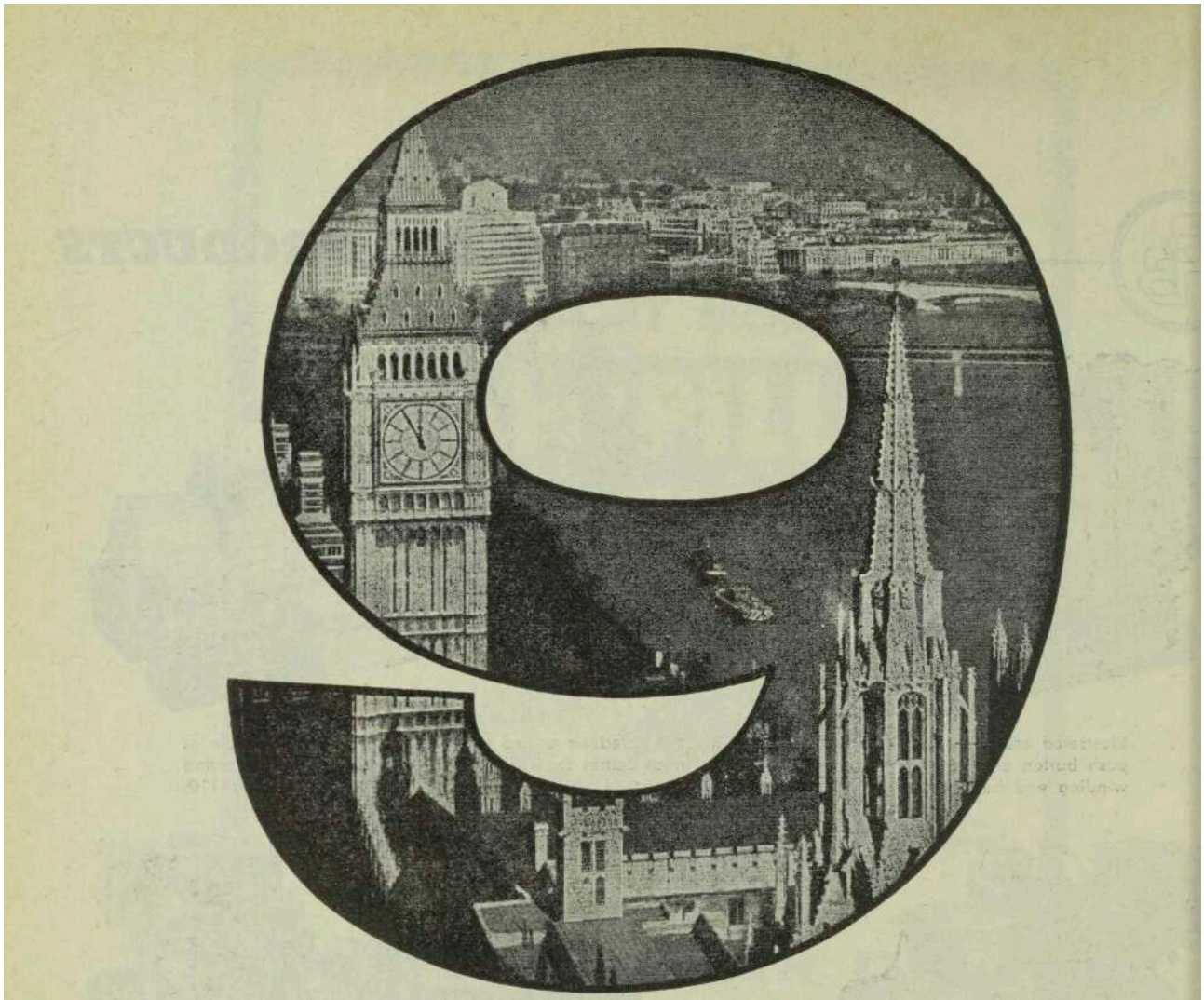
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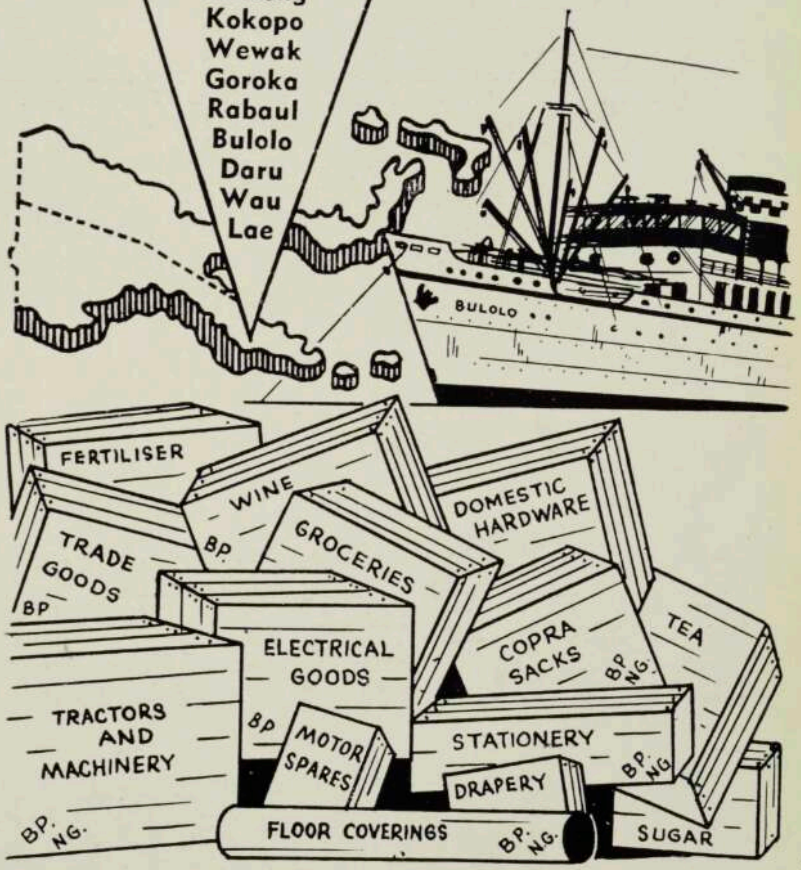
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