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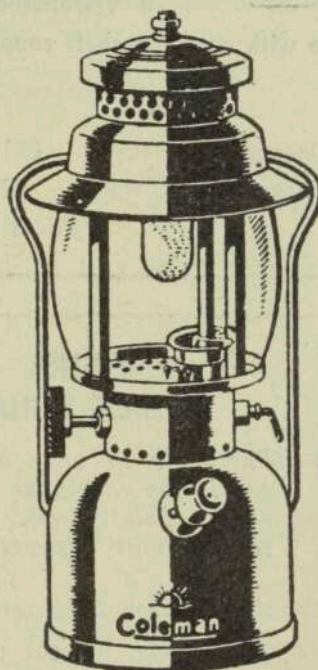
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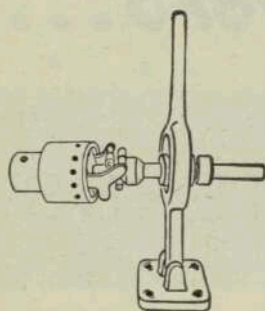
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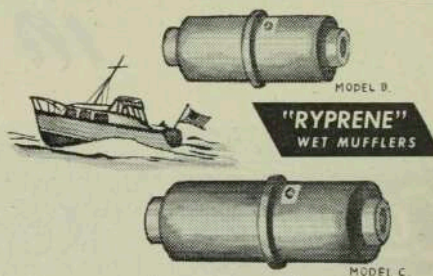
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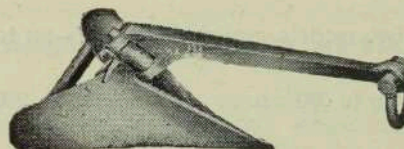


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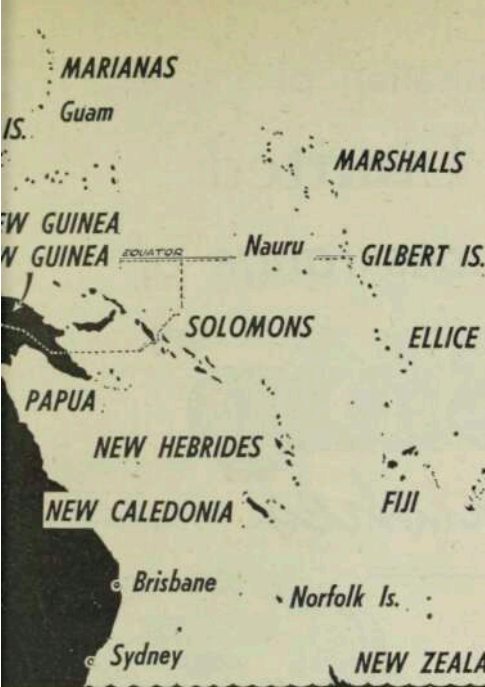


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THE COVER: On the white sands not far from Watta Watta plantation, near Kokopo, New Britain, this New Guinea lad from Talasea, named Sammy, was riding a turtle his father had just caught when Sub-inspector Max Hayes, of the Rabaul police, snapped the happy picture.

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SWIFT, FUNDAMENTAL CHANGES TO FIT P-NG FOR 1964

From Judy Tudor, in Port Moresby

One way and another 1964 will probably turn out to be the momentous year in Papua-New Guinea's history. For the first time it will have a legislative body removed from Port Moresby or Canberra domination and it will have, as well, new judicial and administrative machinery that will completely change the fundamental principles of government as they have been known there since the 1880's.

Building Boom

Self-government is a main conversational topic in P-NG today, yet it hasn't dampened the builders and the people who pay for them. New buildings are going up everywhere in Port Moresby. Below is the new entrance to the Boroko Hotel, and, lower, the new P-NG Electricity Commission building.

TO this extent 1963 is a year of preparation. The bills already before the present Legislative Council and postponed for debate later this year will, when passed, lay the foundation for far-reaching and fundamental changes and provide a basis upon which some form of self-government could be erected long before the 10 years now envisaged by most people in Papua-New Guinea. The most important of the bills in-

dicating the shape of things to come are those seeking to set up local and district courts. There is also the Land (Tenure Conversion) Bill and enabling legislation still to come for setting up the new legislative body to be called the House of Assembly.

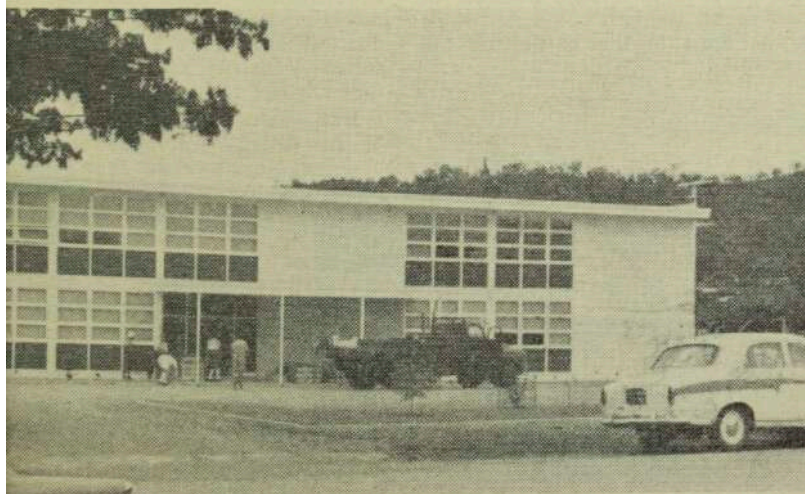
Another fundamental change in the 1963-64 period will probably be the demise of the Department of Native Affairs, as such [see p. 21]. Although long the glamour department (under this or other names), in both Territories, the very heart and core of administration in primitive and more sophisticated areas alike, its powers and functions are already being whittled away and distributed elsewhere. Concurrently in this period there will probably be changes in the areas and functions of the districts—six in Papua and nine in New Guinea—as they are now known.

Battle For The Native Members

The new House of Assembly will have 10 official members, 44 members elected from open electorates—which means they will all be native—and 10 non-indigenous members elected from reserved electorates. In the present Legislative Council of 37 there are 12 native members—half of them elected. Of the 12 only four or five have been of value to Council deliberations; the rest have such limited horizons as to be useless; or they are virtually inarticulate.

It is just a matter of mathematical calculation then, to arrive at the conclusion that of the 44 native members in the new House of Assembly, about 30 of them will find their first term of office in parliament bewildering and at best educational; and it is also pretty obvious that control of the House will early develop into a matter of whether it will be the 10 official members or the 10 non-indigenous elected members who will control the native members and carry them along.

In the past, the interest of the ex-



More Evidence

Here is more evidence of the big building boom in Port Moresby—new homes spreading outwards from Boroko, Port Moresby, over the hills and into the gullies. The homes are worth more than £5,000 each and are so close that neighbours can spit at each other through the front windows.

At the bottom of the page is another example of progress—Burns Philp's drive-in store at Boroko.

patriate residents of Papua-New Guinea in local politics has been pathetically weak, to the extent that although thousands were eligible to vote, only hundreds elected to do so. Part of this apathy was due, of course, to the fact that the Council was dominated by official members, and as a reflection of this, it has also been difficult to interest Europeans in standing for the elected seats.

In 1964 Europeans will have to find candidates for 10 seats, and they will have to be men who not only represent European interests but who have influence and prestige amongst the native people.

Possible Candidates

A challenge of this sort usually throws up the right people and already there are whispers in the Territory that certain high-placed Government officers near retiring age, whose *mana* is high with the natives, may resign to contest the elections as private members. If past experience is any guide, this could be a good thing—two of the most vigorous elected members of the present Legislative Council, Ian Downs and Lloyd Hurrell, are both ex-Administration officers converted to private enterprise.

If the P-NG Administration appreciates the fact that the new House of Assembly can be led only through the native members, there could be a

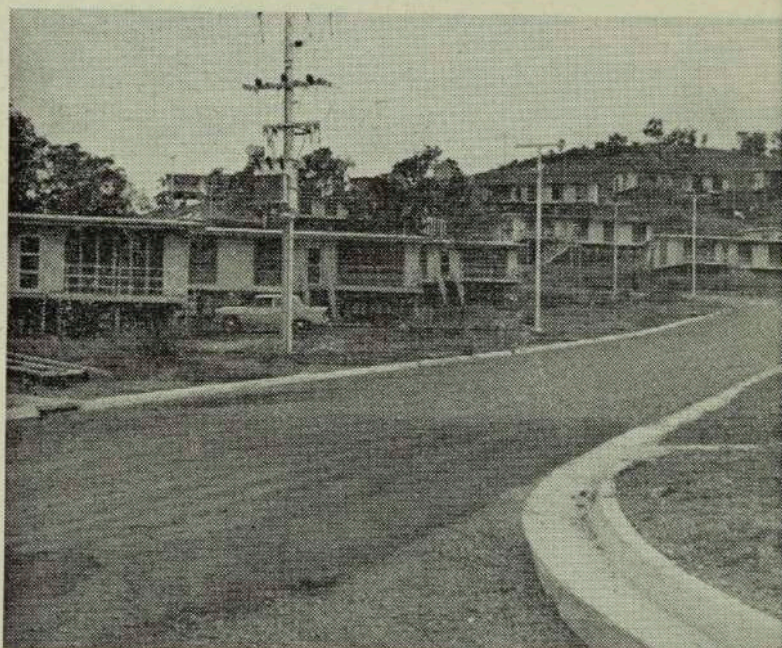
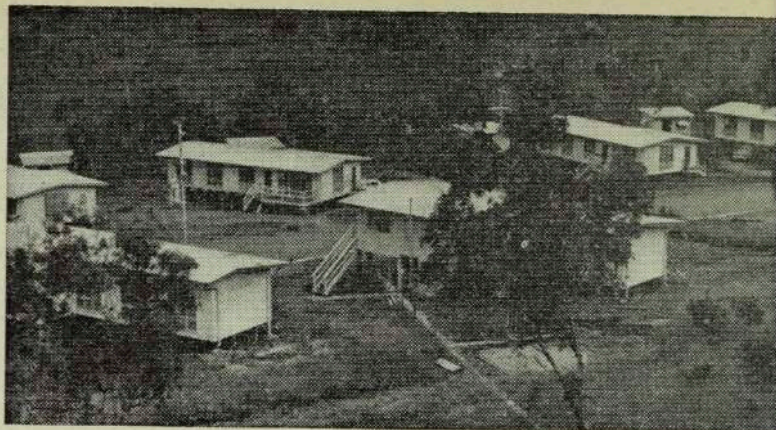
new line-up of talent on official benches, also. If, however, it relies, as in the past, in a solid phalanx of departmental heads it could find itself left for dead in the battle for the native mind.

Although they may be technically talented in their own line of count departmental heads do not have direct contact with the natives in the districts as do the District Commissioners, District Officers and Assistant District Officers.

But whatever may be the outcome of this struggle for influence, there is nothing more certain than that the new legislative set-up will allow New Guinea, by sheer weight of numbers, to get its own back on Papua—in particular on the galloping growth that is Port Moresby.

Although all the foundations are being laid for the painless severance of the Territory from Australia, and if it is expedient, the Administration continues to build in Port Moresby as though it intended to stay a thousand years.

The suburb of Boroko, which houses the bulk of European public



OFF TO NEW SPC POST

The South Pacific Commission's new Secretary-General, Mr. W. D. Forsyth, took up his new post at Noumea in March. Earlier, at a Canberra ceremony, he was sworn in by Australia's Senior Commissioner on the SPC, Mr. Dudley McCarthy. This photograph of Mr. Forsyth and his charming wife was taken on the Matson liner "Mariposa" shortly before their departure from Sydney. Mrs. Forsyth will later return to Canberra to supervise the schooling of their youngest daughter. Mr. Forsyth is a former Australian Ambassador to Vietnam.



nts, continues to spread, month month and almost day by day, some monstrous rash of high-d, fibro boxes, up the dry water-ces and over the hills.

ese hideous little austere houses, ed to cost over £5,000 apiece, led together so close that neigh- could toss biscuits into each's front windows, are ready- to become the world's most ex-ve tropical slum when the time s for Europeans to move out the natives to move in.

d not only in houses does Port sbys benefit. In a rush of central- n to the head, the capital of the ined Territory has had almost other aspect of construction and es lavished upon it as well in ast 15 years.

e native electorate may be in- late but it isn't blind. Already have been murmurs, and after elections in 1964, New Guinea have the numbers to call the Of the ten reserved European orates, only three are in Papua. ne 44 open electorates, only a are on the Papuan side of the er.

Highlands Members May Be Key To Next NG Council

When Papua-New Guinea gets its big new Legislative Council in 1964 with its overwhelming elected native majority, the native members from the Highlands might well turn out to be its stabilising influence.

DR. JOHN GUNTHER, P-NG Assistant Administrator, predicted this when speaking at Sydney University in March, where he presented the Ninth Maitland Oration. (The Oration is in honour of a Sydney surgeon, the late Sir Herbert Maitland.)

Dr. Gunther told an audience which overflowed the Great Hall that the Highlands people were an intelligent and important group in NG, who would maintain their identity as a group in the Council where other native members would not. The Highlands members would thus be a stabilising force in the Council during a period in which instability

could be expected while leaders began to emerge.

He said it was inevitable that the native members would form groups in the new Council.

In the present Council there were about five groups. Three nominated native members always supported the Administration, but the others voted according to their own views, as did the elected native members. They had not always done this. At first, the elected native members had voted as a bloc with the Australian elected members.

Dr. Gunther said he felt it probable that in the 1964 Council the 17 members representing the Highlands people would group together under the guidance of the Australian they elected.

Theirs would probably be a "most conservative" bloc and the Administration would have to win support through its policies.

Dr. Gunther said he felt native electors in 1964 would elect their own countrymen to represent them in parochial matters but their white representative would be elected because of his knowledge of business or farming. They would look to him to promote the economy, while the native member would interest himself in social and political matters.

'POLURRIAN' LOST OFF BOUGAINVILLE

Rabaul, April. 1.

Twenty-nine survivors were rescued from the sea off Bougainville March 31, following the sinking of the Bougainville Company's 135-ft, 4 net ton vessel "Polurrian".

RLY reports said the *Polurrian*, Captain Peter Fenwick, had been ute from Sohano to Rabaul with 40 people aboard but no details available until three rescue ships ing the survivors reach here.

Other survivors might still be picked up.

Polurrian, registered at Suva, was brought to Bougainville from UK in 1951 as a copra carrier for the Bougainville Company, formed by Bougainville planters.

Flying Trouble-shooters for Border:

Indonesian Take-Over Poses Serious Problems For P-NG

From Stuart Inder, in Canberra

Indonesia has told Australia that it will not necessarily accept the present boundaries of the P-NG-West NG border after Indonesia officially takes over West New Guinea on May 1.

ALTHOUGH high Australian officials regard this as merely a "routine legal" statement with no ulterior motive (for the border was fixed by the Dutch) they are apprehensive that a dispute may arise very soon in one particular area, known as the Waris enclaves.

This is an area in the Sepik where West New Guineans have for years been living on the Australian side of the border and where even the Dutch flag was flying until the Netherlands left last October.

Since last October West New Guinea has been under the control of the United Nations but it will be officially handed over to Indonesia on May 1.

navigate on the Fly at this point, although they are not permitted to use the river "for the carriage of warlike stores".

The Waris enclaves are about 50 to 80 miles south-east of Hollandia, and 150 miles west of Wewak. The Dutch thought the area was their territory because of the confusion over the position of the frontier, and several Dutch schools were established there. Later, when it became clear that the area was Australian territory the Dutch still remained because the geographical situation made it easier to approach it from West New Guinea than from the Australian side of the border.

Dutch Co-operation

Australia made amicable arrangements with the Dutch, under which the administrative control exercised by the Dutch in the area, would in due course be taken over by the advancing Australian patrols. Australia eventually established a patrol post and airstrip at Amanab, nearby.

Last year, when Indonesian pressure on the Dutch brought a series of political developments unexpected

Treaty of 1895

The border between the two Territories generally follows the 141st meridian. At one stage it follows the Fly River where the Fly bulges into West New Guinea territory—a device made so that the whole of the Fly was got into the Australian side.

Under the Treaty that fixes this, made between Holland and Britain in 1895, both sides are entitled to



The Scots Are Back!

In Rabaul recently on a business and pleasure trip was Mr. J. H. MacGregor Dowsett, a long-time Territorian (from 1917 to 1947). Before the war he was owner of Tokaiya plantation near Rabaul, and these days he is on the council at Geelong, Victoria. He is, if you hadn't already suspected, a Scot.

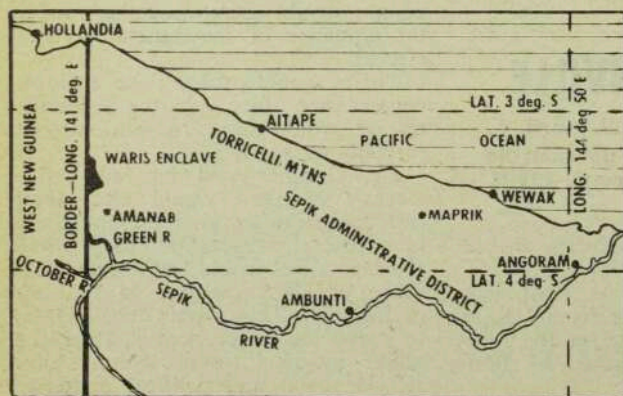
in their swiftness, Australia decided move quickly to take over the Waris area so there would be no dispute with Indonesia.

There was urgent, almost frantic action to extend Australian administration to the area. New roads were put through, surveyors were flown and patrols explained to the local people what was happening. The border was surveyed accurately at this point. PIM reported these events in September, 1962, p. 17.

"Incidents"

News of the border developments were reported in some Indonesian newspapers, via The Hague. The reports were said to have brought protests in Indonesia against 3,000 Scots being handed over by the Dutch to the Australians without the villagers themselves having been consulted.

Australian officials have now realised they were probably too late making their bid and that this area is likely to be in dispute. There have already been some signs of this at the spot.



The Waris enclaves, potential trouble spot on the West New Guinea border.

OFF TO SEE THE QUEEN

Children from Australia's three island territories, Papua-New Guinea, Norfolk and Nauru—were all in Canberra in March to see the Queen. Some came especially from their island homes; others were selected because they were attending school in Australia. At a garden party in Canberra, the Queen spoke to many of the children. The Nauruan children were later given a grand tour of Sydney and Melbourne. The group in the photograph are some of the P-NG school children who flew from Port Moresby.



There should be no reason why all present border, as confirmed by Treaty in 1895, should not be recognised by Indonesia. But troubles over the people in the border area could well create embarrassment.

Nobody wants any border incidents, and Australia is not likely to officially admit that they are a possibility but I am convinced there are worried people in high places because of the imminent take over in West New Guinea.

It is no coincidence that the P-NG administration chose Wewak, in the north, as the site for its second radio broadcasting station (the other is in Rabaul). The new station was opened by the Administrator, Sir Gerald Cleland, on March 25. It will bring news in Pidgin several times a day.

On opening the station the Administrator did not mention that its transmitters would soon be replaced with more powerful ones ordered in Australia. They are required so that Wewak can better compete with the powerful transmitter at present operated by the UN across the border in Hollandia.

Quarantine Problem

The UN station presents plenty of light music and is popular in the north. But in May, Hollandia will be named Kotabaru and the Indonesians may well change the tune of the transmitter too.

Undoubtedly the biggest cause of apprehension by the Australian Government is the matter of quarantine restrictions.

Three of the most feared animal diseases are firmly established in Indonesia—foot and mouth disease, which attacks all cloven-footed animals, Newcastle disease, which attacks poultry, and rabies, which attacks all warm blooded mammals, including man.

If these diseases pass to West New Guinea and then across the border there is also a possibility of them getting to Australia. But they would cause vast damage in New Guinea—foot and mouth disease could decimate the native pig population.

Australia wants Indonesia to tighten quarantine restrictions between Indonesia and West New Guinea, but has met with a great deal of difficulty. There have been published reports that Indonesia has "rejected" the Australian moves, and Australia has officially denied this. While it is certainly true that avenues have not been closed, I understand that Indonesia has not been showing much co-operation and understanding and that Australian health authorities are more concerned about this than they will admit publicly.

Special Plan

To help meet the position Australia has got under way a scheme of

border quarantine control using specially trained teams of trouble-shooters who can be flown to border areas at 24 hours notice.

The teams, based in Port Moresby, would operate in fully-equipped DC3 aircraft, and would be able to carry out spraying and vaccination campaigns.

Six airstrips along the Australian border, from Vanimo on the north coast to Morehead on the south coast, are now being brought to DC3 standard (Vanimo is already at a suitable standard) so that this scheme can operate as soon as possible.

Australian officials do not delude themselves that these teams can be 100 per cent. effective. The border is too long and too rugged to be adequately controlled, either from a defence or a quarantine point of view.

Much will depend on the goodwill, sincerity, and co-operation of Australia's big new neighbour.

This Far And No Farther!

From our Lae Correspondent

"We say to Dr. Soekarno, 'This far and no farther', and in saying it we must support it by strengthening our forces both in Australia and in the Territory."

MR. R. F. BUNTING, president of the New Guinea Branch of the RSL, said this when addressing the annual Congress of the branch in Lae in March.

Mr. Bunting said that Indonesia had taken over the 700,000 people of West New Guinea by threat of force. Dr. Soekarno had recently stated that he "was surrounded by imperialists", and since Australia and NZ covered his southern sector it

could only be assumed that he considered them imperialists.

"Indonesia has the largest Communist membership of any country outside Russia and China," said Mr. Bunting, "and so it is logical to state that on the takeover of West New Guinea there will be many Communists migrating who will have the opportunity of spreading their insidious propaganda the whole length of our boundary."

AN INDONESIAN WEST NEW GUINEA SOON

Although Indonesia formally takes over control of West New Guinea on May 1, the take-over was in fact almost completed by early April. Practically all fields of administration in the former Dutch territory were under the control of the Indonesians. Indonesia had also issued a Presidential edict explaining the situation expected after May 1.

AMONG other things the edict said that the Governor of West New Guinea may, in the event of physical disturbances, call in the help of the military. Whether this meant that President Soekarno was anticipating the "enemy's" next move, nobody knew.

According to an official statement from the Indonesia Information Service at Canberra, Soekarno would pay a visit to West New Guinea soon after the take-over. Mr. Sudjarwo Tjondronegoro, Chief Indonesian Representative with the UN in West New Guinea, was quoted as saying, "The people here are anxiously awaiting the visit."

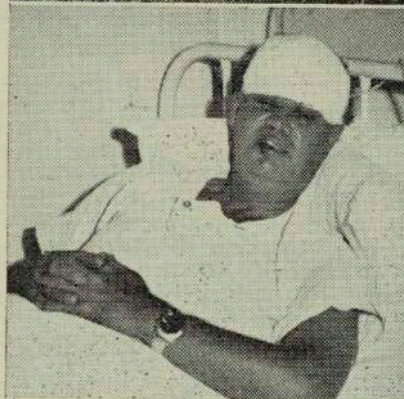
Officially, the West New Guinea people are going to nominate President Soekarno as "Mahaputra" (eldest son) of their area at a traditional ceremony when he arrives. And, says the same official source, the West New Guinea people are "eagerly anticipating the date of May 1, when only one flag—the red and white of Indonesia—will fly in West Irian. They see it as a symbol of the unity of the Indonesian people from Sabang to Merauke".

The Presidential edict says that West New Guinea will take the form of a province.

It says that pending elections, West New Guinea will have a Legislative Assembly which will be made up of persons who, before the transfer of the territory to Indonesia, had functioned as members of the existing legislature and who will be officially confirmed as members of the West New Guinea Regional House of Representatives.

To keep things under control there will also be an executive of five to be appointed by the President, in consultation with the Governor.

And in another announcement in March, Holland and Indonesia agreed to resume normal relations and to exchange diplomatic missions with ministerial rank.



VISITING PILOT UNLUCKY

The man with the bandaged head has reason to be unhappy. He is Mr. Raymond Lambert, of Miami, Florida, who crashed his five-seater Piper Apache aircraft in Fiji on March 13 while he was delivering it from the US to Christchurch, NZ. He had 23 stitches put into a wound on his forehead but considered he was lucky to be alive. The aircraft was a complete write-off.

The plane crashed near Nausori airport, not far from Suva, when Mr. Lambert was giving a demonstration to Fiji Airways chief pilot, Capt. M. J. F. Morrissey, who was also aboard. Capt. Morrissey escaped with a shaking.

Photo: Stan Whippy.

TONGA'S BANANA CROP DAMAGED BY HURRICANE

Banana exports from Tonga are expected to be set back several months as a result of a hurricane which roared across the Tonga Group in the first of March. The hurricane uprooted numerous banana plants carrying mature fruit.

IT has been reported that 69 native houses were flattened and European-style houses were severely damaged at Haafeva and Nomuka, the Haapai Group, and at Niua-tapu, in the Keppel Islands. The three islands took the full force of the hurricane.

At Haafeva, the Free Wesleyan Church and the Church of Tonga were also destroyed.

First news of dangerous weather reached Nukualofa late on March 1 when it was learned that a hurricane was moving to the north of Niue towards the Keppel Islands in the north of the Tonga Group.

The hurricane continued on its course during the next three days. Twenty-five houses, a wharf and plantations were damaged in the Keppel Islands but the only casualties were two horses killed by a falling tree.

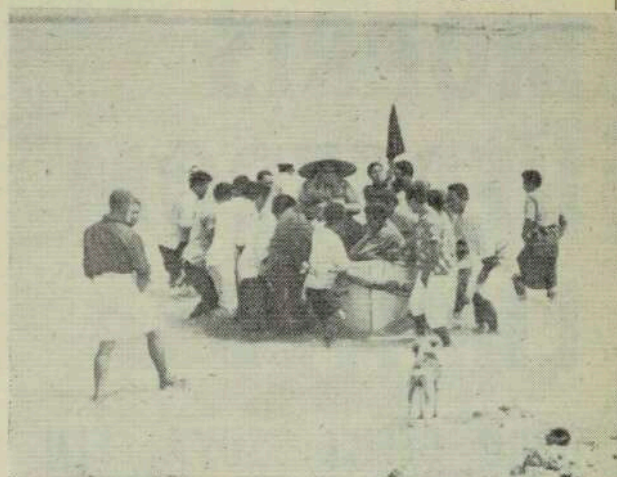
The hurricane then turned gradually to the south-west, damaged crops in Vavau, and continued down the west coast of Tonga. Its intensity increased as it approached Haapai and the MV *Matua*, which sailed through it on March 13, recorded winds of up to 90 knots (see p. 10).

At the same time as the hurricane struck Haapai, Tongatapu, about 100 miles south-west, experienced high winds and torrential rain which did considerable damage to the banana crop, blew down trees and disrupted power and telephone services.

The Tongan Premier, Prince Tu'itonga, left Nukualofa on March 15 in the Government vessel *Hifofua* to assess the situation in Haapai. The *Hifofua* also carried medical and emergency supplies.

Meanwhile, the Government of Niue took supplies to Niua-tapu, which is about 150 miles north of Vavau.

PRINCE TUNGI SEES HURRICANE DAMAGE



Tonga's Premier, Prince Tungi, made an on-the-spot inspection of Tonga's hurricane damage in March. In the two top pictures, he is seen (in the big straw hat) at Haafeva, Haapai, one of the worst-hit islands. The centre pictures show a flooded village on Nomuka, where the water was so deep that the villagers had to use canoes; and a coconut palm felled in the hurricane. Below is one of the demolished houses at Haafeva; and, at right, a sand dune pushed up by high seas 30 yards from the beach.—Photos: Tulua Bros.

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FIJI — SAMOA — TONGA

COMMENTARY

The World (On Your Terms)

THE Australian propensity for looking after yourself, no matter how it is on the other fellow, is on display again this month.

Islanders have seen it before. New Guinea people saw it when Australian traders protested at the import into Australia of New Guinea passionfruit, peanuts and plywood.

Fiji people saw it many years ago when Australian growers protested at import of Fiji bananas.

Currently, Australian photographic cameras and equipment are being brought back to Australia in increasing amounts by tourists visiting free trade ports—and apparently the cameras are out to stop it.

To do it, some of them will go to the extent of hounding the tourist himself.

A report in *The Sydney Morning Herald* in March, apparently inspired by the trade, said, "One German trader has already stopped photographic supplies to a small free port, which has close and direct contact with Australia. The maker also is warning possible action for other traders and no doubt others will follow lead."

He went on:

The big 'pay off' for the tourists occurs when they return to Australia with their bargain purchase.

The need for repairs and servicing of cameras with cameras just as it does any other precision piece of equipment.

Few Australian camera and equipment importers will repair or service cameras purchased in the free ports.

Their recording systems and methods of identification give them a quick clue to the country in which the camera was purchased, and they are quick to remind the camera owner of this.

Importers also have pointed out that some cameras have been sold with flaws.

Tourists should weigh up the pros and cons of the cheap overseas purchase against the possible future problems after their return."

The "small free port" referred to

is Norfolk Island. PIM reported in March (p. 35) that the Australian traders had started their attack on this Australian territory, presumably because Norfolk Island importers had made the mistake of achieving too much success.

The fact that increased trading helps Norfolk to improve a serious economic plight does not move the traders one jot. Nor apparently are they concerned that the British Crown Colony of Fiji introduced duty-free trading on many items, including cameras, in January to help improve Fiji's position—in short, to help people eat. From the economic point of view Australia does very well indeed in Fiji—a great deal better than Fiji does in Australia, but this apparently fails to interest photographic traders.

Pressure groups like this with appalling narrow minds would be better occupied by lobbying in Canberra to have Australian tariffs reduced so that Australians at home may pay prices more attuned to the world level. And they may even find room to cut their own profit margins, as traders have in Fiji and Norfolk.

Time to Be Forthright On the NG Border

WITH Indonesia's take-over of West New Guinea virtually complete—May 1 is nothing but a date on a calendar—it would be nonsense to deny that there is disquiet in both Papua-New Guinea and Canberra.

Publicly, Australia takes the attitude that all is sweetness and light; that Australia and Indonesia have no problems likely to cause dispute between them. Fortunately, Australia has not buried its official head in the sand completely and is making an effort to protect its new border against the dangers of foreign propaganda and new diseases.

But it will find soon enough that it will have to do even more than it is doing—that it simply can't depend on Indonesia—or any other government—to always do the right thing by Australian standards.

Australians are entitled to hope, in the circumstances, that Australia's spokesmen can be a little more forthright with Indonesia than they have been.

WHAT PLANS FOR PAPUA'S "FAX"?

The contribution of nominated members of the P-NG Legislative Council have been considerable since the inauguration of the Council in 1951 and none has given more than Mr. B. E. Fairfax-Ross, of Port Moresby, who has stayed the whole course.

There is no provision in the 1964 House of Assembly for nominated members but there is a reserved electorate of Port Moresby, wide open for the taking. But will Mr. Fairfax-Ross contest it? It seems doubtful, which is a great pity.

In 12 years of Council debates he has been one of the few who has not at any time talked either tripe or with tongue-in-cheek.

With his commonsense and moderate views his gravel voice and capacity for the apt and picturesque phrase, he has the ability to reduce both sides of Chamber to size and to slice through the morass of wordy fancy to bring members back to reality.

What is wrong with telling the Indonesians that we don't like their quarantine methods and that we are going to do something about it ourselves for our own protection?

What is wrong with telling the Indonesians that we don't support the ideals of their Communist Party and that we can be expected to protect the P-NG people against its machinations?

What is wrong with telling the Indonesians that we are happy enough the way P-NG is being groomed for independence and that we expect no interference from any source under the control of Indonesia?

What is wrong with telling the Indonesians—now, this month—that we want to be realistic, straightforward and honest about our mutual border problems—and those that might yet arise—and share the island of New Guinea in a firm, not uneasy, friendship?

In short, what's wrong with telling them where we stand and inviting them to be just as forthright?

The Editors' Mailbag

Vote 1, A. C. Yaya

Mrs. Thomas B. Davis, of Camarillo, California, writes:

For about a year now, I have been an interested reader of the *Pacific Islands Monthly*, which we receive in our Technical Library at the United States Naval Missile Center at Point Mugu, where I am employed.

One reads interesting bits about persons whom one would not normally know about, i.e., missionaries, teachers, and other usually considered unimportant people. *PIM* is like a small town news-sheet.

For this reason, I have looked through each issue as it arrived, fully expecting some mention of a young Fijian who spent some six years studying in this country and who has returned with a Bachelor of Science degree from the University of Colorado and a Bachelor of Theology degree from the Western Bible Institute, both institutions of learning located at Denver, Colorado.

In addition, he served as South Pacific delegate at a Christian Literature Seminar held at Green Lake, Wisconsin last summer, has taught at the Western Bible Institute, and was ordained prior to his departure from this country.

In addition to all this, Alifereti C.

Yaya returned as South Pacific General Secretary of Christian Literature under the Methodist banner and is, at this moment, principal of the first indigenous high school located at Nausori which has facilities for some 400 students and 10 teachers.

Mr. Yaya spent nine days in California before his sailing on the *Oriana*, December 3, spoke some 24 times, both formally and informally and was well received by all who heard him.

Mr. Yaya has done work on his Master's degree which he hopes to complete in Australia soon.

I have been under the impression that this young man, through no word of his, however, is most unusual. It does not seem a casual thing for the average young 19-year-old to receive a scholarship and travel some 5,000 miles or more to study. Great things can be expected from this young man in the future years. Perhaps in not the way that some would like since he has dedicated his life to God for the extension of His kingdom.

I trust that this brief bit of information will incite you to get busy and investigate this young man and present him to the people, too. The January issue of *PIM* has just been received here and I would have enjoyed seeing the picture of this man on the cover instead of Aggie Grey's. Let's give the coming personages a bit of attention, too.

How Many Dollars Make a £?

Apropos a panel in *PIM*'s February issue, page 75, the Bank of American Samoa has sent us a copy of its latest rates of exchange, US dollars against the £Stg. It shows that the bank pays \$13.75 for a £5 Stg. traveller's cheque, not \$12.50 like the Rainmaker Hotel. The Bank said also:

"You are correct in stating that our bank is open for business from 8 a.m. to 12 noon daily, Monday thru Friday, but our staff is on duty from 7.45 until approx. 5 p.m. daily.

"In many instances we have accommodated tourists requiring US dollars in the late afternoon when they have approached us."

● We are very glad to hear it. We didn't say that the bank gave the same rate as the Rainmaker—only that we were told [by the Rainmaker] that it did, and that we had no way of finding out because while we were



Nick the Greek (see below).

there, Friday afternoon thru week-end, the bank was closed. don't know how tourists "approach the bank" and get accommodated when it's closed. When we were told it "shut up at noon" we didn't enter. We patronised, instead, a general store up the street where the rate was also \$2.75 to the £Stg. While we were there getting it, an American came in to cash what looked to be his pay cheque.

He said that in the four years he has been in Pago the bank had never once been open during the hours it could have used it and he therefore had never been inside it. This fellow might also be talking through his hat if so it proves that not only are the people in Pago who don't know how many dollars make a £, but so are those who don't appreciate the facilities offered by their local bank.

Nick the Greek

Mr. W. Middleton, of Silex Road, Mosman, NSW, was very interested in the photograph of Nicholas Minster, alias "Nick the Greek" which we used on p. 97 of the February issue. It illustrated the review of Olaf Ruhen's latest book on the Pacific titled *Tangaroa's Godchild*.

Mr. Middleton took that photograph himself, way back in 1911-1912. He remembers he took it from the verandah of the Bank of New South Wales on the island of Samarai.

"Nicholas was always very agreeable to having his photograph taken as the manager and myself had to use a lot of persuasion to get him clean-shaven and reasonably dressed," writes Mr. Middleton, adding "probably he would have looked the part better in his old clothes!"

Without Fear or Favour

For the second time in two years the Fiji Police Commissioner, Mr. R. H. T. Beaumont, in March fell foul of the Colony's traffic laws. "Potting" himself, he reported to his headquarters that he had just driven the wrong way along a one-way street in the heart of Suva.

He realised he had broken the law when he noticed that other drivers, pedestrians and policemen were staring at him "with obvious horror" as he bowed merrily along. For his unwitting breach of the law he severely reprimanded himself, and promised not to repeat the offence.

After his previous offence, in August, 1961 (for failure to renew his vehicle registration) Mr. Beaumont had to "front" the magistrate, and pay a fine. He had reported himself on that occasion, too.

From the Islands Press

THE rule of law is endangered in this territory (of Papua-New Guinea). We are forced to spend lavishly on court buildings and highly paid defence counsel, while scrimping on our detective branch and underpaying our police force.

Cut-price detection, onus of proof on an undermanned law-enforcement body, and free defence for the accused! What other country offers such delights to its criminal element?

The rule of law is not enhanced by fancy architecture or Mozartian vigils on the bench. It lives on only so long as it has the confidence of the people.

Right now the confidence of the law-abiding taxpayer is at a pretty low ebb.—*Letter from "Citizen" in the "South Pacific Post", Port Moresby.*

IF you go fishing in the morning, put your hand into the water, say, a foot deep. If the water is warm, then you know fishing will be very good. But if the water is cold, then go back home, luck will be against you.—*Letter from a correspondent in the "Niue Newsletter".*

THE need for the proper physical education of youth has been recognised by all independent states—except, unfortunately, Western Samoa—by the appointment of official sports directors and councils. The health and welfare of youth as a national asset now demands more than the activities of a few men and women who can devote only their spare time to the organisation of youth activities.

A request by the Government to the United Nations for the extended appointment of a national sports organiser would undoubtedly be received sympathetically.—*Editorial in the "Samoa Bulletin".*

IT is now three years since Ali Mohammed, South Seas heavyweight wrestling champion, has

defended his title. As a rule, every champion should defend his title every six months.

I lost that belt by default through no fault of mine, except maybe through throwing a couple of policemen and spectators out of the ring, and turning on to the referee, too. I have paid for that dearly by being disqualified.

Now I am demanding a return match to prove to the public that I am the rightful owner of the belt.—*Letter from Gabriel Stephens, Jr., alias Killer Kowalski, of Samoa, in "The Fiji Times".*

THE introduction of alcohol to the native diet (in P-NG) has brought about quite a few novel problems. One of these is produced by the thin line defining the difference between some of the OP rums and methylated spirits.

It is still illegal to consume methylated spirits in anything but lamps, stoves and other combustible articles. But some brands of OP rum, although quite as effective for these purposes, can also be used to produce a powerful impetus on the human frame.

Now, when alcohol was completely taboo to the native population, policing was easy. A couple of cops got the native suspect to position and while one said "blow" the other smelt the issuing breath and the two decided the issue there and then.

However, the latest situation has led to what is now known as the "flame" test. This has no connection with the dusky flames attending the party, but is done with a common match.

The suspect is jockeyed into position and asked to blow a match out. If he succeeds he is regarded as just a common drunk, whereas if the suspect himself blows up he is taken in on suspicion of having drunk metho.—*Letter from Lance H. Wilkinson, Port Moresby, in the "South Pacific Post".*

Norfolk Is. Find

Discovery Of Old Document Settles Land Dispute

By ROBERT LANGDON

The discovery in New Zealand recently of an historic document on the granting of land to the original settlers on Norfolk Island from Pitcairn has finally settled an argument that has cropped up from time to time for more than 100 years.

THE Norfolk Islanders have frequently claimed that the whole of the island was given to them unreservedly by the British authorities. But the recently-discovered document proves that this was not the case.

The document is a letter dated June 25, 1856, from Captain Stephen G. Fremantle setting out the conditions under which the land at Norfolk was transferred to the Pitcairners.

Captain Fremantle, who was the senior Naval officer on the Australian station, anchored off Norfolk Island in HMS *Juno* on June 23, 1856—15 days after the first settlers arrived from Pitcairn in the ship *Morayshire*.

Subject to Governor

His letter was addressed to the chief magistrate of the Pitcairners, Mr. Frederick Young. It read:

"All arrangements made by the community of Pitcairn Islanders as to the distribution of the land on Norfolk Island are to be subject to the approval of H.E. Sir W. T. Denison, Governor Genl. of N.S.W.

"The whole of the coast line including the jetties; & the roads now made thro'out the Island are to be reserved as public property.

"The following buildings are also to be retained as belonging to H.M. Governmt.

The gaol
The Government House
The Chaplains House

"Also 200 acres of cleared land at Longridge for a glebe and 500 acres elsewhere.

"The Islanders however are not debarred from making any temporary use of the above mentioned grounds & buildings. They are to understand



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"This is communicated by direct order of H.E. the Governor General."

Stephen G. Fremantle
Captain of H.M.S. Juno
Senior Officer in Australia

Norfolk Island
June 25 1856

Captain Fremantle's letter was found by Mrs. Merval Hoare, of Norfolk Island, among a collection of Bishop Selwyn's correspondence recently deposited at the Auckland Institute and Museum Library as a gift in perpetuity by the Bishop of Auckland, the Right Rev. E. A. Gower.

Bishop Selwyn was Bishop of New Zealand and head of the Melanesian Mission from 1841 to 1861.

The Melanesian Mission was the first body to obtain a grant of land on Norfolk after the arrival of the Pitcairners. The Islanders hotly disputed the right of the Governor of New South Wales to make this grant at the time.

"Coral Queen" Will Take BSIP Athletes To Suva Games

LOCAL donations to the British Solomon Islands fund to send competitors to the Pacific Games in Suva in August reached £1,048. The March and organisers calculate that they need now only a couple of hundred pounds more to be in the clear.

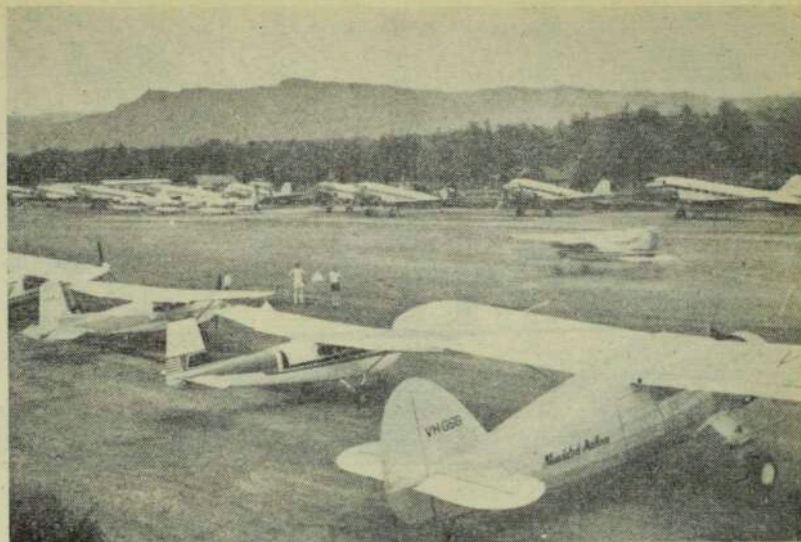
In addition, the BSIP Government has generously put the Protector vessel *Coral Queen* at the organisers' disposal and competitors and officials will travel to and from Suva on it free of charge.

Cash donations have been as follows: Local Councils, £339; individual donations, total of £22; BSIP Copra Board, £100; Police Authority, £100; Commercial enterprise, £128; King George VI School, £72; Police Sports, £71; Miscellaneous organisations, £15.

It is expected that the BSIP will send a Soccer football squad of 10 players and a manager, and probably eight track and field athletes.

Preliminary selection of the athletes will be made after the Police Sports about June and then, after intensive training, the final trials will be held in early August.

Aircraft in P-NG must continue to carry out the role undertaken by motor transport in other parts of the world, according to the official view. P-NG residents would agree with it—the last Hagen show could not have taken place without the aerial transport seen here on Hagen airstrip.



NG Aviation Must Consolidate, Not Reconstruct

From a Special New Guinea Correspondent

Five years ago, Shane Paltridge, Senator of the Commonwealth of Australia, Minister of State for Civil Aviation, paid a visit to Papua-New Guinea. On his return to Canberra, he pulled Qantas out of New Guinea, and put in instead the dual airline system of Trans-Australia Airlines—Ansett-A.N.A. that operates in Australia.

SENATOR PALTRIDGE in March completed his latest inspection of the Territories, complete with retinue of top-ranking Departmental advisers, and Territorians are wondering what revolutionary changes will follow the Ministerial investigation this time. Well, the answer is—none.

The dual system has proved itself, the opinion of the Minister, and the job ahead is one of consolidation, not reconstruction.

"There is not the slightest doubt that Papua-New Guinea is enjoying better service, better comfort, and greater safety than ever before," he reiterated throughout his tour.

As the Department of Civil Aviation sees it, the regular airlines are doing a good job, the charter operators still have their place in the territory, the carriage of freight, one of the most important tasks in Papua-New Guinea, is well under control, and, though rising, are still reasonable.

To round off the rosy picture, new CA facilities will be provided in a

few places (see p. 122), and everything will be got ready for the introduction of Electra aircraft on the main route from Australia, when they are discarded in favour of jets on the inter-capital runs.

Humming their hymn of praise for the two-airline system. Shane Paltridge and his officers were in no mood to listen to criticisms of the scheme. (Main beefs are irregular

freight services with constant off-loadings, and failure to transfer off-loaded freight to the opposition line for the next day's service.)

They glossed quickly over the high capitalisation involved when two companies moved in to do the work of one. This cost TAA and Ansett Transport Industries together £400,000 last financial year, taking their total capital investment in Papua and New Guinea to more than £3 million.

And Minister Paltridge, happily looking forward to the arrival of Electras on the trunk service late in 1964, overlooked the fact that Qantas, had it stayed in New Guinea, had planned to have Electras on the run three years earlier than that.

But everything was not sweetness and light on the visit. The Ministerial party handed out some sharp cuffs during its tour.

In Goroka, "Junior" Buchanan, the traffic clerk who rose to own his own fleet of five Cessnas, flying under the banner of Territory Air Lines, was

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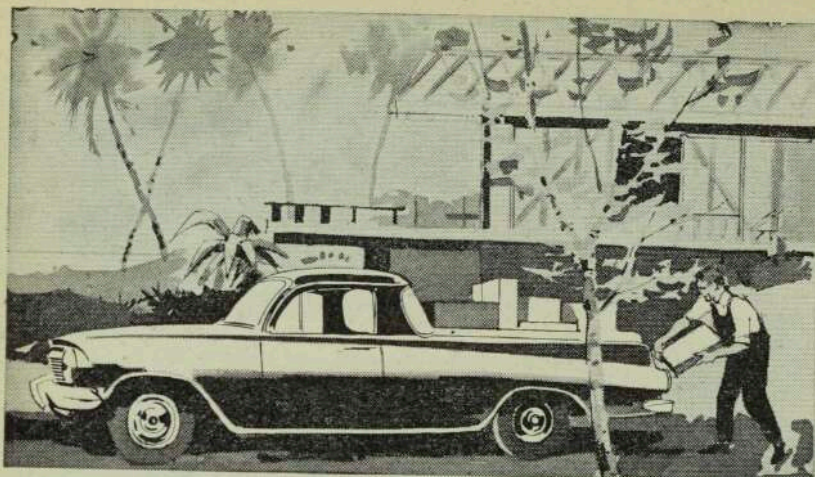
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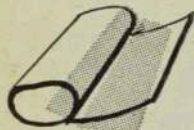
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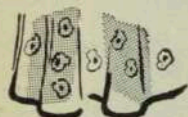
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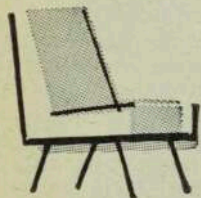
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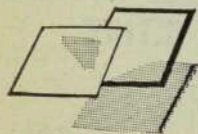
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told to get out of the Southern Highlands, the province of Ansett-MAL. "Junior's" Cessnas have been sipping in and out of Mendi and Southern Highlands ports, skimming the cream off the runs that Ansett-MAL hold the licence for. (Ansett-MAL inherited the licence from Ansett-MAL, who in turn took it from Bobby Gibbes' Gibbes-Southern Airways.)

Said Director-General Anderson: "We told Buchanan that he must cut the heart out of the regional operator flying airline routes. He has been given a reasonable time to adjust himself to his proper role—if he doesn't, the shutters will fall."

The proper role of TAL and other charter operators, Paltridge Anderson made quite clear during their visit, was to develop a taste for air services in the rugged outback of Papua-New Guinea. Flying a single-engined aircraft, to fields big enough only for such planes, they had the task of pioneering and developing.

As the traffic grew, and the regional lines moved in with expensive multi-engined planes, carrying more freight and giving a bigger margin of safety, they must retreat, and find new frontiers to operate in.

Romance is Past

There lay the message in the Minister's tour for those who would follow it—aviation in the Territory has grown up. Gone are the helter-skelter days of cut-throat chartering. The romance in the industry is in the pages of the past.

There are now more than 20 land aerodromes in Papua and New Guinea. (As well as about 20 alighting areas for flying boats.) Of the only 17 are owned by DCA—others are Administration, Mission private strips. DCA acts as consultant and technical adviser to Administration, and also licenses aerodromes used for landings of commercial aircraft.

In the financial year up to June 1962, almost 300,000 passengers flew in and out of Territory airports, and freight aircraft lifted 56,000 tons of freight. The extent to which freight remains the lifeblood of Papua-New Guinea's remote highland areas is shown by the fact that last year, Madang airport handled 17,100 tons of freight.

This figure was exceeded by only two airports in Australia—Melbourne, 21,400 tons, and Sydney, 19,400 tons.

Goroka, the crossroads of the Eastern Highlands, received and shipped out a total of 9,800 tons of freight, almost as much as the capital city of Brisbane (11,700). At

Rationalisation By Science

An inkling of the science used to achieve airline rationalisation in Australia was given by Donald George Anderson, Australia's Director-General of Civil Aviation, when he toured Papua and New Guinea with Minister, Senator Shane Paltridge, early in March.

Said Don Anderson during one stop in their whirlwind tour:

"We had a bit of trouble deciding which airline, TAA or Ansett-NA should operate the service to New Guinea on which days, when flights pulled out.

"Both airlines came to me asking for the same days—they had picked out the best traffic days for themselves. I told them to go away and talk over.

"But still they couldn't agree, so it was decided by a toss of the coin. And Ansett lost. The Ansett fellows reckoned that the TAA chaps hadn't run the penny properly."

(Ansett flies to New Guinea on Wednesdays, Fridays and Saturdays. TAA on Sundays, Tuesdays and Thursdays. The Sunday and Tuesday flights are regarded as the most lucrative.)

his with a fleet of planes in which Bristol freighter is the biggest craft!

his freight is carried today in support of steady economic growth, not in the romantic record-shattering of the goldrushes, to ship in the heavy dredges. Then, the planes turned to the coast empty.

Today they carry out an increasingly important cargo of coffee, staples, and highlanders to provide the essential labour on coastal plantations and in the towns.

The magnitude of the aerial transport task in New Guinea is underlined by the statistics of the fleets. There are 40 aircraft in the three airlines, TAA, Ansett-MAL and Papuan Air Transport, carry the vast bulk of the traffic.

And the front-line aircraft, for passenger and freight haulage, remain the 23 DC3's that are used everywhere there are fields big enough to let them land.

Most of the DC3's used in the Territory were built during the war, and have been flying for about 20 years. Few of the parts in them are original equipment, but the supply of spares never seems to dry

to £300,000, and interest repayments become a staggering burden.

At this point, the utilisation of the aircraft becomes the critical factor. There is no night-flying in Papua-New Guinea. Cumulo-nimbus clouds towering up to 60,000 feet dominate the mountains, and can tear a plane to shreds should it venture into them.

Only some few key coastal aerodromes are equipped with runway lighting, and for many years to come, it will not be possible to provide navigational facilities capable of guiding planes automatically into dangerously-situated airports, even if they can safely negotiate the mountains and the storms.

The 23 DC3's in Papua and New Guinea average, throughout the year, a bare 2½ hours flying time a day.

In Australia, the major airlines manage to keep their front-line planes, Electras, in the air for more than nine hours a day. Ansett-ANA and TAA average about 6½ hours daily with their Fokker Friendships, while small airlines do even better.

The Australian record for utilisation at the moment is held by MacRobertson Miller Airlines of Western Australia, which manages to keep its own Friendship flying an average of more than 10½ hours a day, all through the year.

How Much Longer?

Nevertheless, many people are wondering how long the DC3's can keep going, and what will take their place when they have to go. At present, there is no replacement in sight within the financial reach of the Territory's airlines. The book value of a DC3 is around £15,000, and interest on its capital cost is therefore an insignificant part of the airline's cost structure. The modern equivalent of the DC3, the Fokker Friendship, can cost, with spares, up

These figures make it quite plain that Papua and New Guinea cannot hope for planes like the Friendship for a long time to come.

Senator Paltridge puts it this way: "When a small aircraft manufacturer sees the need for a replacement for the DC3 for countries like Papua-New Guinea, and other similar parts of the world, and at the same time, sees the possibility of making it at acceptable cost, you will get the plane you want."

Until then, the people of the Territory will bump around the country on the mixed freight runs, continue to strip the mudguards off their cars to get them into planes for the Highlands, and become even more familiar with the old DC3's.

But if the planes remain the same, the safety standards are vastly improved. It is now some years since the Department of Civil Aviation put an end to the old post-war performance standards that permitted

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DC3's to take off with 30 or more passengers. There was a storm of protest at the time over this action, but in a quite unspectacular fashion, it has been responsible for saving many lives.

The fact is, the old standards allowed a DC3 to be loaded so heavily that it could not maintain

Archbishop Strong Enthroned

ARCHBISHOP Phillip Strong, Anglican Bishop of New Guinea for 26 years, was enthroned as Archbishop of Brisbane, at St. John's Cathedral, Brisbane, on March 28. He had left the Territory a fortnight earlier after a long round of farewells.

Archbishop Strong said on his departure that a great deal of missionary work still remained to be done in P-NG and the challenge was "greater than ever".

After his enthronement, the Rt. Rev. David Hand, 44, coadjutor to Archbishop Strong in New Guinea, was unanimously elected by the Anglican General Synod's House of Bishops as Bishop of New Guinea.

height on one engine, if the other failed during take-off. This might have been an acceptable risk when there were only two or three aircraft flying, but today there are 46 engines that can fail on take-off.

The Department of Civil Aviation sees the immediate future as a time of steady growth and development for aviation in Papua and New Guinea. It is not so sure about the long term.

Air transport, in the long run, it believes, will not fully develop an area. Aviation brings "pocket" but not "area" development.

In his annual report to Parliament last year, Senator Paltridge pointed out that because of the immense capital cost of pushing road projects through rapidly in New Guinea, it was clear that air transport must continue to substitute for the largely non-existent surface transport, and must provide communications to new or slowly developing outposts.

"However," he said, "the air transport industry must be developed now towards its correct ultimate role of providing safe, fast and regular passenger services; the fast and frequent distribution of mail; and the

P-NG's Education Commission Meet

THE Commission on Tertiary Education in P-NG, which was pointed in February, met briefly in Canberra in March to plan its time. It decided to make its first visit to P-NG on April 28 to gather background, but it would not take place in public in P-NG until it made a second visit there beginning on 7. The Commission will also hold public hearings in Australia, the first of them in Canberra on May 28.

The members of the Commission are Sir George Currie, Professor H. K. Spate and Dr. John Gunt. The Commission will report on a wide field concerning what educational institutions are needed in P-NG. Their report is expected by the end of the year.

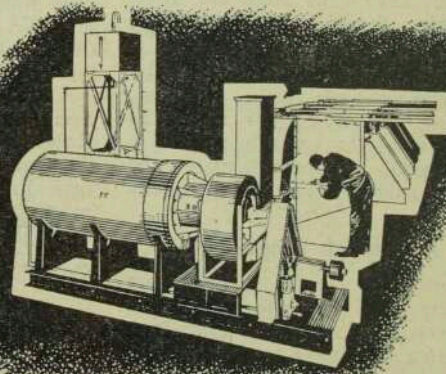
fast freighting of items which their value or the required urgency of their delivery can absorb the higher cost of air transport."

The Territory can look for development of aviation along these lines.

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End Of Road For P-NG's Most Famous Department

From a Staff Writer in Port Moresby

Proposed new legislation aimed at severing the executive and judicial functions of Papua-New Guinea administration will probably have the most profound effect on the Territory. Among other things it will probably bring about the end of the Department of Native Affairs—until recently the “glamour department” of P-NG.

The pending legislation seeks to set up Local and District Courts in the Territory, in place of the Native Courts of New Guinea and the Courts of Petty Sessions of Papua, which previously were courts largely under the jurisdiction of officers of the Department of Native Affairs. The legislation seeking to do these things follows closely the recommendations made by Professor D. P. O'Connell, Professor of Jurisprudence at the University of Melbourne, who made a report to the Minister of Justice in December, 1960.

The report is a privileged document and what it contained has never been made public—except in a statement by the Minister to the Australian Parliament in October, 1961. The Minister, Mr. Paul Hasluck, said on that occasion that Professor O'Connell considered that the basic flaw of P-NG's system of justice lay in the relations between the executive and judicial arms of Government at all levels. He considered that with the Territory turning over to a paternal form of Government something more closely resembling Western democracy, it was neces-

sary to provide a judicial system serving the law quite independently of the executive.

Mr. Hasluck went on to say that in the past it had been inevitable and advantageous that in areas of first contact with primitive people, the Native Affairs officer had undertaken all functions of Government—conducted the census, kept the peace, settled disputes, investigated crime and, in his capacity as a magistrate of the Court of Native Affairs, dispensed justice.

New Magistrates

In more advanced areas, changes had already been made, and full-time qualified stipendiary magistrates had taken the place of Native Affairs officers. The time was now ripe, he inferred, for taking matters a step further. Amongst the essential prerequisites of self-government for Papua-New Guinea, he said, was a system of justice quite divorced from Administration.

The new proposed legislation creating lower courts, and in effect bringing all people in the Territory under

Scenes like these—taken by J. Jordan on a patrol on the move in the Nembi Valley area of P-NG—have helped make the work of New Guinea patrol officers famous overseas. But thanks to proposed new changes in P-NG, the role of the Department of Native Affairs is changing too, and an era is coming to an end.

a single system of justice, stems from the Professor's report and such points in it upon which the Minister agreed.

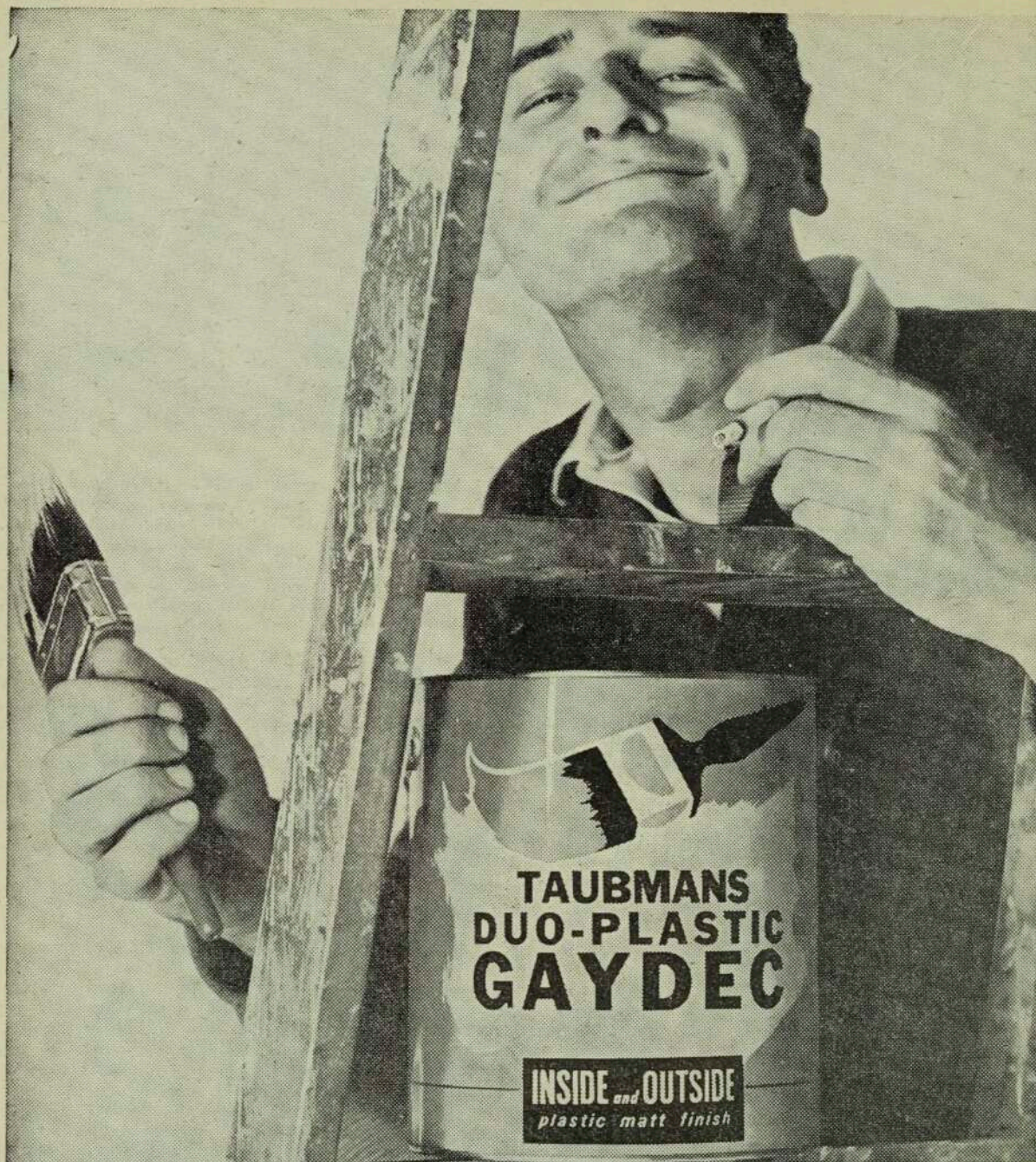
Opinion in the Territory differs widely as to whether it is too soon to attempt anything of the sort or not. Some feel that, unless there is some prior attempt to get native people to settle their own domestic problems, the lower courts will be clogged with petty village troubles that now are traditionally left for Assistant District Officers to deal with.

Others believe that it would be a good thing to make the natives themselves assume the responsibilities of making decisions instead of putting their disputes over dogs and wives or gardens into the lap of the nearest ADO, and that therefore the establishment of lower courts is a step in the right direction.

Also stemming from the Derham report is a decision to enlarge the area of responsibility of the Royal P-NG Constabulary, so that it will take on the same role as police forces everywhere—the job of apprehending criminals, no matter where. The Constabulary does this in P-NG now, of course—but only in the major towns.

In primitive areas this work has always been done by patrol officers, working for the Department of Native Affairs. They have apprehended the law-breakers, dispensed justice through native courts and then acted as gaolers, too.

They have been, in fact, both judge



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jury, and with the spread of rising influences it was inevitable this role would have to change.

The change will necessitate many police stations—dozens more will be needed throughout P-NG, particularly in the Highlands, in the next few years. More police will be needed to staff them. Many stations will be staffed by native police officers—32 full-time officers are at present being trained in Port Moresby (*PIM*, Jan., 1963).

Thus the role of the Department of Native Affairs, which for three-quarters of a century has been the focal point of native administration, is changing. Another of its functions, that of Native Co-operatives, has already been transferred to the new Department of Trade and Industry.

"Frustrating"

While all this may be considered inevitable in the light of the speedy political development that P-NG is undergoing, and while it follows the pattern already set in other countries, it is nevertheless frustrating and disappointing to the men in the Department.

Those near the top have given all their adult years to the service to what ends? Young men who have recently entered what was regarded as a worthwhile, stimulating, adventurous career are presented with a bleak future.

Morale is way down. There have been many resignations. Those in the middle years are desperately hanging around for a new career at some time in their lives when most other jobs have been filled by those trained for them. "Insecurity" in New Guinea is as much a problem for the patrol officer as it is for the private enterprise—and perhaps more so.

No Excitement Left

What is likely to be left with the Department is an oversight of Native Affairs District Officers, the few which will, in time, outgrow the need for supervision; a watching brief on native political development; and the provision of some sort of advisory service on native culture and customs.

It is unlikely that many of the men who have given so much to Native Affairs will feel very excited about the prospect.

It was suggested at the last meeting of the P-NG Legislative Council that Professor Derham was alleged

to have recommended that the educational qualifications of the police force be raised to matriculation standard, the easiest way out of the whole problem was to transfer all patrol officers from Native Affairs to the police force. The idea may be less of a joke than the proposer thought.

Inter-departmental consideration has already been given to the new status of the Native Affairs Department with an appropriate change of name. Some of the suggestions (Department of Cultural Affairs and Department of Home Affairs are two of them), indicate which way some people see the old department's future place in the scheme of things.

Whither the DC?

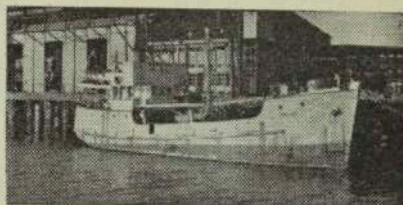
Bound up with the changes brewing in the Native Affairs Department is the future role of District Commissioners. To the layman, the DC is already a sort of sub-governor of his District and because the people who succeed to the office are former Native Affairs District Officers, the DC is, in the Districts, apt to be regarded as head of Native Affairs. In fact, of course, the DC is an officer of the Department of the Administrator, which department is responsible for policy and planning and not for Administration. In the Districts, the DC is the top representative of the Native Affairs Department, and in fact much depends on the personalities of both the DO and the DC as to how the district is run these days.

Whether, with the final eclipse of the Native Affairs Department, the District Commissioners will really assume the office of District Governors to whom all District personnel are responsible; or whether something else is planned for them, is something that, at present, nobody knows.



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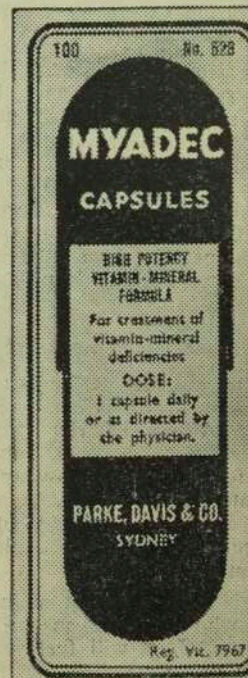
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Fiji's Future Could Be In The Hands Of These Five Men

By R. W. Robson

To a degree that few people fully recognise, the future of the rich British Colony of Fiji depends upon the individual qualities of a handful of highly-placed Englishmen.

April the following people are coming or going, or are about to and their movements and decisions will give shape to early events in Fiji:

● The Governor, Sir Kenneth Maddocks, will complete his five-year term and leave the Colony in September. Because of the great amount of authority held by Fiji's Governor, his qualifications and personality of a man holding the position matter a great deal.

There is no indication of who will succeed Sir Kenneth Maddocks.

● Fiji's Development Commissioner, Mr. Eric Bevington, is on the point of retirement—he leaves Fiji in April. Economic development in Fiji, fully planned and shaped, is vital to the future of this rapidly-growing nation; so the advent of Mr. Bevington's successor (Mr. W. B. Burners, from Tanganyika) is being anxiously awaited. So far as Fiji is concerned, he is a completely unknown quantity. (See interview, p. 10.)

● The British Under-Secretary for Colonies, Mr. Nigel Fisher, and Chief of the Pacific Islands Section at the Colonial Office, Mr. J. E. Marnham, have just returned to London,

after a painstaking examination of political and economic conditions in Fiji. Upon their decisions—especially in relation to future governmental methods—a great deal depends. Both gentlemen—especially Mr. Marnham—made a favourable impression in the South Pacific.

● Lord Silsoe (better known as Sir Malcolm Trustram Eve) has just completed a close examination of the copra industry in Fiji. It is hoped that his findings and recommendations will help the Government to stimulate and expand coconut planting in the Colony. These hopes are based on the fact that the Trustram Eve Commission of Inquiry into the Fiji sugar industry a couple of years ago has brought peace and stability—for the present, at any rate—to Fiji's top revenue-producing organisation.

Ineffective Burns Report

The success of the Sugar Commission has thrown into sharper focus the disappointment of Fiji in the failure of high officialdom to give real effect to the recommendations of the Burns Commission of 1959-60.

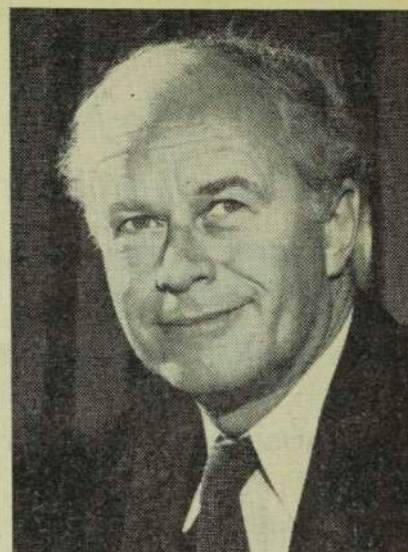
The Commission was headed by one of Britain's most successful colonial administrators—Sir Alan Burns; its job was done with great thoroughness; and it faced up, four-square, to certain conditions which have retarded—and still retard—the development of the Colony.

A majority of the recommendations were "accepted"; but the three or four principal—and vital—changes proposed were either carried out inefficiently, or avoided altogether.

That was due as much, perhaps, to Fijian native intransigence as to official failures. But it does not alter the fact that now, seen in retrospect, the Burns Commission was a sorry waste of time and money.

Sir K. Maddocks' Term

There is much public goodwill in Fiji towards Sir Kenneth Maddocks.



Mr. Nigel Fisher.

He arrived in the Colony under a double disadvantage—he had spent most of his official life in Africa, where the size and character of British colonial problems were as different from those of Fiji as they well could be; and he walked straight into a bitter feud which had convulsed the sugar industry.

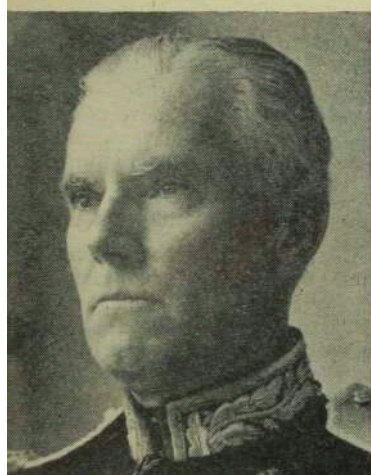
Fiji's "old hands" demanded that the sugar trouble be handled with speed, strength and ruthlessness. And they were quite right. Most of the trouble was due to subversive plotting.

But Sir Kenneth, quite naturally, handled this very prickly handful with velvet gloves. Powerful and impatient people, knowing the true background, were yelling for action; and when the new Governor hesitated uncertainly, he was accused of fumbling and indecisiveness.

However, it paid off. If he had acted quickly and stamped on the necks of the mischief-makers—and they certainly were asking for it—he might not have secured the services of Trustram Eve. Trustram Eve had the qualities most needed at that juncture—clear vision and strength—and his report was accepted *in toto*. The net result is that when Sir Kenneth departs he will have in his record the credit of a settlement of the long-festered sugar trouble.

Tribute to Lady Maddocks

Apart from controversial matters of administration, Sir Kenneth Maddocks' governorship has been a happy one. He is a courteous, kindly man, highly esteemed in the social sphere;



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and probably there never has been Suva's Government House, a Governor's wife more highly regarded Lady Maddocks.

She has taken a deep, sincere interest in social work of all kinds; it now is being discovered that she is a secret worker—much of the that she has given and is giving needy and distressed people has kept clear of publicity. Her skill charm as a hostess have brought much public goodwill to Government House.

Trufram Eve and Coconuts

Sir Kenneth may also gather knowledge again, through the employment of Trufram Eve (now Lord Silsoe)

A sniping war has been going on for some time between a section of the coconut-planters and the directors of the Carpenter copra-crushing. The planters argue that they should be more kindly treated by the millers. The millers contend that they have treated the planters pretty generously and that, in any event, they are entitled to some consideration because they have established a secondary industry which retains for the coconut a larger, measurable part of the coconut buyers' money.

Trufram Eve may clarify the position, and his report could help coconut planting generally. But, probably we shall never know what, exactly, are his conclusions.

In this inquiry, he does not come to the Queen's Commission; he is simply reporting to the Governor, at the Governor's request. His report is privileged, as would be the report of a Royal Commissioner. In other words, if it is published and any interest felt themselves misrepresented, it could be the basis of a claim for damages.

However, we can be sure that Trufram Eve's report, published or not, will support the two considerations chiefly concerned—namely, encouragement of more planting, the assistance of private enterprise in establishing secondary industries.

That Development Job

Mr. Bevington has been a long time in the British colonies of the South Pacific. His steady rise to the post of Fiji Financial Secretary based on outstanding merit, and many people were sorry to see the end of his service there.

There has been no paean of praise for his short term as Development Commissioner. Both his friends and his critics agree that the fault, if any, was not his.



Lord Silsoe.

It was a mistake to select for that post a dyed-in-the-wool, dedicated public servant of the Colonial Office school. Few such men have the vision and drive which create efficient profitable industries out of natural resources. If they have such qualities, they soon get out of the civil service, where they usually are entrapped by bureaucracy, and enter private enterprise, for their own enrichment and enrichment.

The job of Development Commissioner in Fiji calls for an imagination which can link available natural resources to profitable industry; organisational skill, to maintain liaison between government and development; shrewdness, which can sweep aside natural and man-made obstacles; and practical, down-to-earth common-sense, which knows that funds for the establishment of industries will not come indefinitely from God or Government.

Such men are rare. Someone said recently: "Barry Philp would have made a first-class Development Commissioner." The man who organised the original Mocambo Hotel; planned and built the new Mocambo; built and profitably sold that large establishment at Korotoga; salvaged the stranded Japanese ship; and now is turning men and machines into a "development project" on the Korolevu coast—he has the qualities of which development commissioners are made.

The Burns Report, which created the Development Commissioner post, also recommended the setting up of a Natural Resources Council, composed of men with sound practical experience and ideas. Why was that recommendation ignored?

Such a Council should have been available for the help of Mr. Bevington. Instead, as far as we know, Mr.

Bevington went to top bureaucrats—the only world he knew—for advice and direction.

Is the incoming Mr. Rogers to have the help of a Natural Resources Council? Or are his chief assistants to be the corps of well-groomed young Englishmen, shaped in public schools and assembled by Mr. Bevington from the ranks of the Fiji public service? They are hand-picked men, embryo Colonial Secretaries and Governors—but what do they know

about the development of natural resources?

The Isle of Man

There is a belief in some quarters that the Colonial Office, in order to meet the peculiar position in Fiji, and especially the expressed wish of the Fijians themselves, will propose for Fiji a constitution similar to that of the Isle of Man.

The Isle of Man (in the Irish Channel, between England and Ireland) is much smaller than Fiji—



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141,000 acres and 56,000 people. It is nominally part of England, and it is under British protection, but it always has enjoyed almost complete self-government. It has two Chambers (one partly nominated and one wholly elected on adult suffrage) in its local parliament, and the administration is presided over by a Governor appointed by the British Crown.

The Channel Islands, similarly part of England, have a somewhat similar administration, but in that case it is split up among a series of Councils which administer the different islands. For a detailed report of the situation in the Isle of Man, see accompanying article.

Isle Of Man: Pattern For Fiji ?

Fijian members of the Legislative Council in the last 12 months or so have stated in no uncertain terms that if there are to be constitutional changes in the Colony that they must be consulted first. They further insist that they must approve of any changes.

WHEN they met the Under-Secretary of State for the Colonies, Mr. Nigel Fisher, in January, they submitted that Fiji's future constitutional status should be something similar to the links which bind Britain with the Channel Islands and the Isle of Man (*PIM*, March, p. 15).

What are the political arrangements on the Isle of Man? Here they are:

In 1801, when Government business connected with the Colonies was transferred from the Secretary of State, no change was made in respect of business concerning the Isle of Man (and the Channel Islands). So business still rests with the Home Secretary.

The United Kingdom is responsible for foreign relations and external affairs, and it has also been found convenient to apply such United Kingdom legislation as merchant shipping, aerial navigation and postal services.

The Isle of Man has a bicameral system of government, and local government. In general the island manages its own affairs, except matters mentioned above. But laws though emanating from the island depend for validity by Orders made by the Queen-in-Council.

Thus, while in domestic affairs the island is virtually an independent democracy, approval of the laws rests with the Queen-in-Council, the Privy Council and the island's assembly.

The island is headed by a Lieutenant-Governor, who is the representative of the Crown and chief executive officer. (At present Lieutenant-Governor is Sir Ronald Garvey, KCMG, who was Governor of Fiji from 1952 to 1958, and then retired from the Colonial Service.)

The Lieutenant-Governor is responsible for the finances of the island and prepares the budget, thus terminating the funds available for spending authorities, the Boards of Tynwald. In addition he presides over the Legislative Council.

Tynwald, which is probably the oldest legislature in the world, composed of two branches, the House of Keys, with 24 members elected on universal adult suffrage, and the Legislative Council. In the Legislative Council there are four ex-officio members, four members elected by the Keys, and two nominated by the Lieutenant-Governor.

The two branches sit separately for detailed consideration of legislation, but together as Tynwald for its final passage and for certain other matters, such as the appointment of members to the Boards of Tynwald.

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Sydneysider Goes Walkabout

No "When" For Drinkers

Most of the things the experts predicted would happen, have happened, since the lid was taken off native drinking in Papua-New Guinea; but, paradoxically, it has all turned out better than expected.

EUROPEANS have flown the public bars; native savings-bank accounts have gone down instead of up; sales of such basic commodities as bread, in towns like Port Moresby, have fallen by some thousands of loaves a week; public bars have proved inadequate for anything even remotely resembling civilized drinking; and there are about six times more arrests for drunkenness per month than during blanket prohibition.

However, native drunks have proved amiable rather than riotous; there have been no brawls on racial grounds—to the contrary, the native gentleman in his cups is likely to form far more friendly relationships with his European opposite-number than when he happens to encounter them would when cold sober; and there appear to be no more indecent assaults, rapes or general mayhem than normal—possibly because the majority of native drinkers still drink to get drunk rather than to boost their courage or their spirit of adventure. Nonetheless, few observers could be edified by the sights to be seen in any hotel, most evenings and particularly on Fridays and Saturdays, during the present phase of mass

wallow. Recently, during a visit to the Territory, your Sydneysider went along to make some observations on the spot.

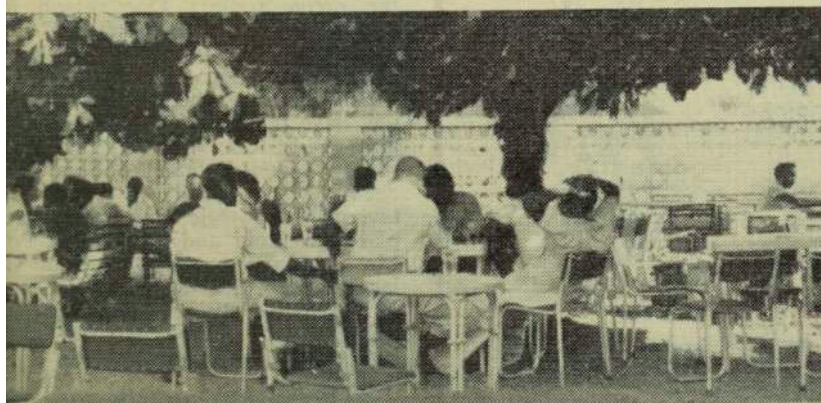
It was Saturday afternoon and a roar of sound and the occasional crunch of a breaking glass came out of the public bar. In the murk and the tobacco smoke, black faces loomed up like something peering out of a jungle and the centre of the room was full of moving bodies crowding several deep round the bar.

Out in the beer-garden, once exclusively the meeting place of European drinkers, were seated the overflow—or those who like to sit while drinking, or preferred air to smoke, with their beer. But no natives sat on the higher terrace or in the lounge marked "Resident Guests only" (although few of the European drinkers there were guests in the house).

"Pretty Brisk"

Finally, we detached an acquaintance who serves in the public bar "to help out" and he came, bringing a glass of beer and mopping his face, to join us.

"Pretty slow today," he said, sink-



The native patrons in this beer garden at Boroko, Port Moresby, are generally well-behaved. Biggest trouble in most P-N-G hotels is that many native drinkers aren't yet house-broken. But they're learning.



Temperance signs like these on Port Moresby buses request drinkers to "Say No", or "Don't Pour Your Money Down the Drain". But few natives understand their meaning.

ing down exhausted. "You should have been here last night."

We said trade looked pretty brisk to us but, he said, no—nothing out of the ordinary. The evening after-pay-day was the time.

Native drinkers were, he said, not more difficult to deal with than Europeans—not quarrelsome or anything—but they were different, and the ways they were different took some getting used to.

"A European," he said, "will come up to the bar and say 'Three middies, mate,' pay for them, take them, and go."

"A native will stand there for a bit, produce a few bob, shove them at you and say he wants a bottle of beer. You'll get it for him. Then he'll produce another few bob and say he wants another bottle. You'll get that. He'll fossick around in his pocket, get some more coins and say he wants a can of beer. So you'll get that—then he'll produce a bit more dough, push it over and say he'll have some rum!"

"This is old trade-store fashion, of course, but when there are people six deep round the bar it nearly drives us up the wall and slows down serving practically to stalling speed."

We watched a couple of happy indigenes get up from the tables in the beer-garden, meet in the middle of the gravelled walk, prop each

other up and weave together like a couple of large grubs during the mating season.

"Then they get sick," said our friend. "Europeans—through long practice, I suppose—know when they are going to get sick and have the sense to get outside. But these blokes don't seem to have a clue. They sit there looking bug-eyed and do nothing about it—then up she comes! Like a flood—all over themselves, all over anyone who's near, all over the floor. Other drunks walk in it, and what do you have? A pigsty!"

We watched a couple below us toss half a glass of rum into a middy of beer and swig it down.

"And the lavatories!" said our

friend, "I'll swear half these coots hadn't been in a lavatory before and they didn't know what to do. At least they knew what to do, but not where to do it! During a big session, we have to clear the whole place occasionally, and hose out the lavatories and the bar before we can let anyone back again!"

It sounded, we agreed, like hell—but what was to be done about it? He thought the situation would gradually right itself. For economic reasons alone, the first wild splurge was already petering out and already there were emerging a few sensible types who would sit quietly over one small bottle of beer and then leave.

A great deal of the trouble might have been avoided if drinking had been introduced differently, thought, and this sentiment is echoed by most publicans throughout the Territory.

Lifting the blanket prohibition on natives was designed to remove racial discrimination but because no European now drinks in a public bar, public bars have become jungles.

If drinking could have been introduced in such a way that Europeans and natives drank in civilized fashion together, some people connected with the liquor trade felt that natives would have exercised more control. Natives drink at official functions with Europeans and it was pointed out, few of them make exhibitions of themselves. But when they get amongst their own kind, the public bars, many of them are like animals, who have not been house-broken.

Genuine Regrets

A woman publican, perhaps surprisingly, said that if she had her way all native drink sales would be controlled by native councils and the profits of the trade kept out of private pockets and ploughed back into the community.

Although all hotels in the Territory now have a bigger turnover than ever before, most publicans genuinely regret what has happened to their hotels and many are making plans for air-conditioned lounges and other devices to lure their departed European customers back again. Even without the lures, some are already back—but not in the public bars.

Most hotels were unprepared for the influx of native drinkers (there was a naive belief in the Territory that natives would prefer to drink at home), but few are planning to build new bars or other amenities for the native trade. One reason for this attitude is the proposed new liquor ordinance that is to be debated at the next Legco meeting.

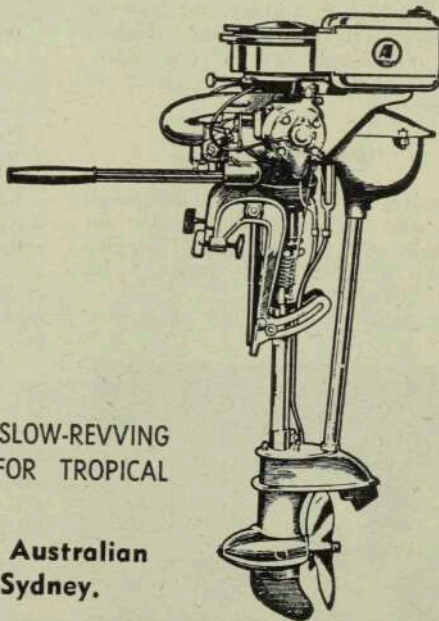
This provides for taverns which will have facilities for supplying food and drink but will not need to supply accommodation. You don't need a crystal ball to realise that taverns in strategic positions in such places as Koki and Hohola, in Port Moresby, and out in the Tolai villages in Rabaul, would drain off most of the native custom that now finds its way into established residential hotels.

Strong Brew Wanted

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en a good thing—but judging by the drinking pattern of the majority, it would fall for it. Those hardened drinkers who have illegally been imbibing concoctions of methylated and other spirits for years find plain very dull, as it is—and usually mix a liberal portion of rum with to brighten it up.

Grog, too, is still a status symbol and for this reason draught beer is spurned and big bottles are fashionable. So for the same reason imported beer—at least up until higher duty was slapped on it in March.

So far the temperance boys, who are supposed to go to work as soon as drink became legally available, have made little headway. The only sign of their presence is a few small posters in New Guinea and advertisements on the back of some Port Moresby buses.

The bus advertising is feeble and largely a wasted effort. Few natives can understand why they should be allowed to drink, on the one hand, and begged not to do so on the other, and many take the art-work on the buses to be some sort of advertisement for a new brand of beer called "No". Certainly natives with the price of a bottle of beer in their pockets are not saying "No"—but rather "Yes, Yes, Yes"—and just grogging on.

MANY CHANGES IN TOP FIJI POSTS

FIJI'S triennial game of musical chairs in the top Government posts will start again in May when the Colonial Secretary (Mr. P. D. Macdonald) goes on leave. He will be succeeded by the 40-years-old Mr. C. R. Bain for about two months. Mr. Bain is about to move from the substantive post of Controller of Organisation and Establishment to that of Assistant Colonial Secretary.

From mid-July the Acting Colonial Secretary will be Mr. H. P. Ritchie, the Financial Secretary, who is at present on leave. Mr. Ritchie will act in the chief executive officer's post for some time, at least till Mr. Macdonald returns, and possibly for some weeks after that. Presumably when the Governor (Sir Kenneth Maddocks) retires in September Mr. Macdonald will act as Governor till the new Governor arrives.

Thus Mr. Ritchie, who went on leave in January, will have very little to do with the preparation of the

1964 Budget. This will necessarily be in the hands of Mr. R. M. Major, who is filling Mr. Ritchie's substantive post.

Other changes in the top posts in Fiji include the retirement of the Commissioner Western, Mr. J. A. C. Hill, the posting to Labasa as Commissioner Northern of Mr. C. A. Seller, and the appointment of Mr. J. B. Claydon as Acting Controller of Organisation and Establishment.

Mr. Hill will be succeeded by Mr. J. S. Thomson, an experienced officer, much of whose service has

been connected with the Fijian administration. The previous Commissioners Northern, Mr. W. W. A. Miller, will act as Assistant Colonial Secretary from the end of May till the middle of July and will then be seconded to the Land Development Authority.

Ratu Edward Cakobau, who is at present on leave, will take over from Ratu Penaia Ganilau at the end of May as Deputy Secretary for Fijian Affairs. Before he went on leave Ratu Penaia Ganilau at the end of Eastern, and he has previously been Deputy Secretary for Fijian Affairs.

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BSIP Enthusiastically Tackles Wet Rice Project

From a Staff Writer

The present Ilu Farm rice-growing project, about 14 miles from Honiara, BSIP, has raised considerable interest in the Protectorate—and some scepticism. It is the successor to a few other BSIP rice-growing schemes that proved abortive but, in spite of the fact that there are still a couple of ifs about this attempt, it has a better chance of success than the others.

THE present scheme is based on the knowledge—painfully gained in BSIP, P-NG and elsewhere—that Melanesians are not interested in growing the crop; and that to establish a successful industry that can produce rice to compete with an imported product, it is necessary to be fully mechanised.

The rice grown at Ilu has been mechanically planted and harvested. The rice previously grown there has been dry rice; the present experiment—and it still cannot be considered much more than that—is with fully-irrigated rice.

Two Mile Canal

Water is brought onto the rice fields through a two-mile canal dug from the Nalambu River and completed at the end of 1960 on the advice of agricultural scientist Dr. A. J. Ballantyne, who was sent out by the Colonial Office to study BSIP's rice potential. From the canal the water is run into the prepared "pounds" through gates that regulate the level of water and after use it normally drains off into a nearby creek.

Ilu Farm, which is owned by Mr. J. Dalrymple-Hay, is 348 acres, but only 20 acres and the five acres at present used by the Department of Agriculture for field trials, can be irrigated from the present water supply and even that has its lapses.

Water is Vital

Ilu Farm is in a 60-80 inch annual rainfall area, but like most other Pacific areas in these latitudes, it can sometimes have a dry wet-season and an uncomfortably wet dry-season.

Too much rain when the grain is ready for harvest can mean disaster; too little water during the growing period of the rice can be just as unfortunate. So the water-supply is the first "if" in the present scheme.

The Nalambu River, even in the

dry season, produces ample water but the present barrel intake is inadequate when the river falls below a certain level.

In a photograph, taken after heavy rain in the hills, the barrel is taking its full capacity but the river has got to fall only a little before an inadequate amount is fed into the barrel. What is required is an efficient weir that would keep the level of the river at a depth that could be run off through the intake and down the canal in sufficient volume all the year through.

The whole business of the weir has now, however, developed into something of a vicious circle: No one seems prepared to build the weir until it is proved beyond doubt that large-scale production of rice is possible; at the same time, it is pretty impossible to prove that rice can be grown commercially until there is something more reliable than the stop-go water supply at present in existence.

Enthusiasts

The two men most concerned with the scheme are Mr. John Holsheimer, the agricultural officer in charge of the experimental side of Ilu rice project; and Mr. Charlie Lawrie, manager of Ilu Farm, who is in charge of the commercial side of the development.

Both are enthusiastic and are hoping that, failing more practical help, Nature will produce the right combination of weather just once and allow them to show that rice can be grown commercially at Ilu.

The second "if" in the scheme is the type of rice grown. Ideally, a great deal more experimentation in types should have been undertaken before any variety was planted commercially but the owner of the farm was naturally anxious to do something more ambitious than sow experi-

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Water Into Rice In the BSIP

PIM staff writer took these pictures in Honiara in March of the BSIP's "water into rice" scheme. The rice is piped direct from the Nalambu River, flowing into a barrel intake (top) and running by gravity along a two mile canal through the jungle. Lower two photos show the water flooding the Agricultural Department's experimental bunds and, finally, rice growing on a commercial scale. The water drains off into a creek.

...ntal plots, and about 20 acres of South American variety have been planted this season.

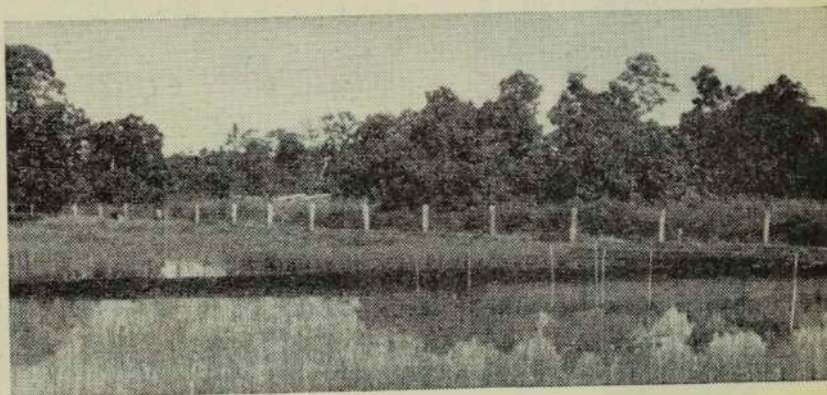
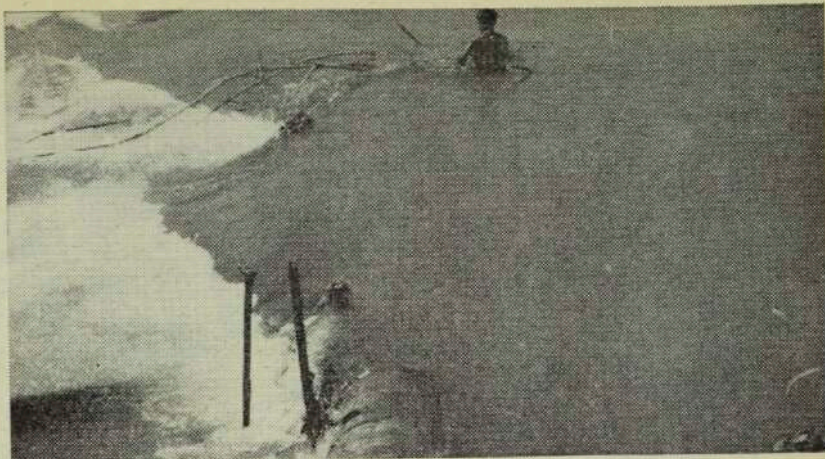
Most types of rice will grow well but some of them grow too well and too tall, the stalks tending to bend over and tangle and become difficult or impossible to harvest mechanically. Mr. Holdsheimer, a graduate of a Dutch university, who recently spent a year at Trinidad's Institute of Tropical Agriculture, is hopeful that the selection of a really satisfactory type for Ilu is not far

Eggs, Too

Mr. Lawrie, as well as his rice growing, is in charge of Honiara's fresh egg supply. There are about 1000 birds at Ilu at present, producing an average 600 eggs a day, which are all sold locally.

The hens arrive from Queensland day-old chicks and spend their entire productive lives in batteries of wire cages producing for Honiara breakfasts. The flocks are continually being expanded with the ultimate aim of supplying all of BSIP's egg needs.

Charlie Lawrie has spent the last 10 years in BSIP and New Guinea and before that had experience in rice-growing in Australia's Murrumbidgee Irrigation Area. He is assisted in his Ilu work by his Edinburgh-born wife, Helen, who has made one of those swift adaptations to environment for which pioneering Scots are famous.





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Wider Issues Behind Rabaul Wharf Strike

By a Staff Writer

The near-miss palace revolution in Rabaul's stevedoring industry in February has left little behind it that will benefit anyone; and a lot of public speculation founded on reports that leaked out of the screen of silence that surrounded most of the events that led up to the incident.

THE wharf trouble was not, as the administration press release said (M, March p. 105), a dispute over wages. An increase of wages all round was merely, in the end, a way of getting the Tolai wharf labourers to get their own ambitions about forming a company of their own, and back to work under the old conditions.

The trouble arose out of an attempt—half-backed and badly organised, as it turned out—by two Europeans and the Tolai villages who now supply wharf labour to the Burns Philp stevedoring organisation, to form a stevedoring company of their own.

The germ of the idea began with a local man called Tomamia who acted as a Burns Philp stevedore who alleged that he had been promised European wages but was not getting them. [There is doubt whether he was promised anything of the kind; but he now is getting £40 per month plus overtime.]

Enter Mr Warnock

Tomamia approached Mr. Tom Warnock, who was then taking the place of Burns Philp's chief stevedore while the latter was on leave, and asked for his assistance in forming a stevedoring company of Tolai natives. Warnock sought the advice of other Europeans and told Tomamia that if anything were to be done, all eight villages which customarily supplied labour to BP stevedoring company must join together in the new enterprise—that Tomamia's village of Madidir was not enough.

Some time later a truck-load of 60 Tolai representatives — headmen, elders, etc. — from eight different villages arrived in Rabaul, and convinced Mr. Warnock. It was at this time that they decided to form a stevedoring company, cutting estimated profits of £40,000 per annum 10 ways.

[An unofficial estimate by other stevedoring interests puts the value of the industry in the port of Rabaul

nearer £70,000 than £40,000 p.a.]

Each of the eight villages involved was to have a one-tenth share of profits; Mr. Warnock was to have one-tenth; and the other tenth was to go to "another European".

A long-time Territorian told a PIM reporter in March that he was European No. 2. He said, moreover, that it was a scheme he had thought a lot about in past years, but he had always "been too lazy" to do anything about it.

Up to this stage it looked like any other commercial proposition—the chance for eight native communities to have an annual income between them of at least £30,000 and the two European "brains" behind it to get something like £4,000 per annum apiece.

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It was a plan, one might suppose, that would commend itself to the Administration, which is falling over itself to launch native private enterprise; and it had, surprisingly, the sympathy of many quite conservative elements in Rabaul who saw nothing obnoxious in the idea of launching such a stevedoring company.

But from this point on the idea became less a plain commercial proposition, and more like a Middle Eastern revolutionary plot, with wharf labourers surreptitiously working in their leisure time, making slings and nets and other gear, biding their time until they could present the established stevedore company with a *fait accompli*, and take over the port operations themselves. It probably was at this stage that everyone

concerned placed themselves offside.

One reason for this secrecy was, no doubt, that any industry that brings in a profit of £70,000 per annum—or even £40,000—has more to running it than the mere desire to have £40,000. It needs organisation, office staff, credit facilities, premises and equipment.

It was in providing the most rudimentary items of equipment that the organisers brought about premature discovery of the plan by the party most directly concerned—Burns Philp & Co.

Mr. Monty Stobo, BP manager at Rabaul, had gone to Toboi for a swim; and, afterwards, he wandered through the nearby bush. By accident, he came upon a group of natives busily making cargo slings. His

curiosity was aroused, and he questioned the natives. They said they were making the slings for "Masta To".

Much intrigued, Mr. Stobo sent enquiries afoot; and, in consequence, he had an interview with Mr. Warnock, and when Warnock subsequently resigned from the BP service the whole of the Tolai stevedore force resigned with him, en masse. They urged him to proceed, at least with the formation of the new company; and, with him, they actually worked one overseas ship.

But that was the end of their enterprise. By February 7, the ships coming in to Rabaul were on Burns Philp agency. The port of Rabaul ground to a halt.

The Department of Trade and Industry then got into the act by sending a representative to Rabaul, Port Moresby, and he came back heavily on the side of the established enterprise.

The Tolais talked back, and talked war; and when Mr. Warnock realised that he was now involved in something he couldn't control, he talked peace, they left him for a while.

A wage increase tossed into the ring by Burns Philp at the critical moment decided the issue: The Tolais took the cash in hand and waived their rest, and went back to working the ships. By February 11 it was over.

Mr. Warnock Leaves

Soon after, Mr. Warnock and his family left Rabaul on "extended leave" in Australia, their fares paid by Burns Philp. They are not expected back—although one Rabaul super-optimist believes that when the Australian Labour Party becomes the Australian Government Mr. Warnock will go back as the local Minister of Labour!

The seven-days wonder left Rabaul with confused and divided opinion. Some see Warnock as a tragic, innocent victim. Others, just as some one who bit off more than he could chew.

While some, with good reasons, derive no comfort from a vision of the port of Rabaul being dominated by Tolai entrepreneurs (the new vision for native private enterprise), others see some advantages in the idea.

No one has gained anything from the incident—Rabaul people, who directly will have to foot the bill for the pay-increases, least of all. Perhaps the most significant thing that emerges is that the Tolais, in spite of their sophistication and capacity for plots, settled so readily when their chips were down for 3/- a day rise in lieu of their original gain of £30,000 a year clear profit.

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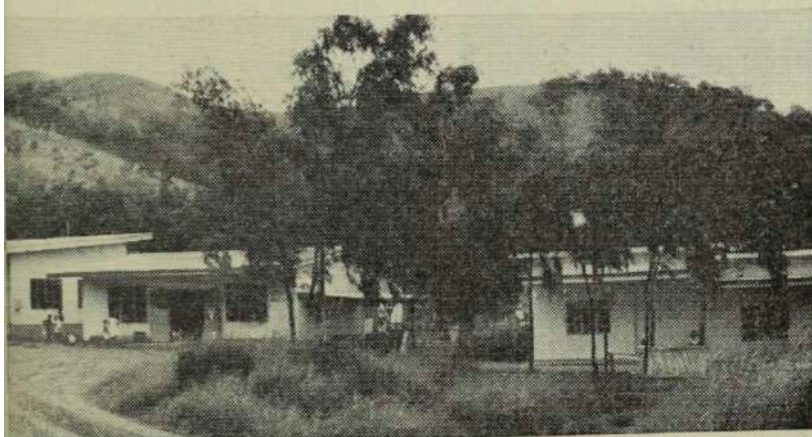
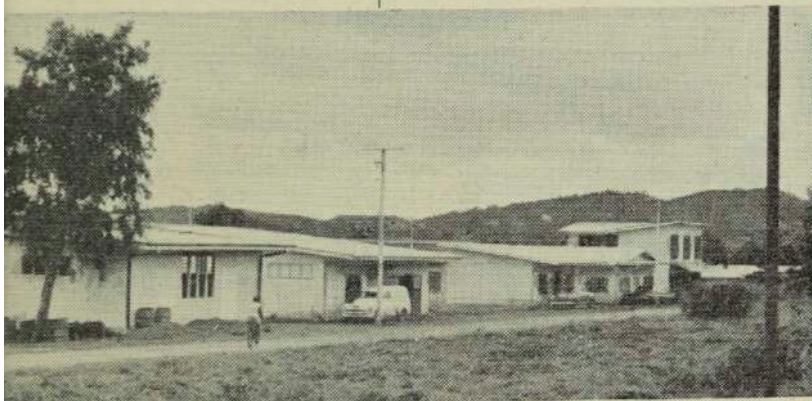
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RABAU'S LOSS IS MORESBY'S GAIN

Rabaul old-timers are complaining that the town is dying on its feet because Chinese businessmen are investing the money they make there either in Australia or Papua. There has been a big shift of Chinese capital into Port Moresby in the last two years, apparently on the theory that Papua is safer than the UN Trust Territory. Until 1957, when NG Chinese were naturalised, they were not permitted to operate in Papua, but the movement to Papua was until recently fairly slow. Talk of self-determination for the Territory appears to have caused its acceleration. These two photographs show new Chinatowns in the Port Moresby suburbs of North Boroko (top) and the wholly native suburb of Hohola.



"Confidence Undermined" As Land Comes Into Dispute

By a Staff Correspondent

Heavy rain in mid-March did something to ease the three-months long drought in Rabaul, New Guinea, but did not obliterate the fire scars on the sides of Namanula Hill and elsewhere where natives, who have claimed these areas back from the Administration, are burning off for new gardens.

IN this they are probably jumping the gun as up to March 20 no final orders had been made pending survey, and decisions of the Titles Commissioner are also subject to appeal to the Supreme Court.

During the hearing of claims some months ago, the Titles Commissioner indicated that he would restore to the Administration title to the Botanical Gardens and reserve, also police barracks and gaol area and the flat on the top of Namanula Hill; but he indicated that the balance of Namanula, excluding the road and two Methodist Mission blocks, would be

restored to the Director of Native Affairs as trustee for claimant natives.

After the claims were made, advice was sought both privately and by Administration from old German citizens now living in West Germany but who were in New Britain at the time Rabaul was established as the German New Guinea capital between 1903 and 1910. These people were of the opinion that because these areas were entered in the German Groundbook it proved that they had been acquired legitimately by the then German Government 60 or more years ago.

New Line of Thought

The claims made in 1962, by local people mostly from Nordup, for sections of Rabaul town land, including the old Botanical Gardens site and the Namanula residential and hospital area—regarded as unassailable Administration property for the last 60 years—started a whole new line of thought on property ownership in the New Britain area.

The further claim—not yet resolved—on the title of the private plantation property of Varzin, in the Kokopo area, has still further undermined confidence.

Rabaul, say some of its once optimistic citizens, is now a dying town where even the Chinese are taking their money out and reinvesting it in Australia or Port Moresby.

The hearing of an appeal to the Court began in Port Moresby recently in respect of Varzin and no judgment has yet been made.

Evidence in the case has shown that this property had been taken over by the Custodian of Expropriated Property from German ownership after World War I and was subsequently put up for sale in the tenders which closed on March 31, 1926.

In the catalogue issued by the

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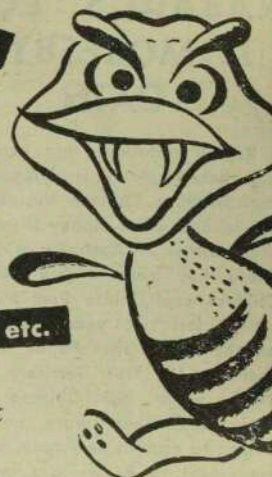
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Rabaul, where new land claims have set many people thinking.

Pro Board at the time, the title is described as follows:

The property is entered in the [German] Groundbook and has been surveyed. The survey is acceptable to the Administration. The records do not show any native rights over the property. The Groundbook does not show any record of Government improvement conditions. The Custodian guarantees a freehold title subject to the conditions of sales set out on pages 21-28 [of the catalogue].

The property was described as of 17 hectares, about half of it planted with coconuts, and situated on the Kopu-Toma Road, about 20 miles from Rabaul. It had a "substantial wood bungalow" and the usual res, copra driers and livestock. A map issued with the old Ex-Pro Board catalogue in 1926 showed that Varzin adjoined an area described as "native reserve".

The property had originally been bought up by a German called Wolf but how he had acquired the property is not recorded in the German Groundbook [the German Administration's system of recording land titles], although the fact that it is so recorded satisfies surviving ex-Guinea German nationals that acquisition had been investigated and had been considered, by the then German Administration, legal and binding.

It is a matter of history that while this property in the early days, Wolf's wife and child were murdered by native raiders and that the small niece of Queen Emma, Caroline Asmina Coe, who later grew up to become the wife of Kurt A. Schultze and the mother of the present H. L.

Schultze, was saved only when native servants hid her in an attic.

After Varzin was expropriated as enemy property and put up for tender by the Board, it was disposed of to the late Tom Garrett; it was inherited by his widow, who now is Mrs. A. Richards. The fact that Mr. Richards is the Rabaul Delegate of the Custodian of Expropriated Property, which instrumentality guaranteed the title of Varzin in the first place, merely adds to the interesting jigsaw.

The merits of the claims made by the natives and of the owners' reply, cannot be discussed here—the case is

still before the courts, and sub judice.

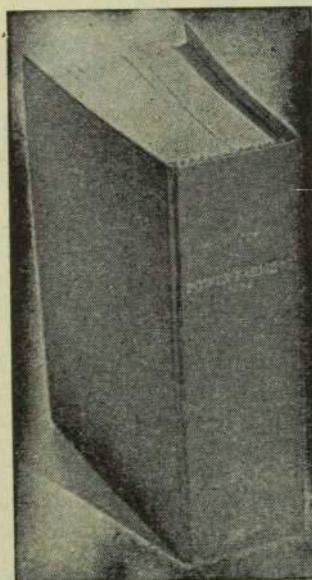
But the implications of the Varzin and other cases—namely, that it is possible after all these years to challenge titles apparently established 50 or 60 years ago—have greatly alarmed property-owners in the Gazelle area. If titles are subject to challenge, bank overdrafts and other financial accommodation cannot be secured, and the whole plantation system as it has been known in New Britain for 60 years, totters on its foundations.

Rightly or wrongly, New Britain residents blame certain "young mischief-making Administration officers" for the way in which this challenge to the validity of land titles has developed. They make the bullets, say the residents, and certain Tolais are only too willing to fire them.

"The Minister for Territories must have his face right out of shape by continually keeping his tongue in his cheek," said one planter, savagely, in March.

"He comes up here and spouts rubbish about attracting new capital to this Territory, while those of us who have spent 30 years in the blasted country have this sort of thing dropped in our laps in our old age."

As this went to press Tolai natives made claims against Ravelien and Matanatar plantations near Kokopo (now owned by Plantations Holdings); and Vu Vu on North Coast.



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New Fiji Development Chief 'Ready For The Challenge'

By a Staff Writer

A tall, well-built quietly-spoken Englishman spent 34 hours in Sydney on March 22 and 23 talking to top businessmen closely associated with Islands trade. The information he gleaned will serve as a useful background in a key post he is now filling in Fiji as Development Commissioner. He is Mr. W. B. Rogers, former soldier with a brilliant career in World War II who became a colonel in the 8th Army at the age of 29.



Fiji's new development Commissioner, Mr. W. B. Rogers, photographed in Sydney.

MR. ROGERS frankly confesses that he is a stranger to the Pacific and only aware of the problems facing Fiji through reading and conversations with men who know the Colony well. He has plenty of ideas for future development, and spoke freely to PIM about what he would

like to achieve. But, he emphasised, until he had first hand knowledge, he was "only guessing". He is ready to face the challenge Fiji offers.

While waiting in London to go out to Fiji, and aboard the *Oranje*, he read the Burns Report, which is now the emasculated blueprint for Fiji's future; Professor Spate's voluminous report on the Fijian people; and Derrick's *History of Fiji* up to Cession. He also read the 1960 Colonial Office report on Fiji.

Six-Year Contract

Mr. Rogers is going to Fiji on contract for six years to fill a post similar to one he held in Tanganyika for a couple of years in the late 1950's. That post was Tanganyika Trade Commissioner for Southern Africa. While holding that post he was able to develop the export trade in about 15 different commodities in territories to the south.

From that post he became Permanent Secretary for External Affairs and Defence in Tanganyika, working directly through the Prime Minister, Mr. Macmillan, on foreign affairs. He retired from the Colonial Service from that post and was living in the south of France when he was offered the appointment of Fiji Development Commissioner.

"It seemed most attractive to me," he said.

Import Gaps

"I have made plans only in the broadest outline. There is the business of increasing production and establishing markets, which is elementary. There are gaps in imports which we might be able to fill in. I notice there are large imports of rice, and could we not catch more fish?"

"It struck me there was a gap of £2,000,000 or so in imports which it might be possible to reduce, but I am

only guessing. I know the business of establishing markets only too well. There is always the difficulty of breaking into markets, and then getting deliveries to sample and schedule. You can trade efficiently to start, but it can be an uphill struggle."

Mr. Rogers suggested that cotton was a good peasant crop, and had done well in Tanganyika, but that territory's great competitor was the United States. He had found strong US competition in selling cotton to Rhodesia.

Oil Palms

Mr. Rogers said that he had inspected a Colonial Development Corporation oil palm seed project at Singapore on the way out. He understood that this palm produced more oil to the acre than coconuts, and might be well worth a try in Fiji.

Touching briefly on sugar, Mr. Rogers said it would be a wonderful thing for Fiji if the export quota could be increased. The capacity was there and the production could be increased rapidly.

At ports of call along the Australian coast Mr. Rogers called on a number of business houses and Department of Trade officials to talk about Fiji trade.

"I met some very interesting people in Melbourne," he said.

At Sydney his host for the day was Mr. Hugh Sullivan, Australian Government Trade Commissioner for the Pacific Islands. Mr. Sullivan introduced Mr. Rogers at business houses which trade with Fiji. He lunched on the day of his arrival with Mr. H. G. Nicholls, chief inspector of the CSR Co. Ltd. for Fiji and chairman of South Pacific Sugar Mills Ltd., Mr.

MANGAREVA NOT TO BE A-TEST SITE, PARIS PAPER SAYS

The Paris newspaper *Le Monde* reported on March 15 that although the island of Mangareva in the Gambier Archipelago of French Polynesia had been frequently mentioned as a new site for French atomic tests, it did not seem that this information was well founded.

Le Monde was discussing reports that France was to explode an atomic device in the Sahara, and that it was understood that this test would not be the last.

"It is already envisaged that a new series of aerial explosions will be carried out at a different site, this time near an expanse of sea," the newspaper claimed. It added that Mangareva did not seem the likely site.

The Sahara explosion that *Le Monde* referred to took place on March 18, and on March 25 Australian Associated Press reported from Paris that if, as was reliably reported, the test was a success, "it probably means France now has the atomic trigger for the first H-bomb she hopes to explode in the Pacific next year".

So there is still a difference of opinion on whether France will use Mangareva or some other island in the Pacific for future tests, and until an official announcement is made, everyone will be guessing.

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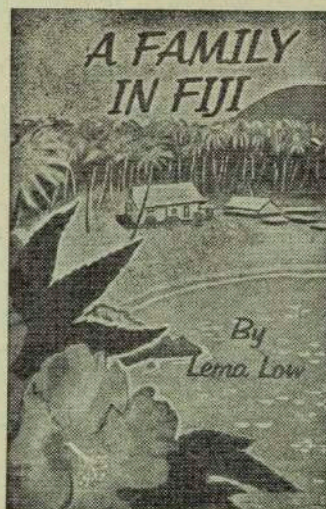
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R. B. Carpenter, chairman and managing director of W. R. Carpenter and Co. Ltd. and Mr. C. H. Carpenter, vice-chairman and joint managing director of the same organisation.

Those He Met

At a Trade Department function Mr. Rogers met the following officials and representatives of business firms:

Messrs. H. K. K. Cook, Regional Director, Trade Department; B. Perriman, and Eric Spring, of W. Carpenter and Co. Ltd.; J. C. Harper and J. C. Moreing, Bui Philp and Co. Ltd.; C. O. Handl CSR Co. Ltd.; Chamber of Manufacturers; R. Hetherington, Hetherington Kingsbury Pty. Ltd., shipping agents and brokers; W. J. Holm Sydney manager of the USS Co. NZ Ltd.; E. R. Fordham, export manager for Pacific area of R. growers Co-operative Mills Ltd.; L. Hynds, export manager, Gord Edgell and Sons Pty. Ltd.; T. Playfair, export manager mason sales division, CSR Fibreboard Group; J. E. Beveridge and R. L. Allen, Industrial Public Relation Service of Australia Pty. Ltd.; C. Jeeves, export sales manager, AW Ltd.; C. Sullivan, C. Sullivan P Ltd.; R. Law, Nelson and Roberts Pty. Ltd.; W. G. E. Parry, chairman, NSW Flour Millers Council; T. M. Rose, associate director, Goll and Co. Ltd.; Peter Campbell, managing director, John Campbell and Co. Pty. Ltd.; W. Johnston, manager trade and commerce, international division of Bank of NSW; R. V. Probert, sales director, Vincer Chemical Co. Pty. Ltd.; R. Wright manager, Young and Co. (Aust.) Ltd.; Arthur Dash, senior manager foreign division, Commonwealth Bank head office; T. Metcalfe, William Angliss and Co. (Aust.) Pty. Ltd.; A. Ottawa, export division William Angliss and Co. (Aust.) Pty. Ltd.; R. W. Mann, vice-president, export development group, Chamber of Commerce and a director of Gellaway and Sons (Eastern) Pty. Ltd.; L. W. Clarke, overseas trading division (Fiji Government section) Dalgety Trading Co. Pty. Ltd.; R. I. McAlpine, manager for Pacific Islands sales, Nestle Co. (Aust.) Ltd.; A. E. Strachan, export manager, Kitchen and Sons Pty. Ltd.

†† The first census in the Gilbert and Ellice Islands Colony will be held in April. The Census Commissioner Mr. J. B. McCaig, has recently visited all GEIC islands to train enumerators.



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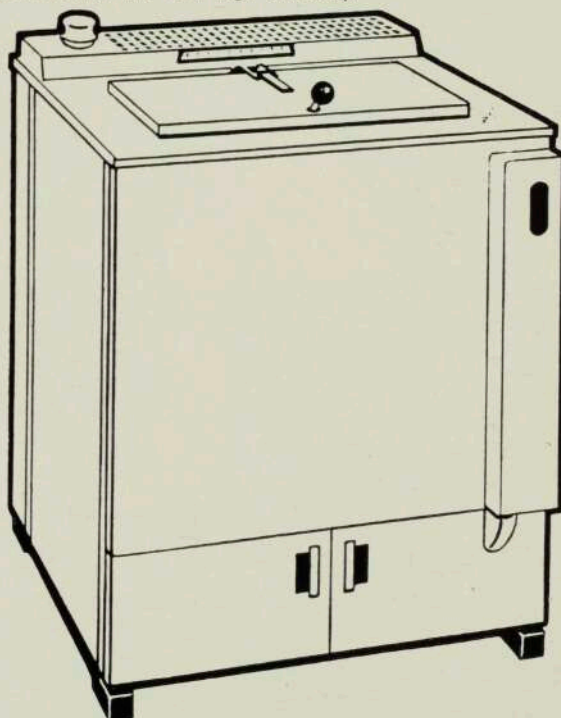
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Territories TALK-TALK

Whether politicians are becoming more susceptible to criticism and crying "touché" when a point finds its mark, or whether crystal-gazing journalists are becoming more outspoken is a matter, I suppose, time alone can tell.

FEBRUARY issues of the P-NG newspapers were agog over a statement from Minister Hasluck concerning the published remarks of journalist Osmar White, in which it was stated Australia would try to give P-NG representative government by 1968 and political independence by 1972.

Osmar White's article appeared in Melbourne and Brisbane papers and brought forth a stout denial from the Minister, who described the report as "sheer speculation by a singularly ill-informed person".

With Tolala

Osmar White, in commenting upon the Minister's statement, is reported as describing him as "politically dishonest", giving his reasons and concluding with: "The only way Mr. Hasluck will restore confidence is by announcing what the Commonwealth Government will do—not by telling us tediously what it will NOT do".

NG Coastal MLC, Somu Sigob, in the Legco, on the other hand, said there was not one man anywhere who could say in how many years the people of the country would be ready for self-government.

I am inclined to think that Osmar White made a gaffe when, in an interview with the *NG Times-Courier*, he said he had spent a total of seven years in the Territory since 1933. "In fact I suppose you could call me a genuine 'B-4'".

He should know by now that anyone rating as a "B-4" is looked upon with a jaundiced eye, especially where officialdom is concerned!

Taking a broad view of the incident it would seem that it is little more than a storm in a tea-cup and methinks the Minister doth protest too much. Let us hope it does not assume the dimensions of the English Vassal spy inquiry.

Perhaps if Osmar's pigmentation had not been the same as his name there would have been less fuss about the whole thing. Some native MLC's say some unkind things and get away with it.

Optimists and Pessimists

Quite a lot of printer's ink has been spilled by diligent public relations officers of the Department of Territories in publishing brochures and handing out Press statements dealing with P-NG's natural potentialities, and its educational,

PIPING THE "STILL": Able Seaman [name], one of the nine natives to join HMAS "Banks" (see below), pipes the "still" on the departure of HMAS "Warrego" from Sydney.



OFF TO MANUS:

History was made in Sydney in March when nine native members of the P-NG Division joined HMAS "Banks" and headed for Manus where the ship will be stationed. It was the first time the RAN had almost fully manned a vessel with P-NG men. "Banks" is a 300-ton, wooden, all-purpose vessel under the command of Lt. Peter Mellish. The top picture shows Lt. Mellish with Petty Officer Muyu and Lt. George Rogers. Below, from left, are A/B Isom, A/B Maguri, M/E Nano, and L/M/E Atsi.



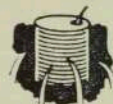
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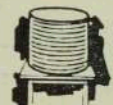
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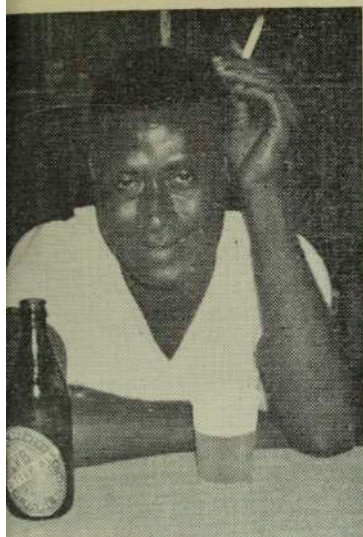
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Tolai drinkers, such as this one, are generally well behaved, according to the New Britain friend. But the Tans and Sepiks give trouble.

omical and social development. But this being an age of promotion the public having become more immune to sales talk, I hied to the fountain-head and asked several old-time NG planters for their views on current conditions.

Here is what an Optimistic New Britain planter, of over 30 years' experience, wrote to me:

Native drinking: Generally speaking the Tolais (hardened and experienced drinkers that they are) are well behaved; the ones that give trouble are the Papuans and Sepiks.

The Rabaul police close all bars at 10 p.m. Friday and Saturday; native police wear riot helmets and carry batons; European police have sidearms. This is a result of several violent attacks on police since the introduction of native drinking.

The "battle-dress" is only worn, of course, when closing the bars. It is left off to the police for the excellent work they're doing.

Education: Some village schools are running two shifts a day to cope with the insatiable demand for education.

Chinese: The position of the Chinese community in a future independent state is very precarious indeed. There is a very deep undercurrent of resentment amongst the Tolais against the Chinese.

Administration: There are a lot of dedicated public servants, particularly amongst District Services, who really take an interest in the future of the country.

Native Labour: Generally speaking there is less trouble now-a-days than in the Good Old Days. Casual labour seems to be more settled too; as a matter-of-fact, half of my plantation strength is now casual. This is a result of too much labour competing for too few jobs, which in my opinion is a good thing!

Indonesians: This is where our main trouble lies, and I think we'll have a few incidents with "Menziess' Allies" before the decade is out. It is getting very hard to distinguish between the "half-castes" and the local Tolai girls who now wear skirts and blouses and the usual trimmings that all females are prone to.

In conclusion, he adds, "I can sum up by saying that the local populace is friendly towards us, and now treat us as partners, not master-servant relationship. This, I think is a good thing and I have no fears at all when independence does come. I hope my predictions are correct, because I love the country and its people".

And the following from another planter, with over 40 years' experience in the Territory, who takes an over-all view of conditions:

"You'll see what Paul Hasluck says about private investment. As I see it all this talk about encouraging private investment is all hooey; they

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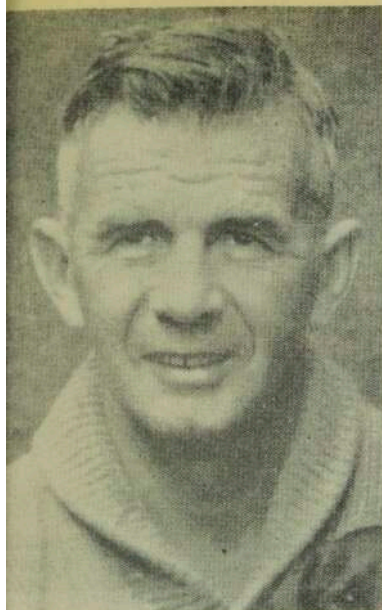
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We seem to have the unhappy knack of confusing our consonants



of Ruhen... Nong-nongs are long-long.

...tive words as, for instance "lap-lap" (a loin cloth) which is a connected form of *lava-lava* (Samoan for gin) and "pul-pul" (a flower) from the Blanche Bay dialect *pur-pur*. In German times *lava-lava* only referred to the long, gaily-coloured material, usually fringed and worn more as a status symbol by socialite boys and boss-boys. The ordinary cloth (2 yards of calico)—which is usually called Turkey Red and applied in bolts of 10 to 20 yards—was a monthly issue to native couriers—was called a *mal*.

I remember when a Rabaul hostess, recently arrived from Australia, was complaining to some guests from a ship in port: "The word lap-lap, my dear, comes from the fact that it is slapped about the lap. You see? And the words for flower is "pul-pul", because you pull it. So simple, isn't it?"

Most P-NG folk realise that different native tribes pronounce the consonants differently. The pronunciation used in the original dialect could be the one adopted generally. Perhaps now that the Territory has few students of linguistics travelling out they will put things right. Though I doubt it. Common usage, however inaccurate, takes precedence in this slap-happy age.

The Police Band

It was in the middle thirties that I first heard the police band marching along the Rabaul streets playing the "Invercargil March" with all the nerve, inspiration and martial atmosphere which regimental bands create in the more civilised parts of the

world. The display was an unqualified success and Sergeant Dan Crawley (as he was then) was a very happy man. The months of training he had forced upon his bandsmen had been repaid.

A news item from Port Moresby tells of his retirement this month (April) and Sir Donald Cleland at a Press conference had said that Dan's successor would most likely be Sergeant (First Class) Eramus, "a native of New Britain who joined the constabulary 20 years ago".

Sir Donald then went on to extol the musical capabilities of Eramus, which are not at all surprising in view of the training which Dan Crawley insisted upon with all his bandsmen from the start.

I remember attending several practices of the band in the middle thirties and was surprised to notice that Dan insisted all members should have a thorough knowledge of the theory of music as well as being able to blow into a mouth-piece and work the right fingers.

It might be *apropos* here to mention that the real originator of the band was a schoolteacher—J. H. L. Waterhouse—who was in charge of the Nodup Village School, at the eastern foot of Mount Mother and just down from Namanula.

JHL was somewhat of an Imperialist. For some years he was collecting botanic specimens for Kew Gardens (London) travelling extensively through the BSIP and later published a book of Solomon Island linguistics.

He was connected with mission work for a while and eventually took over the government school at Nodup, which became a show-place in the thirties for any passing VIP and tourists.

His students were outstanding singers and wizards at mental arithmetic and several of them were "mirror handwriters".

In the mornings when school opened there was a general parade outside the building, the flag was raised and two or three buglers sounded a fanfare.

These buglers became the nucleus of Rabaul's police band, and it was here that the seed was sown, encouraged by the Administrator (Tom Griffiths) and diligently developed by Dan Crawley—in the face of much discouragement from his colleagues and veiled ridicule from the public generally!

Thank you, Dan. You have had the patience of Job over these long years and I hope the Territory shows its gratitude to you in some concrete form. And I mean just that: Some lasting, visible token for the work you have done.

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NEW POSTS. Lieut.-Colonel George Mate, MC, MM (above) and Lieut. Kiniviliame Cava, MBE (below) have recently been appointed to new posts in the Fiji Military Forces. Lieut.-Colonel Mate has succeeded Lieut.-Colonel H. M. Boulton, OBE, MC, ED, as commanding officer of the 2nd Battalion, Fiji Infantry Regiment. He was commissioned in April, 1944, and has served with distinction in the Solomons and Malaya. Lieut. Cava, formerly bandmaster of the Fiji Military Forces, was recently appointed Director of Music to the Forces, and promoted from the rank of Warrant Officer. He has served in the Solomons and Malaya. Photos: Rob Wright

Suva's Stage is Almost Set For South Pacific Games

From our Suva Correspondent

The 100 per cent. fit-looking athlete featured on the badge of the first South Pacific Games is rapidly nearing the starting tape at Suva's Buckhurst Park.

THE track is laid, the grand-stands, pavilions and changing rooms are almost completed, and the stage is set for the grand opening of the first combined athletic games ever held by the South Pacific territories.

All that is wanted now is the arrival of the opening day, August 29, the crowds and the fine weather.

The fine weather is probably the most doubtful ingredient, bearing in mind Suva's record. North-west Viti Levu pointed to that with scorn when Fiji was asked to be host to the Games and Suva was chosen in preference to Lautoka, which has more sunshine (but less of everything else) for such an event as the Games.

With the arrival at Suva some weeks ago of Mr. Francis Joseph Coyne, the Director of Organisation, from the United Kingdom, the real job of organising the Games got under way.

Fourteen territories will be taking part, but because of a hurricane which, as hurricanes do, put their economy back more than somewhat, Guam and Trust Territories had reluctantly to withdraw.

The competing territories now will be:

American Samoa, British Solomon Island Protectorate, New Hebrides, Cook Islands, Fiji, French Polynesia, Gilbert and Ellice Islands, Tonga, Nauru, New Caledonia and dependencies, Niue, Papua-New Guinea, Wallis and Futuna Islands and Western Samoa.

Sports Events

There has been a little pow-wow behind the scenes regarding the sports in which competition will take place.

Some argued the difficulty of fixing a programme some time beforehand of official sports which will take the field for sure, even though entries may be poor.

It was eventually decided that the following sports will take place, however few entries there are: Athletics, men and women; indoor basketball, men and women; boxing; association football; lawn tennis; Rugby football; swimming, men and

women; table tennis, men and women; volleyball.

Any other sports will be subject to cancellation if entries are low.

These are described as unofficial sports, and any not supported by at least four entries will be deleted.

News from the other territories is that teams are training hard and there is likely to be some magnificent displays in the athletics, swimming, boxing and soccer events.

Fiji is a little worried about its soccer entry, a problem which is in the melting pot at the moment.

Soccer Split

Soccer in the Colony has been almost entirely an Indian sport and for 28 years a well organised Colony-wide Football Association has functioned as a parent body, jealously guarding its status and the good name of the game.

Now comes a split due to a wrangle last year over the action of the South India Association in inviting a New Zealand club to visit Fiji.

The Fiji Football Association excommunicated the South Indian officials responsible for the invitation, after they had refused to bow the neck to the FFA. The tour did not take place but there has been a backwash of ill feeling, and a schism.

A splinter group called the Fiji Soccer Federation has now been formed and of course any clubs joining the federation are automatically expelled by the FFA which is the only soccer body recognised by the Fiji Amateur Sports Association, the body which decides who is and who is not acceptable as a competitor in the Games.

The rebels have taken some of Fiji's leading players, so that if the breach is not healed before the Games open, Fiji's soccer entry may not be of the strongest.

Money is one of the most important ingredients for the success of the Games. A "Mammoth Lottery" is well on the way to raising £4,000 towards the £5,000 which the South Pacific Games fund raising committee was asked, at the outset, to find.

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But the committee hopes to do better than that. It has already collected £2,000 with bazaars, dances, concerts and what-have-you, so that it has a sure £6,000, and the committee has raised its sights on a £10,000 target.

That figure is not the whole bill for Fiji. Altogether, the Games will cost Fiji about £30,000.

The Government has made grants of £21,000, most of which has been poured into Buckhurst Park to make it the finest sports centre in the South Pacific.

Worth £5,000

When the athletes race over the track they will be running on £5,000-worth of work and materials, and the food and accommodation has been estimated to take another 800 or more visitors.

Under the stands are new showers, changing rooms, and quite an amount of cash has gone underground—into the drainage.

Two new floodlit basketball courts have been constructed, and other money spent on improvements here and there to bring Suva's facilities up to a standard which other countries will find hard to beat in five years.

The village, temporary home of the competitors, will be spread over three places at Suva.

There is accommodation for 250 at the Teachers' Training College. Men will be quartered at the Grammar School hostel and the women will find themselves at the Grammar School at Veitu where dormitories will be made into dormitories.

The only drawback to these other admirable arrangements is that there will have to be a speedy evacuation on September 9, because the pupils will want the places the following day.

Flag Problem

Another problem exercising the heads of the officials is the problem of flags and victory anthems. When the victory ceremony is staged, the winning territory's flag will be run by the flag staff and the band will play a few bars of music.

As many of the territories have the same flag—Union Jack or Tricolor—and the same national anthem, something else to distinguish the victors is needed for each territory.

The organisers, therefore, are open to suggestions for flags and identities.

Support for Games Residential Qualifications

By. Norman Baxter

The two-year residential qualification for South Pacific Games aspirants has upset some people in Papua-New Guinea. A columnist in the Port Moresby *South Pacific Post* has described the provision as "ridiculous" and a bombshell to many. The rule will exclude a number of expatriates who had excellent chances of representing some of the island groups at Suva in August-September, says the *Post*.

THE *Post* columnist charges that the French wrote the clause into the Games constitution at Noumea when the Games were being planned, and suggests that they were frightened Papua-New Guinea would stack their squad with Australian stars.

Exactly!

The wise residential provision inserted by the Games founders ensures that no territory will be able to "stack" its team. In my view the term could be even longer—say three years. After all, the Games are for genuine Pacific Islanders, and not for those people who might be posted to an island for a term of two or three years.

Inevitably Small

Teams from the Islands at major meetings, such as the Olympic or Commonwealth Games, are inevitably small, because of financial stringency, plus limited ability. They do not have the facilities which are available in metropolitan countries to bring athletes, except in very rare instances, to something approaching world standard. The number of first-class coaches in the Islands is very small.

A few expatriate top-notchers at Suva could scoop the pool and take all the medals, eventually, to territories outside the South Pacific. In Fiji, for example, there could be outstanding athletes or swimmers, or soccer players, or Rugby footballers, serving in the Colony for limited terms of no more than two and a half years in the RNZAF or the teaching profession. They are welcome in



Fiji, let there be no doubt about it, but they have no natural right to represent the Colony in any sport.

The same argument can apply to Australians in Papua-New Guinea for a limited term, or Frenchmen in New Caledonia or Tahiti.

Rules Are Clear

The rules are quite clear:

Indigenous people are eligible at all times to represent the territory of their birth. Thus an Indian or European may represent Fiji, a Japanese may appear for the US Trust Territory, a European may represent French Polynesia, and a Samoan or a Tongan, born in Fiji, may represent Fiji. If indigenes happen to be born outside the South Pacific Games region they may represent, at their choice, the territory of either parent.

Before a competitor becomes eligible to compete for another territory he has to live in that Territory for at least six months before the Games. However, expatriates must have lived in the territory they represent for at least two years before the Games.

The South Pacific Conference definition of "indigenous" means a person born within a territory, irrespective of race, and not necessarily aboriginal. Expatriates are those born outside the South Pacific Games region, neither of whose parents was born within the region.

The Papua-New Guinea team at Suva may number 70, according to the Administrator of the Territory, Sir Donald Cleland. In a recent broadcast he said that the overall cost for such a team could be as much as £20,000. Naturally, the final composition of the team would depend on the amount of money available, and the competitive standards reached.

The P-NG Administration will provide a subsidy on a £ for £ basis, so that if the full financial objective is reached sporting bodies and the public will have to raise £10,000.



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Islanders Need Greater Freedom Of Movement

By an Optimistic Native New Guinean

Now that the South Pacific Commission review conference is to be held in New Zealand soon, what will the member nations discuss? Will they decide whether or not this is an era of great expansion and progress in economics, education, social, cultural and political development amongst the peoples of the South Pacific Islands?

WILL they make any recommendations for free movement between the different island groups, and for the development of indigenous trading enterprises, and personnel changes among us, the Pacific Islanders?

I am loath to say it—but in the past a great dishonour has been done to us by refusing to recognise our efforts to build our own businesses and to develop our political aspirations by allowing us to move freely among the peoples of one great ocean.

I do not deny that efforts have been made by the governments of the Pacific nations, since the South Pacific Commission came into operation, to bring us together in organised conferences. But we have never been encouraged to move about outside these official arrangements.

Radical Changes Needed

Now I think is the time to make some radical changes and to encourage our movement. The first step should be for the Governments to recruit Islanders to executive staff, teachers, medical personnel and businessmen into other islands, wherever there is need for them.

In Papua-New Guinea, for example, there are no other Pacific Islanders doing any executive jobs, teaching or social work, except for a handful of Samoans who are now doing some exceptionally good work in the L.M.S. mission field. But there are no Papuans or New Guineans doing the same work in Samoa or in any other Pacific island. I do not blame my own people for their inability. In the past 50 years or so, education has been denied to us, and this is our real setback today.

Not until after the Second World War were we able to receive some education—most of it of a primary standard. With this primary education we are now capable of running

"Optimistic New Guinean", who contributes this article unsolicited, is a student at the Papuan Medical College, Port Moresby. Although he supplies his correct name, he points out that he "does not want to be seriously involved in political aspects of things at the present stage of my career, yet I feel it is urgent that the opinions of Pacific Islanders should be made known". He adds that his piece is "not written with the intention of hurting the morale of any Administration or public servant", but he feels his suggestions are worth consideration by the South Pacific Commission.

our local affairs, able to cultivate our political aspirations and organise our businesses, perhaps only under the pressure of necessity. But these can collapse any time if no adequate education is provided for us, and we are able to have free movement and experience outside our own secluded area.

How disconcerting it is to hear, year in and year out, the same old remark that Papuans and New Guineans are completely ignorant, incapable, ineffective and altogether lacking in the ability to manage their own affairs. No sensible person should make such inhuman remarks without realising how badly we had been ignored in the past.

I am not the only one who takes such a stand in the wilderness. There are many conscientious Pacific

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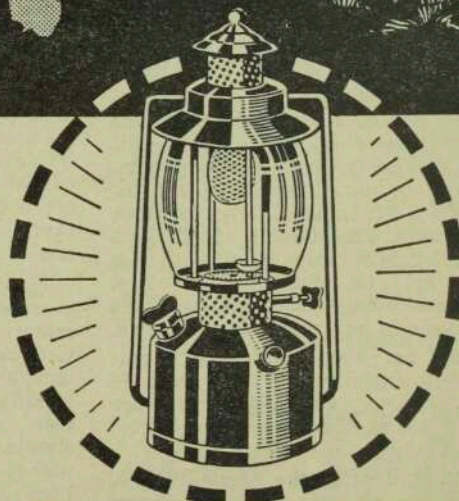


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nders who feel the same and Ratu Vuyasawa is doubtlessly one of them. In his article in December, 1962, *PIM* he suggested a Colombo conference for Fiji and the Pacific Islands. He may say that such remarks as "that we are ignorant and backward" are often deliberately made to save the colonialists their faces, and at the same time encourage potential leaders among the communities.

"Ought to be Exploited"

These go as far as to show the colonial administration's unspoken intention to oppress and exploit us, instead of promoting us to responsible positions. They consider that the backward peoples, are the source of labour, that we ought to be oppressed and exploited, and that the limited resources we have would be exhausted before we have a chance to see where we are. The colonialist must maintain his monopoly and the prestige of colonialism.

In bygone years, to ensure the exercise of the colonial power and security of the colonial administration, grants were made from the mother countries, more wages were paid to expatriate officers instead of training available indigenous personnel, who could easily fill some positions at less salary. If there were schools, hospitals, scholarship schemes and other public amenities, they were provided not for the best interests of our people, but to the interests of most expatriates.

Papua-New Guinea there are potential leaders, at present, who are really efficient and determined organisers in various fields; nevertheless, they are always obstructed by the Administration because of some mysterious fear. We do not know on what account we are kept down—for fear of competition, rivalry, racial prejudice or narcissism?

Education Overlooked

Australia and New Zealand, as our neighbouring colonial countries, have in the past lived up to the wishes of their Parliaments, have fulfilled some of their own ambitions and, above all, have brought us towards self-government. But in their frenzy to achieve these goals and to fulfil their ambitions they have overlooked the essential step in promoting us to self-government: An adequate education for us.

It would be a gratifying and satisfying move, both for us and for them, if they would make an all-out effort now to provide education for us at all levels.

They could also hand over the present Australian School of Pacific Administration to the S.P.C. for the training of Islanders, so that the Islands people could be taught there about the administration of their own countries.

The S.P.C. could also grant scholarships to all Islands territories, whose best student could obtain secondary and university education.

Secondly, an Inter-Pacific Travel Bureau should be set up by the Commission, with the head office at the headquarters of the Commission. Agents can be represented at all travel centres, and provision be made for setting up new agencies on other islands. The agencies should be manned by the indigenous personnel, in co-operation with the main shipping and travel service companies, along lines agreed upon between the Commission and these companies.

Thirdly, technical staff, social, administrative and medical personnel could be recruited among Islanders on an exchange system. This would do much to reduce some of the most grievous financial setbacks encountered by paying higher salaries to expatriate officers. This would leave more capital available to the Administrations and to private enterprise to develop the Islands soundly.

Fourthly, if the above could be some solution to the present difficult problems, it would also be sound as an initial step forward towards the hope of Pacific Federation. A further step could be taken to weld a Federal Government through the Islands representation in the S.P.C. with the Islands administrations as States. The final creation of the Pacific Federal Government would result in the gradual take-over of responsibilities from the S.P.C.



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Rotuman Wants Some Action

Rotuma needs its own ten-year development plan and its own Resident Commissioner to carry it out, says a Rotuman correspondent in a letter to "PIM". The correspondent, who for publication signs himself "Rotuman Patriot", says Rotuma should not continue to come under the Commissioner for the eastern district of Fiji, whose headquarters are at Suva.

He suggests that control of Rotuma should be passed to either Australia or the United States, and that the other country should grant a loan of £1 million—perhaps at the rate of £1 million a year for 10 years.

Just why Australia or America should think Rotuma is important enough to spend £10,000,000 on its development, the writer does not say.

His letter serves to illustrate a point of view held by a number of Rotumans, who are annoyed because they do not have any representation on the Fiji Legislative Council.

Rotuma is the principal island of a small group which lies about 240 miles NNW of Fiji. The island is only 10 miles long with a maximum width of two and a half miles. It is included in the British Crown Colony of Fiji.

Cannot Waste Time

We cannot waste our time and give the Communists a chance to enter Rotuma." "Rotuman Patriot" writes. "But if the British and Americans refuse to help them God will persuade Russia to do it."

He continued that the dependency of Rotuma on Fiji was not in the mind of Cession. This decision was made by the Colonial Office, who considered it a wise move.

But the Rotumans had suffered; they had lost their Resident Commissioner, who was an Englishman who lived on the island.

He makes these points:

- The Resident Commissioner should be at Rotuma and the appointment should be made by London, Washington or Canberra (depending on the administration in control);

- Only specialist Europeans should be allowed in as they would have to be paid higher salaries; and

- Rotumans living in other territories should return to assist in the development, and migration of other islands, except Fijians, should be protected.

PAPUANS CLEAR DESERTED ISLANDS

EIGHTEEN Papuans have started to clear four deserted islands in the Strathford Group, about 50 miles north-west of Misima, in the Milne Bay District.

The Papuans are from Misima and are members of the Ewena Co-operative Society.

After travelling to the Group by canoe, they began their work on Panamote Island, where they found

plenty of food, including pigs, bush fowls, eggs, and fish.

Their first work was to build houses and plant food crops from the banana suckers, and taro and yam shoots which they took with them.

The Papuans are operating 70 acres of coconuts planted on the islands under an agreement with the owner, Mr. F. Anderson, who lives in Australia.

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Face Lift for South Seas Venice

An informal discussion on the bridge at Nubukalou Creek, Suva, has a brighter background these days now that the area has been cleaned up. Fiji's own Venice has been something of an eyesore for a long time because people dumped rubbish and stacked firewood on one of the banks of the canal. The Suva City Council has now built a retaining wall, and beautified the verges with flowers and shrubs, making a worthy picture for visitors.

Photos: Rob Wright

FIJI PREPARES FOR FIRST GENERAL ELECTION

From a Suva Correspondent

Fiji's new constitution which broadens the franchise and increases the size of the Legislative Council is now in full operation following its publication as a supplement to the Fiji Royal Gazette. The first general election under the constitution will be held late in April or early in May.

THE new council will consist of a Speaker, the Colonial Secretary, the Financial Secretary and the Attorney-General as ex officio members, 16 other official members (heads of Government departments) and 18 unofficial members. The Government thus retains a majority of one, although it is doubtful if it would ever use it. If a majority of unofficial members show themselves opposed to a measure the Government, rather than wield the big stick, would gracefully enough back down as in the past.

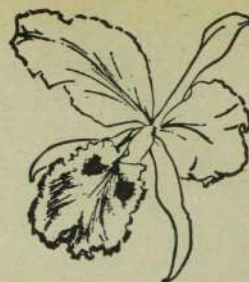
Other Changes

The new constitution also deals with the office of Governor and the set-up of the Executive Council. Exco will consist of the Colonial Secretary, the Financial Secretary, the Attorney-General and members appointed by the Governor. In the past the Executive Council has comprised those officers, plus the Secretary for Fijian Affairs, and four unofficial members, one of each race elected by their colleagues in the Legislative Council, and another European.

Till the change in the constitution, the Legislative Council was made up of a Speaker, 16 official members (including the ex-officio members) and 15 unofficial members.

In the old council the set-up among the unofficial members was: Five Fijians chosen from a panel of 10 submitted by the Council of Chiefs; three elected and two nominated Europeans and three elected and two nominated Indians. (Over)

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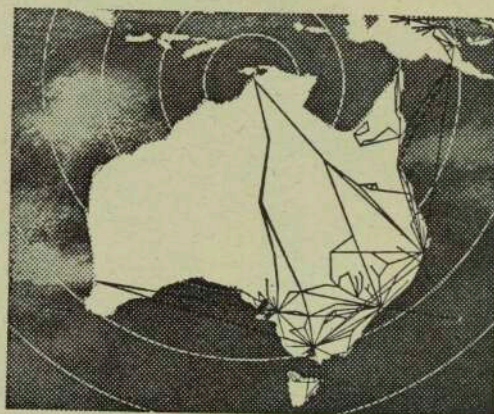


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Ratu Edward Cakobau

For the next council four representatives of each race will be elected by popular franchise and two Europeans and two Indians will be nominated by the Governor. The Council of Chiefs has the right to name the nominated Fijians and has already done this. The chiefs selected Ratu Edward Cakobau and Ratu George Cakobau.

At the coming general election Fijians, men and women, will vote for the first time, as also will European and Indian women.

The qualifications for an elected member of the council are:

- A British subject who has reached the age of 21;
- Ability to speak and read English well enough to take an active part in the proceedings;
- Residence in the Colony for not less than two years out of the immediately preceding three years;
- Registration as a voter; and
- Either a property qualification or an income of not less than £300 a year.

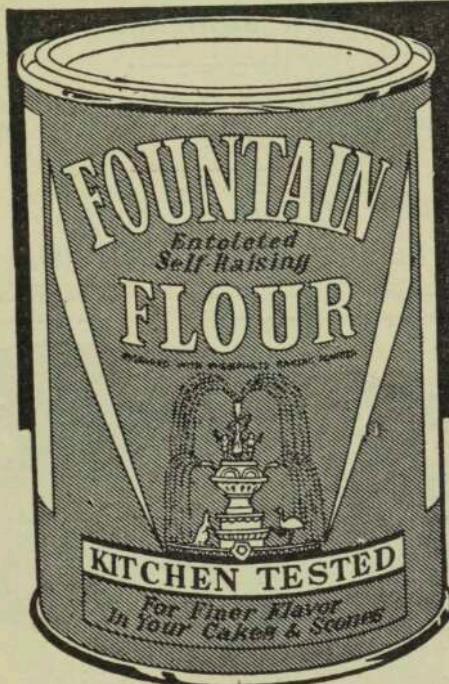
Since the announcement last year that Fijians would have a direct vote for the first time there has been extensive speculation about possible candidates, and of the final outcome of the election. Only one of them at this stage seems sure of election, Ratu K. K. T. Mara, in the Eastern Constituency, which takes in the provinces of Lau and Lomaiviti.

Ratu Mara, son of Ratu Tevita Uluilakeba, the Tui Nayau (paramount chief of Lau) has a strong following in his natural area, and no one has so far seen fit to offer as an alternative candidate.

In the Central Constituency there should be an interesting fight between Semesa Sikivou, who has been in the Legislative Council since 1956 and who is now Acting Assistant Director of Education in Fiji, and Ratu Livai Volavola, Deputy Mayor of Suva, a former schoolteacher who is now on the staff of the Fijian Affairs Board, with a former Assistant Medical Officer, Waqabaca, making it a three-cornered contest.

Both Semesa and Livai have strong followings in the populous provinces of Rewa and Tailevu, and both have been campaigning hard for some months. Each is well-known and the votes they command will probably be sufficient to keep Waqabaca out.

The North-Western Constituency also promises an interesting fight as two "locals" will be taking on outsiders. The candidates for this constituency so far are the Deputy Secretary for Fijian Affairs (Ratu Penaia Ganilau) whose natural area is Cakaudrove with headquarters on Taveuni, Ratu William Toganivalu



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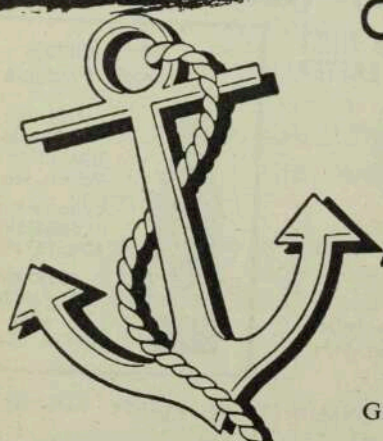
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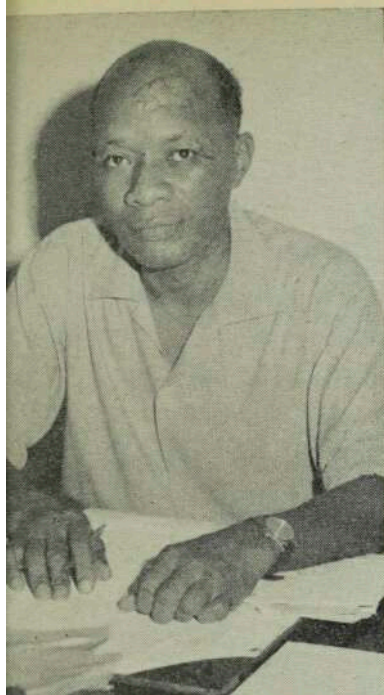
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Ravuama Vunivalu

from the chiefly island of Bau, headquarters of Tailevu Province), Peni Naqasima, a Suva City Councillor, and a native of Nadroga, and the controversial Apisai Vou Tora (better known as Mr. Mohammed Tora), of Ba Province.

This constituency embraces the provinces of Nadroga-Navosa, Ba and Ra, which are noted for their parochialism. This parochialism is of unknown quantity, and could mitigate against Ratu Penaia, who has a distinguished war record, culminating as commander of the Fiji Battalion in Malaya, and who has been a hard worker for Fijian welfare. Ratu Penaia has declared that he will not go in for any Hyde Park electioneering campaign, but plans to confine himself to a few broadcast addresses and some newspaper publicity.

Unknown Quantity

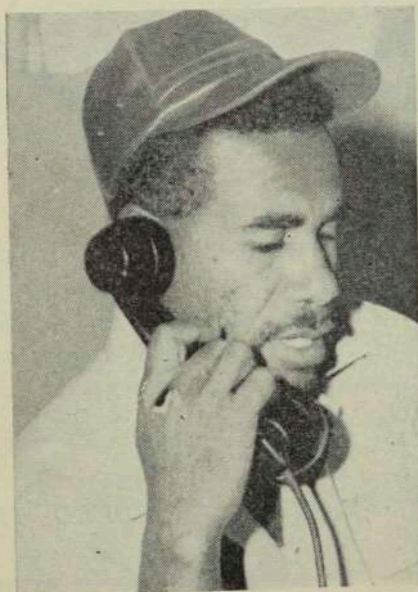
Ratu William Toganivalu is something of an unknown quantity in the political sphere and if the going is likely to be hard for Ratu Penaia because he is not natural to the area, it will be harder for Ratu William.

Peni Naqasima has had some experience of local body politics after 18 months on the Suva City Council, and a good background in Fijian administration as a clerk in the Fijian office. If parochialism comes into it he will command more votes than anybody else in Nadroga-Navosa, but he may not do so well in Ba and Ra.

Tora has a certain following in the trade union movement, and could pick up a few votes among the workers. He is very confident, but could get a shock when the numbers go up. His decision to stand for the council had an interesting side effect—as a professed candidate for the Legislative Council he disqualified himself as a member of the Sugar Advisory Council. The Government invited Tora to resign—Tora refused. After considerable correspondence between the Colonial Secretary (Mr. P. D. Macdonald) and Tora, the Governor ended the matter by revoking Tora's appointment.

The Northern Fijian Constituency will see Ravuama Vunivalu, a member of the council and an outsider, taking on three who are natural to the area. Ravuama, who hails from Tailevu, will have as one of his opponents, Adi Salanieta Tuilomaloma, paramount chief of Labasa, so far the only woman candidate of any race. Provincialism could also play a part in this election, and Ravuama is personally not well known there. He recently spent a week's leave in Vanua Levu and Cakaudrove, but that is believed to have been his only visit ever to that part of the group. Two school-teachers, also born in Vanua Levu, may stand, and could complicate the issue. Ravuama's prospects, at the best, are shaky.

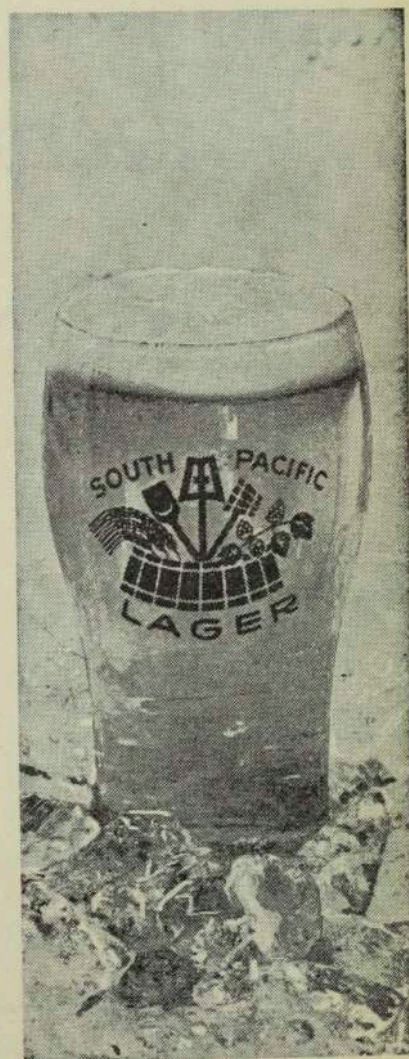
But the interest will be keen till the numbers go up—strangely enough the Europeans and Indians seem more interested in the Fijian elections than they are in selecting their own representatives for the next five years.

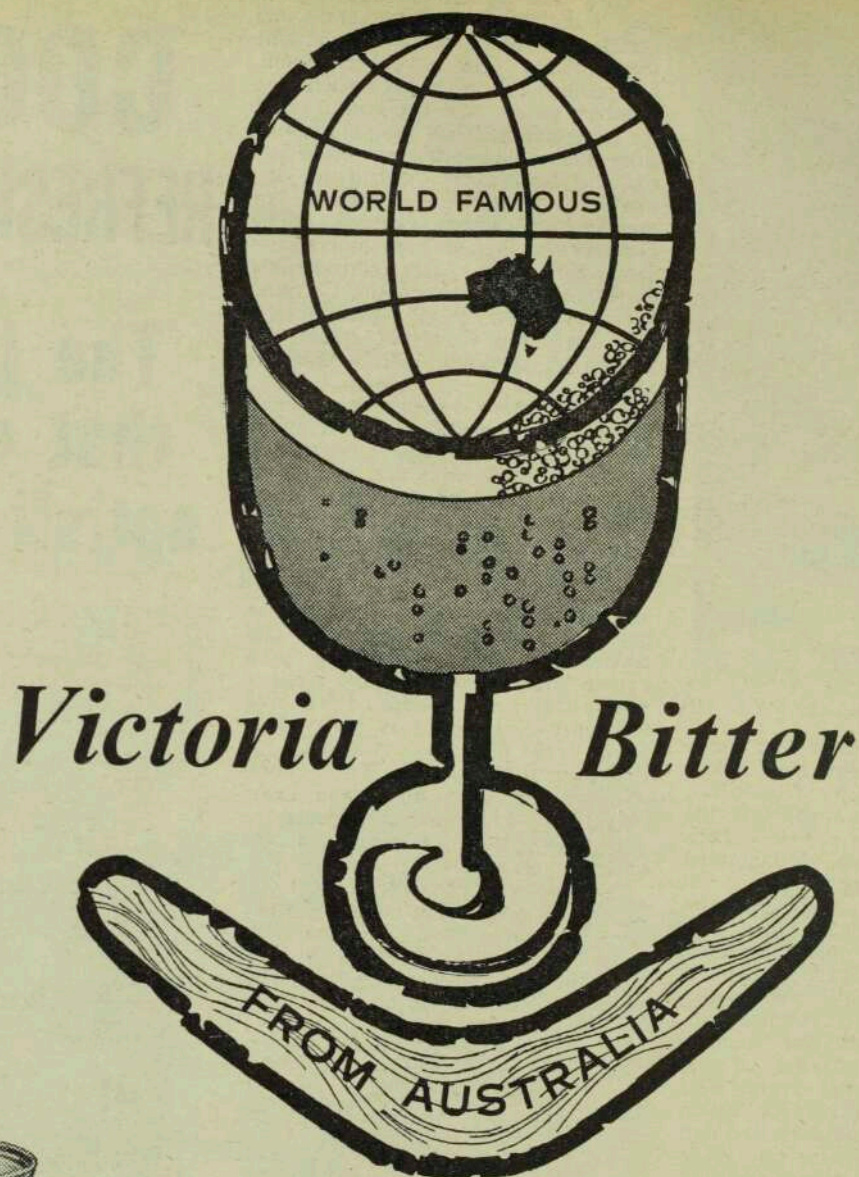


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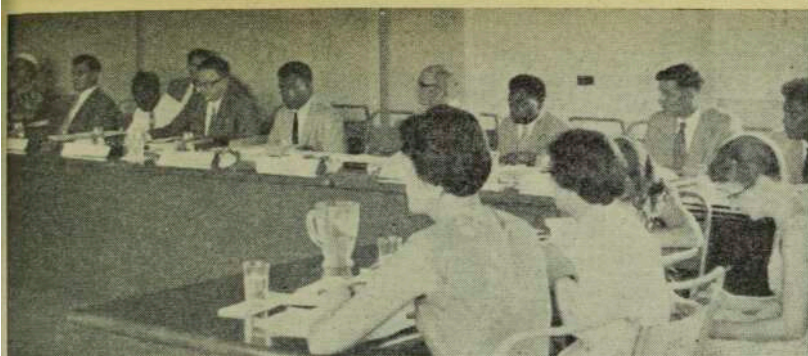


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The Legislative Council of the British Solomons in session.

BSIP Development Shows Hopeful Signs

It was what the BSIP produced and sold overseas which could establish the standard of living in the Protectorate, the financial Secretary, Mr. L. M. Davies, said when he produced his 1963 budget.

He revealed that in 1962 exports were valued at £1,635,000, while imports, at £2,233,000, left a trade gap of £598,000. This showed that the Protectorate was buying much more than she was apparently earning overseas.

That was something which could not continue indefinitely, he said.

Because of the low copra price the trading position was expected to deteriorate. To offset the wrong balance of trade it would be necessary to produce locally some of the goods now imported, and to raise exports.

Mr. Davies told the Legislative Council that the population increased from 106,000 in 1957 to 130,000 in 1963. By far the greatest increase was in the younger groups, which meant that the Protectorate had an increasing number of young people to feed and to educate before there was an increased number of workers to contribute substantially to the economy.

Nevertheless, Mr. Davies, throughout his review of the Protectorate's financial position, was optimistic rather than pessimistic.

As an indication he quoted Savings Bank investments, making a comparison between 1957 and 1962. In December, 1957, £189,000 was on deposit in 2,360 accounts. Five years later the figure had risen to £406,000

in more than 7,000 individual accounts.

"Those of us who are tempted to doubt whether some of the basic principles of a cash economy and of savings are understood will welcome these figures," Mr. Davies said.

Increasing company registrations were also a pointer to a sound economy, and so was the amount invested in buildings, plant, factories, plantations, etc.

Although 1962 copra production of 23,700 tons was less than 1961, it was comforting to see output maintained at a fair level. It was also most encouraging to see that in 1962 Solomon Islanders produced more than half of the total production for the first time.

Encouragement

The second and equally encouraging feature was the rate of new planting achieved by Levers, who, with a production of 5,300 tons a year, accounted for about 23 per cent. of total copra exports. It was comforting to know that the plantation production at least was secured for the future.

Mr. Davies said that he was sure all would be watching, with excitement, the emerging cocoa industry. So far the Government had spent £200,000 directly on the industry, and planned to spend a further £80,000 in 1963. The seven bags of cocoa exported in 1960 became 21 tons in 1962, and would increase twelvefold in 1964 to 240 tons.

"It is true that while this was going on the world price had faltered and some of our detractors locally continue to make gloomy forecasts

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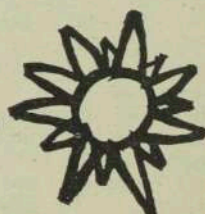
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about the future of this enterprise," he said.

But he added that members of the council might be reassured by a statement in a leading British newspaper at the end of 1962 forecasting a firm future in cocoa. The upward trend in consumption was strong and it likely to be reversed very easily. "I have high hopes for this industry," he said.

Mr. Davies said that provision was again made in the 1963 Estimates for an expanded land survey service and 1963 should see the first registration of guaranteed land title.

"I am sure that land owners will increasingly appreciate the economic and financial benefit of secure title to land which, among other things, will enable them to raise capital on its security so that an owner can develop his own land if he so wishes," he said.

Capitalist Optimism

He continued that there were encouraging signs that capitalists viewed the BSIP resources with some optimism. The Government was receiving more inquiries and more time was being spent by representatives of private firms in surveying and making inquiries in the Protectorate.

"There is also a hopeful atmosphere, not only in Honiara, but in other parts of the Protectorate, in which investment, particularly in stores and other enterprises, is being made," Mr. Davies said. "An extension of our secondary industry—the production of tin cans has commenced during the year, while the first one, biscuit making, has become a small exporter. The charges are erecting new permanent buildings, new schools and houses.

"Generally I feel the country is beginning to stir and wake up. I hope it will stay awake, for there is much to be done."

Laziness

Referring to labour matters Mr. Davies said no industry could cope with deep ingrained laziness. Nothing would do greater harm in the next few years than for labour to continue to enjoy a reputation for low productivity or not taking advantage of training courses.

Low production was the only element which might jeopardise reasonable progress to national solvency. People could be educated to appreciate that, but regrettably higher education did not always result in higher productivity.

Dealing with the 1963 Estimates Mr. Davies said that Protectorate



German South Seas Veterans Still Going Strong

Back before World War I, Germany had a colonial empire in the Pacific Ocean which took in Western Samoa, New Guinea, the Bismarck Archipelago, and the Marshall and Caroline Islands. Much of the German colonising effort came through Hamburg, and today, nearly 50 years later, a number of distinguished old Germans still maintain a South Seas Club in that city. Mr. Fred Archer, of Rabaul, recently sent us the above photograph of some of the club members. They are, from left to right, Mr. Heinrich Rudolph Wahlen, General von Lettow-Vorbeck, Dr. Helfferich and Dir. Gust. G. Hardorp.

Mr. Wahlen, who made his fortune in New Guinea's Northwest islands, bought much of the valuable New Britain property of Messrs. E. E. Forsyth & Co. ("Queen Emma") in 1912. He is now 89 and in magnificent fettle. He says he expects to reach his century. General von Lettow-Vorbeck was the commander of the German forces in East Africa when World War I broke out. Dr. Helfferich, a former German consul, was in the Netherlands Indies when war came. Mr. Hardorp is an old associate of Mr. Wahlen and a director of several Hamburg companies.

revenue—money raised from the Protectorate's produce and by her own efforts—was estimated at £965,000, or an increase of £90,000 over the 1962 Estimate. Of this sum, £64,000 was expected to accrue from revenue as part of the proceeds of the sale of the BSI Trading Corporation. Import duties were expected to yield £311,000 in 1963.

The High Commissioner, Sir David Trench, reviewing the previous 14 months, referred to several matters with which the Financial Secretary dealt in detail. He said it was pleasing to see the increased interest shown in the Protectorate by over-

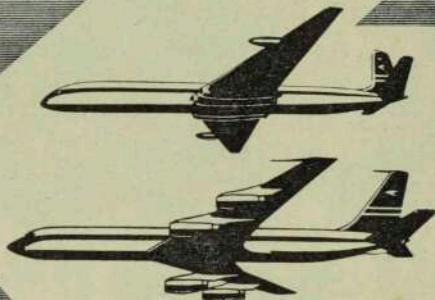
seas business enterprises in a number of fields.

The quickening of interest in the utilisation of timber resources was particularly promising, and it was also gratifying to note that there had been a marked increase in the expenditure on geological prospecting by mining companies and private persons.

The Commonwealth Geophysical Company of Canada had continued its prospecting projects and the Homestake Mining Companies had taken out prospecting licences covering 250 square miles of Guadalcanal.

The Geological Survey Department

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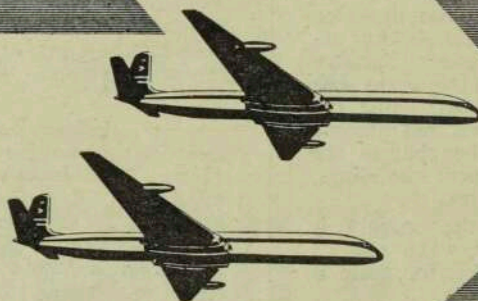


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Sir David Trench

ad continued its survey work on Malaita, Ysabel and Bellona. Some preliminary work had been done in preparation for the forthcoming geo-chemical prospecting research project, and the nickel prospecting project was continued on St. George Island by a prospector financed by overseas interests.

On the commercial side Sir David said he was pleased to note the initiative shown by investments made in new stores and enterprises in Gizo, Tuki, Honiara and elsewhere.

During the session the Acting Chief Secretary, Mr. R. Davies, said that some members had referred to anxiety being experienced in the Protectorate about changes in the world outside. He could give an assurance that there was no question of Britain deserting the people of the Solomons. He was surprised that anyone had thought it necessary to ask. The Government's job was to educate the people to play an ever-increasing part in the modern world.

On the political side a motion that the Government should immediately set a target date for election of members to the Legislative Council before the end of 1964, with the object of at least one European member being elected before that date, was lost. The Acting Chief Secretary said the Government had much sympathy with the motion, and there was "no conflict of opinion".

However, too much haste could be just as embarrassing as delay. It was essential that the step should be properly planned. The Government's first task was to introduce a proper system of elected local councils. A Local Government Bill for a later meeting of the council could contain provision for making

electoral rolls in local council areas. He hoped these would form a sound foundation for further advance.

The council unanimously approved proposals contained in an Education White Paper as a general aim of policy. The Chief Education Officer, Major G. F. Bovey, who moved the motion, said the proposals were based on the need to produce each year boys and girls with adequate secondary education for training as teachers, AMO's, administrators, and in many other occupations.

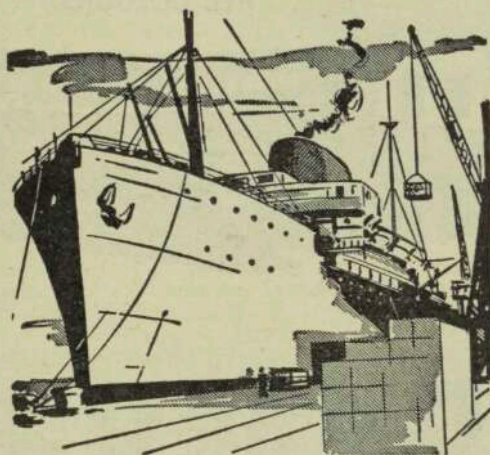
Bishop Hill, supporting the motion, said he voted for it in the belief that the Government would administer it in a liberal way, and would recognise the right of the churches in matters concerning their faith.

Father J. M. Wall said he had been waiting for something like 29 years

for the White Paper. The paper took missions in as co-operators and the missions generally were in full agreement with it.

Some aspects had appeared to missions as disorganising what they had built up in carrying the burden of education during about 60 years, and he asked the Government for an assurance that, in implementing the plan, the Government would deal as understandingly as possible with missions, allowing them to co-operate, and not regarding them as servants.

The Acting Secretary for Protectorate Affairs, Mr. M. A. Andrew, gave the assurance Father Wall sought. He said proposals for detailed operation of the plan would all come before the Education Advisory Committee, on which missions were represented.



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APRIL, 1963 - PACIFIC ISLANDS MONTHLY

SHOULD SPEECH BE FREE ?

Samoans Beg To Differ

From an Apia Correspondent

The question of freedom of speech has had quite an airing in Western Samoa lately following Prime Minister Mataafa's criticism of critics in general and local newspapers in particular in his New Year radio speech. (PIM, Feb., p. 127.)

SOME letter writers to the newspapers have supported their Prime Minister; others have supported the Press; and the editor of the *Samoa Bulletin*, Mr. Russell, has found it timely and apparently necessary to write an article on the benefits of free speech.

One letter writer to *Samoa* said he felt something should be done about the newspapers' criticisms, which he claimed were "a very serious breach of custom". "As a Samoan," he said, "I feel that the remarks by the *Samoa Bulletin* and *Samoa* newspapers against our Prime Minister in his New Year speech . . . are not in accordance with custom and tradition in this land.

"Samoan people regard the use of these remarks against their matais as a very serious breach of custom."

Another correspondent in *Samoa* said he agreed wholeheartedly with Prime Minister's remarks, and that freedom of speech should be confined to matais.

"The views of the two newspapers on foreign views which certainly do not apply to conditions in Western Samoa and the manner in which we

run our Government under the administration of the matai system," he said.

"According to our custom and tradition, insulting words create practically all troubles in Western Samoa and trouble arises in a Samoan family when a *taule'ale'a* insults his matai.

"True Samoan people respect their leaders and freedom of speeches, in my opinion, should apply to matais only."

A third correspondent, supporting the Press, said he could not understand the narrow-minded idea that the Government should be run under the administration of the so-called matai system, and that freedom of speech should be restricted to matais.

He went on: "It seems to be the habit, whenever one wishes to support one's views on matters such as we have had lately, to bring up the matai system. But the matai have already given their consent that from now on the country will adopt a much wider way of government, based on democratic principles, of which freedom of speech is one of the most important.

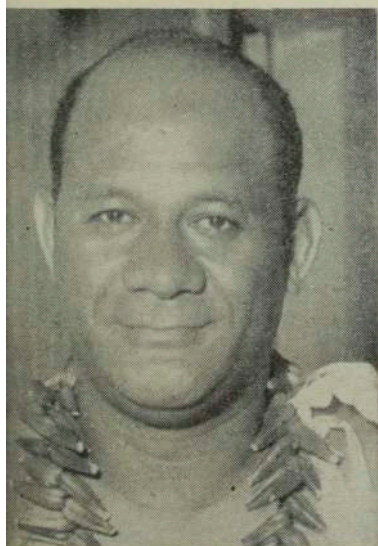
Sydney Example

"It is a shame that only our two local papers were criticised by the PM. It's sure good proof that these were the only people in this country who truly realised the importance of self-government, and the results that will arise if we, with those who run the Government, ignore our obligations in this respect.

"Do we consider our two local newspapers as outsiders? I don't think so. They are owned within this country."

Mr. Russell's article on freedom of speech drew attention to the "amazing degree" of freedom of speakers in Sydney's Domain on Sunday afternoons.

"To listen to them, one is appalled for a start," Mr. Russell said. "The Prime Minister of Australia, his Cabinet, Members of Parliament and the Judges of the Courts are bluntly called thieves, crooks and grafters



Fiaame Mataafa

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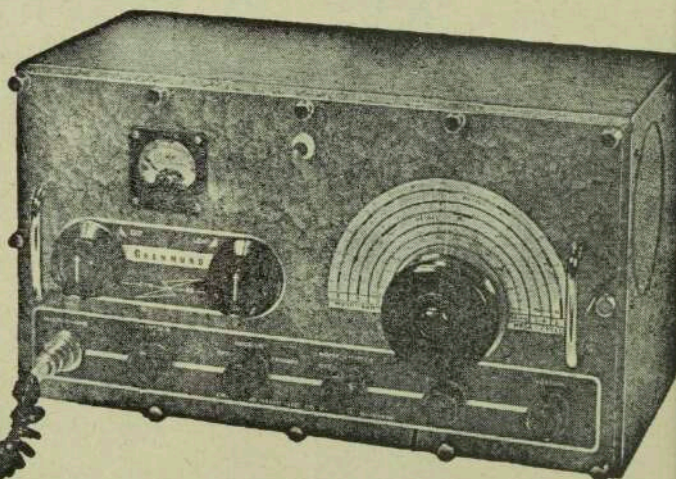
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do not only rob the working man of his fill their pockets but actually snatch the food away from babies."

Mr. Russell said that some of the makers were cranks, but if all the makers were not allowed to get their tom off their chests to the public, they would loudly acclaim they were being persecuted, that they were martyrs suppressed by a tyrannous government who feared the truth.

Freedom of speech," he added, "is a most precious thing. Far better that the people can hear and read for themselves and use their own knowledge and judgment rather than be poisoned by poisonous, insidious whisperings in their ears from unknown, underground organisations, which cannot be questioned or ridiculed."

FOOTNOTE: One of the criticisms of *Samoana* has made against the government recently is that its Press releases are "few and far between, not telling the whole story, and omitting what is unfavourable". This criticism now seems to have been dropped because, on February 2, *Press News*, a daily information sheet issued by the Government Public Relations Office, appeared for the last time after more than 20 years of publication. The publication was suspended because radio station 2AP had begun commercial broadcasting. The Cabinet feared that it might lose revenue if *Press News* continued to accept notices at cheaper rates than commercial broadcasting rates.

Government Doesn't Like It, But . . .

THEY'RE IN THE ARMY NOW!

The Army and Immigration departments in Australia had sharp differences of opinion in February when it was revealed that the Army had enlisted two Fiji-born Indians for 3 years. Handled first on a regional basis in New South Wales, the problem soon found its way to Canberra for top level discussions between the two departments. A policy statement was expected to be issued when the departments came to some sort of an agreement.

The Immigration Department, in the early stages of the dispute, contended that the Army should never have enlisted the two men, but its attitude then was that the men must leave Australia at the end of their term in 1965.

The subjects of the inter-departmental storm are Corporal J. Raju and Private G. Krishna. At the time Raju was at Ingleburn Camp, near Sydney, and Krishna was on temporary duty in New Guinea.

A third party, the NSW Regular Defence Forces Welfare Association, entered the picture on behalf of the two men. Its attitude was that they should remain in the Army.

Brigadier G. P. Mead, on behalf of the association, made this statement when the matter became public:

"Krishna and Raju obtained passports with the idea of going to England where—as British subjects—

they could remain as long as they liked. Both are well educated and very popular. They applied to join the Army.

"But after a while the Immigration Department became interested and took a dim view of it. They said the two lads were in Australia on a visitor's visa and should not have been enlisted.

"They also contended that Krishna and Raju knew they could stay only three months and had deliberately enlisted to get around the regulations. This was uncalled for, because both boys thought the law was the same as in England, and that they could stay indefinitely."

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NZ SILENT ON FUTURE OF FIJI AIR BASE

From a Suva Correspondent

The New Zealand Chief of the Air Staff, Air Vice Marshall I. G. Morrison, visited Fiji in March and on his return to NZ was as communicative as an oyster about the future of the RNZAF base at Laucala Bay, in Fiji. Fiji is concerned that the base, which means so much to the economy of Suva, may be closed because the RNZAF has bought new Hercules aircraft. ("PIM", March, p. 17).

AIR Vice Marshal Morrison did say, however, that he had had confidential talks with the Government of Fiji on the future of RNZAF maritime operations from the Colony. He added:

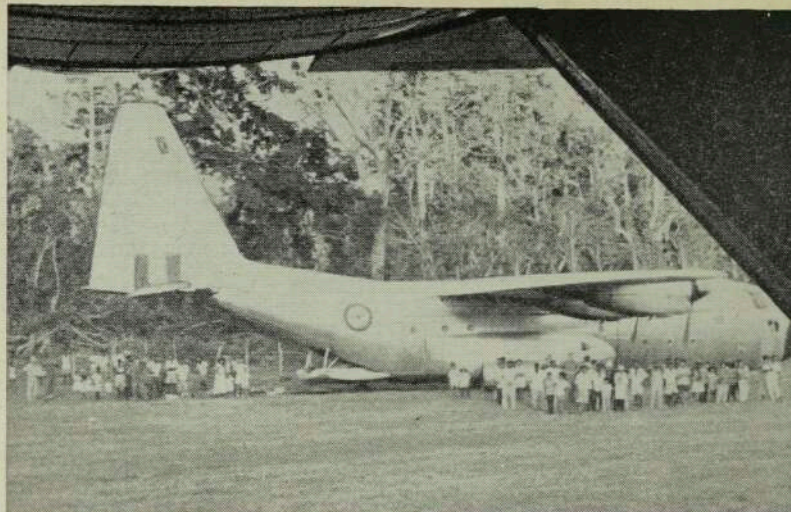
"The RNZAF has made certain recommendations to the New Zealand Government on a land-plan replacement aircraft for the new obsolete flying-boats. I can give no indication about when the Government will make any decision on these recommendations".

He uttered a platitude, a sop as it were to newspaper reporters seeking hard news, when he said it had been most gratifying to him to see the close co-operation and mutual respect between the people of Fiji and

the Laucala Bay station. Many Fiji people had emphasised to him the importance they attached to the ability of the RNZAF to fulfil its maritime role in the area.

The *Fiji Times*, commenting on the purchase of the Hercules aircraft, said the end of the use of flying-boats must mean the closure of Laucala Bay, unless the base could be adapted for use by the Hercules. Closure of the base would mean the loss of about £750,000 a year spent in Fiji and about 400 local men and women employed directly at the base would be thrown out of work.

The only possibility of a base remaining in the Suva area would be the quick development of an airport at Suva Point, capable of taking the



While Hercules transports certainly land on the sea, like the RNZAF Sunderlands, they are capable of landing on a pocket handkerchief-sized airfield in most conditions. The RAAF has put them to good use in the Pacific—such as time they took hurricane relief to (above).

Hercules. Finance rules that out so far as Fiji's resources are concerned unless there is a Colonial Development and Welfare grant for a specific purpose, or unless Australia and New Zealand weigh in. The alternative is to convert Nadi to a dual civil-military airport.

Air Vice Marshal Morrison's predecessor, Air Vice Marshall M. Calder, visited Fiji in May last year on a farewell tour and in an interview gave a qualified answer about the future of Laucala Bay. He said then that no decision had been made about a replacement for the ageing Sunderlands.

However, the Sunderlands are still had about five years of useful life in them, so the natural inference was that the Laucala Bay base would remain in existence till 1967.

Air Vice Marshall Calder did ignore the possibility of some sort of land plane being based at Suva Point should a decision be made to redevelop the land for an airstrip. He suggested this was worth examining, and laying the strip could be a cooperative effort between Fiji and New Zealand.

It appears that since Air Vice Marshal Calder relinquished his post, his ideas have changed.

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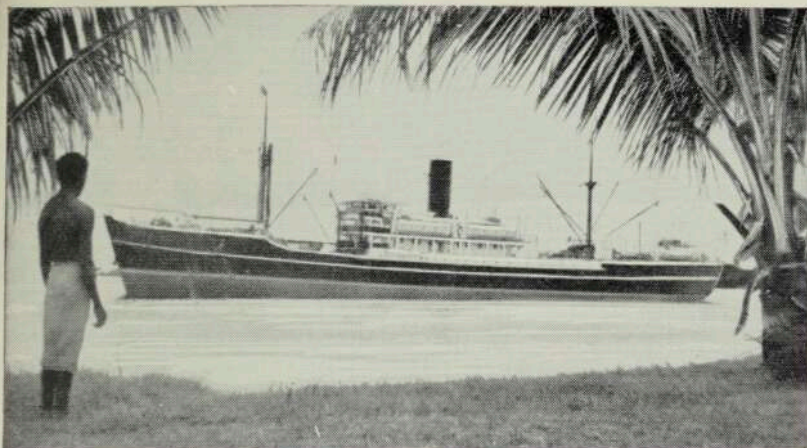
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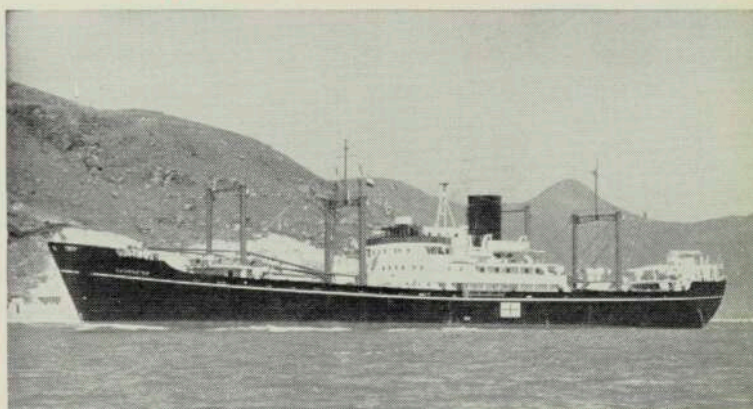
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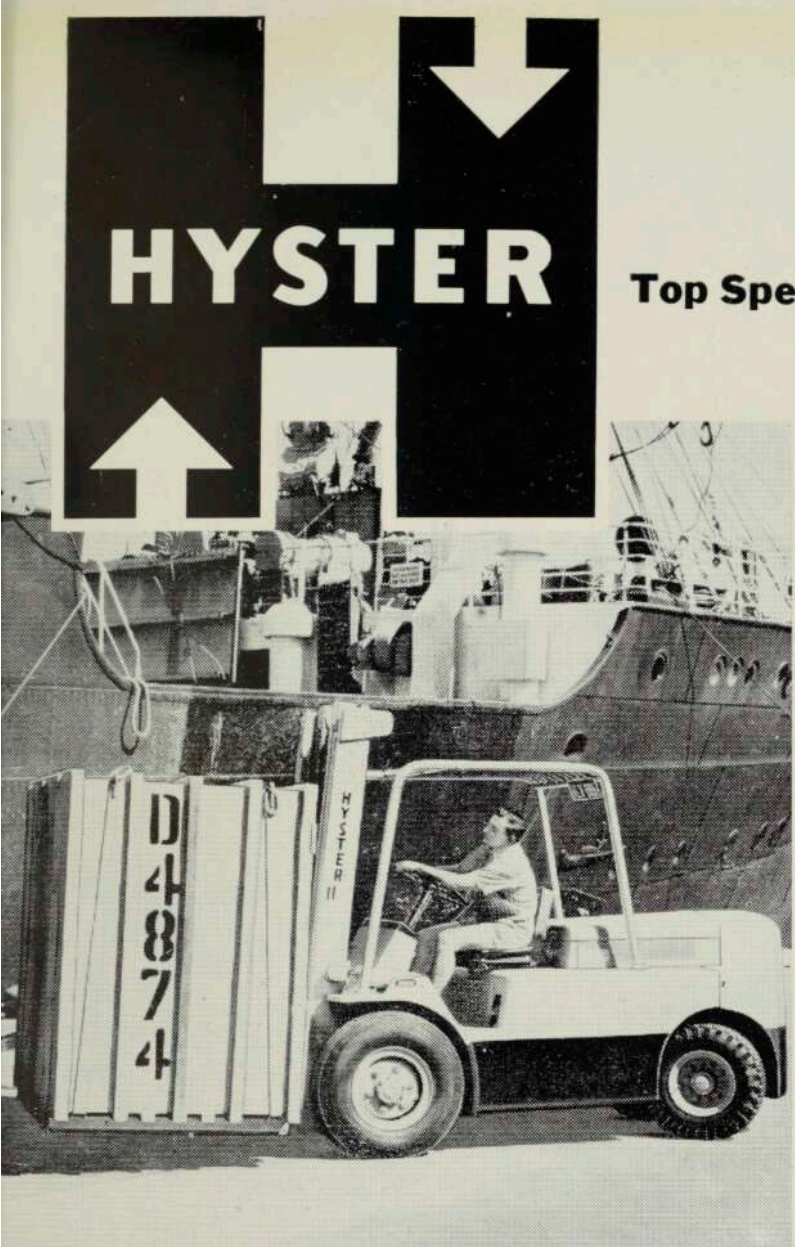
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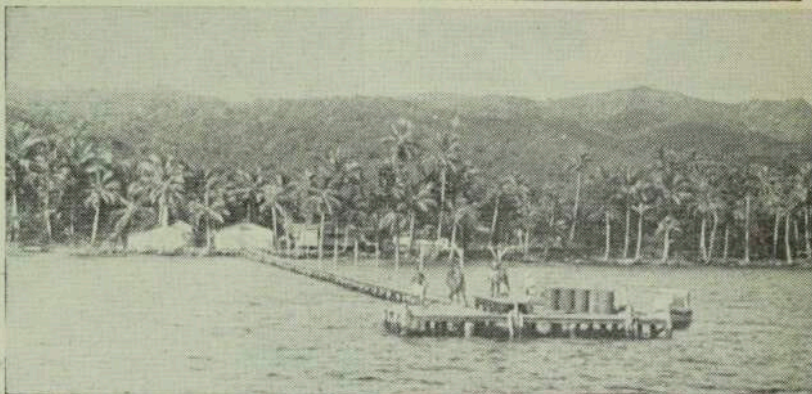
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Peu, the headquarters of the Kauri Timber Company at Vanikoro, is the spot where survivors of La Perouse's ships *Boussole* and *Astrolabe* are said to have built a two-masted vessel 175 years ago in which to escape from the island. Numerous relics of the survivors have been found at Peu in the last 30 years.

Photo: Reece Discombe.



METAL DETECTOR MAY REVEAL IMPORTANT LA PEROUSE RELICS

By ROBERT LANGDON

When Mr. Reece Discombe, a maritime salvage expert of Vila, New Hebrides, goes to Vanikoro in the southern Solomon Islands later this year to complete the salvage of a cargo of jettisoned brass, he hopes to make a thorough investigation on land for relics of the expedition of the famous French navigator La Perouse.

A PEROUSE, in the ships *Astrolabe* and *Boussole*, was wrecked at Vanikoro 175 years ago. Remains of the *Astrolabe* was found by Captain Peter Dillon, an Irishman, in 1827; and Discombe, himself, found the wreck of the *Boussole* last year (see story p. 87). But there are still several mysteries connected with La Perouse that have not been solved. One is: What became of the ship that survivors of the *Astrolabe* and *Boussole* are said to have built at Vanikoro? Another: Did the survivors of the two ships bury articles ashore at Peu, the present headquarters of the Kauri Timber Company, of Melbourne? And a third mystery is: Did they also bury some treasure?

It is these last two mysteries that Discombe—with the aid of a metal detector—hopes to throw some light on. He has good reason to hope that his investigations will be fruitful because:

● It is on record that each of La Perouse's ships carried "a million of

French livres in the coins of different nations". (PIM, Dec., p. 83).

● Coins of different nations have been coming to light at Vanikoro for more than 130 years.

● Many relics of the La Perouse expedition have been found on and under the ground at Peu and elsewhere since 1924.

● The captain of a Japanese pearl-lugging lugger put into Vanikoro about 30 years ago with a map which purported to show where La Perouse's treasure was hidden.

The fact that there were some survivors of the *Astrolabe* and *Boussole* who lived on Vanikoro for some time and built a ship there is well authenticated.

Even before Dillon visited Vanikoro in September, 1827, he was told a story to this effect by a native called Rathea at the island of Tikopia. Rathea, a Tikopian, had lived on Vanikoro for about five years and had returned home at about the beginning of 1826.

According to him, the ship that

the La Perouse survivors built was a two-masted vessel and was made from the remains of one of the French ships that had been wrecked on the reef off Peu. The Frenchmen had lived within a wooden fence while they built their ship, and had had to contend with continual hostility from the Vanikorans during its construction.

Rathea's story was confirmed by an old man of 60 to 65 whom Dillon interviewed when he reached Vanikoro. This man said that the French had taken "plenty of moons" to build the ship and that one man had kept watch at the fence during its construction. Two men had remained behind after it sailed. One had died about three years before Dillon's visit; the other had fled to another island.

Another Vanikoran called Owallie told a similar story, but put the time for the construction of the ship at "five moons".

Later, one of Dillon's officers visited the spot at Peu where the ship was said to have been built. He said it was about an acre in extent, fronted on the south by the sea, on the east by a river (now called the Laurence), and on the north and west by woods.

"It is the best adapted spot on the island either to build or launch a vessel at," the officer said, "there being no rocks in the vicinity of the shore, and the banks of the rivulet abounding with timber.

"It is the only clear spot on the whole coast, and evidently made so by human hands; and as the islanders could not have any object in clearing it, I naturally conclude it must have been cleared by the wrecked persons who resided here and built their ship.

"I examined all the place care-

fully for the remains of a stone or wooden fortification, but could not trace anything of the kind. If the fence was built of wood, it has had time enough in 39 years' exposure to the weather to be rotted away and totally annihilated; and there is neither a stone nor rock in the neighbourhood with which to build one more durable.

"My search for inscriptions was equally fruitless, as the trees about the clear ground are not sufficiently large to admit of one, and, as I have stated, there are no rocks about there.

"I examined very minutely every spot around, but could not discover the least trace of Europeans ever having been there. I also examined the trees on the banks of the river, but found neither inscription, nor plate of brass, copper or lead on any of them.

"I saw up the river, however, the stumps of trees that had been cut down with axes many years ago, and of which I have no doubt the vessel was built which the natives speak of.

"I learnt that the wood with which the vessel was built was cut up the river and rafted down the stream to the clear spot where the vessel was built."

No Inscriptions

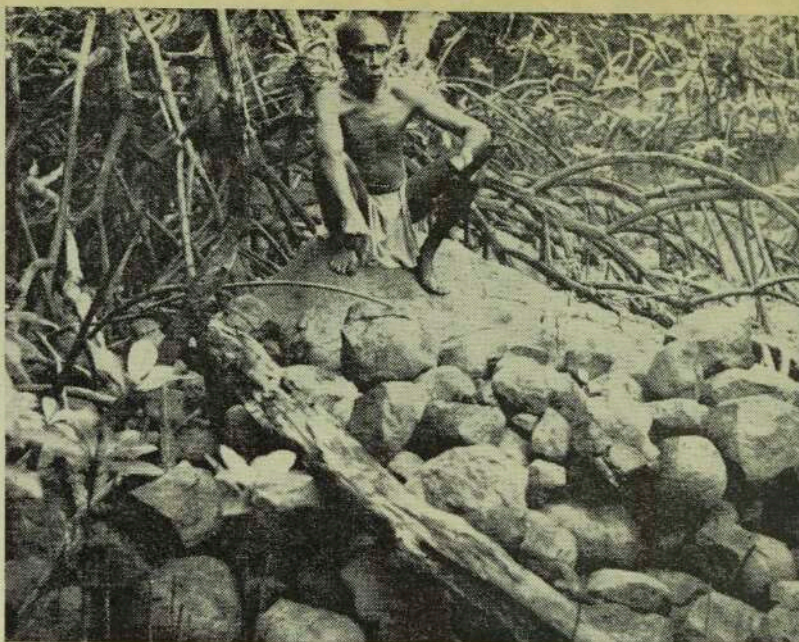
Dillon learned nothing more about the construction or fate of this ship, nor did he find any inscription or record anywhere else on the island to tell of what La Perouse's men had done there or where they intended to go on leaving it.

However, he did obtain numerous relics of the expedition which the natives said had either been washed ashore or had been recovered by them at low tide from the wreck off Peu.

One of his officers also got a number of relics from the Peu wreck, including a Spanish dollar. The Spanish dollar was the only coin that Dillon came across.

In the following year, the French navigator Dumont D'Urville visited Vanikoro in search of further relics of La Perouse. He made a point of showing the natives coins and asking them if they had ever seen such objects, and although these enquiries did not produce any treasure, several of the natives told him that gold, silver and copper money had been found at Vanu, some six miles north of Peu.

During the next 100 years, French expeditions visited Vanikoro in 1848 and 1883 in search of more La Perouse relics and brought away



In 1959, when a French expedition visited Vanikoro in search of relics of La Perouse, Wiewo, one of the oldest native inhabitants of the island, took them to this heap of stones which he claimed was the grave of some of La Perouse's men.

Photo: Reece Discombe

some anchors and other odds and ends.

Apart from these expeditions, Vanikoro had few European visitors—the island being given a wide berth because of its bad reputation for malaria. Meanwhile, the fact that La Perouse's ships had been lost there was pretty well forgotten.

Then in 1921, there was a new awakening. In that year, Captain A. Middenway, an officer of the BSIP Government and a Fellow of the Royal Geographical Society, went to Vanikoro with a party of timber experts to investigate the possibility of exploiting the island's stands of kauri.

Captain Middenway was well informed about the La Perouse story, and during the 11 days he spent on the island, he questioned the natives thoroughly about the survivors of his two ships.

"I found that although they were in possession of a quantity of old iron, bolts, old hammers and ship's gear," he wrote later, "they could give no information at all on the fate of the survivors. They, however, could show me the spot where the vessels were wrecked and stated that they themselves had recovered some of the articles they had in their possession.

"They also produced a number of Spanish Pilar dollars, one of which, dated 1784, I was fortunate enough to secure. They informed me that

some of the coins had been handed down to them by their own people and others had been found at Peu and on the banks of a river on the Temua coast, where once had been the largest village on the island."

About three years later, a company called San Christoval Estates Limited sent a party of timber-getters to Vanikoro to begin exploiting the island's kauri, and during their stay of several months another Spanish coin and other traces of La Perouse were found.

Mr. Frederick Ashby, who, in 1955, was living at Nadarivatu, French Polynesia, and who was a member of the timber-getting party, wrote about the discoveries in *PIM* for June, 1955.

Mr. Ashby said that his party had found a clear space of about 10 acres which they were led to believe was cleared by La Perouse's men when they built a boat to escape from Vanikoro.

He also referred to stories that La Perouse had carried "a large store of gold and Spanish coins which he deposited on the island," and to how a Japanese pearler with a lugg and half a dozen divers had come to Vanikoro in search of this treasure while he (Ashby) was there.

"I find it hard to believe that the Frenchmen left bullion behind," Mr. Ashby wrote, "but Eto, the Jap, has a map which he afterwards showed me which he afterwards showed where the gold was buried. "Anyway, he had his dive

excavating near the place where, I believe, the present settlement (of Peu) is situated. Certainly they dug up a large silver coin like a Spanish doubloon. It was much pitted, but it caused a little gold rush among the natives.

"However, I think it unlikely that the wily Jap would have shown it to us unless he had exhausted every possible avenue that might have led to wealth."

Another member of San Christoval Estates who found relics of La Perouse at Vanikoro was a Mr. C. E. Kirk, whose discoveries were described in an article in the *Australian Museum Magazine* for January-March, 1924.

Among Mr. Kirk's discoveries was a shoe buckle, which, according to the article, was found "on the surface at a spot where a forge had been erected, fire clinkers and small pieces of lead being found in the neighbourhood".

"Moulded bullets were found with the shoe buckle," the article went on, "and spanners and the head of a tomahawk were picked up about four chains away, likewise other buckles, Spanish dollar pieces, and various odds and ends."

A short time after this, the timber-getting rights of San Christoval Estates were taken over by the Vanikoro Kauri Timber Company and another band of timber-getters went to the island.

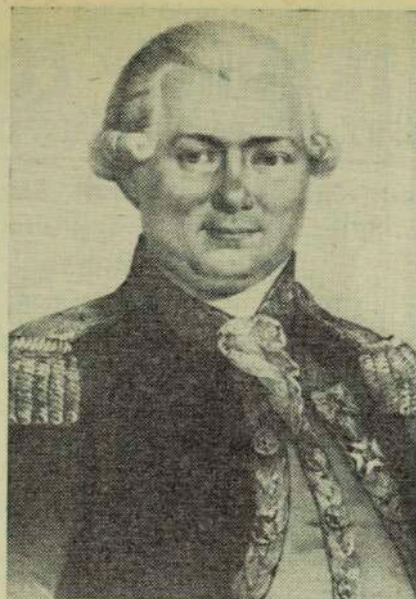
The foreman of this party was one Ed Cross, who, according to the *Sydney Bulletin* of April 2, 1925, was also the finder of a Spanish coin. It is a silver coin of Charles V of Spain dated 1773", the *Bulletin* said. It is about the size of a dollar and exceptionally well preserved. It was found near the surface at a spot which tradition alleges to have been La Perouse's camping ground".

Two Coins

Another man who acquired some Spanish coins at Vanikoro about this time is Mr. C. L. Dawe, of Smith Street, Epping, New South Wales, who went to the island in October, 1924, as storekeeper and radio operator.

Mr. Dawe told me recently that about three years after his arrival, a native came to his store with a quarter dollar of Ferdinand VI of Spain dated 1754 which he tried to use to buy a bag of sugar. The native said he had found the coin at Tanema, about five miles east of Peu.

About three weeks later another native brought him a coin dated 1781 bearing the head of King Charles III



La Perouse

of Spain, which he said he had found at the Ambi River, about a mile to the north-west of Peu.

Mr. Dawe added: "At the end of 1924 or early 1925 when we were putting down the foundations for a blacksmith's shop at Peu, we found a number of other La Perouse relics about 50 yards from the water's edge.

"Among these were four metal drums about 3 ft high and 15 in. across some 2 ft below the surface which disintegrated when we touched them, some musket balls, 118 grains of shot, two musket flints, a copper ornament probably used on a belt, and a lot of pieces of broken crockery about three-eighths of an inch thick, Mr. Dawe said.

"Later, after a hurricane which washed part of the foreshore away, I found a piece of copper about 2 ft long and 1 ft wide sticking out of the ground."

Yet another man who has a story to tell about the discovery of Spanish coins is Mr. Fred Jones, of Clifton Gardens, New South Wales, who ran a store at Vanikoro from 1926 to 1957.

Mr. Jones told me recently that some time between 1928 and 1930, a Santa Cruz Islander uncovered a lot of Spanish coins in rows when he was digging near a mound at Peu.

The native told him this story several years after the event when he brought three of the coins to Mr. Jones' store which Mr. Jones bought from him for five or six shillings.

"This native," Mr. Jones went on, "said that when he made his dis-

covery he called a Chinese gardener, Ah Fook, who was working nearby, and just as he did so, the District Officer walked by.

"Ah Fook told the native not to say anything about the coins, and later he persuaded the native to give them to him by saying that he would get into trouble if he kept them.

"The native, who kept three of the coins, told me that the hoard he found would have filled about three-quarters of a kerosene tin. Allowing for some exaggeration, it still sounds like a lot of coins.

"As for Ah Fook, he left Vanikoro during the depression, and I heard many years later that he had sold the coins in Hongkong as old silver."

Mr. Jones also told me that after heavy rain he had found a number of musket balls at Peu over the years.

In September, 1926, Captain Middenway, who had visited the island in 1921 (as described above) returned to Vanikoro as an administrative officer of the BSIP Government.

He stayed on the island this time for 13 months, and during this period the natives showed him five mounds of stones in the vicinity of Peu and two prominent mounds near the former village of Temua, which the natives claimed were the graves of white men.

Old Mounds

"These mounds were in no way connected with the native burial grounds," Captain Middenway wrote, "and their condition supported the natives' contention that they were very old."

In 1959, when Reece Discombe visited Vanikoro with a French expedition searching for relics of La Perouse, he was also shown some heaps of stones which an old Vanikoran native claimed were the graves of white men.

Digging beneath these mounds revealed no relics or bones; but earlier, at Vanu, some pieces of crockery were dug up after the natives had led them to the spot.

In the light of all these discoveries (and probably many others that have not been reported), there seems to be little doubt that extensive work with a metal detector could uncover many further relics of the La Perouse expedition.

And who knows? There may yet remain to be found an inscription on metal or even a diary in a metal container that will finally tell the world what really happened to La Perouse's men after their ships met disaster 175 years ago.

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The illustration features a man in a dark suit and white shirt, holding a long pipe, standing on a rocky shore. In the background, there is a body of water with a small sailboat and a distant mountain range. The text 'Peter Pan' is written in a large, stylized script font. To the right of the name, the words 'ICE CREAM and FROZEN NOVELTIES' are written in a bold, sans-serif font. Below the main illustration, there is a rectangular box containing three ice cream cones and a bar of ice cream. To the right of the box, the text 'NEW ZEALAND'S FINEST - THE PACIFIC'S FINEST' is written in a bold, sans-serif font.

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Remains Of "Boussole" Found In Deep Water

Mr. Reece Discombe, a diver and engineer of Vila, New Hebrides, whose discovery of the wreck of La Perouse's ship *Boussole* at Vanikoro was reported in *PIM* in January (p. 11), gave me further details of his discovery when I visited Vila recently.

DISCOMBE, who took part in two French expeditions to Vanikoro in 1958 and 1959 to recover relics of La Perouse, said he made his discovery when he went to the island last June to investigate the possibility of salvaging a cargo of brass jettisoned from the motor vessel *Milos* several years ago.

"Having studied the accounts of Peter Dillon's expedition of 1827 and Dumont D'Urville's expedition of 1828, he said, "I decided that the possible spot where the *Boussole* may have sunk was on the outside of the reef, near Bruat Passage, about two miles from Wreck Passage where the *Astrolabe* was lost.

"I went out in a boat to Bruat Passage with two Santa Cruz Islanders who work for the Kauri Timber Company and began my search wearing a mask, snorkel and flippers.

"After swimming about 300 yards above and on the outer side of the reef, I came to a chasm in the reef

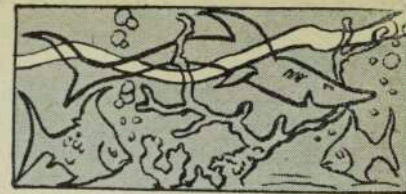
where the water was about 40 ft deep. I was swimming over this chasm when I suddenly spotted an anchor on the bottom similar to those we had recovered from the *Astrolabe*.

"Then I saw another anchor several feet away standing on end against the wall of the chasm. Both anchors had a crust of coral over them. I swam back at once to the boat, put on my aqualung and dived down for a closer look.

"It was not until I reached the bottom that I realised the anchors were so big—the one on the bottom being about 10 ft long.

"Then I swam in towards the blind end of the chasm and saw the outlines of several other objects—cannons, more anchors, wheels and ballast blocks. I felt certain that I had finally found the remains of the *Boussole*.

"But it was not until I returned to Vanikoro in December to salvage the *Milos*' brass that I was able to bring up an object that definitely



proved it. This was a lead ingot that had on it the same arsenal markings as ingots recovered from the *Astrolabe*."

Discombe said that in December he used explosives to loosen or expose objects on the bottom. The blasting revealed five lead ingots, six anchors ranging from 15 to 8 ft (some broken by continual rusting), four brass wheels about 12 in. in diameter and weighing 60 to 70 lb each, a brass wheel about 6 in. in diameter, and a bundle of iron rods. The smaller of these objects were brought to the surface and taken back to Vila.

Discombe said he had also recovered what appeared to be part of an officer's sea chest and some of its contents, which had been embedded in the coral. These items included a silver shoe buckle, a gold coin, an eyeglass, a pair of callipers, a bosun's pipe chain, part of a bone knife handle, some copper nails and a piece of copper about half an inch wide. The piece of copper appeared to be the hasp of the sea chest.

Millstone Found

"In December," Discombe added, "I also had another look at the spot where the *Astrolabe* went down. "When I had last seen it in 1959, there was a lot of rubble left by previous blasting.

"Since then the seas had washed the rubble away and many objects had been revealed that I had not seen before. Among these were pieces of broken glass, iron ballast blocks, iron rods, wooden planks, drums of some sort and a millstone about 2 ft across and weighing about a hundredweight. I brought the millstone back to Vila.

"The millstone, I think, positively establishes that the wreck at Wreck Passage is that of the *Astrolabe* as that ship is known to have had millstones on board, driven by a windmill, for grinding grain. There is no mention in the records of the *Boussole* having millstones on board.

"Until my discovery of the millstone, nothing that had been brought up from the Wreck Passage wreck identified it for certain as the *Astrolabe*. It was merely presumed to be the *Astrolabe*."

—ROBERT LANGDON



Reece Discombe (left) examines two brass wheels that he recovered from the wreck of the "Boussole" in December. At right, his daughter Janet inspects the millstone from the "Astrolabe".

The Japanese made a blunder, second only to their failure to follow up Pearl Harbour, when they did not attack Fiji early in the Pacific war, said Sir Maynard Hedstrom in an interview with American United Press, in New York. The Japanese had stopped at the Solomons and the Gilberts when a few boatloads of soldiers certainly could have taken, and probably held, Fiji. *PIM* in April, 1943, gave Sir Maynard's view. Here are some other events reported in that same issue of 20 years ago:

MR. A. C. Turnbull, who had been Acting Administrator of Western Samoa, was at long

Yesterday

last appointed Administrator. In the eight years before his substantive appointment Western Samoa went through some difficult times. Samoan products were practically unsaleable in 1941—Mr. Turnbull tried to steer the Administration and the country through the economic crisis with a minimum of trouble and suffering.

A cyclone at Rarotonga and other islands in the Cooks demolished many buildings. Orange, banana and other food crops suffered heavily. The loss of much exportable fruit was expected to affect the New Zealand market.

The increased value of house property in Noumea was shown by the sale of a small hotel-restaurant known as the Cafe de Paris in the Latin Quarter. A few months earlier it found no buyer at 200,000 fr., but it was sold for 450,000 fr.

Having responded promptly to the invitation extended by the Australian Minister for External Territories to evacuated residents of Papua to make application to return to their copra and rubber plantations, many scores of plantation owners were waiting impatiently for some answer to their letters.

Fourteen months had elapsed since Japan entered the war and not until then was a marked food shortage noticeable in Fiji. Meat and bread were the two principal foodstuffs which were in short supply. Worse, stocks of Scotch whisky were very low. Drapery and general lines were short, and cigarettes had been out of stock for over a month.

Pacific Islands could expect an influx of young men who, seeing many of the groups for the first time as servicemen, would return as new colonists when the war ended, wrote a Fiji correspondent commenting on the engagement of Miss Jenny Bryce, of Navua, Fiji, to Harry Whitford, of New Zealand.

The Queen of Tonga's second son, Prince Jione Gu, enrolled for a two-year course at the Gatton Agricultural College, Queensland. This was in conformity with custom which compelled all children to do an agricultural course at school—agriculture being the basis of Tongan life.

The social event of the year in Tahiti was the marriage of Elvina, eldest daughter of Prince and Princess Ariipaea Pomare, and M. Maurice Bouchard, at the Bethel Chapel, Papeete. The bride, whose Tahitian name, Hina Arii, is of great antiquity, was the great-great granddaughter of Queen Pomare IV, of Tahiti.



Looking through our files at the "*Pacific Islands Monthly*" office recently we came across this fine photograph of a Tahitian fisherman with his nets, taken about 25 years ago. The photograph was used as a cover picture in the issue of *PIM* for November, 1939.

Sketch of Matthew Island, as seen from the northern side, based on an aerial photograph taken by a French Navy Lancaster aircraft on October 29, 1958. The old peak on the left is 469 ft. high. The new peak, seen with its spectacular 90 ft. wide stream of lava, is 650 ft. high.



WANTED: ONE BARREN, VOLCANIC ISLAND TO BE LANDLORDS OF

By a Staff Writer

Two European residents of the New Hebrides have given officials of the Joint Court in Vila a minor headache by lodging a claim to the title over Matthew Island, a barren, volcanic islet about 150 miles south-east from Aneityum.

THE two residents are Mr. Bob

Paul, an Australian, of Tanna, and a Mr. Martinez, a Frenchman, of Vila. They have not told court officials why they want a title to the island. In fact, when asked, they reported to have "just laughed". On the face of it, any ambition to become landlords of Matthew Island is only a laughing matter, because, as a piece of real estate, the island is one of the most useless parcels of land in the South Pacific. It is miles from anywhere. There is no water on it. It has no vegetation except grass, and no animal life apart from crabs and sea birds. Besides all this, it is volcanically alive—so much so that its appearance has altered several times in the last few years.

Still, there is nothing to stop anyone who wants to from laying claim to such a place, and it is the business of the Joint Court to sit in judgment on land claims in the New Hebrides.

This is where the headache comes from for neither the Joint Court nor anyone else has any idea whether Matthew Island is in the New Hebrides or not.

Vulcanologists say that it is part of that Group, but the few reference books that bother to mention it say it is part of New Caledonia.

The convention of 1906 between France and Great Britain on the joint administration of the New Hebrides does not throw any light on the

matter, as it does not define what the Group consists of.

The reference books are of no real help either, as they do not say how, when or why New Caledonia took Matthew Island under its administrative wing.

However, as the island is valueless and difficult to land on, it seems probable that no one from New Caledonia has ever planted the French flag on it and taken formal possession.

It is understood that the Joint Court has referred the matter of sovereignty to London and Paris in the hope that someone there has a dossier of information about it.

If these inquiries should reveal that no one has, in fact, physically taken possession of the island and that New Caledonia's claim is merely based on an official proclamation, then a complex problem in international law could arise.

The problem is: Can a nation annex an island simply by saying it is theirs? If not, then who does own Matthew Island?

Probably the only body competent to deal with this question is the International Court of Justice at The Hague. And one can imagine learned lawyers arguing their heads off for years before this august body without really convincing anyone, as there is no international agreement on what a nation must do to obtain sovereignty over unoccupied lands or islands.

The United States view, announced

in 1938 when the question of sovereignty over several Central Pacific Islands arose, is that:

- First claim to title over undiscovered territory rests on discovery.

- But if discovery is not followed up by "reasonable occupation", this is insufficient.

- The United States has the right to occupy any island because of (a) discovery, (b) former occupation, (c) failure of any other nation to occupy, or a combination of the three.

The British view seems to be that the planting of a flag and/or the erection of a "this is ours" notice is sufficient to establish sovereignty. This is all that has happened in the case of several uninhabited Pacific islands which Great Britain claims, among which are Oeno, Henderson and Ducie Islands in the vicinity of Pitcairn Island.

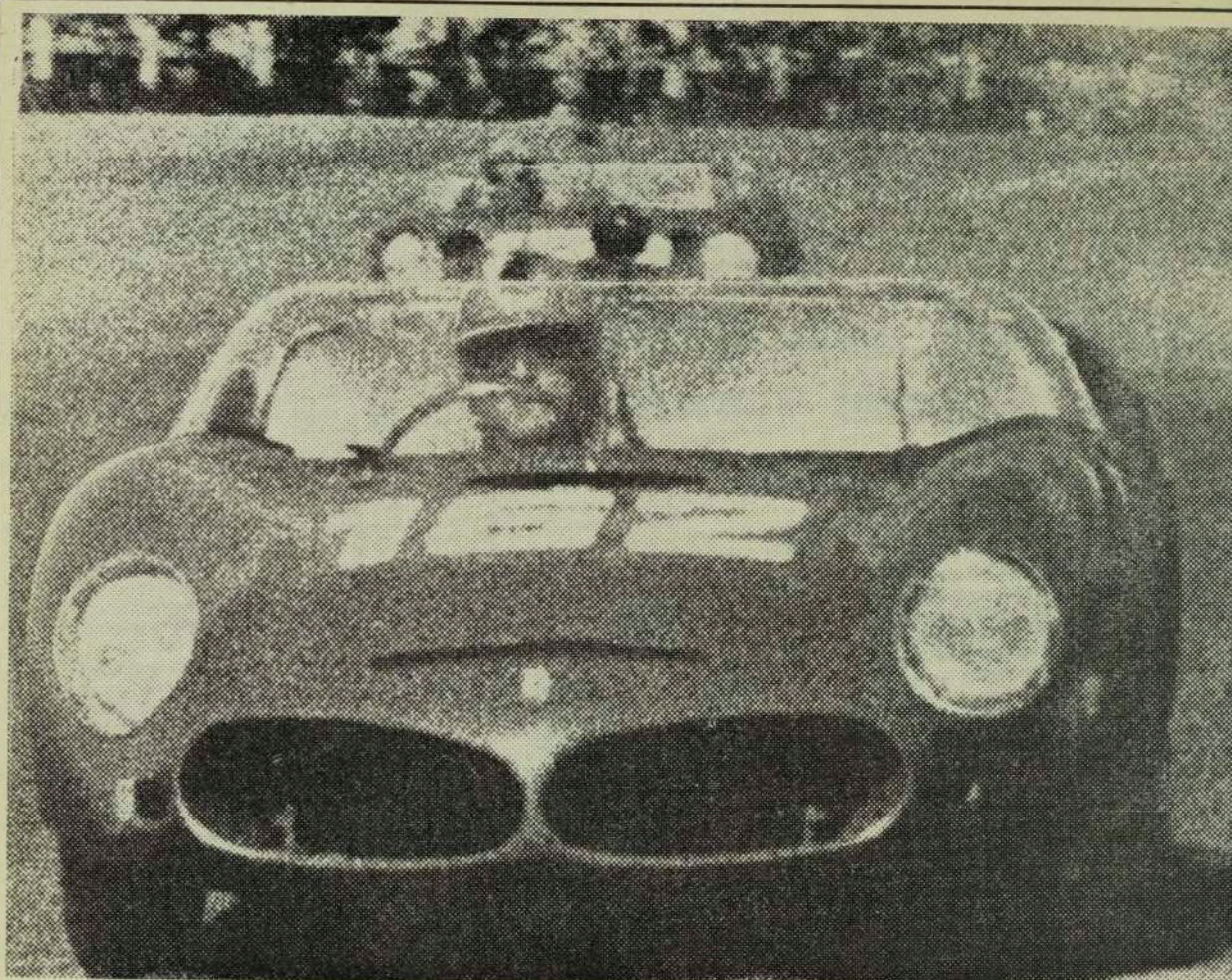
As far as is known, no one has ever lived on Matthew Island. So, according to the United States view, the first claimant to the title over the island would be Great Britain as its discoverer, Captain Thomas Gilbert, was an Englishman.

Captain Gilbert, who also discovered the Gilbert Islands, was a merchant seaman whose ship, *Charlotte*, was part of the First Fleet which brought the first convicts to Australia in 1788.

The ship was owned by a man called Matthew who chartered it to the British Government as a convict transport. After the convicts were landed in Sydney, Captain Gilbert made a voyage to Canton to collect a cargo of merchandise to take back to England. It was on this voyage that Matthew Island was discovered and named after the *Charlotte's* owner.

Gilbert sighted the island after a squall at 1 p.m. on May 27, 1788, and at 6 p.m. it bore east and was four or five miles distant.

"It appeared like a high rock rising out of the water," Gilbert wrote, "and seemed to be about five or six miles in circumference. The top of it appeared to be fertile; and I



METHYL BENZINE

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ought I saw something on it which had the resemblance of an animal feeding. It was surrounded on all sides with a great variety of birds. "At seven wore ship to the southward and made short tacks fore and on, intending to land in the morning in order to take possession of it and to procure refreshments which we stood much in need of; but finding at daylight that the current had set considerably to leeward, and the sea running very high, did not think it prudent to get a boat out." Captain Gilbert thus failed to fulfil Great Britain's present-day ideas on what is necessary to establish sovereignty over the island. But if Captain Gilbert wanted to occupy the island for some purpose, no doubt Captain Gilbert's act of discovery would be held as a strong argument in support of her right to do this. On the other hand, if the United States wanted to occupy the island, would no doubt claim that it had every right to do so as Gilbert's discovery was not followed up by reasonable occupation". In view of all this, where do Messrs. Paul and Martinez stand in regard to their claim to Matthew Island?

It would seem that:

● In applying to the Joint Court of the United States and the United Kingdom, they are applying to the wrong body for a title to the island, sovereignty is already claimed by France, and its administration (such

as it is) is in the hands of the New Caledonian Government.

● If they wish to avoid disputing French sovereignty, they should apply to the appropriate court in New Caledonia.

● If they are prepared to dispute French sovereignty, then they would have to apply to the International Court of Justice.

● If they wanted to make out a strong case for themselves before the International Court, the best thing to do would be to occupy Matthew Island, renounce their present citizenship, and declare themselves Matthew Islanders and heads of a Matthew Island Government. (This, at any rate, might give them the support of the United States!)

To occupy the island would not be an easy matter. For one thing, it is away from the regular trade routes, so it would be necessary to charter a ship to get to it.

Secondly, as there is nothing to live on except crabs, grass, seabirds and possibly fish, prospective colonists would have to take their own food with them or be prepared to live an extremely hard and undernourished life. They would have to take clothing and building materials, too.

Finally, if any colonists did manage to establish themselves on the island, they would probably live in daily terror of being blown off the island again by a volcanic eruption

or of being washed into the sea by a stream of lava.

Until a few years ago, the nautical instructions maintained that the island had only one summit. But in 1949, the captain of a passing merchant ship reported that another summit had appeared to the west of the old one and that the island itself was three times bigger than it was said to be.

Since then, units of the French Navy have visited the island in 1954, 1958, 1960 and 1962, and each time volcanic activity has caused the island to look a little different from what it did before.

In 1954, an oceanographer and a geologist landed on the island and found numerous dead sea birds strewn all over the place. The bodies of the birds were not in a state of putrefaction, so the scientists concluded that they had been killed in an eruption only a few days earlier. There was no sign of life on the island at that time.

In 1958, a French Naval Lancaster aircraft flew over Matthew Island and took a number of photographs. When compared with photographs taken in 1954, it was found that the appearance of the new summit had changed—obviously as a result of volcanic activity during the previous four years. The airmen also reported that no living birds were seen.

Stream of Lava

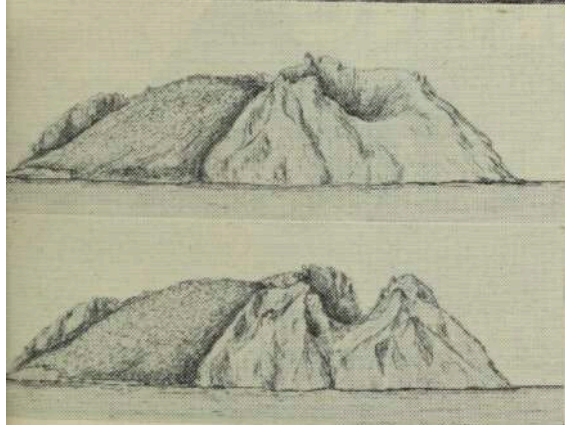
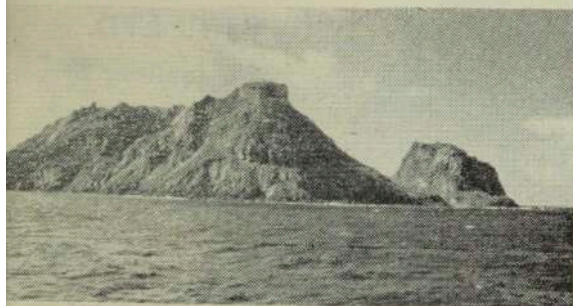
After Mr. Roland Priam, the Mines Officer of the New Hebrides Condominium Government, visited Matthew Island on July 27 last year in the French Naval vessel *Dunkerquoise*, he reported that a great deal of sulphureous steam was rising from the craters of the new peak, and a spectacular stream of lava, about 90 ft wide, was running into the sea.

Mr. Priam also reported that the island was surrounded by greenish-yellow water which seemed to indicate the presence of submarine fumaroles (gas-emitting holes) on the submerged slopes.

The island was bare of vegetation except for a few plants on the rocky slopes of the old peak, but thousands of sea birds had found a haven there. A few crabs were also seen.

No one is known to have visited Matthew Island since the *Dunkerquoise*. So it could be that it is now 10 times bigger than it was when Captain Gilbert discovered it, or, conversely, it may have exploded and disappeared in smithereens beneath the sea.

If it is still there—whatever its shape or form—my view is that anyone who wants it can have it.



Just to show that Matthew Island is not a myth, a photograph of it, as seen from the south, is reproduced above. The photograph was taken in July last year by Mr. Roland Priam, Mines Officer of the New Hebrides Condominium Government. Below are sketches of the island from the west, taken in 1954 and 1962. The sketches show how the appearance of the crater in the new peak has changed in only eight years.

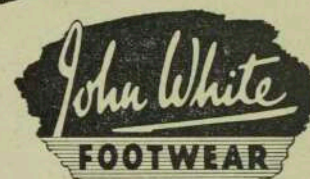
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THE MONTH'S NEW READING

FROM QUARTERDECK TO GALLOWS

Since John Knatchbull, son of a British baronet and a relative of Sir Joseph Banks, was hanged in Sydney in 1844 for murder, he has figured in everything written about him as a villain. It now turns out he was not as black as was painted. The fellow was a "psycho case", and in these enlightened days he probably would have escaped the hangman.

THIS is the main message of a book launched in Sydney in March, amid a splurge of publicity. Cures and photostats were circulated to reviewers, advance articles about the book—with such exaggerated headlines as "Was he the blackest man in all our history?"—appeared in the newspapers, and the book came out leading Sydney citizens were entertained with details in the old Woolloomooloo outside of whose walls Knatchbull had been publicly hanged years previously.

Not Ned Kelly

Dr. Colin Rodericks *John Knatchbull (from Quarterdeck to Gallows)* is a book of plenty of interest for students of Australian history. It is doubtful if it has the general appeal its publishers obviously think it has, for John Knatchbull does not enjoy the popularity of a Ned Kelly, and the average Australian probably doesn't care a jot whether Knatchbull was a dastardly dog or a misunderstood nut.

John Knatchbull was an educated man, who had commanded a man-of-war for the Royal Navy in Nelson's

day. He was transported to Australia in 1824, at the age of 34, for stealing—and there seems to be evidence that his sentence was much more severe than it should have been because the judge was biased against him. Knatchbull himself blamed his brother for influencing the judge.

Knatchbull spent 19 years in NSW, including seven, from 1832 to 1839, at Norfolk Island under Major Joseph Anderson, a tyrant whom Dr. Roderick helps paint in his true colours.

Dr. Roderick would have had no book to edit if it had not been for the discovery a few years ago of Knatchbull's life story, written by himself while in the condemned cells at Woolloomooloo. Dr. Roderick, using this document as a base, has delved into the official records—in England, Norfolk Island, and Sydney—and compares fact with fact.

In some places the official record is wrong, but more often than not the comparison shows up Knatchbull as a pathological liar, a man who lived in a world of Walter Mitty, who had a persecution complex, who was in fact a "moral defective".



John Knatchbull

Although he was accused more than once of taking a part in mutiny—once aboard the ship en route to Norfolk Island and again at Norfolk Island—Roderick's investigations indicate he never took a leading part in physical revolt or engaged in perilous enterprise.

Knatchbull, in Dr. Roderick's view, was not himself always aware of his own actions, for his mind was a confusion of fantasy and reality. Knatchbull was probably not aware of the seriousness of the crime which finally brought him to the gallows—the murder of a widow for her money. His mind rejected the identification of himself with the man who had done the deed—it was, said Knatchbull in his own narrative, a person whom he "knew to be a bad character".

Finally, in the death cell he turns to religion, and dies penitent.

Of special interest is the fact that at his murder trial Knatchbull's legal counsel, Robert Lowe, made a plea of moral insanity—insanity of the will—for the first time in a British court, but this was rejected. Lowe himself was severely criticised publicly for his temerity in advancing this argument—the trial judge leading the way by describing it as "approaching to blasphemy". Presumably it was blasphemous because it suggested that somebody else besides the Devil had led the accused away from the righteous path of God.

While this book certainly sheds new light on Knatchbull, it will be of real interest to many because of its glimpses into convict life, and the Sydney and Norfolk Island of the bad old days.—SI.

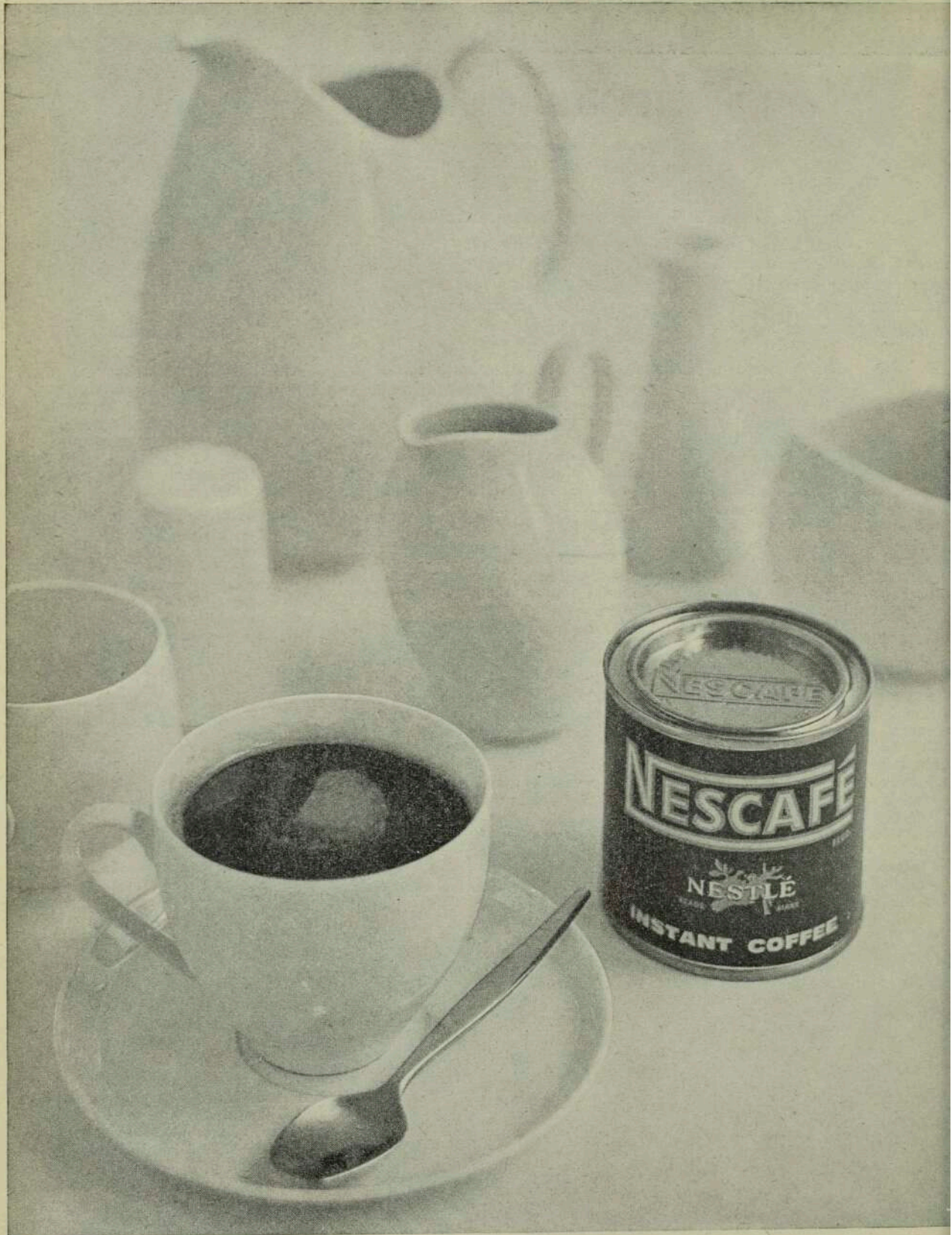
(JOHN KNATCHBULL—from Quarterdeck to Gallows. Published by Angus and Robertson. 30/-.)

The Life of John Knatchbull. written by himself 23 Jan^y. 1844. in Woolloomooloo Gaol

The author of this book is a Son of the late Sir Edward Knatchbull, Baronet of Mersham Hatch in the County of Kent.

I was born at Pirbright in the County of Kent

first page of John Knatchbull's story, written in the old Woolloomooloo Gaol whilst he was awaiting the hangman.



Best Of The Paperbacks

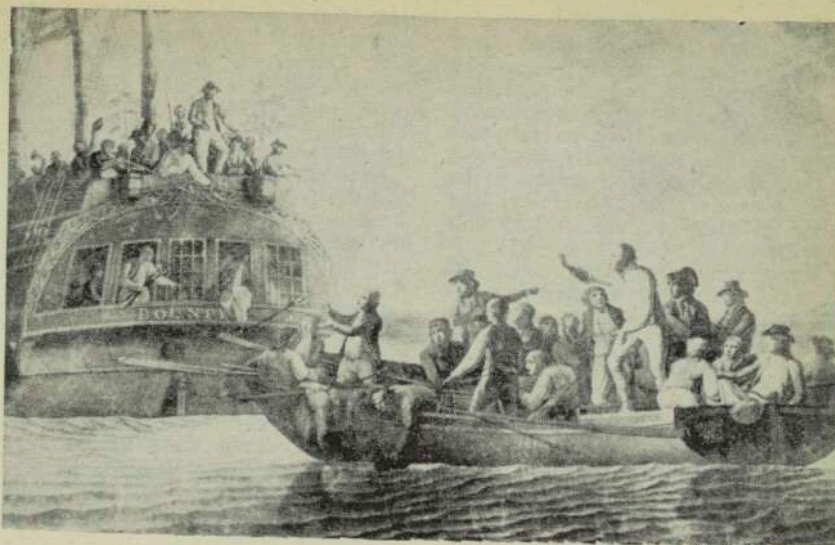
THE ONCE AND FUTURE KING, by T. H. White. Neo-classical, filed as a masterpiece when first published, this is the Middle-Ages legend of King Arthur and his knights, retold in modern language and modern dialogue. (The Fontana Library; 8/9.)

LANDFALL, by Nevil Shute. Only the fourth of this author's novels to appear in paper-back, it is one of his "straighter" war stories, written before he had reached his later, fey period. Flying-Officer Chambers is believed by the Brass to have bombed and sunk a British submarine in the Channel, while Chambers himself feels that it is one belonging to the enemy. The pretty barmaid of a Portsmouth hotel, who is the only one who deals with the hero, supplies the main interest. (Pan; 5/6.)

ENEMY OF ROME, by Leonard Cottrell. In 218 BC Hannibal set out from Spain with 100,000 troops (and some elephants), to conquer Rome, by the back door. Over 2,000 years later Cottrell covered 4,000 miles by caravan along the same route, crossing the Pyrenees, the Alps and the Pennines to follow Hannibal's route; he stayed in the same sites as Hannibal's legions and in it all comes the reconstruction of the campaign and as much as will be known about the ancient warrior himself. Illustrated and with maps. (Pan; 5/6.)

DEAR ABBY, by Abigail van Buren. Miss van Buren is a well-known syndicated columnist in the United States, supplying an advice-to-lovelorn column to 200 American newspapers. However, she is a lovelornist with a difference—her replies are usually short, neat and wisecrackingly to the point, at least so far as this collection is concerned. The more serious problems, more serious solutions have been sought elsewhere, leaving a book that makes entertaining reading. (Pan; 4/-.)

THE BEST OF MIKES, also a collection, being a selection from the works of Hungarian humourist, George Mikes. Mikes arrived in London in 1938 to represent a group of Budapest newspapers and ended up to become a humourist, scriptwriter and journalist. His book, "How to be an Alien" was an immediate best-seller. (Pan; 5/6.)



The "Bounty" mutineers cast Bligh and his men adrift off Tonga.

Kon Tiki Man's View Of The "Bounty" Mutiny

Swedish writer Bengt Danielsson, who has lived mainly in Tahiti since he took part in the Kon Tiki expedition in 1947, served as a special adviser to Metro-Goldwyn-Mayer two or three years ago during the making of the Marlon Brando film version of the *Mutiny on the Bounty*.

JUDGING by the book on the famous mutiny that he has now written, M-G-M must have ignored a good deal of his advice because the character of Bligh, as portrayed by Danielsson, differs considerably from that in the film, as portrayed by Trevor Howard.

Possibly it was because the film-makers did not see eye to eye with Danielsson on what sort of man Bligh was that Danielsson felt obliged to add yet another book to the already voluminous literature on the *Bounty*.

Danielsson's book bears the rather lame title: *What Happened on the "Bounty"*. But the author says, somewhat arrogantly, in a foreword that it should really be called *The True and Complete Story of All that Happened on Board the "Bounty" on her Voyage to the South Seas 1787-1789 with an Account of What Happened after the Mutiny to the Protagonists in the Drama*.

The book is, in fact, a very fair account of what did happen, or probably happened, in the *Bounty*

before, during and after the mutiny—probably the fairest account that has yet been published.

But it would not be true to say that Danielsson's account is "true", as any account of the *Bounty*'s celebrated voyage must necessarily be based on the word of partial witnesses.

Danielsson, for instance, accepts the story that two of the *Bounty*'s midshipmen—Thomas Hayward and John Hallett—were asleep on duty when the mutiny broke out.

He also accepts the story that just before Bligh was forced into the open boat, he appealed pathetically to Christian: "I'll pawn by honour, I'll give my bond, Mr. Christian, never to think of this if you'll desist. Consider, I have a wife and four children in England, and you have danced my children on your knee".

Now, it is quite possible that both Hayward and Hallett were asleep when the mutiny broke out. It is likewise possible—although it would have been completely out of character—that Bligh did make the

pathetic appeal attributed to him.

But there is no certainty that either of the stories is true. The man responsible for them—James Morrison, the *Bounty's* boatswain's mate—wrote them down several years after the events allegedly occurred, and he then had good reason to be bitter towards Hayward, Hallett and Bligh, as they had almost had him hanged.

Many other instances could be given of Danielsson's acceptance of stories as truth which are not necessarily true. There are also a number of instances where his research was not as "complete" as he claims it to have been.

He says, for example, that the sending out by the Admiralty of HMS *Pandora* to hunt down the mutineers was "a rather wild project". This was not really the case, as, before the *Pandora* was commissioned, the Admiralty had received information (incorrect, as it turned out) that the mutineers had settled on the island of Aitutaki.

The information about Aitutaki came from a Lieutenant George Mortimer, who visited Tahiti in the ship *Mercury* in 1789, shortly after the mutineers called there to collect livestock for a settlement at Tupuai.

Mortimer wrote an account of the *Mercury's* voyage which was pub-

lished in London in 1791 and was later translated into other languages. Yet Danielsson says that "the activities of this ship have always been a mystery to maritime historians" and that only recently has the mystery been solved.

Even so, Danielsson does not mention the fact that on August 9, 1789, the *Mercury* passed within two miles of Tupuai, where the mutineers were then living, and "fired two guns to draw the attention of the inhabitants".

Fortunately for the mutineers, it was dark at the time, so the *Mercury's* people did not detect the presence of the *Bounty* at the island. If they had, the story of the *Bounty* would no doubt have ended very differently: There may have been no Pitcairn settlement and no later transfer of the mutineers' descendants to Norfolk Island.

Literal Errors

This brings up another quite serious fault in Danielsson's book—the great number of literal and careless errors. The mutineers' descendants, for instance, are said to have been transferred to Norfolk Island in 1836 whereas the date was 1856.

On the other hand, because of Danielsson's personal knowledge of Polynesia and its inhabitants, he gives a much better picture of the *Bounty* people's life in the islands than any writer before him.

As for Bligh, Danielsson pictures him as a brilliant seaman, navigator and leader; one who was more than ordinarily kind to his men compared with most sea captains of his day.

His chief faults, in Danielsson's view, were his quick temper, violent tongue and overbearing manner; and it was these faults, in a dispute over coconuts on April 27, 1789, that sowed the seeds for the mutiny on the following day.

Summing up, Danielsson says: "The mutiny on the *Bounty* can be interpreted almost as a class struggle; a revolt of the oppressed, neglected, poverty-stricken and homeless seamen against a privileged and overbearing gentleman-class, the chief representative of which in their eyes was Captain Bligh.

"Had not the leader of the mutiny himself been a gentleman, it is more than likely that the latent hatred which existed among the wretched seaman-class for their superiors at this time would have resulted in a bloody massacre rather than the astonishingly quiet and courteous affair that the mutiny in fact was."—RL.

(WHAT HAPPENED ON THE BOUNTY. Published by George Allen & Unwin. 41/6.)



Bert Hinkler, in 1931.

The Tragedy Of Bert Hinkler

Although aviator Bert Hinkler has been dead for 30 years, story is only now told.

R. D. MACKENZIE, in *Solo*, all the facts down and man in the telling to capture some of flavour of the golden age of aviation of the twenties and thirties and the rather retiring, independent, stubborn, and in some ways the figure of Hinkler.

Yet it could have been a book. The story is somewhat pedestrian in its pace—a little much "local boy makes good" in approach.

Only in his epilogue do Mackenzie's words underline for reader the tragedy that could have been brought out better in the story. As he says, "Looking back over last years of Hinkler's life, one is constantly aware of a chain of fortunate scenes which heralded the end, and the fact that—given a less barren, less eroded and so by world depression—his undoubted talents should have prospered borne fruit to a much greater extent. But the combination of the economic crisis and his retiring nature, shunned publicity led to an inevitable end".

Bert Hinkler, born in Bundamba, Queensland, had a consuming ambition from youth to become

A MYSTERY FOR THE CONNOISSEURS

Veteran who-dunnit writer Agatha Christie is in vastly good form for her new mystery, *The Mirror Cracked from Side to Side*—which, in case you don't know it, is what happened when Lord Tennyson's Lady of Shalott felt the hand of Doom upon her.

Miss Christie—or Agatha Christie Ltd., as she now is—has been interested in writing West End, long-playing mystery plays in recent years and some of her books have seemed to indicate that her hand had lost some of its cunning in this particular department. *The Mirror*, etc., proves that it is not so.

A Miss Marple—Chief-Inspector Dermot Craddock number, it concerns some dark happenings at the Hall. Excellent characterisation, an astringent appreciation of the contemporary scene and a well-sustained plot will please Christie fans.

(THE MIRROR CRACKED FROM SIDE TO SIDE. Published by Collins. 20/-.)

ier. At 14 he built himself a pair of wings with arm sockets in the hope of flying with them, but he soon realised that "the main power gained by my two short legs running at their hardest" was not enough for him to become airborne so his invention went on the scrap-heap.

Later he joined up with the American airman Wizard Stone as a mechanic in a barn-storming career, but it was not until World War I that he won a licence himself with the infant Royal Air Force.

First Solo Flight

In the hard years that followed, Hinkler made the first solo flight from Britain to Australia, the first flight across the South Atlantic from west to east and many more less important flights—but as dramatic and as dangerous—in other spheres before being killed in a crash in the Italian Alps.

He was at that time, January, 1933, making another attempt at an England-to-Australia record.

Because of the world depression, a whole series of events which appeared to be quite out of his control, Hinkler time and again had to eat his heart out in frustration.

While his faith in aviation was shaken, life saw to it that he was the man to justify it publicly.

His death undoubtedly was a tragic fate, cutting short the career of a man who could well have surpassed Geoffrey Smith in achievement.—

SOLO. Published by the Jacaranda Press, 25/-.

On How To Raise Lions

Anyone who has lived in a household ruled by a domestic cat will understand something of the troubles Mrs. Joy Adamson has with her lions. But it is obvious, reading between the lines of her fourth book on the subject, *Forever Free*, that everyone doesn't share her sentiments.

ELSA, the lioness, who was the heroine of *Born Free*, *Living Free* and *Elsa, the Story of a Lioness* (mostly pictures) dies early in the current book and George and Joy Adamson assume the responsibility for Elsa's three part-grown cubs, Little Elsa, Jespah and Gopa.

Trouble develops almost immediately because the cubs, unlike Elsa, had never been more than partly tamed, and heavy-booted Authority demanded that they be removed from the area for fear that, in their part-civilised state, they might attack humans.

Most people, at this stage, would have quietly given the cubs to a zoo; the Adamsons, however, decided to find the cubs a new home, and after shopping around amongst African game reserves selected the Serengeti, in Tanganyika. This meant a trek of 700 miles from where George was located as a game-warden near Mt. Kenya and, as a considerable amount of time was involved, his resignation from his post.

The move was further complicated by the fact that the cubs disappeared soon after Elsa's death and began raiding African huts for domestic goats (which seems to prove that they were already well enough equipped to do their own hunting).

But finally the cubs were rounded-up and captured—Jespah with the head of an African's spear buried in his rump—and the long journey accomplished. In Serengeti, Joy and George settled down to the business of being papa and mama to the cubs, but it wasn't long before tension grew up between the Park Trust and the Adamsons—the one holding that the cubs were advanced enough to fend for themselves and should be left to their fate; the Adamsons believing that they were still too young to leave home.

Public Relations Job

This went on for several months until the cubs decided things, by losing themselves in the vast Serengeti.

Joy Adamson's stories of Elsa and her cubs have interested people all over the world and, in their own way, have done a great public relations job for Africa and its assorted game parks. It remains to be seen now how much more she is going to try to wring out of the situation, and, if she is wise, she will leave it where it lies.

Forever Free has, to a very large extent, departed from being the story of animals to being a story of the emotions of humans about animals.

The photos in this book are magnificent and anyone contemplating a visit to East Africa would be well advised to acquire it on that account alone.—JT.

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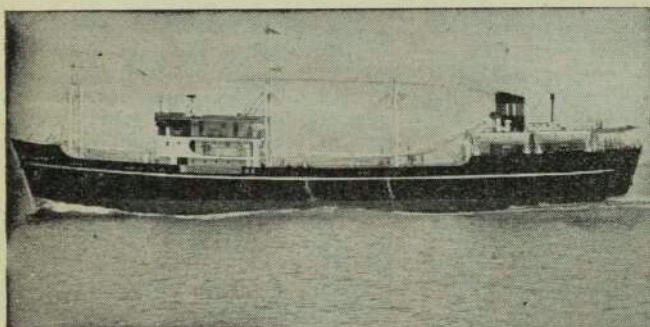
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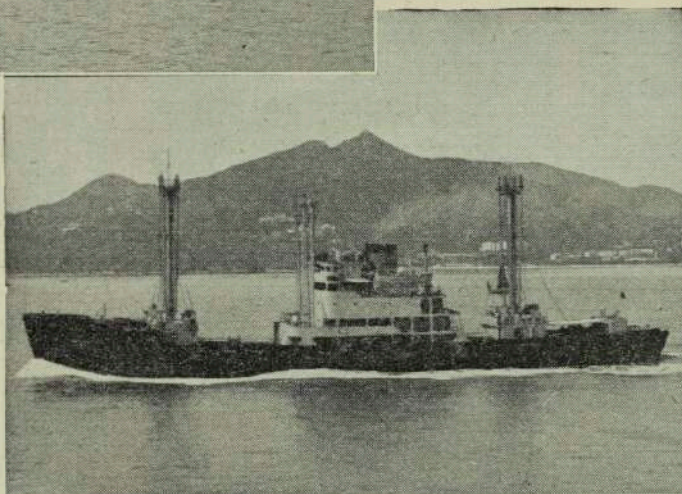
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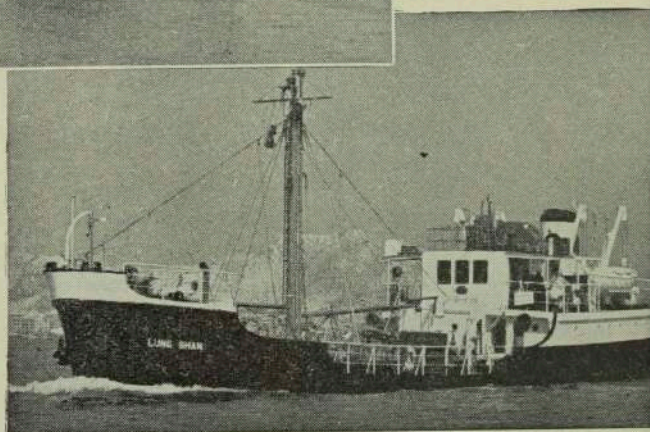
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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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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Little Ships In The Sun

Suva's commercial fleet of cutters, schooners, and other inter-island vessels was transferred to the recently completed north face of the King's Wharf at Suva while the south face is undergoing reconstruction. At their new haven, the ships made an attractive picture for Rob Wright in the March sun.



The MV *Matua* was hove to in a hurricane for nearly 12 hours on Wednesday, March 13, during a voyage from Suva to Nukualofa. The hurricane forced the ship to make for Apia, which she reached on March 15.

ER skipper, Captain P. Bennett, said in Apia it was the worst storm he had ever experienced and that he had never known such low visibility. Between 9 and 11 p.m. nothing could be seen but spray whipping horizontally through the air. The ship was hove to from 6 a.m. to 2 p.m.

The *Matua* encountered the hurricane near the island of Tofua in the Tonga Group, where the *Bounty*utineers cast Captain Bligh adrift in 1789. The maximum speed of the wind was estimated at 90 knots, the wave height at 45 ft and the ship's roll at 35 degrees. Barometer readings fell to 28.5 degrees.

The wind blew the awning off the starboard bridge and poop decks and the waves stove in the steel bulwarks and twisted and broke the steel railings and ladders. All deck cargo was washed overboard.

The *Matua* was carrying 63 saloon passengers and 25 deck passengers. The saloon passengers were confined to their cabins during the worst of

the storm, and the deck passengers were transferred to the music room.

Neither the crew nor passengers suffered major injuries.

● **COMMERCIAL FISHING OFF DARU ISLAND:** Administration Papuan and New Guinean fisheries trainees and workers helped to catch the first commercial load of fish delivered by sea from Daru recently.

The fish were caught on a commercial fishing trip organised by Mr. D. Pederson. Previously commercial consignments of fish have been delivered by air from Daru.

The fisheries trainees are working with Mr. Pederson to gain practical experience in commercial fishing.

Mr. Pederson, in his own ship *Mercia* and using Administration nets, made test hauls in creeks and other fishing grounds where nets had not previously been used. During about five days of fishing, the men caught 3,500 lb of fish, mostly barramundi. They fished off Daru Island, at the mouth of the Oriomo

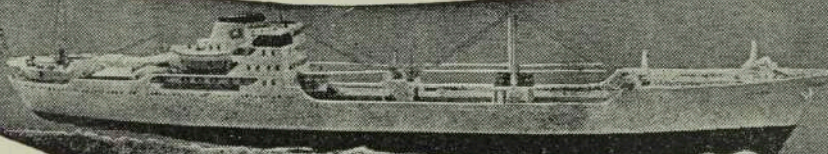
In The News This Month

Ai Sokula	Matua
Asahi Maru No. 8	Mercia
Astor	Moala
Bergensfjord	Na Vaka
Carronbank	New Baku
Cape Torrens	Ondine
C'est La Vie	Otago, HMNZS
Commandant Riviere	Pauly Thunder
Cook, HMS	Pearl
Coral Princess	Polar Vind
Coral Queen	Polynesian
Delight	Rona
Don Quijote	Sea Fever
East Wind, USS	Shoho Maru
Euphrosyne	Sin-el-Mar
Fleetbank	Sitaram
Harmony	Supply, HMS
John Williams VI	Suva
John Williams VII	Tahiti
Kungsholm	Tangiroa
Lachlan, HMNZS	Tofua
Llandaff, HMS	Wafana
Loch Fada, HMS	West Wind
Manutai	Yasme III
Maroro	

River, north of Daru, and in several other rivers 20 miles to the west of Daru.

Mr. Pederson said later the total haul was sold in Port Moresby within a few hours of reaching port. The *Mercia* was equipped with a freezer which could hold 12,000 lb of fish. Some of the next catch would be sold in Port Moresby and the balance at Horn Island, off the coast of Queensland.

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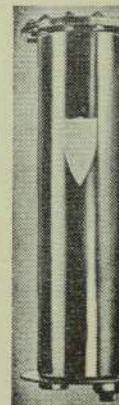
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● **BRITAIN'S OIL TANKER LEAD:** The British tanker fleet has regained its place as the largest in the world. In the second half of last year it increased by 620,000 tons to 11,162,794 tons.

The world tanker fleet stood at 3,321 ships, of 70,352,697 tons, at December 31 last—a rise of 4.8 per cent. for 1962.

● **VISIT TO NORFOLK ISLAND:** The Royal New Zealand auxiliary *Tui* revisited Norfolk Island in March. The ship, commanded by Lt.-Commander Harrison, carries seven other officers, crew of 16 and four scientists. She is engaged on oceanographic surveys between New Zealand and Norfolk Island.

The *Tui* visited Norfolk Island in July last year and collected marine and biological specimens from the surrounding waters.

● **COASTER TURNS UP SAFELY.** The 40ft. coastal vessel *Delight*, which was overdue for several days early in March on a voyage from Mussau Island, in the St. Matthias Group, to Kavieng, New Ireland, turned up safely at Emirau Island on March 5. *Delight* was apparently adrift for some time, but temporary repairs enabled her to reach Emirau. An air and sea search for the ship had begun when the *Delight* turned up.

● **KIETA WHARF PROGRESS.** Work on the new wharf at Kieta, Bougainville, BSIP, is progressing satisfactorily, according to Mr. C. W. Crouch, construction manager of the P-NG Department of Works and Housing, who visited Kieta recently.

Mr. Crouch said that a large amount of earth, forming a headland, had been blasted away. The earth had been pushed into the sea to form earthworks for the new wharf.

He said a copra shed and two other large steel sheds would be erected on the built-up area. Piles would be driven in at the end of the earthworks to form a T-shaped wharf.

● **SHIP OVERLOADED:** The owner of a Malaita cutter-boat *New Baku* was convicted in the Central District Magistrate's Court in March on a charge of carrying 41 persons when the vessel's certificate of seaworthiness limited the permissible number to 10.

The owner, who is also the bosun, said that after a conversation with a BSIP Marine Department officer last year, he thought he could carry 25 passengers and five crew, and he thought his licence would be issued on those terms. He said he got his

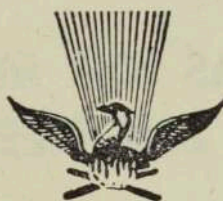
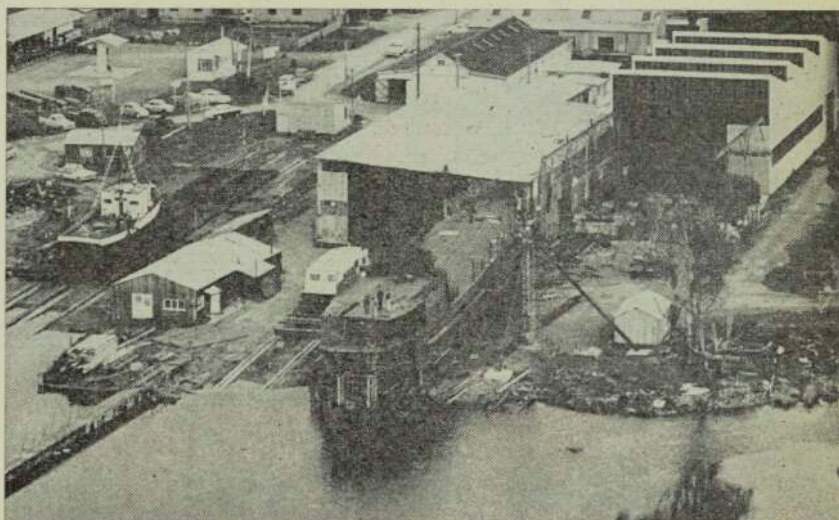
new certificate of seaworthiness in January but nobody had explained it to him.

The 41 passengers were carried on a night voyage from Makwanu to Honiara. Mr. J. L. Bergelin convicted the accused and ordered him to pay a fine of £10.

● **DEEP-WATER BERTH FOR HONIARA:** It looks as if Honiara is going to get its deep-water berth at last. The High Commissioner for the Western Pacific, Sir David Trench, said at the February sittings of the BSIP Legislative Council that

all obstacles to the Port Authority's wharf scheme had been overcome and the Government had given unqualified approval to proposals for the construction of a deep-water berth at Honiara.

The estimated cost of the project is about £170,000, and funds will come partly from the Ports Authority and partly from a loan from the Commonwealth Savings Banks. The berth will allow the largest ships visiting the BSIP to discharge cargo alongside, and will mean a quicker turn-around than is possible with the present lighterage system.



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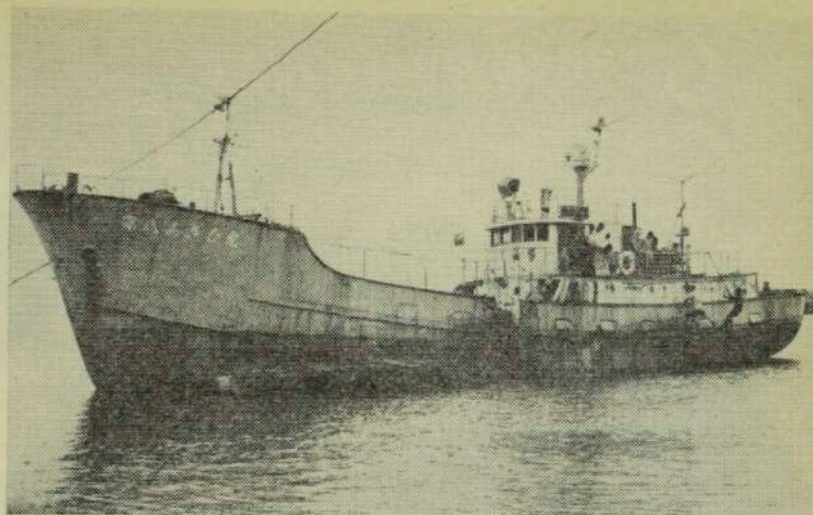
● **VOYAGE IN OWN**
RAWLER: *Harmony*, a 58 ft
 trawler, reached Auckland at the end
 of February after a 5½-month voyage
 from England. The master, Mr. Bill
 Morris, of Northcote, New Zealand,
 bought the trawler during a trip to
 England last year because he "wanted
 to make a voyage in a small boat".
 His crew of 10 included his son
 Bill, who celebrated his 14th birth-
 day at sea. The trawler called at
 again, the Canary Islands, the West
 Indies, Trinidad, Panama, and the
 Galapagos, Marquesas and Society
 Groups. The passage from the
 Society Islands took 12 days.

● **BACK TO SURVEY:** The
 Royal Navy survey ship, *HMS Cook*,
 went back to her survey of Bligh
 Water early in March after Royal
 Navy duties in New Zealand. The
Cook took part in the centennial
 ceremonies at Waitangi, in the Bay
 of Islands, on February 6, the day
 the Queen arrived there, and then
 went on to Auckland to take on
 supplies.

After her Bligh Water survey she
 is due to leave for Auckland in
 April to give the crew a fortnight's
 leave, and then return to Fiji.

● **WARSHIP AT MORESBY:**
 A brief visitor to Port Moresby in
 February was *HMS Llandaff*, based
 in Singapore, which had been detailed
 to standby duty during the Queen's
 visit over the Pacific. She is a
 Thornycroft-class aircraft-direction
 frigate, and, with *HMNZS Otago*,
 is responsible for monitoring the
 flight between Honolulu and
 Sydney.

The *Llandaff* is capable of operat-
 ing offensively in anti-submarine and
 convoy escort roles. She was launched
 in 1956 and has a displacement of
 1,000 tons. She is 340 ft long, has



AND NOW UP FOR SALE!

The Japanese fishing ship "Asahi Maru No. 8", which was refloated from a reef near Sigatoka, Fiji, on February 25 is now up for sale and has already brought inquiries from potential buyers. The ship was abandoned by her former owners and was bought by former hotel entrepreneur, Mr. Barry Philp, and a PWD engineer, Mr. Graham Dewes, for £1,600. It took them more than a year to refloat her. Salvage operations started about nine months before their efforts were successful.

Photo: L. J. Wilkinson.

a 40 ft beam, and a complement of
 15 officers and 210 men. In her
 armament are a three-barrelled anti-
 submarine mortar, a twin 4.5 in. gun
 forward, and a twin 40 mm. gun aft.

● **COPRA FOR SOUTH**
AMERICA: A modern Norwegian
 ship *Polar Vind* arrived at Santo on
 March 1 to load 2,000 tons of copra
 for South America. The loading of
 the cargo was impeded by bad
 weather, which was general through-
 out the New Hebrides during the
 first week-end of March.

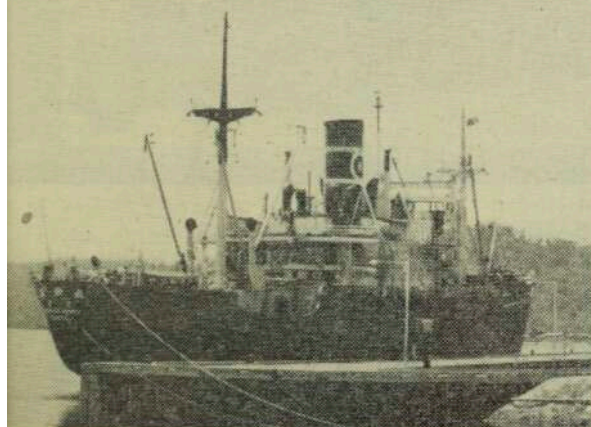
● **NEW LOOK TOURISTS:** The
 Union Steam Ship Company has
 found the pattern of tourist traffic
 changing, according to the company's
 acting manager, Mr. E. R. Horn.
 The change has been brought about
 by the introduction of duty free
 shopping for a limited range of items
 in Fiji.

Mr. Horn, whose company's ships,
Tofua and *Matua*, call regularly in
 Fiji, Tonga and Samoa, said recently
 that at Suva tourists went shopping
 instead of sightseeing. But at
 Nukualofa, for example, more than
 two-thirds of the passengers went
 sightseeing.

● **SUVA VISITORS:** *HMS Loch*
Fada, a Royal Navy frigate, and the
 USS *East Wind*, an American ice-
 breaker, visited Suva in March.
 Officialdom was quiet about the
 purpose of the *Loch Fada's* visit, but
 the inference was that she would be
 one of the safety patrol ships during
 the return flight to London of the
 Queen and the Duke of Edinburgh.

The *East Wind*, which has a
 complement of 15 officers and 190
 enlisted men, was on her way back
 to the United States from duty in the
 Antarctic.

● **SOLD FOR SCRAP:** The
 4,873-gross ton ship *Suva*, which was
 well known in South Pacific waters,
 will be delivered to a Hongkong



BIG TIMBER CARGO:
 The "Sin-ei Maru"
 recently called at
 Rabaul with the big-
 gest consignment of
 timber to leave New
 Britain for Japan—
 1,448,000 super feet
 of mixed New
 Guinea timbers from
 the Talasea area. A
 few days later the
 "Shoho Maru" took
 another 1,000,000
 super feet. This ship
 is from Nitto Line,
 which will call regu-
 larly at Rabaul.

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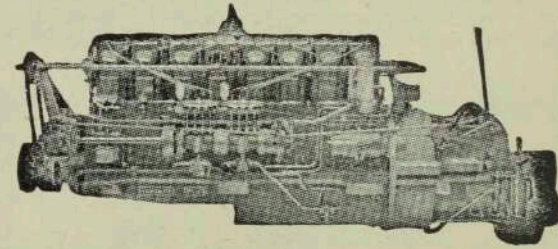
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104 APRIL, 1963 — PACIFIC ISLANDS MONTH

shipbreaker's yard in April or May for breaking up. The ship has been sold to a Hongkong scrap firm and is reported to have realised £13/12/- a ton on her light displacement. The *Suva*, which was owned by Pacific Shipowners Ltd., was built at Sunderland, England, in 1938. Pacific Shipowners own two other ships, the 1,459-ton *Lakemba* and 400-ton *Ai Sokula* (see this page for further reference to the latter).

● **YOUNG STOWAWAY:** When the CSR ship, *Rona*, arrived at Suva on her March voyage she had on board a 15-year-old boy who had stowed away at Sydney. He hid in a lifeboat until the *Rona* was about 60 hours out of Sydney, and was then discovered walking along the deck.

In the lifeboat were an air rifle, several sheath knives, a map of the South Pacific, and a piece of luncheon sausage.

The boy had to work for the remainder of the voyage, and while the *Rona* was in port he was confined to his cabin.

● **AWARD FOR COMMISSIONER:** The Royal Australian Navy recently awarded its Volunteer Reserve Decoration to the Resident Commissioner in the Gilbert and Ellice Islands Colony, Mr. V. J. Andersen.

● **LUXURY CRUISE:** The *Bergensfjord*, a luxury cruise liner, which called at Suva recently, was the second visitor of its kind within a month "laden with American millionaires". The *Bergensfjord* was on a three-month cruise of the Caribbean, Pacific and the Far East ports. She arrived at Suva from New Caledonia, and then sailed for Fonga. Suva duty-free traders were disappointed with the visitors. Instead of buying cameras and radios, they seemed more interested in curios. The first luxury liner with American tourists was the *Kungholm*. Each liner had previously made Pacific cruises.

● **ON SOLOMONS REEF:** It was reported from Honiara in March that the ship *Cape Torrens* had gone aground on a reef on the eastern side of Manaoba Island, at the north-eastern tip of Malaita, BSIP, early on February 28.

The ship was abandoned after the *Coral Princess* had made five attempts to refloat her.

● **AI SOKULA STRANDS:** The inter-island trader, *Ai Sokula*, ran on a reef between Nasautabu Passage and Mubulau Island about 2 a.m. on March 10 while on a voyage from Savusavu to Suva. She was refloated about two hours later under her own steam, and reached Suva about 7½ hours later.

She was carrying a number of deck passengers and the usual crew.

Seas were moderate and there was no panic. As the tide was rising, the master, Captain Robert Croker, decided to wait till high water before attempting to free the ship. At high

tide, with her kedge anchor out, the *Ai Sokula* floated off.

The *Ai Sokula* is owned by Pacific Shipowners Ltd., a subsidiary of W. R. Carpenter & Co. (Fiji) Ltd.

● **MEAT FOR VISITING SHIPS:** The Syndicat Agricole, a consortium of plantation owners and agriculturists of Efate, New Hebrides, has recently completed the construction of a cold storage unit in Vila. It is hoped that all meat slaughtered on Efate plantations will be stored in the building for sale to Vila

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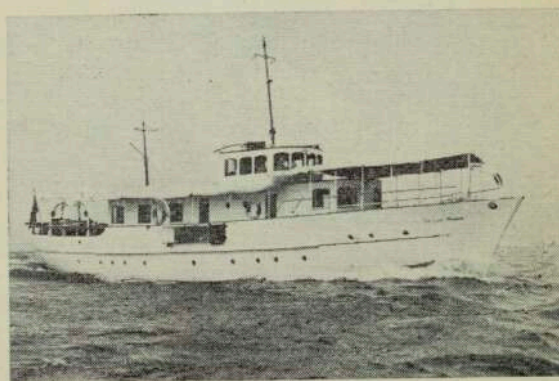
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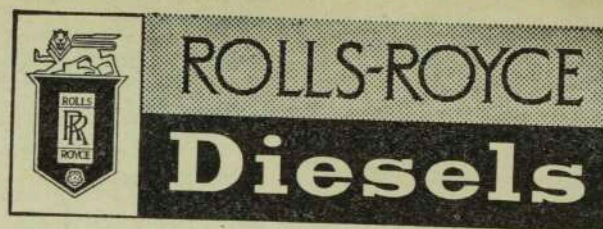
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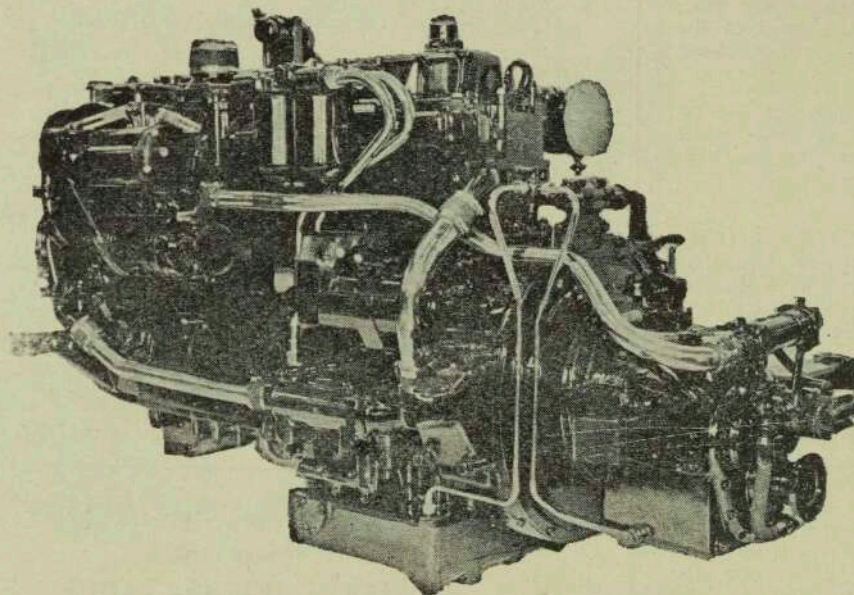
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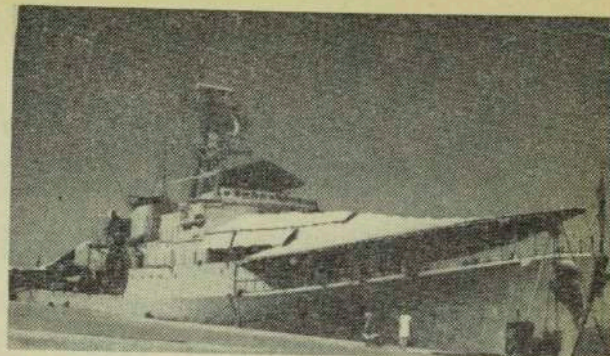
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FRIENDLY GIRLS:
When the French Navy's fast escort ship "Commandant Riviere" arrived in Noumea in February, the local girls, such as the one at left, lost no time in making friends with her crew.

Photos: Fred Dunn.



achers and to visiting ships. The building will hold up to 60 carcasses in three refrigerating chambers. The *Polynisien* was expected to bring a freezing unit to Vila on March 8.

● **VISIT TO KADAVU:** The S Company trader, *Waiana*, was scheduled to call at Naikorokoro, Kadavu, Fiji, in March for a cargo of timber. It was the first time the company had sent an ocean-going ship to the island, but if the experiment is successful it will not be the

The *Waiana* was scheduled to load out 50,000 super feet of sawn timber and logs, and then sail for Suva, Apia, Nukualofa and Auckland.

The company decided to send the *Waiana* to Naikorokoro after the NZS *Lachlan* surveyed the anchorage and found it suitable for ships of up to 6,500 tons. Before the turn of the century, Kadavu was a regular calling place for ocean vessels and had a port of Suva, Galoa, on the opposite side of the island from Naikorokoro.

NEW MISSION SHIP IN P: The London Missionary Society's new 125-ton ship *John Williams VII*, which was officially named by Princess Margaret in London on November 29, has now reached the Pacific. Late in February, she was en route to Honiara to get a radio repaired before continuing her maiden voyage to Tarawa, C.

Meanwhile, her predecessor, *John Williams VI*, which has been bought by Burns Philp and renamed

Manutai, was in Vila. The *Manutai*, which will be used as a trader in the New Hebrides, has been considerably altered. A store has been built amidships.

● **VOYAGE BANNED:** The Fiji police intervened early in March to prevent a voyage by a 15-ton motor launch, the *Sitaram*, from Lautoka to Pago Pago. They ordered the crew to take the launch from Ellington, about 60 miles east of Lautoka on the north coast of Viti Levu, back to Lautoka.

The owner, Mr. Andrew Singh, said the police told him they had reason to believe the launch was on its way to Pago Pago. He told the police he knew nothing about the projected voyage, and took the advice of the police who interviewed him at Suva, to return to Lautoka as quickly as possible.

The *Sitaram* had returned by the

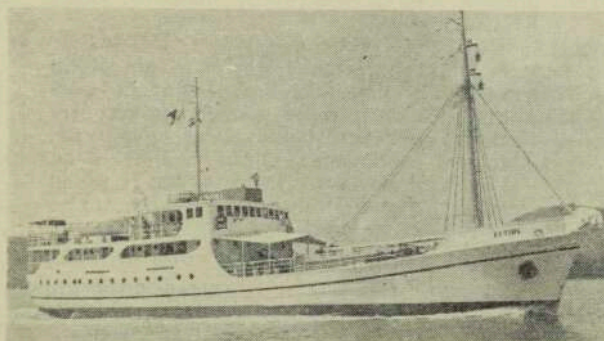
time Mr. Singh arrived. He said later he believed a relative in whose charge he had left the *Sitaram* had decided to go to Pago Pago for some reason, and had stocked the launch with food, a large supply of fuel, and water. He had left Lautoka on February 28.

The *Sitaram* had called at Ellington before leaving for the high seas, and a member of the crew had told the Rakiraki police of the projected voyage. It was then that the police intervened and ordered the *Sitaram* back to Lautoka.

Mr. Singh said: "The passage would have been disastrous. The *Sitaram* is a well-built vessel, but they had no charts and only a compass on board, and none of the crew has any experience of the sea outside Fiji waters. This, coupled with the recent bad weather, would have meant a serious risk".

Mr. Singh normally uses the

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ADDRESS

Sitarum for pilotage work. The launch was formerly one of the Natovi-Levuka ferries, providing daily connection between Suva and Levuka.

● **FILL-IN SKIPPER:** Mr. T. Lowe, well-known New Hebrides trader and shipowner, is acting master of the *RCS Euphrosyne* during the absence on leave in the U.K. of her regular skipper, Captain Kiwood, from March to July.

● **LAUNCHING OF NEW CO-DOMINIUM VESSEL:** Madam Delauney, wife of the French Resident Commissioner in the New Hebrides, is expected to launch the new Condominium vessel *Na Vaka* in Sydney in April when she passes through on her return from holiday in France. The ship is being built by Messrs. Lars Halvorsen Ltd. It is 47 ft long, and will replace the Condominium vessel *Don Quijote*.

● **NEW SHIP FOR TONGA:** According to a report circulating in Nukualofa, Tonga's Premier, Priti Tungi, is to go to Norway soon to buy a small steamer, said to cost £500,000, for Tonga's new coconut processing project (with the Americans in Pago). It is also rumoured that a loan is to be negotiated in London to build a new wharf at Nukualofa. Old hands in Tonga somewhat amused by the fact that it was only five years ago that a new treaty of Friendship was signed with Great Britain giving Tonga freedom to look after its own financial affairs. Now, it seems Tonga is to put the hard word on the Old Country for a loan!

● **LOST BOAT'S LONG DRIVE:** Two fishermen fishing off the west coast town of Bourail, New Caledonia, found a small waterlogged boat late in February which proved to be one that had disappeared near Noumea, about 100 miles away, on December 24.

The boat, *Pauly Thunder*, built and powered by an outboard motor, had belonged to a 20-year-old sailor, Daniel Charles, who was serving military time at the Naval base in Noumea.

On the morning of December 24, Charles expressed the intention of changing the mooring place of his boat—an operation that should have taken no more than 20 minutes. He was never seen again.

It now seems probable that he took his boat for a run on the lagoon, that the boat either hit a sunken object or was turned over by a wave.

The wrecked boat must then have been carried out through one of the passes and drifted up along the coast with the currents, probably aided by prevailing winds.

After Charles disappeared, an air search was made for him a considerable distance up the west coast, as it is presumed that the boat may have drifted towards Bourail.

FLEET CONSOLIDATION: The P and O Line will consolidate its passenger fleet by the end of this year, according to the company's annual report. All pre-war ships will be withdrawn from service to leave a combined P and O-Orient Line with a fleet of high-class, post-war ships, all air-conditioned.

FIJI REUNION: Captain Stan Brown, owner of the Fiji cruise ship *Maroro* (formerly the *Hifofua*) had a two-day reunion in March with his young brother, Ralph, whom he had not seen for 25 years. The younger Brown, who used to work on snow and ice at Antwerp docks, had recently decided to go to New Zealand, where he obtained a position with the USS Company. For years he was chief engineer of the South American Saint Line, and for the 18 months before leaving New Zealand he was engineering superintendent for a Norwegian shipping company. Where did these two "old salts" meet for their reunion—at Nadi Airport!

GRANT FOR KIA WHARF: The BSIP Government recently approved an application by the Ysabel Council for a grant of £200 from Colonial Development and Welfare Funds to pay one-third of the cost of rebuilding the Kia Wharf. The wharf will be reconstructed to take up the size of the *Coral Queen* and *Coral Princess*.

NATIVE RESCUES FIVE BABIES: A young native in a speedboat rescued five babies after a canoe overturned in heavy seas 200 miles from Rabaul, in late February. The native, named Thomas, later described how cries like "lonely babies in the night" led him to where the babies, their five mothers and a dog were floundering near their riddled canoe. The accident occurred in Buka Passage, between Buka Island and Bougainville Island. The group were Bougainville traders attempting to go from one island to another when heavy seas swamped their canoe. Thomas set out in a speedboat

from Bonis Plantation when he heard cries above the noise of the waves.

Thomas twice endangered his own life by cutting the speed boat's motor so that the cries could direct him.

He took the five babies into the speed boat and showed the six adults the direction of the shore so they could start swimming.

A huge wave overturned the speedboat on the return trip and Thomas rescued the five babies single-handed.

COLLISION IN SUVA. A Bank Line ship, the *Fleetbank*, had

a brush with the Union Steam Ship Company's *Matua* at King's Wharf, Suva, on March 11.

Net result was a dented plate and a broken stern flag mast for the *Matua* and some scratched paint on *Fleetbank's* starboard side.

The *Fleetbank*, which had come from Tarawa the previous night, and anchored in the stream, was moving to her berth.

She came in on an angle to the *Matua*, which was alongside the main face of the King's Wharf with

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IN SUVA: Yachtsman Danny Weil, of "Casme III", who has been making his third attempt to sail around the world, reached Suva on February 20 with gallons of water pouring into his yacht through a worm-riddled hull. He has had much bad luck on his voyages that is giving up his efforts at circumnavigation. (PIM, March, p. 129.)

Photo: Stan Whippy.

her stern almost level with the corner of the Walu Bay Wharf.

There was a grinding of plates as the ships touched. The starboard side of the *Fleetbank* lurched against the *Matua's* stern, and the former's gangway carried away the *Matua's* stern flagpole.

The *Matua* shook and men working in her hold dashed on deck, but a few seconds later the *Fleetbank* was past without further mishap.

● **LAE WHARF DAMAGED:** The Bank Line ship *Carronbank* damaged 60 ft of Lae's wharf on March 9, and five double fender piles and some fendering were pushed to the sea. If the piles can be salvaged and are not too badly damaged, they will be used to rebuild the wharf. If they can't be used, it is estimated that repairs to the wharf will cost £2,500.

● **SHARK FISHING HAS POTENTIAL:** Experimental catches by P-N-G Administration fishery trainees indicate that shark fishing in the Trobriand Islands could be a commercial proposition.

Mr. K. I. Tomlin, Agricultural Officer, Milne Bay District, said in a report that recently three trainees, Christopher and Milali, from Dobu, and Albert Kaka, of Kiriwina, fished with a set-line anchored at each end and held up with glass floats.

The set-line used 13 large hooks baited with small fish, each hook being fastened with 600 lb breaking-strain trace wire.

Half an hour after setting the line, the trainees caught a 6 ft shark weighing 135 lbs. While it was being hauled in, sharks broke the heavy trace wire on three of the hooks. Later another shark weighing 90 lbs was hauled in.

The next morning the set-line was inspected. A large stingray and a small 80 lb shark were hooked. Several more trace wires were broken.

While these wires were being repaired, a large 13 ft shark circled the line. The trainees noticed the

shark had lengths of trace-wire hanging from its mouth.

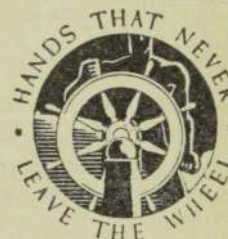
Later in the day, the line was again inspected and a 12 ft shark weighing 450 lbs was hauled on board the fisheries vessel, *MV Pearl*.

Another 14½ ft shark, weighing between 800 and 900 lb, broke the trace-wire and escaped while being hauled on board.

● **NEW LIGHTHOUSES FOR LAUTOKA:** Two new lighthouses are to be built at Vio Island, off Lautoka, this year. They will "place" the island, which is a navigational hazard, for vessels approaching the new wharf from the south-west.

The new lanterns, lit by acetylene

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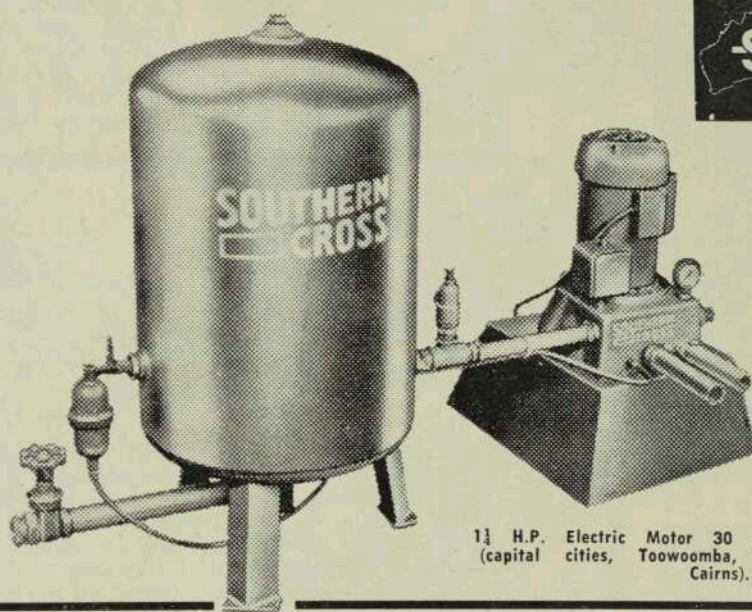
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BACK TO THE TROPICS

Mr. and Mrs. John Rothery and their children, Philippe, 14, Helene, 11, and Eric, 8 (above) were among the passengers in the Matson liner "Monterey" when she left Sydney on a recent voyage to the United States. The Rotherys were on their way home to Noumea after a six-weeks holiday in Sydney. Mr. Rothery, an Australian, is manager of the Pentecost Travel Service in Noumea. His wife is a New Caledonian. They have lived in Noumea for the past 14 years.



Below are Mr. and Mrs. Richard Seymour, formerly of Tasmania, who left Sydney in the "Monterey" for Fiji via Noumea. Mr. Seymour has been appointed to the position of powerhouse superintendent of the Suva City Council. The couple have two daughters, Lynda, 9, and Nancy, 7, who were asleep when the picture was taken. Mr. and Mrs. Seymour spent many years in Malaya and are looking forward to living in the tropics again.

and automatically controlled by valves, were ordered last January and delivery, in Fiji, is expected in August.

The Public Works Department will start by driving six (three for each lighthouse) heavy steel box piles into the coral reef off Vio Island.

Cylindrical reinforced concrete lighthouses will then be constructed on these foundation piles.

The new lighthouses have not been named yet, but are known as Laua Red and Lautoka Green at their present design and construction stage.

The outer light, will act, in connection with the existing wharf head light, as a lead for vessels approaching from the south-west, and will show a safe course for a vessel approaching the new wharf.

If all goes well, another light-house will be constructed on Curacao Rock, later in the year.

This structure will replace the little Rock buoy, which is liable to get its moorings during heavy weather and could well break adrift in a hurricane.

A "reconnaissance in force" will be made by the Public Works Department floating pile driver, and

an attempt made to drive a very heavy steel box pile into the solid coral at Curacao Rock.

If this pile-driving attempt is successful, two more piles will be driven and thus form the essential, three-legged foundation for a new lighthouse there.

The United Kingdom is providing 90 per cent. of the funds required to build these new lighthouses by way of a Colonial Development and Welfare Fund grant.

News Of Cruising Yachts

● *SEA FEVER*, 42 ft ketch, with Larry and Margaret Alexander, which spent six months or so in the Pacific in 1961-62, turned up in Athens just before Christmas. *Sea Fever* left Sydney on April 1 last year and later called at Mombasa, Aden, Massawa, Shadwen Island, Suez, Port Said, Beirut, Cyprus, the Greek islands of Castelrosso, Rhodes, Seini, Kos, Levita, Amorgos, Mikonos, Delos, Siros, Kea and finally Athens. The Alexanders, who are Americans, reckon on getting back to the United States about June.

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● *ASTOR*, 73 ft Australian schooner, which was defeated by the American yacht *Ondine* in the last Sydney-Hobart yacht race, left Sydney on March 9 to take part in the trans-Pacific race from Los Angeles to Honolulu, which begins on July 4. *Astor's* owner-skipper, Mr. Peter Warner, 32, of Cammeray, New South Wales, planned to sail via New Zealand, Tahiti, Honolulu and San Francisco. The schooner carried a crew of seven Australians, a New Zealander and an American for this voyage. She will take on another five Americans for the race.

Mr. Warner said in Sydney before leaving that *Astor* would use a super-size balloon sail called a gollywobbler in the race. It was three and a half times as big as *Astor's* mainsail. It would be set on the opposite side to the spinnaker and all other sails would be taken down.

Mr. Warner added that the spinnaker and gollywobbler had a total area of 6,000 square feet, which gave the schooner tremendous lift and speed when running before the wind.

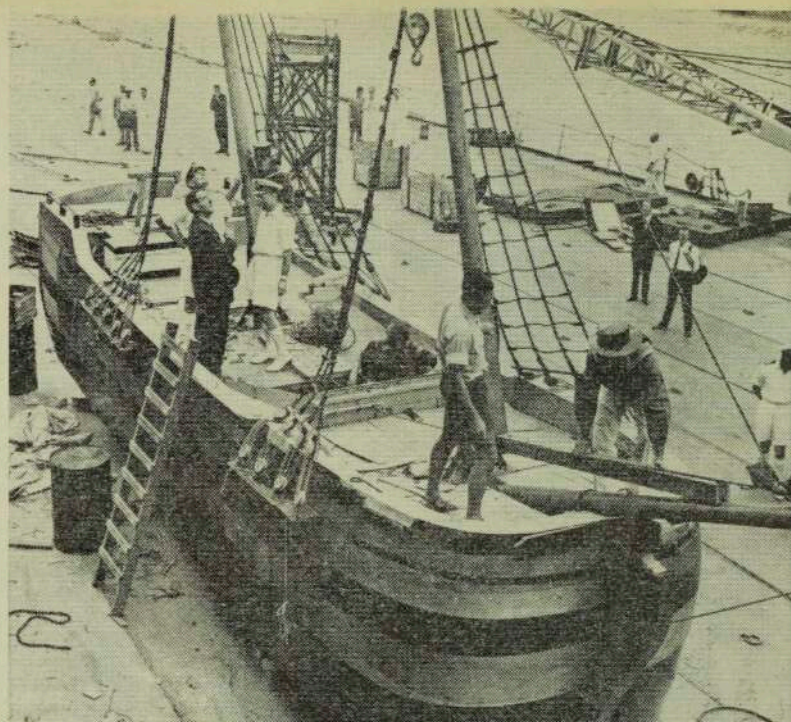
● *MOAIA*, 36 ft ketch, with skipper Ray Overton and Al Blanchette, arrived in Honolulu recently after a 30-day voyage from Papeete, Tahiti. Ray reported a routine trip. *Moaia* had quite a spell in the Marquesas last year after a voyage from Manzanillo, Mexico.

● *WEST WIND*, an American yacht, called at Honiara, BSIP, in late February in the course of a world tour which began in 1961 and has already taken her to a dozen or so countries.

West Wind is a 99-footer, skippered and owned by Captain Cochran. She began her cruise in Germany and has visited Lapland, the Scandinavian countries, the Mediterranean, Africa and the West Indies. After passing through the Panama Canal, the yacht took a party of scientists to the Galapagos Islands to collect animals and birds for the Philadelphia Zoo. This resulted in a cargo of lizards and penguins being shipped to Mexico.

Later, *West Wind* called at the Society Islands, Samoa and Suwarow. At Suwarow, according to the first mate, Mr. John Parkinson, the passengers and crew enjoyed three days of the best fishing they had ever had—with the atoll's only inhabitant, New Zealander Tom Neale.

From Honiara, *West Wind* intended to go on to New Guinea and then Bangkok.



HISTORIC SHIP: HMS "Supply", the first ship to enter Sydney Harbour (with the First Fleet in 1788) was seen again in Sydney in March for Australia's 175th anniversary celebrations which the Queen attended. The 1963 version, half the original's size, was built by RAN shipwrights on the flight deck of the aircraft carrier HMAS "Sydney". She wasn't seaworthy—she was built over an Army duck—and drove, not sailed, into the Sydney Showground. Below Rear Admiral G. G. O. Gatacre, Flag Officer-in-Charge, East Australia Area, hangs aboard a small cannon before the "Supply" heads for the pageant.

● *C'EST LA VIE*, Lyall Price's tiny sloop, arrived in Honolulu recently 24 days out of the Marquesas, with Lyall grumbling about five days of calms following 19 days of very good sailing. With Lyall was crewman Tu Mihi. *PIM* last had news of *C'Est La Vie* in October, 1961, when she arrived in Nelson, New Zealand, from Sydney, bound ultimately for Tahiti.

● *TANGIROA*, a NZ sloop, which Pete Byam, of Maui, Hawaii, bought recently in New Zealand, reached Honolulu recently. Pete plans to use the vessel in Hawaiian waters.

● *TAHITI*, 30 ft ketch, with her well-known skipper Lorin (Smitty) Smith, left Honolulu early in March for Papeete and Rarotonga with Leo Wayshner, of Honolulu, as crew. *Tahiti* seems to have been out of circulation or out of the South Pacific (or both) for some time, as this is the first news we've had of her since November, 1960, when she arrived in Honolulu from Tahiti.



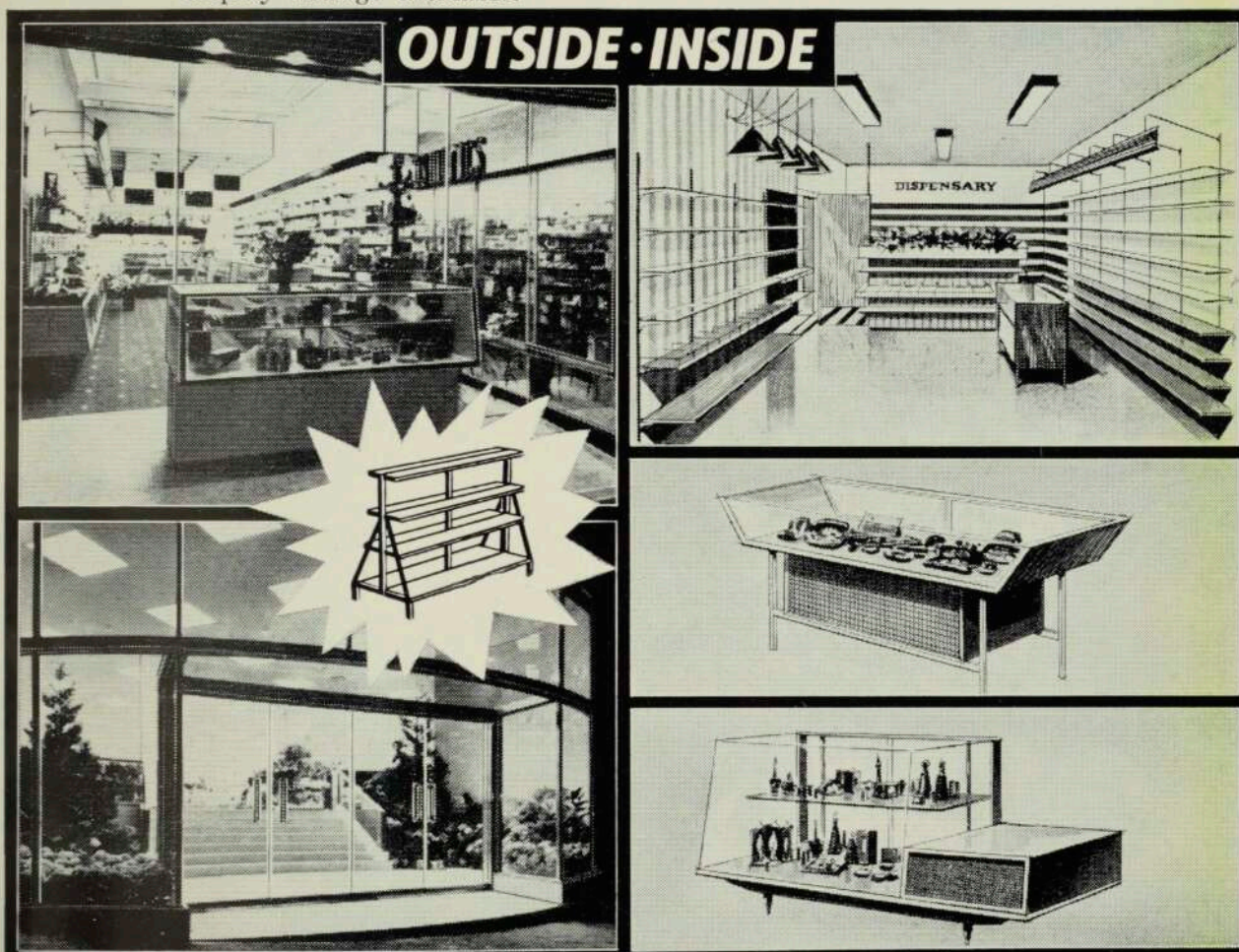
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• Fred Dunn's New Caledonia Round-Up

Early English Missionaries Honoured At Lifou Centenary

About 1,000 people took part in ceremonies to mark the centenary of the Pastoral School of Bethanie, at Chepenhe, Lifou Island, in New Caledonia's Loyalty Group on Sunday, March 10.

Among those who attended were Pastor Peteru Ihily, president of the native Protestant church; Pastor Robert Murray, of the Presbyterian church in the New Hebrides; and representatives from surrounding islands.

Bethanie is a school for the training of native Protestant missionaries. It was opened in 1862 by Daniel MacFarlane, a Methodist missionary from Manchester, England.

MacFarlane and his wife, formerly Elizabeth Ursula Joyce, taught at the school until 1867 when they left Lifou after a dispute with the French government. In 1866, MacFarlane completed a Lifouan translation of the New Testament.

Some time after the MacFarlanes' departure, the Bethanie School—like other schools started by British missionaries in the Loyalty Islands—was taken over by French Protestant missionaries.

These schools date back to the time of the famous LMS missionary John Williams, who, in 1839, left Samoa on the brig *Camden* with a number of Samoan teachers to spread Christianity throughout the south-east Pacific.

Missionaries Landed

Williams was killed when he landed at Erromanga, New Hebrides, the *Camden* went on and landed Samoan teachers at the Isle of Pines, the Loyalties, and the Bay of Vincent on the west coast of New Caledonia.

The first church on Lifou was built by a Samoan called Fao at Ahrared, near Mou, on the island's northern coast. English missionaries came later.

Hostility developed between the converts of the English missionaries and those of French missionaries who began work in the Loyalties in 1868. Then, in 1884, a decree was promulgated making the teaching of French compulsory at all schools established in the Group.

This resulted in the English mis-

sionaries being forced out of the Group, and it is on record that when they passed through Noumea, they were sneered at as "English Tar-tuffes."

Even so, Lifou, and the other Loyalty Islands still retain a good deal of the influence of the English missionaries—the game of cricket, plum puddings, jam tarts and many English words.

Until World War II, the natives spoke almost as much English as French, and the French authorities did not look on this with a very friendly eye. However, with the advent of compulsory schooling, the French language has become more or less universal. But the survival of English words in the natives' vocabularies is a point of great fascination to visitors.

Members of a Vietnamese Association in New Caledonia have written an open letter to the French authorities demanding immediate repatriation to North (Communist) Vietnam.

The letter pointed out that Mr. Rock Pidjot, Vice-President of New Caledonia's Government Council, had stated on his return from Paris some weeks ago that repatriation of the Vietnamese might be resumed "in the near future" (*PIM*, Feb. p. 135).

The letter called on the French authorities to honour their promises, given some years ago, that the Viets would be repatriated.

A noted ornithologist, Mr. Etchepar, of the Paris Museum of Natural History, spent several days in New Caledonia recently, en route to Indonesia and Malaya, where he will advise on measures to protect bird life.

During his stay, Mr. Etchepar urged that every effort should be made to protect New Caledonia's flightless bird, the cagou, which is also the country's emblem. He said reserves should be created so it could breed in security.

At present, the cagou is in danger



IN NEW CALEDONIA: The Very Rev. Father Buckley, Superior General of the Marist Fathers, with headquarters in Rome, was in New Caledonia recently on a visit of inspection to Marist missions. Father Buckley, an American, is seen at right greeting a member of one of the missions. New Caledonia has 56 Marist father missionaries, the greatest number in the Pacific.

—Photo: Procure Mission.

of extinction. One of its greatest enemies is the domestic dog gone wild. Apart from its running speed, the cagou has no means of defence.

Shimura Kako, a Japanese nickel smelting firm with plants in Tokio and Osaka, has entered into a long-term contract with Noumea's Societe le Nickel. It will soon take delivery of some 480 tons of refined nickel, followed by another 1,000 tons in September.

As a result of public indignation, the New Caledonian Government has lifted its recent ban on the importation of all foreign fruits except apples (*PIM*, March, p. 130).

However, there is a catch in the lifting of the ban, as only apples may be imported by ship. All other fruits must come by air.

This, of course, means that only limited quantities of fruit other than apples can be imported and these fruits will be very expensive. The Government's decision seems to say, in effect: "If the public wants fruit, let them pay for it."

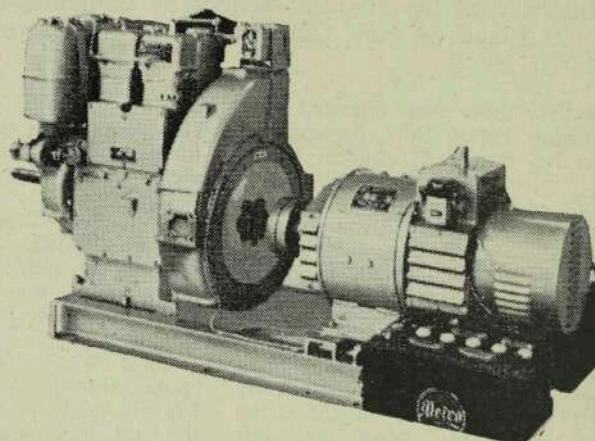
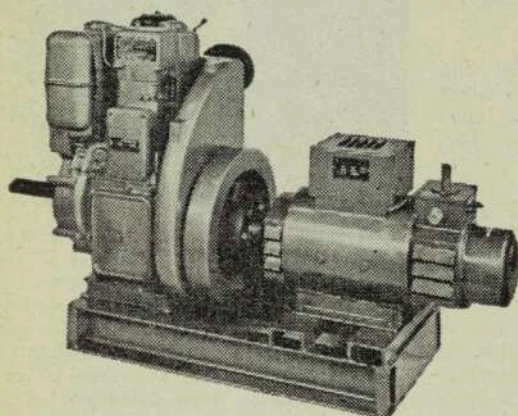
One hundred young men, called up to do their military service this year, have volunteered to do their "time" in Metropolitan France. Two-thirds of the conscripts are Melanesians.

Braybon

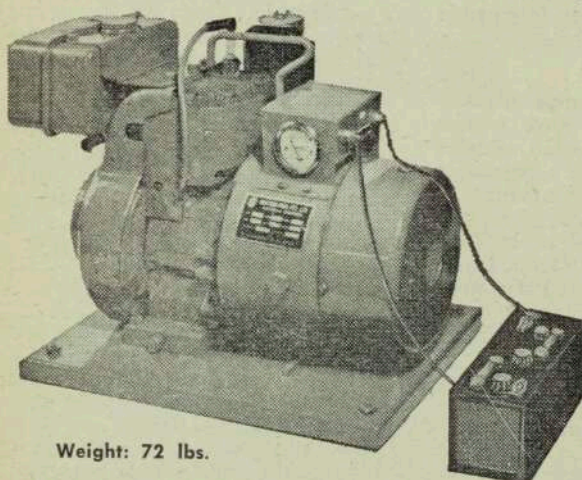


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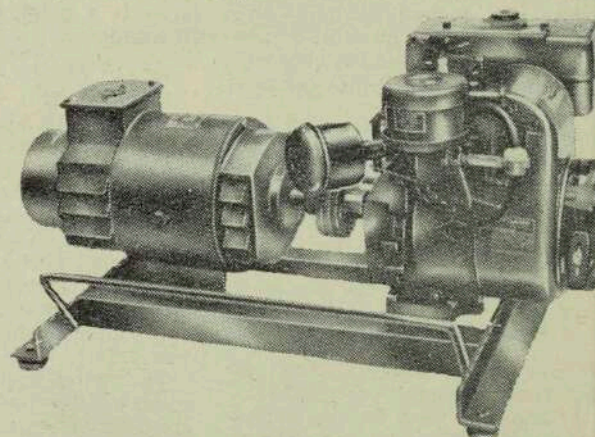


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QUOTATIONS GIVEN WITHOUT OBLIGATION

What To Do With The P-NG Copra Fund?

From a Port Moresby Correspondent

A more practical use for the Papua-New Guinea Copra Stabilisation Fund (PIM, Feb., p. 4) than just letting it sit there to earn interest was suggested at the February meeting of the P-NG Legislative Council by Mr. John Stuntz, member for Eastern Papua.

Mr. Stuntz would like to see some interest on the Fund (it now amounts to about £150,000 per annum), used in research into the possible local manufacture of soap, margarine, etc., from local copra. The constitution of the Fund would permit this, he said. Mr. Stuntz pointed out that although production of copra has gone up, income from exported copra in 1962 was £3½ millions less than 1960.

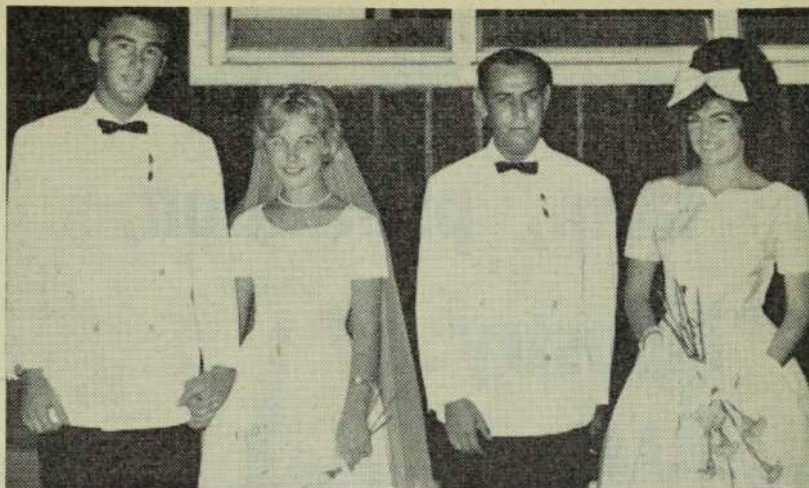
One result of this was that planters were employing about 25 per cent. less labour now than three years ago and this lack of spending power was being felt right through the community.

Other experts disagree with Mr. Stuntz in his contention that the interest or any part of the capital of the Fund can be used as he suggests. It can, they say, be used only for paying a bounty on copra, and to alter this will need amending legislation. To get the amending legislation will require a very big howl from interested parties and a great deal of pressure brought to bear in the right places.

Legal opinion has been sought and has quite definitely established that individuals engaged in the copra industry have no equity whatsoever in the Fund—mostly because the original payments into it were assessed as export duty and part of that duty was put into a reserve fund.

People who are in a position to know what they are talking about are of the opinion that the Fund will eventually end the way of 90 per cent. of such funds—be put into Consolidated revenue and never be heard of again.

At present the Fund represents a tempting plum to any administration—at Dec. 30, 1962, it amounted to 3,796,609 and is increasing off its own fat by way of interest.



RABAUL WEDDING: Married recently at the Rabaul Church of St. George the Martyr were Mr. and Mrs. Robin Staude. The charming bride was formerly Estelle East, well-known Rabaul girl. The best man was Mr. Jim Fraser and the bridesmaid Ellayne East. The couple will live permanently in Australia.

Everyone's Not Happy With BSIP Air Link

From a Honiara Correspondent

The long-awaited link air service between the British Solomon Islands and the New Hebrides, which materialised at the end of 1961, and is now operated by Fiji Airways on a weekly basis, is turning out to be only a partial blessing, pleasing some of the people only some of the time.

FROM the beginning of March, the Fiji Airways service leaves Fiji each Monday, makes an overnight stop in Vila, New Hebrides, and arrives in Honiara, BSIP, at 2 p.m. Tuesdays.

Two hours later, the TAA plane from Lae (a Fokker Friendship one week and a DC3 the next), also arrives at Honiara. The following morning, around seven, both planes depart again—the Fiji Airways plane for Nadi which it reaches about 7.30 the same evening; the TAA plane for Lae, via BSIP and Bougainville airports and Rabaul. BSIP's aerial communication with the outside world then ceases for another week.

Not So Pleasing

Some of the people who are pleased by the new arrangement are the very few who want to travel quickly between the New Hebrides and New Guinea, or vice versa; and BSIP public servants going on leave to Europe who can now (with a little bit of luck), make a connection with Qantas at Nadi on the same day they leave Honiara.

Those who find the new arrangement useless are those who have business in all the groups of the SW Pacific but for whom one night in Honiara is too short while eight days is about twice too long.

Apart from the too-short or too-long stay in Honiara, the limited capacity of the Fiji Airways aircraft, which carries about 10 passengers, is also an obstacle to those who imagine they are going to do a grand tour of the SW Pacific.

Booked Far Ahead

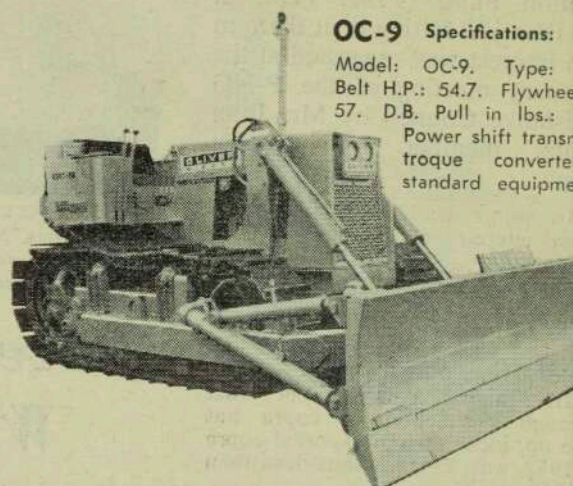
With the Overseas Aid Scheme now extended to BSIP, air travel to the UK by the shortest route is just about obligatory for leave-going civil servants. The shortest route to the UK from BSIP is via Nadi and the USA, and the 10 seats on Fiji Airways' Heron are almost solidly taken up by these travellers.

It is therefore necessary, at present, to book at least three months in advance to be sure of a seat on a FA plane out of Honiara for New Hebrides airports or Fiji.

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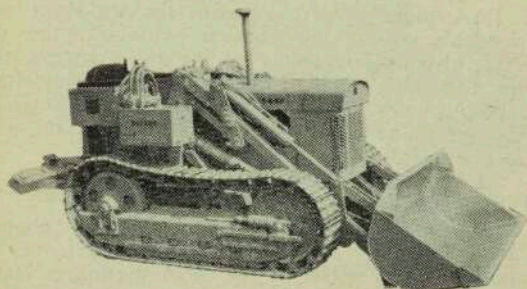
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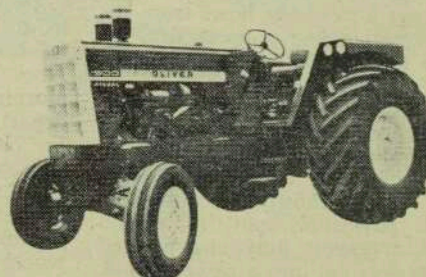
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inea end, being over twice as large as the FA's Herons, are now just barely coping with the once a week schedule sometimes by the expedient of the pilots nursing quite large children. Traffic offering at present probably grants another service every alternate week—that is, three planes in a fortnight.

This would relieve pressure on the existing service and allow people who waited only a few days in the Protectorate to arrange their schedules accordingly. While this still would get over the hurdle imposed by the fact that FA can now only cope with the civil service traffic, it would admit a means of exit via New Guinea and Australia or via New Guinea, Biak and Manila.

Quick Mail

As things stand at present, Fiji Airways service from Fiji via the New Hebrides to Honiara provides a quick mail service between the Protectorate and Fiji and a means by which civil servants who plot their leave long in advance can get a running start on their way to the UK. The spur-of-the-moment travellers could do well, for all practical purposes, to disregard it as a means of returning from New Guinea back to Australia via New Caledonia, or to return via New Hebrides. This present situation may be helped when the local BSIP company (see below) gets going, but only if it is permitted to obtain an occasional charter to Bougainville or New Hebrides.

One by-product of the first meeting of Fiji Airways and TAA aircraft at Honiara on March 5 (previously Fiji Airways arrived in Honiara Mondays and departed Tuesday mornings), was the chaos it produced in Honiara's one residential hotel.

The Mendana Hotel has a reception area that could accommodate the whole population of Honiara at a stretch, but it has only 12 bedrooms and 24 beds. On March 5 it suddenly had to accommodate two air crews, arriving passengers from the two airlines and passengers who were departing next morning. There were, of course, not enough beds to go round. Confusion reigned for some hours and out of it grew a rolling party that began at the Guadalcanal Club and ended at the hotel between 2 a.m. and dawn—to the fury of those guests who had managed to get a bed and had decided to sleep in it. By the following week's "plane night" most of the accommodation troubles had been ironed out.

BSIP Local Service

Crowley Airways of Lae is ex-

WHERE THEY LIVE IN NEW GUINEA

Papua-New Guinea has a non-indigenous population of 25,330, made up of 14,648 males, who outnumber the females, at 10,682, by about 4,000. These figures are contained in supplementary census information, released by the P-NG Bureau of Statistics on March 7. The figures were correct for the Commonwealth Census of June 30, 1961.

SELECTED figures of various centres of population, together with the total district populations are:

Papua

Central—Port Moresby town area, 6,396 (3,510 males, 2,886 females); Sogeri, 229; total, 7,708 in the district.

Gulf—Kerema, 100; total, 201 in the district.

Milne Bay—Samarai, 265 (135 males, 130 females); Goodenough Island, 19; Trobriands, 38; Misi-ma, 67; Woodlark Island, 16; total, 804.

Northern—Popondetta, 292 (174 males, 118 females); Kokoda, 28; total, 344.

Southern Highlands—Mendi, 155; total, 276.

Western—Daru, 278 (155 males, 123 females); total, 370.

Papua total—9,794 (5,490 males, 4,304 females).

New Guinea

Bougainville—Sohano, 177 (102 males, 75 females); Kieta, 89; Buin, 50; Buka Island North, 6; total, 438.

Eastern Highlands—Goroka township, 478 (278 males, 200 females); balance of sub-district, 275; Chimbu, 203; Kainantu, 292; total, 1,248.

Madang—Madang township, 691; balance of sub-district, 420; total, 1,401.

Manus—Lorengau-Baluan, 376; total, 400.

Morobe—Lae, 2,396 (1,351 males, 1,045 females); Wau, 324 (224 males, 199 females); Bulolo, 540; Finschhafen, 124; Menyama, 24; Salamaua, 6; total, 3,887.

New Britain—Rabaul township, 3,462 (1,947 males, 1,515 females); balance of sub-district, 429; Wide Bay, 71; Jacquinot Bay, 46; Kokopo country west, 14; Kokopo (Vunapope), 332; Kokopo country east, 287; total, 4,835.

New Ireland—Kavieng township, 427 (252 males, 175 females); Kavieng east coast, 85; Namatanai district, 116; total, 806.

Sepik—Wewak township, including Brandi, Moem and Boram, 560 (389 males, 171 females); balance of sub-district, 31; Maprik sub-district, including Yangoru, Dreikikir and Burui Road area, 156; Ambunti, including May River administrative area, 32; Angoram, 88; Aitape sub-district, excluding Vanimo administrative area, 49; Vanimo administrative area, 21; Telefomin 16; total, 1,081.

Western Highlands—Mt. Hagen, 385 (231 males, 154 females); Minj, 183; Wabag, 197; Lagaip, 27; total, 792.

New Guinea total—15,536 (9,158 males, 6,378 females).

pected to begin its local BSIP operations in April. The company will use Henderson Field 10 miles from Honiara, as a base and hangar and workshops have recently been completed. A two-engined, 10 passenger De Havilland Dove will be used.

The services will be non-scheduled, at least initially, and the operation will have to stand on its own feet—there will be no government subsidy.

The Protectorate was peppered by war-time strips down the western chain of islands bordering the Slot, or

New Georgia Sound, and while some of these have reverted to secondary growth, an adequate number is still serviceable. These include Henderson Field, Honiara; Yandina (private Lever Bros. strip), in the Russell Islands; Barakoma on Vella Lavella; and Munda, on New Georgia. Segi Pt. airstrip on SE end of New Georgia is being reconditioned; a new strip at Kirakira, on San Cristoval, will be built during 1963.

Everything is set to go in BSIP local aviation. Its success or failure will depend on just how well it is

patronised by government and private enterprise. It would be a thousand pities if it were allowed to fail; for too long development in the Group has been geared to the communications provided by small-ship.

Something speedier might now give the Protectorate the extra shove that it needs at this stage of its history.

GEIC Service

Fiji Airway's projected air service between Fiji and Funafuti, Ellice Islands, and Tarawa, Gilbert Islands, will probably begin about the end of the year, and possibly some time in October. The service is expected to be fortnightly.

The Secretary of State for the Colonies recently approved an application for £46,800 from Colonial Development and Welfare funds for airfield facilities in the GEIC, and the GEIC Government will contribute a further £5,200.

The scheme provides for the enlargement of an airstrip at Bonriki on Tarawa to make the strip 6,800 feet long and 400 feet wide, and for clearing and surface repairs to a wartime strip 5,500 feet long at Funafuti.

Accommodation for passengers and air crew will be provided at Tarawa, and navigational aids will be set up at Bonriki and Funafuti and at an intermediate point.

A New Look For New Guinea Air Services

The March decision, after years of talk, to get on with building Lae, New Guinea, a modern airport will give Territory aviation a new look in 1964. And not before time.

AUSTRALIAN Department of Civil Aviation experts in Melbourne decided to bring Lae airstrip up to Electra standard by lengthening the existing runway at the Mark Valley end.

This, it was decided, was the best of the three proposals—the other two being to (a), lengthen the strip at its Huon Gulf end by filling in the area between present shore and the reef and extending the strip out over the water; or (b), build a completely new strip crossing the present strip at an angle.

The plan adopted—to lengthen the airstrip at its landward end—means moving the present narrow market from the north side of Markham road; and relocating the present roundabout at the junction of Markham and Milford Haven Roads. This will also require some new routing of both these roads around the new runway.

Ready by 1964

The new strip will be more than 6,000 feet long, but will still be about 200 feet short of recognised Electra standard length. With a good approach from the sea, this is regarded as significant.

It is anticipated that the market will be rehoused in the old government sawmill building in the Milford Haven area.

The work on the runway is estimated to cost about £100,000 and will be undertaken by Commonwealth Works Department. The strip is expected to be ready for Electra some time in 1964.

At present the Australia-New Guinea service is operated by Australia's two major domestic airlines and both use obsolescent DC6 piston aircraft that are inadequate for the traffic. Their inadequacies have become more apparent since Territory aviators have become more "tourist-class" minded.

When tourist-class was first introduced on the PNG-Australia service, patrons shied off but now the id

MALLEYS

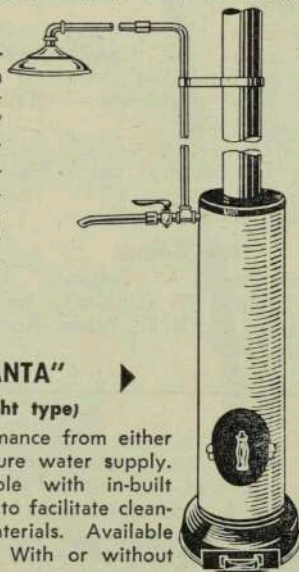
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as caught on, as it has in the rest of the world, and almost half of the seats provided are now tourist.

These DC6 planes, however, were never designed for anything of the sort and the division of the first-class seat from the tourist chaff is the most rudimentary seen in any aircraft on a long distance route.

The aircraft also have an inadequate galley—consisting of a couple of cupboards built around the only entrance—and only two lavatories, located right forward, that must serve the whole plane. When the planes are filled to capacity, as they frequently are, it simply means that about half the customers are denied the use of toilet facilities in the pre-dawn scramble before landing at Port Moresby.

In one way and another the present air services to the Territory from Sydney, with their midnight stop in Brisbane and their 6 a.m. unwashed and unshaven arrival in Port Moresby, qualify as one of the most uncomfortable long air journeys in the world.

Lae's New Terminal

As well as a new airport, Lae is to have a new terminal. Plans to build the terminal were approved in 1962 but building has been held up pending the move of TAA office personnel into new quarters. TAA's new offices, at the rear of the present terminal, are now almost complete and when they are occupied, work will commence on extensions to the terminal. These will be built around the present structure—which was originally built after the war by Qantas which then ran the New Guinea internal services as well as the service to Australia—and will allow the airlines to carry on business much as usual.

The new terminal will have a wide cement concourse in front where customers will have a better chance than they have at present of finding somewhere to sit; it will have more space for airline reception counters; separate quarters for health, immigration and Customs examinations; greatly extended refreshment bar and bookstall; and the present toilet facilities will be multiplied several times.

The new terminal is expected to be complete before the end of the year if there is no further delay in TAA taking up its new quarters.

The present terminal, built at a time when a once or twice a week DC3 provided the Australia-New Guinea service, is completely in-

adequate for present-day requirements and on a Sunday morning between 8 and 10.30, when Lae residents come down to buy Australian Sunday newspapers and add their numbers to the travellers, the small building seethes like a stirred-up ant heap and is about as comfortable as a Pitt Steet departmental store in Christmas week.

After a brief eclipse around 1959, when the main Australian air service terminated at Port Moresby, Lae is now again the main dispersal point of intra-Territory air-services.

Now, of course, added to the

normal pressure on space, the Territory's 1963 conception of non-discrimination also becomes a factor to be reckoned with. In practice this often works out that although all people are equal, some are more equal than others and travellers from Australia decanted at Lae to change planes for Rabaul or Madang or elsewhere, find that a large proportion of the available seating capacity is taken up by native policemen; native students going somewhere on courses; native observers going to Legco or just plain native families taking a load off their collective feet.

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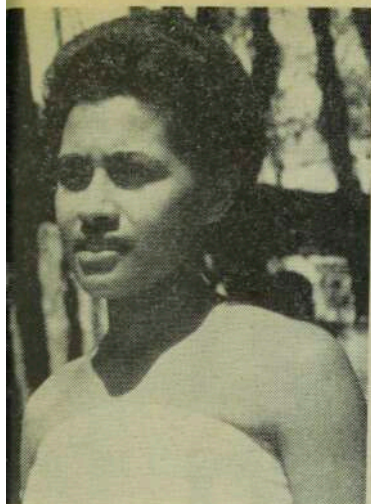
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MISS SUGAR: Nanise Nasilasila, who won the title of Miss Sugar at the 1962 Lautoka Easter Festival flew to Honolulu for two weeks in March as the guest of Canadian Pacific Airlines. The all-expenses-paid holiday was part of her first prize.

Photo: S. A. Whippy.

BOAC Crosses The Tasman

By a Staff Writer

BOAC will enter the trans-Tasman service on April 4, when Comet 4 leaves Sydney at 9.45 a.m. for Auckland. This flight will herald a twice-weekly service between London and Auckland, the first regular pure jet service to the Dominion and the first direct service between London and New Zealand.

THE Comets will leave Sydney each Monday and Thursday at 9.45 a.m. and will arrive at Auckland at 4.45 p.m. (NZ time). The return flights will leave Auckland at 8.30 a.m. on Tuesdays and Saturdays and arrive at Sydney at 10 a.m. The Comet will thus stop-over at Auckland for about a day and a half after Thursday flight.

BOAC, which has a round-the-world service in the Northern Hemisphere, now only needs rights to operate between Auckland and Honolulu to have a round-the-world service taking in part of the Southern Hemisphere. As Fiji is a British Crown Colony, BOAC is unlikely to

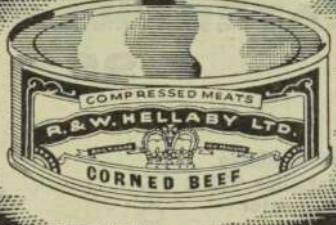
have any difficulty about using Nadi, so all that remains is Nadi-Honolulu. It is the expressed intention of the airline to get into the South Pacific, and on present indications the traditional operators in that area may soon have a new competitor.

BOAC with its pure jet service will offer stern competitions on the trans-Tasman route to Qantas and TEAL. TEAL, when owned by the Australian and New Zealand Governments, enjoyed a monopoly of Tasman traffic. When sole control passed to New Zealand, TEAL (reluctantly, although

it would never officially admit it) had to share the traffic with Qantas, an arrangement which seems to have worked out well for both airlines.

Both Qantas and TEAL, till Auckland's new Mangere airport opens, will be at a disadvantage with BOAC for they offer Electra turbo props against the Comet jets.

Another possible round-the-world service taking in Asia, Australia, New Zealand and Tahiti by the French airline TAI was discussed at Wellington in February. (PIM, March, p. 6). A French Government and airline



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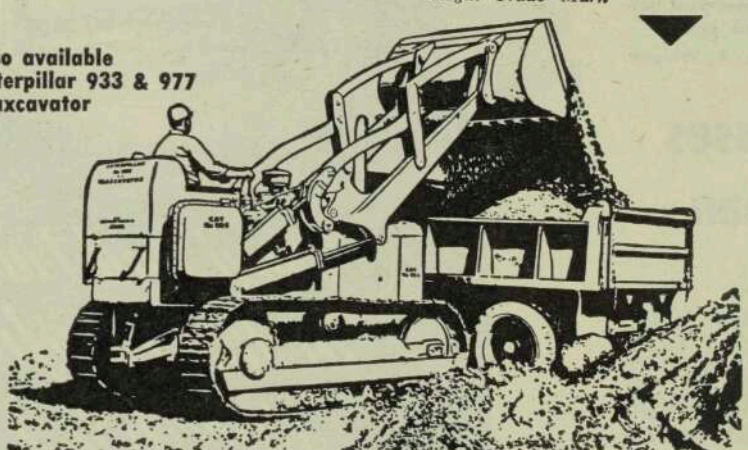
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Prime Minister Mataafa being introduced to players in the main game before he officially opened the 1963 rugby season at Apia Park, West Samoa, in March. The Prime Minister is himself a former star player. With rugby being played at the South Pacific Games later this year, competition to make the tour is particularly keen among the growing number of Samoan players.—Photo: Samoaana.

Mr. A. S. Bathie Wins Norfolk Is. By-Election

Mr. A. S. Bathie was the successful candidate at a by-election on March 13 to fill a vacancy on the Norfolk Island Council caused by the recent death of Mr. T. B. Bailey. Mr. Bathie polled 237 votes. His only opponent, Mr. G. G. F. Quintal, polled 174 votes.

IN campaigning for the vacancy, Mr. Bathie said that Norfolk Islanders should have more say in their own affairs and that the way to achieve this was to obtain broader advisory powers for the Norfolk Island Council.

Under the present Norfolk Island Ordinance, the Council has powers to deal only with domestic matters. But it has refused to take over these powers until it is given control over revenue and expenditure, power to make the island's own laws (subject to the approval of Commonwealth Parliament) and freedom of initiative in developing the island.

Mr. Bathie said his platform had been drawn up following a meeting of residents to consider a form of Council for Norfolk Island that would be acceptable for all concerned.

It took into account a statement by the Minister for Territories (Mr. Hasluck), who said when he visited Norfolk Island in August, 1961, that the Australian Government was not likely to surrender its own powers over the island, but that if a proposal on the government of the island was submitted that looked reasonable and within the range of the island's capability, it would be considered on its merits.

negation discussed at Wellington. Also earlier in Australia, the possibility of French jetliners flying the Tasman when Mangere international port is opened in 1965.

A provisional agreement was signed at Wellington, and at Melbourne proposals and counter-proposals were discussed. A firm agreement should follow.

Mr. R. Vergnaud, leader of the French delegation and a member of the French Civil Aviation Department, said at Auckland that a weekly service was envisaged through Sydney and Auckland each way, the service to start as soon as Mangere was opened.

New Zealand, under the provisional agreement, would have the right to fly its jets beyond Tahiti to Honolulu and North America once rights are obtained from the United States Government.

Mr. Vergnaud said that the Australian Government was also seeking rights to fly through Tahiti, and though last year it had dropped this quest, it still hoped to obtain them.

He did not know what would happen if the Australian Government used the Tasman rights. The proposed jet service would be run by TAI using DC8's.

TAI for the last six years has been running a weekly connecting service between Auckland and Noumea, timing the arrival to fit in with the jet services. TAI also has rights to fly between Auckland and Tahiti, but so far has not exercised them.

Islanders in NZ 'Menace to Living Standards'

A leading New Zealand farmer considers that migration of Pacific Islanders to the Dominion should be stopped because they could be a menace to the standard of living. The farmer, Mr. Fielden Thorp, is president of the Paeroa branch of Federated Farmers, and has made extensive tours overseas.

THE problem Mr. Thorp said, was one which should concern Maoris as well as Europeans. Indians and Pacific Islanders were accustomed to long hours of work at low pay, he said. Their high birthrate would have the effect of gradual domination in any avenues of production.

New Zealanders would have to do their own work if they were to avoid competing with migrants. Mr. Thorpe said it was nonsense to say the New Zealand Government could not refuse entry to the Islanders. He quoted the British Government's action to stop indiscriminate entry of West Indians into Britain as an example.

Not all members of the branch agreed with Mr. Thorp, and many considered the matter was not one with which Federated Farmers could deal. However, by a majority of one they decided to ask that some restriction be placed on the entry of Pacific Islanders as immigrants.

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WORLD BANK SURVEY OF P-NG

Mr. Kenneth R. Iverson head a mission from the International Bank for Reconstruction and Development to Papua New Guinea about the middle of this year.

THE mission will make a comprehensive review of the economic potentialities of P-NG. Its recommendations will be designed to the Government to plan a development programme to expand and stimulate the economy and thus the standard of living of the people, said the Australian Minister for Territories, Mr. Paul Hasluck, in March.

Mr. Hasluck said the particular tasks of the mission would be:

- To assess the resources of the Territory and the factors affecting economic growth;

- To assess as far as practicable the amount of capital likely to be available to the Territory for the next five and a half years from internal and external sources;

- To examine the effect of current policies and measures on the development of the economy and to make recommendations they consider necessary or desirable to secure the most effective rate and pattern of development in both the public and private sectors; and

- To recommend in broad outline the allocation of resources likely to be available for investment in various sectors of the economy.

Mr. Hasluck said he expected other members of the mission to include experts in general economic development and in specialised fields such as agriculture, industry, transport, health and education. Some would be from inside the bank and some from outside it.

He said the Australian Government welcomed the bank's decision. The bank had had long experience in conducting general economic investigations, and reports of its surveys and missions had always been of considerable value to the government concerned. Development in Papua New Guinea was now at a stage where a comprehensive review of the economy could be particularly useful for future planning.



IN MEMORY OF BSIP DISASTER

In a simple and moving service conducted jointly by the Melanesian Mission, the Catholic Church and the Seventh Day Adventist Mission at the Rua Talatōa Light, BSIP, on March 15, the High Commissioner for the Western Pacific, Sir David Trench, unveiled a tablet in memory of the 64 people who died when the *MV Melanesian* foundered in unknown circumstances in July, 1958.

The light, erected by public subscription, is mounted on a 60-ft. white-painted steel lattice-work tower.

It is on the northern coast of Rua Talatōa Island, looking towards the dangerous reefs at Rua Sura, and across to the west coast of Malaita, where many passengers joined the *Melanesian* for her last voyage on which all on board were lost.

The Bishop of Melanesia, the Right Rev. A. T. Hill, the Catholic Bishop of the South Solomons, the Most Rev. D. Stuyvenberg, and Pastor R. A. Harrison, of the Seventh Day Adventist Mission, conducted the service.

At 3 p.m., the High Commissioner, the Acting Chief Secretary, Mr. R. Davies, and the Director of Medical Services Dr. J. D. MacGregor came ashore from the R.C.S. *Coral Queen* and walked to a small leaf structure in front of the memorial tablet, at the base of the light. The tablet was veiled with the Protectorate Marine Ensign.

The service for the dedication of the light and the memorial tablet was read alternately by Bishop Hill and Bishop Stuyvenberg. Pastor Harrison read the lesson.

The *MV Melanesian* was a 118-ft., 240-ton steel vessel, built in Hongkong for the Protectorate Government and was less than two years old when she disappeared. She had been a 100 per cent. A1 classification at Lloyds three months before her last voyage.

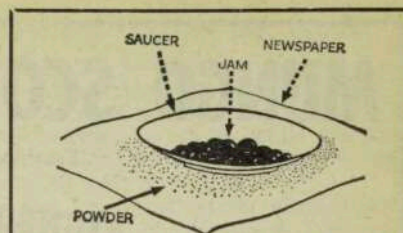
She left Sulufou on July 9, 1958, for Sikaiana, and reported her position at 9 p.m. on the following day as 25 miles west of Sikaiana, and her expected time of arrival there as 1 p.m. that day. This was the last message received.

The ship was due to return to Sulufou on July 12, and when she did not return, four Government ships were sent to look for her.

Fifteen other ships, both Government and privately owned, and two Qantas DC3 aircraft later joined in the search.

The first wreckage was sighted by Lever's *Cape Torrens* and the Catholic Mission's *Salve Regina* eight days after contact with the *Melanesian* had been lost. Further small pieces of wreckage were picked up during the next few days off the east coast of Malaita.

All wreckage appeared to have come up from a great depth. On July 20, the *Cape Torrens* recovered the body of the bosun, David Daewo, from the sea. The bodies of the other 63 people on board were never found.



To rid your home of cockroaches, set this simple trap in all rooms where they are observed. If jam is not readily available for the saucer, use food bait. The powder must not have an insecticide poison smell otherwise the insects will become suspicious and it must have a permanent action so it can be relaid each night. Therefore Pea Beu powder is recommended. Cockroaches walking over the powder, will retire to their hideouts and die. Also sprinkle the Pea Beu in drawers and back of range, frig. and radio.

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.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

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| VP80 Peeping at Papeete—Nat Mara. | LS7270 The 50th State. |
| VP81 Rarotonga Calling—Pepe and the Rarotongans. | LAL672 Hawaiian Touch. |
| DLP3305 Soft Sounds of the South Seas. | DCP3057 Lure of the Islands. |
| DLP3367 Hal Aloma at the Luau 400. | KL1071 The troubadors in Hawaii (32/6). |
| DLP3165 Blue Hawaii. | T1203 Trade Wind Islands (32/6). |
| DLP3287 Hal Aloma. | A01229 Tahiti Dream Island (£2). |
| DLP3368 Great Hawaiian Hits. | TA010281 Fiji—enchanting music of the South Pacific (£2). |
| DLP3411 Soft Sounds from the South Seas, Vol II. | 001 Samoan Songs of Love and Dancing (£2). |

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SAMOA RECORDS

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BSIP Copra Workers Get Big Wage Increase

Lever's Pacific Plantations Pty. Ltd. has agreed to increase the wages of all its workers in the BSIP by 2 per cent., retrospective from February 1. The agreement was made after a series of conferences with the Solomon Islands Workers' Union.

OTHER agreements are that the bonus system will cease; the eight-hour day will be worked; the minimum copra cutters' daily put must be 300 lb; and that the minimum brushman's daily output must be 45 palms brushed grade level.

Lever's now has the biggest development area of coconuts in the Pacific, according to Dr. J. Barrau of the South Pacific Commission.

Dr. Barrau visited Yandina recently to see the progress being made with the Coconut Agronomy Scheme started by Lever's Agronomist, Greene, and now carried on in conjunction with the Government.

Recent Development

Dr. Barrau said later that the recent development was the felling of trees on forest land at Loavie, resulting from the spacing and fertiliser trial plots almost to Sunlight Pasture and the planting of new coconuts among the felled timber.

The spacing and fertiliser trial plots were giving some indication of the degree of resistance to attack by *Brontispa* of various types of coconuts.

Further experiments were made with the planting of new coconuts among old groves to determine how long the young trees could maintain their growth rate in competition with the old palms, and at what time they must be removed.

Dr. Barrau added that he was much impressed with the progress made since his last visit to Yandina about two years ago.

Other news of the BSIP copra industry is that 2,237.6 tons of copra were produced in the Protectorate in January this year. This is 120 per cent above last year's January production figures.

He's "The Best Thing That Ever Happened"

American Samoa's Governor H. Rex Lee is "the best thing that ever happened in Samoa", according to Mr. Raymond C. Turnbull, president of the Pacific Coconut Processing Corporation, which is opening a \$2 million plant in Pago Pago.

MR. TURNBULL said this recently in a letter to the *Honolulu Advertiser* in which he stated that Governor Lee had been wrongly criticised "railroading" through a new income tax law for American Samoa (*Id.*, March, p. 125).

The vociferous criticism has been directed in that the Congress and State of American Samoa voted the law and not Governor Lee," Mr. Turnbull said.

The time to attack an unwanted measure is prior to its enactment. When a bill is passed and becomes law, opponents should 'secure the bag' and line up with the Administration.

Mr. Turnbull's corporation) voted against the proposed tax law at the Senate Committee hearings. Arguments were in the form of questions put to the Senate, section by section.

"No Better Champion"

These questions were asked in English and then translated into Samoan. The final vote on this bill was one vote shy of unanimity.

If the Senators and Congressmen of American Samoa hadn't even read the proposed bill or known what they were approving, then they should have deferred their vote until the next session of Congress began in March, giving themselves ample time to read and understand the new bill."

Mr. Turnbull said American Samoa has never had a better champion for Samoans than Governor Lee. The results under Governor Lee are apparent," he said. "His long-range planning for the betterment of American Samoa indicates even greater accomplishments.

The least any of us could do, that the Samoans and the businessmen,

is to help him accomplish his future goals in making Samoa more independent in business and education, as well as politically."

FOOTNOTE: On February 25, Governor Lee made the first long-distance telephone call from Pago to the United States. On March 6, ground-breaking ceremonies were held at Nua village to mark the start of the erection of the first of 27 new public schools in American Samoa.

Acting Post for Mr. Leydin

Mr. R. S. Leydin has been appointed Acting Administrator of the Northern Territory for about six weeks from March 26 while the Administrator, Mr. Roger Nott, is absent on recreation leave.

Mr. Leydin, a former Government Secretary in the Northern Territory, is at present Administrator of Nauru. He will return to Nauru after his acting appointment in Darwin.

WORLD-WIDE TILLEY

REGD.

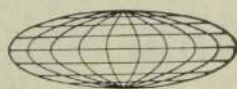
Storm Lantern X246

100% British Made

the light
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fails...

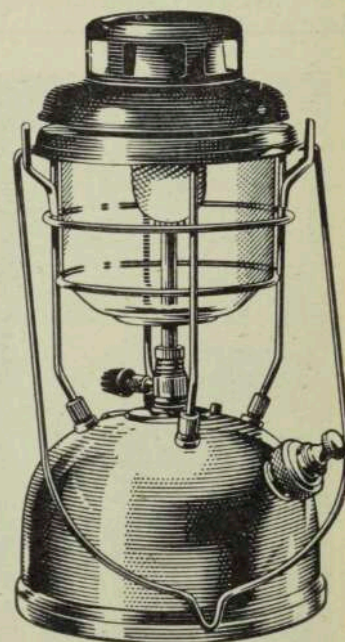
The Tilley Storm Lantern is proof against wind and weather... giving 12 hours of brilliant light on one filling (1½ pints of ordinary kerosene).

For economical everyday use, for unfailing service in an emergency, you can put your trust in TILLEY.



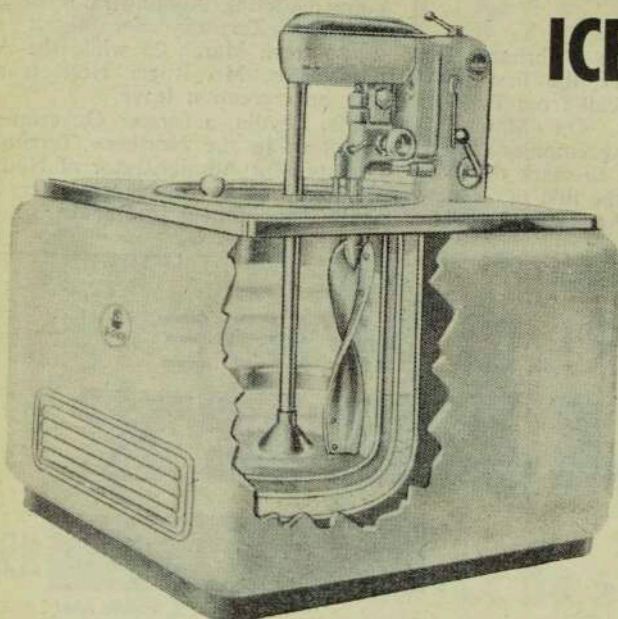
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Output per hour: About 7
gallons.
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The inside story . . .

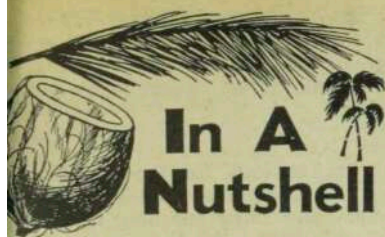
Bread shapes may vary . . . crusts may be tender-topped or golden-crisp . . . but the secret of success is inside the bread you bake. Fine, fluffy, snowy-hearted bread begins with good fresh, reliable yeast — Dribarm, a special form of Compressed Yeast. Dribarm is scientifically dried and vacuum-packed, never varying in quality. You make it active so it's always fresh when you want it. Simple to use, Dribarm helps you bake your best bread ever!

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MBH632



An American scientist, Dr. Farrington Daniels, Emeritus Professor of Chemistry at the University of Wisconsin, is investigating the possibility of using solar energy for the distillation of water in South Pacific islands with poor or no water supplies. He hopes to achieve his object with the aid of an inexpensive plastic solar still. Dr. Daniels visited New Zealand recently and gave a public lecture under the sponsorship of the Royal Society on the use of solar energy.

An Anglican church for the St. Francis Society, is being built at Toki, Port Moresby. The church, which will cost about £12,000, will hold about 400 people. A basement will accommodate 30 students in two classrooms.

Norfolk Island will issue two postage stamps next year to mark the 100th anniversary of the founding of the Melanesian Mission. The stamps will be designed from coloured slides submitted to Norfolk's Stamp Design Committee by Messrs. C. Keenan and N. S. Newbald. Mr. Keenan's slide depicts the interior of St. Barabas Chapel; the other is an exterior view of the chapel.

Three other slides depicting scenes on the island have been chosen for a series of stamps to be issued in 1964. The slides were submitted by Messrs. H. Arthur and J. Carr and Mrs. L. Marsh.



A total of 4,288 earthquakes were registered in Vila, New Hebrides, during the year ended December 31, 1962. This compared with 3,566 quakes the previous year. The greatest number of quakes last year was in October when 1,097 were recorded.

Vila's seismological station is in the basement of the Condominium Mines Department building. It was installed by the Institut Francais d'Océanie and has been operating since 1960. The station works in close co-operation with the Institut's two other stations at Noumea and Koumac, New Caledonia.

Of the 1,097 quakes registered in Vila in October, 180 were strong enough to be recorded at the New Caledonian stations. All the epicentres were to the west of Efate, the island on which Vila is situated.

The epicentres of 814 of the quakes registered in Vila during the year were localised in the New Hebrides. Three of these quakes were above magnitude 6 but below magnitude 7 on the Mercalli scale.

The Niue Assembly received a request recently from the New Zealand publishers A. H. & A. W. Reed for help in preparing a projected atlas of the Pacific.

Ten young women from the Tokelau Islands arrived in New Zealand recently to work as domestics. They are the first assisted immigrants to go to New Zealand under a trial plan organised by the Departments of Labour and Island Territories.

Qantas has bought "Albany Court", a 12-storey building in Collins Street, Melbourne, for £480,000 for use as Victorian headquarters. The remodelled building will include a modern ground floor sales office, and

Cars Are Cheap

Housing is expensive in Port Moresby these days. But cars sell cheaply. This is part of a whole yard filled with good secondhand vehicles, most of which can be bought on £20 deposit.

Rid Kidneys of Poisons & Acids

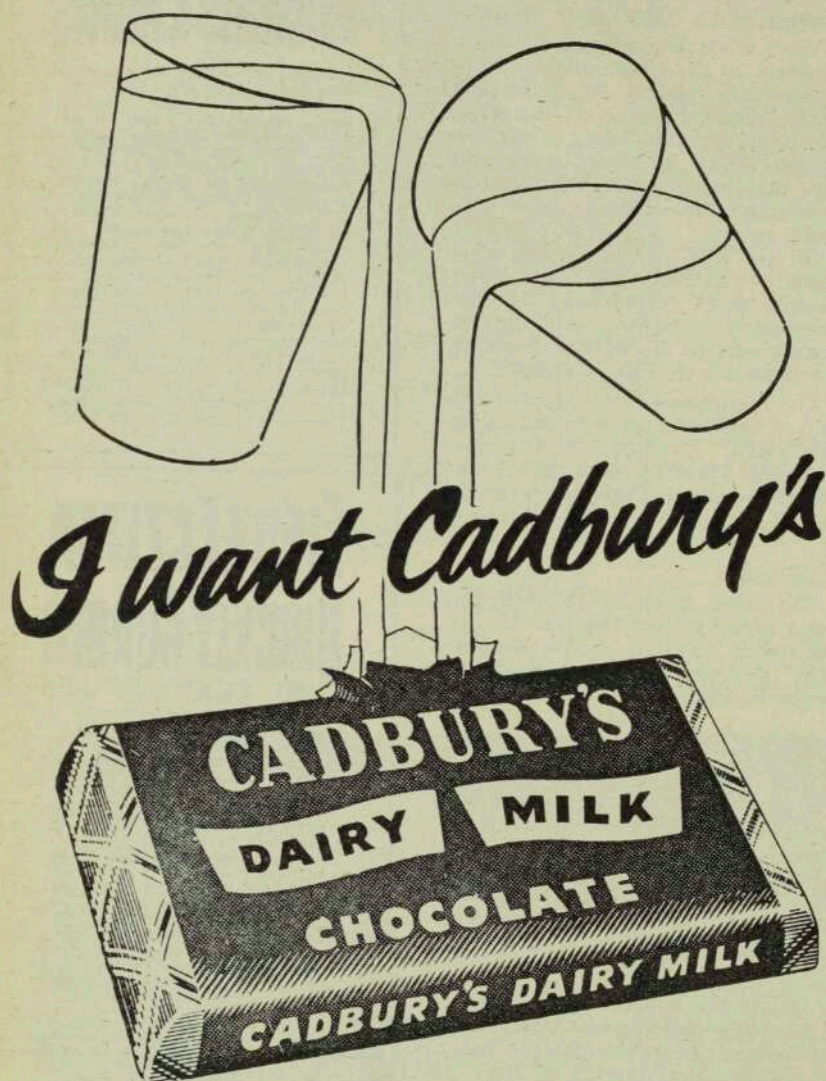
If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

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Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called Nixoderm that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get Nixoderm from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

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



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of pure, fresh, full-cream milk in every
half pound of Cadbury's Dairy Milk Chocolate**

MD25/2FC/9

a booking office. Qantas interest in Melbourne is expected to increase greatly in the next few years as Tullamarine jet airport nears completion.

Preparations for the establishment of a radio telephone link between Apia and Suva are now in the final stages. When the link is established West Samoan telephone subscribers will be able to make contact with any place on the world link.

A sensational jewel robbery took place in Noumea early on March 26, when a jeweller's shop window was broken and thieves made off with jewellery valued at 500,000 francs (£2,500), according to local newspaper reports. The French liner *Tahitiien*, which was in port and about to sail from Sydney later that morning, was held up for three hours and searched, but without result.

This was the second big jewel robbery in Noumea in 12 months. Last year, another jeweller's shop was robbed of watches and jewellery valued at one million francs—the biggest robbery in Noumea's history.

The Condominium Agricultural Station at Tagabe, near Vila, New Hebrides, recently opened up an area of bush on a plateau about 400 feet above the station, and a mile away from it. The bush was first cut down and then treated with hormone weed killer. The area has been fenced, and is now completely grassed over. It will be used for running cattle.

A group of 16 Papua-New Guinea natives visited Canberra in March to watch Parliament in action. The first party of natives went to Canberra last September on the inauguration of a programme enabling natives to gain first hand knowledge of how the Parliamentary system functions.

With one exception, all the natives who made the latest visit were Local Government Councillors.

Three of them were members of the present Papua-New Guinea Legislative Council.

The next session of the Papua-New Guinea Legislative Council will open on June 3. Major business will include the resumed debate on the new Liquor Ordinance which gives natives complete drinking equality with Europeans, but will reduce hours of business in hotels and clubs.

Norfolk Island's newest shop, which specialises in Eastern goods—radios, cameras and the like—was opened recently at Burnt Pine by Russell and Jan Greene. Mr. Greene also operates one of the island's four motor repairs workshops and Jan as, until recently, librarian at the Kingston Public Library. Their new venture brings the number of Norfolk's shops catering for tourists with Hongkong and other Eastern commodities to seven.

* * *

Six Papuans and New Guineans have been promoted from assistant patrol officers-in-training to assistant patrol officers. They are the first natives to be appointed assistant patrol officers. The men are Jack Magita, Leana Gari, Rowland Kekedo, Basil Koe, Raga Kopi and Wasengula Levi.

They will undertake some of the duties of European patrol officers, and will carry out census patrols and other administrative duties.

They are expected to be put in charge of patrol posts when they have gained sufficient experience.

* * *

People from three villages on Goodenough Island in the Milne Bay District of P-NG have cleared and repaired an airstrip at Vivigani which was built by ANGAU officers in 1943 and used by Australian and American forces during the war. Officials of the Department of Civil Aviation have certified it for use by DC3 aircraft. A Patair DC3 was scheduled to land at Vivigani on March 14 to fly two American tourists from Goodenough Island to the Trobriands.

* * *

A P-NG Administration geologist will lead a patrol from the upper area of the Fly River to Daru during April to look for commercial auxite deposits. The geological survey will last two weeks.

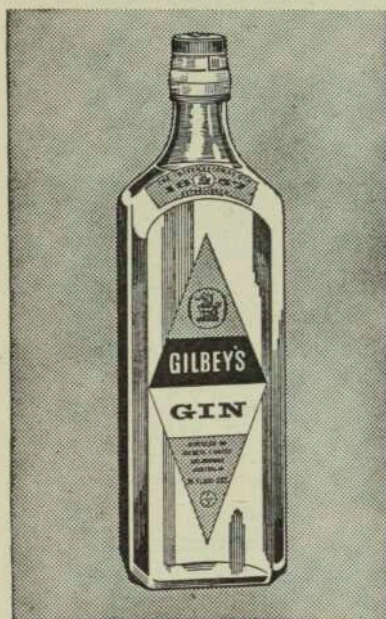
The geologist is Mr. G. Brouxhon, of the Department of Lands. He and his party will fly to Kiunga then travel by ship down the Fly River to Daru.

* * *

About 200,000 high-yielding rubber tree seeds, recently imported from Malaya, have been planted in many parts of P-NG.

The trees will be grown in nurseries until they reach a height of about six feet. They will then be sent to Agricultural stations for sale to farmers working on new settlement farms throughout P-NG.

The trees are expected to be ready for transplanting during the next wet season.



PERSONALITY OF THE MONTH



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

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

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In mixed drinks Gilbey's Gin is supreme whether you are an old timer from Out East thirsting for a Singapore Sling or a hostess meditating what to serve

at a young people's party when heavy drinks and potent drinks are definitely out.

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

The basis of the best mixed drinks of the world, for tycoons or for teenagers, is Gilbey's Gin. Try it yourself . . . we know you'll agree.

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GILBEY'S

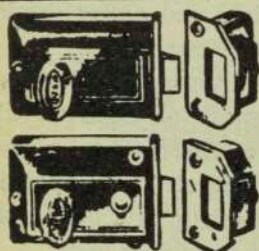
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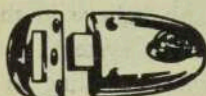
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Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".

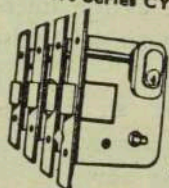


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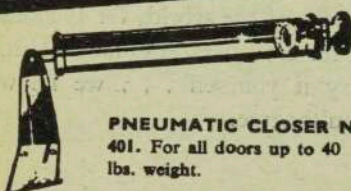
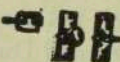
307 SCREEN DOOR TOUCH LATCH.



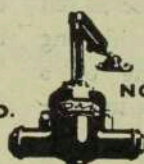
Just push door to open, pull it to close! Easy to install and features strong snib.

NO'S 300, 300/101 LATCH.

Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.



PNEUMATIC CLOSER NO. 401. For all doors up to 40 lbs. weight.



NO'S 403, 404 HYDRAULIC CLOSERS. For all doors. Brackets and arms for every installation.

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In December, 1871, three years before Fiji was ceded to Britain, Fiji's King Cakobau offered £10,000 sterling "for the first and best crop of 20 tons of sugar produced from local sugar cane". Nowadays, about 1½ million tons of sugar cane are grown in Fiji by about 12,700 farmers on farms averaging about 10 acres. Sugar has been Fiji's main export since 1883.

These facts are given in a booklet pamphlet on Fiji's sugar industry issued by South Pacific Sugar Mills Ltd., Suva, for the use of school teachers. SPSM has also issued a coloured wall chart on the industry and a printed pamphlet on "How Fiji's Raw Sugar is Made" for use of schools.

Causeways are to be built across two wide tidal passages on Tarawa GEIC, which at present restricts journeys from Colony headquarters at Bairiki to the hospital and school at Bikeibeu to two four-hour periods each day. The Secretary of State for the Colonies has approved amendment of the GEIC's £20,000 Colon Development and Welfare Scheme for road improvement to include the building of the causeways.

The Fiji 1963 trades and industries fair will be held at Suva from September 9 to 14—during Hibiscus Week. The fair organisers, the Suva Jaycees, are planning to spend at least £5,000 on a new exhibition hall.

The organisers confidently expect that, like last year, there will be exhibitors from both Fiji and overseas—in bigger numbers.

The fair committee chairman, Mr. Vijay Singh, said the fair would be the largest and most extensive ever held in Fiji.

Maternal and child health will be the main subjects at a rural health conference to be held by the South Pacific Commission at Papeete from April 18 to 27. At least 12 territories will be represented. Two top-level consultants engaged for the conference are Dr. N. R. E. Fendall, Director of Medical Services, Kenya, and Dr. Wiktorina Winnicka, Director of the Maternal and Child Health Division, World Health Organisation.

The Research Council of the SPC will concentrate on health matters when it meets at Papeete from April 29 to May 2. Most Research Council members will attend the health conference.

People

Dr. Guy Loison, Executive Officer of Health in the South Pacific Commission, was due in Vila, New Hebrides, early in March accompanied by an entomologist, to complete investigations into the transmission of eosinophilic meningitis by rats and slugs carrying infected worms in their bodies. It is thought that when infected rats or slugs come in contact with garden vegetables, the vegetables are contaminated, and may cause this type of meningitis in people who eat raw green vegetables which have not been washed.



in Sydney on holidays—Mr. and Mrs. A. Sattar. Like many Islands people visiting Sydney they visited the Polynesian Association, where this photo was taken. Mr. and Mrs. Sattar came from Suva.

A doctor employed by the Papua-New Guinea Administration recently spent a month in cholera areas across the border in West New Guinea. He is Dr. C. Hoogland, District Medical Officer in Kainantu.

His visit was arranged by the P-NG Health Department in collaboration with authorities in West New Guinea, and its purpose was to "learn to treat cholera patients and how to deal with a cholera outbreak".

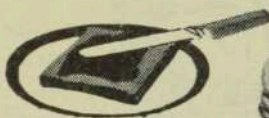
The outbreak across the border has taken a large number of lives, and precautions have been taken to prevent the spread of the disease into Australia-administered territory, including a campaign of immunisation.

VEGEMITE

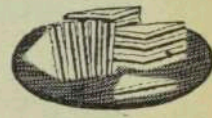
Nature's richest source of

VITALITY

so good in SO many ways



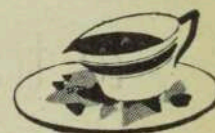
Spreads so smoothly on toast and biscuits



So nourishing in sandwiches



Makes a delicious hot drink



Enriches gravies and soups

Vegemite is the only *pure* concentrated yeast extract, and yeast is Nature's richest source of precious B group vitamins—the *vitality* vitamins. The body cannot store up these vitamins—it needs a fresh supply daily to build healthy nerves, firm body tissues and clear skin. That's why Vegemite should be an essential part of the family diet—*every day!*

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tiny
tots—



to
tycoons



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to travellers cheques
for every
banking service
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BANK COMMONWEALTH
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Dr. Hoogland said a similar campaign had been completed in Western New Guinea and medical teams were visiting houses of the sick to treat patients.

* * *

Mr. Donald Gubbay, well-known businessman of Santo, New Hebrides, left Santo on March 9 for a business trip to Australia and Japan. He expects to be away for about six weeks. Mr. Gubbay is head of the firm D. J. Gubbay & Co., which operates the tuna industry at Santo in association with Japanese interests.



Mr. and Mrs. Danny Yager, after their marriage in March at the historic St Barnabas Chapel, Norfolk Island. The bride was Miss Carol Simmons.

Photo: Raymond Hoare

M. Marc Biros, the new French High Commissioner in the Pacific, was due to make his first visit to the New Hebrides late in March. M. Biros was due in Vila in the French Naval vessel *Commandant Riviere* on March 21, and was to spend several days in the Group. His itinerary included a tour of Efate, and visits to Santo, Paekula, Vao, Norsup, Lamap, Tongoa and Tanna. M. Biros was due to return to Noumea direct from Tanna.

* * *

Mr. M. Delauney, the French Resident Commissioner in the New Hebrides, returned to Vila on February 28 after three months' leave in France. Before leaving France, Mr. Delauney was received by the French President, General de Gaulle, who told him that he and his Government were following with the greatest interest the problems of development in the New Hebrides.

The New Zealand Minister of Island Territories, Sir Leon Gotz, will visit the Cook Islands in April for policy discussions with the executive committee of the Cook Islands Legislative Assembly.

He will travel in the Government motor vessel *Moana Roa*, which is to make a special tourist cruise to Rarotonga and the Southern Cooks.

The *Moana Roa* will leave Auckland on April 11, arriving at Rarotonga on April 16 and leaving on April 18 to visit Aitutaki, Atiu, Mitiaro, Mauke and Mangala.

Sir Leon last visited Rarotonga in June, 1962.



Mr. and Mrs. Ross Bridge, of Sydney, entertained a large farewell party in their stateroom aboard the "Mariposa" in March when they left Sydney for Suva. Mr. Bridge was to take up a position with the Bank of New South Wales in Suva. The couple were married only a few days before their departure.

Among those who helped pack the Great Hall of Sydney University in March to hear Dr. John Gunther, Assistant Administrator of P-NG, deliver the ninth Maitland Oration, were a number of present and former Territorians. They included: Mr. and Mrs. H. H. Reeve, Mr. and Mrs. Orme Denny, Mr. and Mrs. R. E. Young, Dr. H. N. White, Mr. Bob Bryant, Mr. F. P. Kaad, Mrs. C. L. Anthony, Mr. and Mrs. A. E. Stephens, Mrs. Lucy Duyer, Mr. Dudley McCarthy and author Colin Simpson.

* * *

Sergeant First Class Erasmus, of Raluana, New Britain, is likely to succeed Senior Inspector David Crawley as conductor of the RPNG Constabulary Band when Inspector Crawley retires soon. Sgt. Erasmus has been with the band for 20 years.

Milk

in its most convenient form !

Here's the most convenient way to keep plenty of fresh cow's milk always on hand . . . stock up with double-rich CARNATION. Pasteurised and sterilised for your protection, CARNATION Milk is pure, rich cow's milk reduced to extra creaminess . . . and it needs the addition of only $1\frac{1}{2}$ times its own volume of water to be instantly ready for drinking.

CARNATION's wonderful for cooking too ! CARNATION blends better than ordinary milk . . . combines better with other ingredients . . . gives you better results every time. And so quick and easy to use . . . no tiresome mixing, you just punch and pour CARNATION straight from the can.

Remember . . . for fresh liquid milk whenever you're ready to use it, you can rely on CARNATION.



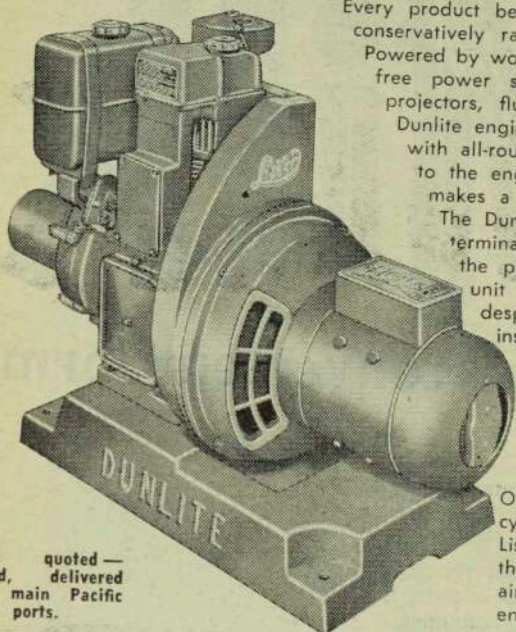
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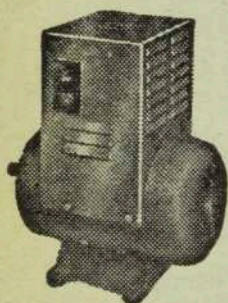
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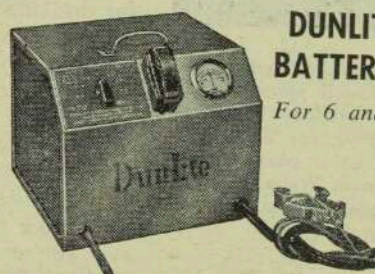


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DEATHS OF ISLANDS PEOPLE

Former Governor of New Caledonia Dies In Noumea

M. Henri Camille Sautot, a former governor of New Caledonia and a former French Resident Commissioner in the New Hebrides, died in a clinic in Noumea on March 25 after a short illness. He was 78.

M. SAUTOT, who was affectionately known as "Papa", will go down in history as the man who kept the French flag flying in the Pacific after the fall of France in 1940.

M. Sautot was born in 1885 at Bourbonne les Bains, in the Haut Marne, France. After schooling in Nancy, he entered the Colonial Service in 1922, and in 1929 he acted as Governor of the islands of St. Pierre and Miquelon.

Later, he was French Resident Commissioner in the New Hebrides.

In 1935, he acted temporarily as Governor of Tahiti; and he then returned to his post in the New Hebrides. He was there when France fell in mid-1940.

On July 20, 1940, M. Sautot rallied Frenchmen in the New Hebrides to the Free French flag—they were the first Frenchmen to do so—and on September 13 of that year, General de Gaulle named him Governor of New Caledonia, with the mission of rallying Frenchmen in that territory to the Free French movement.

Escorted by the Australian Naval Cruiser *Adelaide*, M. Sautot sailed for Noumea in a tanker. He was brought to Noumea wharf in a pilot boat and met by a large crowd, including members of the local "de Gaulle committee".

At the head of this crowd, M. Sautot walked to Government House, marched into the office of the Vichy Governor, Colonel Denis, and almost casually threw him out of the office. Denis, in fact, scuttled out the back door of Government House and was later interned and shipped off to Japan with other "Petainists".

As Governor, M. Sautot dealt energetically and competently with the chaos then reigning in New Caledonia. He organised the formation of a Pacific Battalion, composed

of New Caledonian and Tahitian volunteers, which left New Caledonia on May 5, 1941 (Sautot's birthday) and won fame at Bir Hacheim in the Libyan campaign, and later fought in France and Germany.

In March, 1942, M. Sautot welcomed the US General Patch to New Caledonia and co-operated actively in the organisation of the defence of New Caledonia by American forces.

Meanwhile, Rear-Admiral Thierry d'Argenlieu, whom de Gaulle had appointed French High Commissioner in the Pacific, had arrived in New Caledonia. Friction developed between him and M. Sautot and finally, on May 5, 1942, d'Argenlieu's men seized M. Sautot and deported him to Auckland.

General de Gaulle later sent M. Sautot as Governor to the Free French colony of Oubanghi Chari, now the Central African Republic. He held this post until his retirement in 1946, and then returned to New Caledonia with his wife, a New Caledonian girl who had gone to Oubanghi Chari to marry him. He retired with the rank of honorary Governor-General.

In Noumea, he entered municipal politics and served for five years as Mayor of Noumea. He brought the same energy to municipal affairs as he had shown in higher administration.

Messages from all over the world arrived in Noumea the day following Mr. Sautot's death.

Mr. James Louis Daly

Mr. James (Jim) Louis Daly, one of the most respected men in New Caledonia, died at his home in Noumea on March 23. Mr. Daly, who was in his sixties, had led a life of labour—first on his family properties and later when he entered the commercial world. At his death, he was one of the heads of the big import-export house of Barrau.

Mr. Daly was a member of an Irish family which arrived in New Caledonia nearly 100 years ago.

He saw service in the First World War and was a prominent member of the Returned Soldiers Association. He served in the first elected Assembly known as the Conseil General and he was a member of the historic Assembly which passed the motion in 1940 after the Petain armistice "that New Caledonia refused to recognise such armistice and decided



M. Sautot.

to continue the fight at the side of Great Britain".

After the war, Mr. Daly took little further interest in politics, devoting himself to business and returned soldiers' activities.

He left a widow and one daughter, Madame Albert Lefevre, whose husband died in January (*PIM*, March, p. 109). Mr. Daly's funeral was the biggest ever seen in Noumea.

Lady McNicoll

Lady Hildur Marschalck McNicoll, widow of Brigadier-General Sir Walter McNicoll, Administrator of New Guinea from 1934 to 1942, died at her home at Rose Bay, Sydney, on March 16. Her maiden name was Wedel-Jarlsberg, and she was a daughter of Baron Oscar Wedel-Jarlsberg, who came to Australia from Norway in the 1860's.

In the first World War Lady McNicoll was president of the 10th Brigade comforts fund. She later maintained a close association with returned soldier organisations.

Lady McNicoll was an active member of the New Guinea Women's Club, the Country Women's Association, the Girl Guides, and many Sydney musical organisations.

She is survived by four sons—Major-General R. R. McNicoll, Master-General of the Ordnance; Rear-Admiral A. W. R. McNicoll, Flag Officer Commanding the Australian Fleet; Mr. F. R. McNicoll, a Melbourne engineer, and Mr. David McNicoll, Editor-in-Chief of Australian Consolidated Press.

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.



More and more people are looking to the Pacific as a place to spend their holidays, and with the winter coming on, the best time of the year to go there will soon be with us. So this month, we've devoted the whole of our *Travel Talk* to Pacific topics.

GROUP air travel by all international airlines serving the Pacific was introduced on April 1 for economy class travel on scheduled flights. Under the scheme, groups of 15 or more may travel together from Australia to Hawaii or the United States west coast and back at individual fares as low as £268/- to Hawaii and £332/10/- to the US west coast.

This is a saving of £115/1/- between Australia and Hawaii and £142/10/- between Australia and places such as San Francisco, Los Angeles and Seattle. The new fares are comparable with charter flight rates, and eliminate the need for groups to charter and fill an aircraft.

The adoption of the Group Fares Scheme by Qantas, PAA and CPAL completes a round-the-world circle of this type of economy travel.

Almost any group is eligible for the new rates under these conditions:

- Members must have joined the group at least six months before travel;
- The group must be a recognised organisation; and
- It must not have been formed purely to obtain the cheaper travel rates.

The new fares may be used in conjunction with the 90 dollars for 90 days PAA-Greyhound plan, and the "6 'n 6" plan recently introduced by Sheraton Hotels. The Greyhound plan gives unlimited bus travel within the US for a three-month period for £A40/3/7. The Sheraton "6 'n 6" plan makes available comfortable accommodation and first-class meals for an all-inclusive £A5/7/2 a day.

Latest on Norfolk Island

Visitors to beautiful Norfolk Island

have the choice of a good range of accommodation at reasonable rates at the hotel, guest houses and flats. The island's Tourist Bureau handles all inquiries and bookings free of charge. Here is the latest list of accommodation available:

Central Guest House, accommodation for 8; tariff, £A2/5/- or £NZ1/16/- a day (full board).

Glen Lyon private hotel; accommodation for 20; £A2/10/- or £NZ2 a day (full board).

Paradise Hotel; accommodation for 56; £A17 or £NZ13/13/- a week (full board).

Redleaf Guest House, accommodation for 10, £2/5/- or £NZ1/16/- (full board).

RABAUH HOTELS:

Visitors to Rabaul have the choice of two hotels, both of which have accommodation for 40 people. The Hotel Ascot (above) on Mango Avenue, has a number of air-conditioned bedrooms. Tariff is up to £4/10/- in the air-conditioned rooms. The owner is Mr. Arthur Brown. The Cosmopolitan Hotel (below), known as the "Cosmo", has a waterfront view. It was built about 1946.



Sandlyn Lodge, accommodation for 14 in main house and five additional cottages; £2/5/- £NZ1/16/- (full board).

Hillsdene and Kozee holiday flats, choice of bed-sitting room or the bedroom, each self-contained, electric linen, crockery, etc., provided. Laundry of household linen included in rent; £A6 a week for two, 10 a week each for more.

Torrie Glen flats; all fully furnished and self-contained; £A13/10/- a week each.

Wellington Flat, suitable for one person only; fully self-contained; £A2/10/- a week.

Bishop's Cottage, accommodation for four; fully self-contained; £A6/10/- a week.

Try Fiji's Coral Gardens

Fiji has coral gardens equal to those of the Barrier Reef and rival those of the famous Bora Bora coral gardens according to television cameramen and skin-diving enthusiasts who visited the Colony recently. The 12 members of the party, all from Australia, returned home vowing to sing the praises of coral gardens.

The initial tour was so successful that more are planned for later this year—in May, August, September, October and November. The May and August tours may be filled with Americans. A tourist promoter in Oakland, California, has indicated that he could fill the May tour without trouble.

THE PACIFIC

The overall cost of the tour from Sydney is about £A156, made up of £76/5/- air fare, and £82 for the 14-day tour in Fiji. The tour groups travel on their reef exploring expeditions in Captain Stan Brown's "Maroro". There is no set itinerary—the tourists arrange that for themselves. If they like a particular spot they may decide to stay there; if they don't like it, Captain Brown will move elsewhere.

The recent inaugural tour took in the Mamanuca and Yasawa Groups (four days) and the Great Astrolabe Lagoon, Kadavu (also four days). One of that there is a day at Suva for shopping and sightseeing, and a stop at Korolevu on the way back to Suva to see the Saturday night mekes. Two champion Australian spearfishermen in the first party, Ron Taylor, 28, and Ben Cropp, 27, were a little disappointed because they could find nothing bigger than 9 ft of the shark family. Inquiries about future tours should be made from PAA (Sydney), Captain S. B. Brown (Suva) or the Fiji Visitors' Bureau (Suva).

Information on the New Hebrides

ALTHOUGH the New Hebrides has many charms for tourists, few people ever consider going there on a holiday, mainly, no doubt, because information on where to stay, what to do and what to see is difficult to obtain.

Captain Stan Brown's "Maroro" makes an attractive picture as she passes Bulia Island on the way to the coral gardens in the lee of the Great Astrolabe Reef.



But this situation will soon be altered as the Vila Cultural Centre intends to publish an illustrated brochure this year giving all the information the prospective tourist is likely to require.

The brochure is being printed in France in both English and French, and when it is ready copies will be available from the secretary of the Cultural Centre. It is also hoped to have a tourist office at the Centre eventually to dispense information to tourists.

The Cultural Centre, incidentally, is already one of the most interesting places in Vila for a tourist to visit. It is a single-storey building on the waterfront, erected with funds provided jointly by the British and French Governments to mark the jubilee of the Condominium in 1956.

The foundation stone was laid by the British and French High Commissioners in the Pacific when they visited Vila in October, 1956, and

the building was finished in October, 1956.

Since then, the Centre has built up a library of between 3,000 and 4,000 books in both English and French, and many French and English magazines are on file.

The Condominium Government now makes an annual grant for the operation of the Centre and some books and magazines are purchased. An effort is being made to build up the New Hebrides section of the library.

The library is free and is in the charge of a permanent librarian. It is open on week days between 9 a.m. and 11 a.m. and between 3 p.m. and 7 p.m. On Saturdays, the opening hours are 3 p.m. to 6 p.m.

The nucleus of a museum has also been established at the Centre, and it is hoped to build up a big collection of native artifacts, stuffed birds of the Group, geological specimens, etc.

Art displays by local and overseas artists are held at the Centre from time to time.

The Centre is run by a board of management composed of private members and Government officials who are responsible to the French and British Resident Commissioners for its operation. The president of the board is Mr. G. des Granges, and the secretary Mr. K. Woodward.

Suva Tour

Hunts Travel Service of Fiji has inaugurated a daily scheduled tour of Suva and environs with a 14-seat limousine which will pick up passengers at city hotels at 9 a.m. each day. A driver-guide will provide a commentary on places of interest over a public address system. The tour, which lasts three and a half hours, takes in all the main beauty spots and places of interest.



Vila, with Iririki Island in the harbour, background.



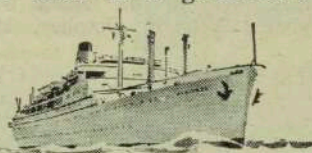
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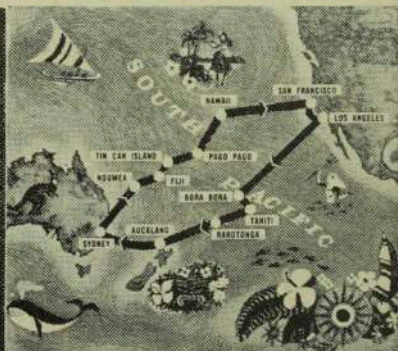
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SHIPPING TIME-TABLES

Sydney-Papua-New Guinea

Sailings are approximate and may vary by as much as two weeks.

Malekula sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Samarai, Lae, Madang, Alexishafen, Wewak, Kavieng, Rabaul, Pt. Moresby, Sydney. Last Sydney sailing: Apr. 5. Next Sydney sailing: June 1 (will call at Milne Bay and Lorengau).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Samarai, Rabaul, Milne Bay, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: Apr. 8, May 23 (special trip: Norfolk Island, Santo, Honiara, BSI ports, Kieta, Milne Bay ports, Rabaul, Madang, Lae, Samarai, Brisbane, Sydney).

Mulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Last Sydney sailing: Apr. 2. Next Sydney sailings: May 11, June 18 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports (subject to permit), Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailings: May 27, June 25 (approx.).

Details from Burns, Philp and Co., Ltd., 13 Bridge Street, Sydney (B 0547).

Thames: Leaves Sydney about every four weeks for Brisbane, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailings: Apr. 19, May 20.

Woochow: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailings: Apr. 10, May 10.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

China Navigation Co. Ltd. vessels King and Anshun call at Pt. Moresby, Samarai, Lae, on their way north from Sydney to Hongkong. Next vessel:

King: Dep. Sydney Apr. 20 for Pt. Moresby Apr. 27-28, thence Manila and Hongkong.

Anshun: Dep. Sydney May 22 for Pt. Moresby May 29-30, thence Manila and Hongkong.

Details from Swire and Yuill Pty. Ltd., Agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Samarai, Wewak, Madang, Lae, Sydney. Next Sydney sailings: Apr. 26, May 30 (approx.).

Slavik: Leaves Sydney approximately every five weeks for Rabaul, Madang, Lae, Milne Bay, Sydney. Next Sydney sailings: May 23, May 30 (approx.).

Sultan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Samarai, Honiara, Gizo, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailings: Apr. 23, June 5 (approx.).

Details from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Lae) and Papua-New Guinea.

Matupi: At Pt. Moresby Apr. 4, Lae Apr. 9, Madang Apr. 11, Rabaul Apr. 14,

Cape Hoskins for timber-loading Apr. 12-17, thence Sydney, due Apr. 30. After loading at Australian ports, dep. Sydney again for P-NG May 18.

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.

Aros: Dep. Hongkong (after dry-docking) Apr. 23, for Philippines Apr. 26-27, Nth. Borneo ports Apr. 28-30, Rabaul May 6-7, Madang May 8-9, Lae May 10-11, Brisbane May 15-17, Sydney arr. May 19. Dep. Sydney May 21 for

cargo-loading at Southern Australian ports. Due dep. Sydney again June 8 (approx.) for Japan direct.

Delos: From BSI, due arr. Sydney Apr. 13; dep. Sydney Apr. 18 for cargo-loading at Southern Australian ports, returning Sydney again May 5. Due dep. Sydney May 10 for direct voyage to Japan and back.

Samos: Dep. Sydney May 10 for Brisbane May 12-13, Rabaul May 17-18, Lae May 19-20, Madang May 21-22, Manila May 28-29 and Hongkong May 31. Due dep. Hongkong June 2, southbound, for Borneo ports, NG, BSI, Brisbane and Sydney, arr. July 5 (approx.).

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Dominion Navigation Co. Ltd. (UK) vessels Francis Drake and George Anson, on monthly service between Sydney and

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PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

Australia-NZ-Fiji-Canada-USA

	ORONSAY	ORSOVA	HIMALAYA	ORIANA
SYDNEY depart	Apr. 19	May 22	June 12	June 26
AUCKLAND arr/dep	Apr. 22	thence	June 15	June 29
SUVA arr/dep	Apr. 25	Far East	June 18	July 2
HONOLULU arr/dep	Apr. 30	June 14	June 23	July 6
VANCOUVER arr/dep	May 5-6	June 19-20	June 28-29	July 10-11
SAN FRANCISCO arr/dep	May 8-9	June 22-23	July 1-2	July 13-14
LOS ANGELES arr/dep	May 10	June 24	July 3	July 15†
HONOLULU arr/dep	thence	June 29	July 6-7*	July 18*
SUVA arr/dep	UK via	thence	thence	thence UK
AUCKLAND arr/dep	Panama	Far East	UK via	via West
SYDNEY arrive	Canal	and UK	Panama	Indies

* Acapulco. † San Diego.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

	MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO depart	Apr. 11	May 2	May 26	June 20
LOS ANGELES arr/dep	Apr. 12	May 3	May 28	June 21
BORA BORA arr/dep	Apr. 20	May 11	June 4	June 29
PAPEETE arr/dep	Apr. 21-23	May 12-14	June 5-7	June 30-July 2
RAROTONGA arr/dep	Apr. 24	May 15	June 8	July 3
AUCKLAND arr/dep	Apr. 29-30	May 20-21	June 13-14	July 8-9
SYDNEY arr/dep	May 3-6	May 24-27	June 17-20	July 12-15
NOUMEA arr/dep	May 9	May 30	June 23	July 18
SUVA arr/dep	May 11	June 1	June 25	July 20
NIUAFOOU arr/dep	May 12	June 2	June 26	July 21
PAGO PAGO arr/dep	May 12	June 2	June 26	July 21
HONOLULU arr/dep	May 17-18	June 7-8	July 1-2	July 26-27
SAN FRANCISCO arrive	May 23	June 13	July 7	Aug. 1

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

Japan (via Manila, Hongkong and Keelung), return via Guam and Rabaul. Francis Drake: On maiden voyage will call 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

The four-weeks service by Dutch Royal Interocean Line Agency motor vessels from East Australian ports to West New Guinea, was discontinued after the last Sydney sailing of the Van Neck on Apr. 2.

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 Tahiti call: From Sydney dep. June 12, due at Papeete June 19-20.

Next southbound Tahiti call: Sept. 24-25, due at Sydney Oct. 4.

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, due Papeete Apr. 8; Ruahine, due Papeete Apr. 16.

Next northbound voyages: Remuera, due Papeete Apr. 11; Rangitane, dep. Wellington May 3, due Papeete May 9.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

New Zealand-Tahiti

Crusader Shipping Co. Ltd., Wellington, NZ, makes a call every two months (approx.) at Papeete on north-bound voyages of its West Coast Nth. American service. Next voyage: Saracen dep. Auckland Apr. 19, at Papeete Apr. 26.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Service (a West German-owned shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of USA.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Beaverbank: From the Continent and London, due at Port Moresby Apr. 18, Samarai Apr. 20, Lae Apr. 22, Madang Apr. 24, Wewak Apr. 26, Rabaul Apr. 27, Kavieng Apr. 29, Honiara May 1.

Dartbank: From Continent, dep. London Apr. 11, due at Pt. Moresby May 19, Samarai May 21, Lae May 22, Madang May 24, Wewak May 26, Rabaul May 28, Kavieng May 29, Honiara June 2.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Karimun (NL): From Continent and United Kingdom, due Papeete Apr. 20, Noumea Aug. 28, Honiara May 1, Pt. Moresby May 3, Rabaul May 6, Lae May 8, Madang May 10, Hollandia May 11.

Zeeland (RL): From Continent, London Apr. 24, due Papeete May, Noumea May 31, Honiara June 4, Moresby June 7, Rabaul June 8, Lae 12, Madang June 14, Hollandia June 16.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Crusader Shipping Co.'s cargo vessels running between New Zealand and Far East, call at Noumea (New Caledonia), and Pt. Moresby (Papua), in some instances, Guam. Next voy-

Knight Templar: Dep. Auckland 30 for Noumea May 4, Pt. Moresby 8, thence Singapore, Pt. Swettenham, Hongkong and Shanghai.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-31)

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; usual return to Japan direct.

Sinkiang: From Japan, Hongkong, Hollandia, due Madang Apr. 12, Lae 16, Rabaul Apr. 19, Samarai Apr. 23, Moresby Apr. 30, Cape Rodney (Otago) then Japan, due May 15.

Chengtu: From Japan, dep. Hongkong Apr. 13 for Guam (opt.), Madang 23, Lae Apr. 26, Rabaul Apr. 29, Honiara May 2, Santo May 5, Vila May 8, Suva May 10, Apia May 19, thence Caledonian ports and Japan, due June 2.

Chekiang: Dep. Japan Apr. 23, Hongkong Apr. 27-May 1, Manila 11, Guam (opt.), Wewak May 11, Madang May 14, Lae May 17, Rabaul May 20, Moresby May 27, Suva/Lautoka 31, Honiara (opt.), then Japan, due June 22.

Details from China Navigation Co., (Swire and Yull) Pty., Ltd., agents, Bridge St., Sydney (BU 1712).

Sydney-New Hebrides-BSI Bougainville, Etc.

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Suva, Honiara and BSI ports, Bougainville ports. Next Sydney sailing: Apr. 20 (will expect to Gilbert Group and Fanning Is. back to Honiara, Purvis, Lunga, Yandepesala, Somata and Honiara before turning Sydney); June 29—normal voyage.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polynes

Vessels of Messageries Maritimes Ltd. from Marseilles, via West Indies, Panama, call about every six weeks at Papeete (with occasional calls at Tahiti, Marquesas Group), Vila, Noumea, Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Melanesien: Papeete Apr. 16-20, Apr. 29-30, Noumea May 1-5, Sydney May 5.

Caledonien: Tai-o-hae May 25, Papeete May 27-31, Vila June 7-8, Noumea June 9-13, Sydney June 16.

Next outwards voyages, ex-Sydney: Tahitien: At Noumea Apr. 4-7, Honiara Apr. 8-15, Noumea Apr. 16, Papeete Apr. 22-27, Tai-o-hae May 30.

elanesien: Dep. Sydney May 10, nea May 13-17, New Hebrides ports 18-26, Papeete June 2-7.

ynesie maintains monthly passenger ags between Sydney, Noumea, Vila, Sandwich (occasionally), and Santo. Sydney sailings: Apr. 19, May 10, 7.

tails from Messageries Maritimes, 36 venor St., Sydney (BU 2654).

dney-Norfolk Is.-Noumea- New Hebrides

lorado del Mar (owned by Societe time Caledonienne, Noumea), carry-cargo only, makes a regular monthly ge from Sydney to Norfolk Is., Caledonia (Noumea) and New ides ports. Next Sydney sailings: 15 (approx.), May 8 (approx.).

tails from F. H. Stephens Pty. Ltd., ridge St., Sydney (27-3605).

Europe-Sydney-Noumea

rgo vessels of Messageries Mari- run monthly between France and nea via Fr. East Africa and Aus- an ports. From Sydney, vessels go to ane and Noumea; return to France Australian coastal ports.

xt sailings from Sydney: Vivalars 10 (Noumea Apr. 17); Vanoise May oumea May 13).

her MM vessels run between France Sydney, via Panama Canal and

Pacific ports. Next vessel: Shropshire, at Papeete May 12, Noumea May 23, Vila May 27.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auck- land to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Apr. 16, May 14, June 18.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Apr. 30, June 4.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auck- land. (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports- Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: 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.

Southern Cross: Dep. Southampton (UK) May 28, via Panama Canal, for Papeete June 21-22, Suva June 27, Wellington July 1-3, Brisbane July 7, Sydney July 9-10, thence via Sth. Africa to Southampton, arr. Aug. 14.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

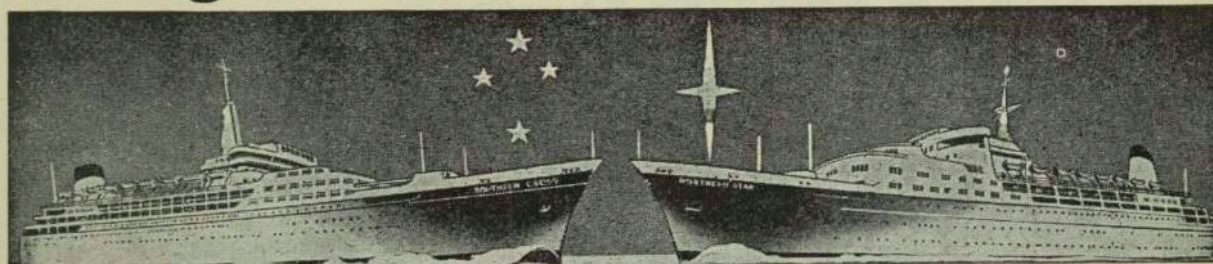
N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approxi- mately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco Apr. 12, Los Angeles Apr. 13-16, Papeete Apr. 27-29, Pago Pago May 3-6, Apia May 7-8, Suva May 11-12, Noumea May 14-16, Apia (open), Pago Pago May 20-22, Los Angeles June 5-7, San Francisco June 8.

Thor I: Dep. San Francisco May 21, Los Angeles May 22-25, Papeete June 4-6, Pago Pago June 10-13, Apia June 14-15,

Linking the PACIFIC ISLANDS with



EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA and SOUTH AFRICA

One Class (Tourist) liners, Southern Cross (20,000 Tons) and Northern Star (24,000 Tons) — air-conditioned with the latest in amenities.

For full particulars apply:—

Fiji—Any branch or agency of Burns
Philip (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

Around the world east or west bound via Panama and South Africa calling Fiji, Tahiti, Balboa, Curacao, Trinidad, U.K., Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, New Zealand. Occasional calls, Miami (Pt. Everglades), Bermuda, Lisbon.

SHAW SAVILL LINE

Suva June 18-19, Lautoka June 19-20, Noumea June 22-23, Apia (open), Pago Pago June 27-30, Los Angeles July 13-15, San Francisco July 16.

Details from General Steamship 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 Apr. 20 (approx.); Sonoma May 8 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyage. Next Papeete calls: Pioneer Reef May 25; Pioneer Glen June 26.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) normally operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route.

She has been off the Pacific run (engaged on charter work in the Far East) in recent months but is expected to resume her normal run from Sydney on May 7 (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. Next Sydney sailings: Apr. 20, May 30 (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: Apr. 25 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Ltd. maintains regular monthly services from Melbourne and Sydney, and periodically from Adelaide, to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailings: Kawerau Apr. 15 (approx.); Waiana May 8 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessel Waihemo operated by Union Steam Ship Co. of NZ, Ltd., maintains a two-monthly service across Pacific, from Melbourne and Sydney Vancouver and USA ports. Occasional calls are made at Fanning Island route.

Next Sydney sailing: Waihemo Ma (approx.).

Waitemata, from NZ ports, makes or four trips yearly to Vancouver Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as London Brokers in London.

Far East-Fiji-NZ-Sydney

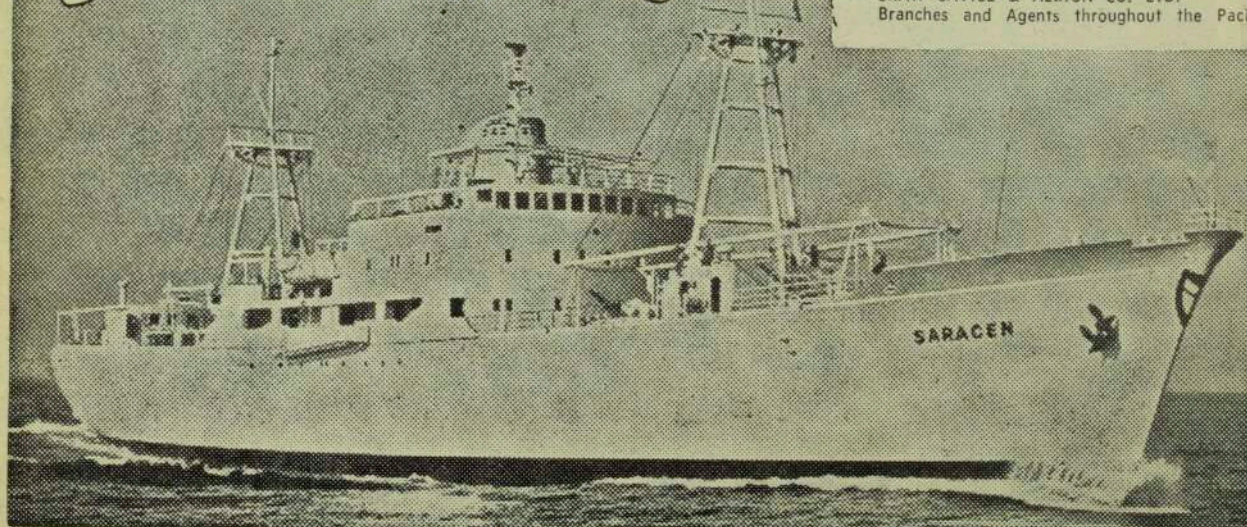
Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Next calls at Fiji: Van Cloon Apr. Van Neck May 14.

Details from Royal InterOcean Lines, George Street, Sydney (2-0573).

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CRUSADER
SHIPPING CO. LTD.



Consign refrigerated and general cargo **Crusader**, for fast efficient delivery to local Pacific Ports.

Regular services connect:

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SHAW SAVILL & ALBION CO. LTD.

Branches and Agents throughout the Pacific

AIRWAYS TIME-TABLES**TRANS-PACIFIC SERVICES****1. Australia-Fiji-Hawaii-Nth. America**BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)**NORTHBOUND**

Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 p.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York, London.

Sydney (dep. 7 p.m.), Nadi (arr. 2.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, Apr. 12, 6, May 10, 24, June 7, 21, etc.).

SOUTHBOUND

Wed. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 1.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.30 a.m.).

Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 1.15 a.m.), Sydney (arr. 7.30 a.m.).

San Francisco (service begins from Vancouver alternate Sats.: Apr. 13, 7, May 11, 25, June 8, 22, etc.), Honolulu, Nadi (arr. 4.25 a.m., dep. 1.15 a.m.), Sydney (arr. 7.30 a.m.).

International Dateline is crossed between Nadi and Honolulu.

Qantas/TEAL Electra International Mk. aircraft from Auckland connect at Nadi.

Wed., Thurs., Fri., Sat., Sun., and Mon. Qantas northbound flights, and on Wed., Thurs., Fri., Sat. and Sun. Auckland, with Qantas south-bound flights. (See Table 19).

BY CANADIAN PACIFIC AIRLINES

(Bristol Britannia and DC8 Jet)

NORTHBOUND

Sat. (Apr. 20, May 4, 18, June 1, 5, 29, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Fly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 9 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 1.45 p.m.).

SOUTHBOUND

Fly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 9.35 p.m., dep. Sun. 10.35 p.m. by Britannia), Nadi (arr. Tues. 6 a.m., dep. 6.45 a.m.), Auckland (arr. 10.55 a.m.).

Tues. (Apr. 16, 30, May 14, 28, June 1, 25, etc.): Dep. Auckland 11.45 a.m. for Sydney (arr. Tues. 2.15 p.m.). International Dateline is crossed between Nadi and Honolulu.

1A. Australia-Fiji (or Am. Samoa)-Hawaii-Nth. AmericaBY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)**NORTHBOUND**

Thurs.: Dep. Sydney 5 p.m. for Nadi (arr. 10.55 p.m., dep. 11.40 p.m.), Honolulu and Los Angeles (arr. Thurs., Sun. 4.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues.: Dep. Sydney 5 p.m. for Pago Pago, Am. Samoa (arr. 1.10 a.m., dep. 1.50 a.m.), Honolulu and Los Angeles (arr. Tues. 4.30 p.m.).

SOUTHBOUND

Tues., Fri.: Dep. Los Angeles 7.30 p.m. for Honolulu, Nadi. (arr. 4.15 a.m., Thurs., Sun., dep. 5 a.m.) and Sydney (arr. 7.10 a.m. Thurs., Sun.).

Sun.: Dep. Los Angeles 7.30 p.m. for Honolulu, Pago Pago (arr. 4.15 a.m. Mon., dep. 5 a.m.) and Sydney (arr. 7.55 a.m. Tues.).

(International Dateline is crossed between Nadi and Honolulu, and between Sydney and Pago Pago.)

*PAA use DC7C aircraft on connecting services Nadi-Auckland and Nadi-Pago Pago (Am. Samoa). (See Tables 21 and 21A).

SECTIONAL SERVICES IN PACIFIC**2. Sydney-New Guinea**

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)

Dep. Arr. Sydney, 9.45 p.m. Brisbane, 11.50 p.m.

Tues., Thurs., Sun. Tues., Thurs., Sun.

Dep. Arr. Brisbane, 12.40 a.m. Pt. Moresby, 6.10 a.m.

Dep. Arr. Pt. Moresby, 7 a.m. Lae, 8 a.m.

Tues., Thurs. and Fri. (Ansett)

Dep. Arr. Sydney, 9.45 p.m. Brisbane, 11.45 p.m.

Wed., Fri., Sat. Wed., Fri., Sat.

Dep. Arr. Brisbane, 12.45 a.m. Pt. Moresby, 6.05 a.m.

Dep. Arr. Pt. Moresby, 6.50 a.m. Lae, 7.50 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)

Dep. Arr. Lae, 9.15 a.m. Pt. Moresby, 10.15 a.m.

Dep. Arr. Pt. Moresby, 11 a.m. Brisbane, 4.15 p.m.

Dep. Arr. Brisbane, 4.50 p.m. Sydney, 6.55 p.m.

Wed., Fri. and Sat. (Ansett)

Dep. Arr. Lae, 9.15 a.m. Pt. Moresby, 10.15 a.m.

Dep. Arr. Pt. Moresby, 11 a.m. Brisbane, 4.10 p.m.

Dep. Arr. Brisbane, 4.50 p.m. Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.30 p.m., Cairns arr. 1.25 p.m., dep. 2.30 p.m., arr. Pt. Moresby 4.50 p.m. (Apr. 15, 29, May 13, 27, June 10, 24, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (Apr. 17, May 1, 15, 29, June 12, 26, 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. (Apr. 20, May 4, 18, June 1, 15, 29, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Apr. 21, May 5, 19, June 2, 16, 30, 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. (Apr. 22, May 6, 20, June 3, 17, 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. (Apr. 16, 30, May 14, 28, June 11, 25, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Apr. 16, 30, May 14, 28, June 11, 25, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae

UNION STEAM SHIP CO. OF N.Z. LIMITED*Serving the Pacific since 1875.***Regular Sailings by Modern Vessels**

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

arr. 12 noon (Apr. 17, May 1, 15, 29, June 12, 26, 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. (Apr. 19, May 3, 17, 31, June 14, 28, etc.).

PT. MORESBY-WESTERN PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Kerema, Pt. Moresby, arr. 2.10 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.15 p.m. (Apr. 11, 25, May 9, 23, June 6, 20, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.30 a.m. (Apr. 12, 26, May 10, 24, June 7, 21, 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. (Apr. 22, May 6, 20, June 3, 17, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne Lagoon, Samarai, Pt. Moresby, arr. 4.30 p.m. (Apr. 29, May 27, June 24, etc.).

Each fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Apr. 15, May 13, June 10, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

Sun.: Dep. Lae 9 a.m. for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 8 a.m. for Rabaul, arr. 9 a.m.

Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.

Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer River, Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., 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-RABAU-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Finschhafen, Lae, arr. 2.10 p.m.

Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFFEN (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAU-BUIN-RABAU (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Aropa,

Wakunai, Buka, Rabaul, arr. 3.20 p.m.

Alt. Wed. (Apr. 17, May 1, 15, 29, June 12, 26, 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, Hagen, Madang, arr. 3.30 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 for Mendi, Kagua, Erave, Ialibu, Hagen, arr. 12 noon.

Sat.: Dep. Lae 8.55 a.m. for G Madang, arr. 10.35 a.m.

Dep. Lae 9.20 a.m. for Rabaul, 12 noon.

Dep. Madang 7 a.m. for G Lae, arr. 8.45 a.m.

Dep. Rabaul 5.45 a.m. for Lae, 8.25 a.m.

Dep. Rabaul 6.30 a.m. for Ka Momote, Wewak, Madang, Goroka, arr. 4.40 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. Ambunti, Burul, Wewak, arr. a.m.

Papuan Airlines Transport Ltd. ("Pa")

Local services operated in Papuan Airlines Transport Ltd. incl

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, Be Tapini, Bereina, Kairuku, Aroa, Rorona (opt.), Pt. Moresby, arr. p.m.

Dep. (Piaggio) Pt. Moresby 6 for Tapini, Woiwape, 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. Moresby, arr. 5.50 p.m.

Dep. (Piaggio) Pt. Moresby 8 for Woiwape, Tapini, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby p.m. for Cape Rodney, Palli, Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (Kairuku, Bereina, Pt. Moresby, 4.55 p.m.

Wed.: Dep. (DC3) Pt. Moresby 7.30 for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8 for Baimuru, Erave, Mendi, K Erave, Pt. Moresby, arr. 3.10 p.m.

Dep. (Piaggio) Pt. Moresby 8 for Tapini, Woiwape, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (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 Woiwape, Tapini, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 1 for Cape Rodney, Palli (opt.), Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (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, Woiwape, Pt. Moresby, 10 a.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona, Aroa, Kairuku, Bereina (opt.), Pt. Moresby, arr. 5.20 p.m.
Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Wotape, Tapini, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby 11 a.m. for Palli, Cape Rodney, Pt. Moresby, arr. 1.15 p.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.

3A. P-NG - West NG

AE-HOLLANDIA/KOTA BARU (West New Guinea) TAA, with DC3 Aircraft
Thurs. (Apr. 18, May 2, 16, 30, June 13, 27, etc.) dep. Lae 9 a.m. for Madang, Wewak, Hollandia/Kota Baru, arr. 1.35 p.m.

Fri. (Apr. 19, May 3, 17, 31, June 14, 28, etc.): Dep. Hollandia/Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE
Garuda Indonesian Airways with DC3 Aircraft

Garuda Indonesian Airways operate fortnightly service between Biak, Hollandia/Kota Baru and Lae with DC3 aircraft.

Tues. (Apr. 9, 23, May 7, 21, June 4, 18, etc.): Dep. Biak 6.15 p.m., Hollandia/Kota Baru, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.

Wed. (Apr. 10, 24, May 8, 22, June 5, 19, etc.): Dep. Lae 9.15 a.m., Hollandia/Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

4. Australia-West NG

KLM Royal Dutch Airlines
The weekly DC8 service between Sydney and Holland will omit calling at Biak (West New Guinea) from May 1. During April, Biak flights from Sydney will commence Wed. at 11.30 a.m., instead of 10.35 a.m., as previously.

5. N. Guinea-Solomons

TAI, with Fokker Friendship Prop-Jet and DC3 Aircraft

Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Apr. 9, 23, May 7, 21, June 4, 18, etc.).

Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Apr. 17, May 8, 22, June 5, 19, etc.).

Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Apr. 16, 30, May 14, 28, June 11, 25, etc.).

Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae, arr. 12 noon (Apr. 17, May 1, 15, 29, June 12, 26, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet
Thurs.: Dep. Sydney 10.15 a.m., arr. Noumea 1.45 p.m.
Thurs.: Dep. Noumea 3 p.m., arr. Sydney 4.50 p.m.

Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 and Boeing Jet Aircraft
p. (DC8) Paris Mon. 5 p.m., eastbound for Athens, Beirut, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 7.15 a.m.).
p. Sydney (DC8) Wed. 8.45 a.m. for

Noumea (arr. 12.20 p.m., dep. 2.15 p.m.), Nadi (arr. 5 p.m., dep. 5.50 p.m.), cross International Dateline, Papeete (arr. Tues. 11.55 p.m., dep. Fri. 10 a.m.), Los Angeles (arr. Fri. 9.15 p.m., dep. (Boeing) Sat. 10.50 a.m.), Montreal, Paris (arr. Sun. 8.10* a.m.).

Dep. (Boeing) Paris Fri. 5.20 p.m. westbound for Montreal, Los Angeles (arr. Fri. 10.25 p.m., dep. (DC8) Sat. 1 a.m.), Papeete (arr. Sat. 6.15 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. 8.30 a.m.), Sydney arr. Mon. 10.25 a.m.).

Dep. (DC8) Sydney Mon. 11.40 a.m. for Darwin, Jakarta, Saigon, Rangoon, Karachi, Beirut, Rome, Paris (arr. Tues. 12.20 p.m.).

* From Apr. 28, arr. Paris 7.10 a.m.
† From Apr. 28, arr. Los Angeles 11.25 p.m.

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft
Alt. Wed. (Apr. 17, May 1, 15, 29, June 12, 26, etc.): Dep. Papeete 3.30 p.m. for Honolulu, arr. 9.05 p.m.
Alt. Thurs. (Apr. 18, May 2, 16, 30, June 13, 27, 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. (Apr. 10, 24, May 8, 22, June 5, 19, etc.): Dep. Papeete 10 a.m. for Los Angeles, arr. 9.15 p.m.
Sat. and alt. Thurs. (Apr. 11, 25, May 9, 23, June 6, 20, etc.): Dep. Los Angeles 1 a.m. for Papeete, arr. 6.15 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); in June, Sat. only.

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, Apr. 14, May 12, June 9, 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. Wed. 10.15 p.m.).

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)
Every Sat.: Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun.: dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m. (See Table 9).

13. Sydney-Auckland

QANTAS and TEAL jointly, with Electra International Mk. II's
Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
Fri., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 6.35 p.m.
Fri., Sun.: Dep. Sydney 4.30 p.m., arr. Auckland 10.05 p.m.

BOAC, with Comet IV's

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
Additional services will operate during April:
Tues., Wed., Fri., Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Mon., Tues., Thurs., Fri., Sat.: Dep. Christchurch 7.30 p.m., arr. Christchurch 9.35 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's
Additional services will operate during April:
Mon., Thurs.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.
Wed., Sun.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II's
Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's
Wed., Fri., Sun.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Wed., Fri., Sun.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.
* Operates April 7 and 21 only.

18. Auckland-Brisbane

QANTAS and TEAL jointly, with Electra International Mk. II
Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.
Sat.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

19. Auckland-Fiji

TEAL, with Electra International Mk. II's
Daily (except Mon.): Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Thurs., Sat.: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.
* Wed., Fri., flights ex-Auckland, and Thurs., Sat., flights ex-Nadi are operated by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International Mk. II
Mon.: Dep. Nadi 3.30 a.m., cross International Dateline, arr. Pago Pago Sun. 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-Matel-Suva: Dep. 11 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m. Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva-Labasa-Matel-Labasa-Suva: Dep. 11 a.m. Mon.

Suva-Matel-Labasa-Matel-Suva: Dep. 11 a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Apr. 18, May 2, 16, 30, June 13, 27, etc.): Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m.

Alt. Sat. (Apr. 20, May 4, 18, June 1, 15, 29, etc.): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Apr. 13, 27, May 11, 25, June 8, 22, etc.): Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m.

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. for Tanna, arr. 9.45 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Anietyum, Futuna, Aniwa or Erromanga before the scheduled departure for Vila).

Details from New Hebrides Airways, Vila.

26. Hawaii-Tahiti

South Pacific Airlines with Super-G Constellation Aircraft

Weekly from Honolulu to Faaa International Airport, Papeete.

Fri.: Dep. Honolulu 11 p.m., arr. Papeete Sat. 8 a.m.

Sat.: 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 a.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 Rapides

Noumea-Mare: Tues., Fri. dep. Noumea 2 p.m. for Mare, Noumea, arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat.: Dep. Noumea 2 p.m. for Lifou, Noumea, arr. 4 p.m.

Noumea-Ouvea: Tues. dep. Noumea 11 a.m. for Ouvea, Noumea, arr. 1.30 p.m. Sat.: Dep. Noumea 8 a.m. for Ouvea, Noumea, arr. 10 a.m.

Noumea-Houailou-Koumac: Wed., Sat. dep. Noumea 1 p.m. for Houailou and Koumac, Noumea, arr. 4.25 p.m.

Noumea-Isle of Pines: Mon., Wed., Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Dep. Noumea 8 a.m. for Isle of Pines, Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-mo amphibian flying-boats, PAA operates service throughout the Trust Territory of Micronesia (Caroline, Marshall, Mariana Groups) for US Government.

Details from High Commissioner of Trust Territory, Saipan, Mariana, US Trust Territory of the Pacific I

32. Darwin-Dili

Weekly service from Darwin (North Territory) to Dili (Portuguese Timor) by Transportes Aereos de Timor, Fokker Friendship (chartered from between Darwin and Baucau (Portuguese Timor), and Dove between Baucau

Wed.: Dep. Darwin 8 a.m. for Bat arr. 8.30 a.m., dep. 10.30 a.m., Dili 1.15 a.m.

Wed.: Dep. Dili 7.30 a.m. for Bat arr. 8 a.m., dep. 10 a.m., Da arr. 1 p.m.

33. Sydney-Indonesia

QANTAS and BOAC

Qantas operates weekly direct service (Boeing 707 V-Jet) Sydney-Djakarta dep. Sydney Sat. 12 noon, arr. Djakarta 5.5 p.m.; as well as Sydney-Dar

Djakarta—dep. Sydney 11.30 a.m. Tues., Fri., 12 noon Sun., arr. Djakarta approx. 6 hours later.

Return by BOAC (Comet IV): Djakarta 1.15 a.m. Mon., 8 p.m. Tues. 8.30 p.m. Sat., via Darwin, arr. Sydney 12 hours later.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO

	Single	Return	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	108 3 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	162 8 0	1

Suva	92 1 0	175 11 0	0
Auckland	53 15 0	102 3 0	1
Christchurch	53 15 0	102 3 0	1
Wellington	53 15 0	102 3 0	1
Pago Pago	121 5 0	230 5 0	1
Honolulu	282 12 0	536 19 0	1

San Francisco	350 9 0	665 18 0	1
Vancouver	350 9 0	665 18 0	1
Papeete	181 5 0	344 8 0	1-2
Biak	110 0 0	209 0 0	
Djakarta	155 0 0	294 10 0	3
Dili	79 10 0	159 0 0	3

FROM AUCKLAND (NZ currency) TO

Nadi	43 0 0	81 15 0	1
Norfolk Is.	19 16 0	37 12 0	1
Papeete	114 10 0	217 12 0	1
Noumea	45 10 0	86 10 0	2

FROM SUVA (Fiji currency) TO—

Nadi	5 17 0	11 14 0	2
Nukualofa	18 11 0	34 1 0	2
Apia	25 1 0	45 1 0	2
Honiara	67 11 0	121 11 0	2
Vila	34 8 0	79 0 0	2
Santo	39 15 0	71 10 0	2

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Pacific Commerce and Produce

LI CRUSHING BEGINS MAY 1

HOPEFUL SUGAR OUTLOOK

Prospects for Fiji's sugar industry year are encouraging, according to the independent chairman of industry, Mr. Justice Marsack. said it was hoped to produce 1,000 tons of sugar—the full annual crushing capacity of the four mills in an extended season.

MR. JUSTICE MARSACK warned that continuing production at above the 255,000-ton level was expected not only to future world sugar market trends, but also to policies at inter-government levels. There was also the definite possibility of the UN International Sugar Agreement, which restricted exports to stabilise prices and the operation of which was temporarily suspended, might be revived soon. He listed four factors contributing to the encouraging prospects for 1963:

- Production of cane was expected to be higher than in 1962;
 - Little difficulty was expected in getting all sugar produced in Fiji during the year;
 - Relations among growers, traders, tradesmen and millers were good, and all concerned seemed to realise that their own welfare and prosperity were inevitably bound up with the welfare and prosperity of the industry as a whole; and
 - A programme of renewals and replacements was being carried out at the mills at a cost to South Pacific Sugar Mills Ltd. of over £1,000,000, that should result in increased capacity for 1963, and an additional 100 tons for 1964.
- Meanwhile, SPSM Ltd. plans to produce 275,000 tons of sugar this year, after having received approval from the Sugar Board. To meet the need, the crushing season will be longer than usual—starting at the big mills, Lautoka, Rarawai and Nasa, on May 1, and at Penang on May 21. SPSM expects it will take 15,000 tons of cane to make 1,000 tons of sugar.

New Timber Plans For Morobe

The P-N-G Administration's first and largest timber lease will be closed down this year after 70-million super feet of timber have been taken from it.

THE lease is in the Busu River area of Lae, and was bought by the Administration in 1953. It takes in 21,320 acres.

The area includes some of the most fertile land in the Lae sub-district. Plans are now in hand for the subdivision of cleared areas for agricultural development and more land settlement projects.

Timber removed from the lease by the permit holder, South Pacific Timber Ltd., was processed at the company's Lae mill for internal use and for export. The company was the first in the Territory to install log-peeling equipment to process hardwood logs.

The company sold the veneer output to Commonwealth New Guinea Timbers Ltd., Bulolo, for use as core sheets to increase plywood production.

The Administration plans to extend one of the logging roads built through the area by South Pacific Timbers Ltd. as the start of the road from Lae to Finschhafen.

Meanwhile the Administration has started a project to develop the full potential of another 350 square miles of timber land in the Lae area. The Department of Forests has acquired the timber rights over 80,000 acres of the land, which stretches 79 miles from the Comsis Creek area to the Waria River, on the Morobe coast. The department will establish an experimental forestry station on 175 acres, near the Lae-Bulolo Road, about 10 miles from Lae.

The timber in the area is a hardwood, suitable for plywood and for building. It is expected that timber from the region will satisfy Lae's future requirements.

No Decision on NI Whaling

There has been no finality about the disposal of assets of Norfolk Island Whaling Co. Ltd. which was put up for sale recently by tender closing March 6; and the liquidators of the company have extended the closing date for tenders to April 16.

Assets of the company are valued around £153,000 for land, buildings, tankers, chasers, and stocks and stores. Two associate whaling companies, one in NSW, and the other in NZ, were put up for sale at the same time.

One of the two liquidators, Mr. A. D. Bridges, left Sydney on a quick business trip to Europe, via NZ, in mid-March.

PI Mines Lode Assayed

Assay of the new lode intercepted in February during the driving of an adit to reach the main Umuna lode of Pacific Island Mines Ltd., Misima Is., Eastern Papua, showed: "Gold, 5.94 pennyweights per ton; silver, 25.68 oz per ton; zinc, 10.175 per cent.; copper, .934 per cent.; and lead, .707 per cent."

The company says that the discovery appears to be a parallel lode located some 600 ft west of Umuna lode and its commercial possibilities will be fully explored at a later stage. Meanwhile, the adit is advancing at over 180 ft per month—at March 25 it was 751 ft in, with the Umuna lode expected to be first intersected at 900 ft, sometime in May.

(Over)

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WRC Dividend Steady

W. R. Carpenter Holdings Ltd. interim dividend is unchanged at 7½ per cent. on capital increased by last year's 1-for-4 issue at a premium of 7/6. The issue raised paid capital from £4,000,000 to £5,000,000.

The company had completed its purchase of the parcel in Woolworths' shares formerly held by Rockmans Ltd. (a subsidiary of Factors Ltd.).

Associate and subsidiary companies have fully maintained their activities in the Islands and in Australia, produce prices have been held at satisfactory levels, and the turnover fully maintained, the directors stated in March.

Tuna Freezing at Levuka

Pacific Fishing Co. Ltd., which plans to establish a tuna freezing plant at Levuka, Fiji, has applied for a protected industries licence. The Fiji Executive Council was expected to consider the application at the end of March.

The promoters of the venture plan to base 30 Japanese fishing ships of 99 tons each at Levuka in the first instance, and eventually raise the number to 105.

In addition to a fish-freezing plant, the Japanese proposal envisages the establishment of a fish-meal plant. Fish-meal is needed in Fiji for stock, pig and poultry feed.

Total cost of the installation, apart from fishing ships, is expected to exceed £500,000, of which a substantial proportion will be spent on local building materials and local construction costs. The company expects to employ some 70 local people at the start, excluding those employed on construction work.

According to a Fiji Government statement, the project should result in £50,000 a year being spent at Levuka, and when the number of ships increased above 30, the figure would rise considerably. The Government is confident that, if the industry is established, it will provide a worthwhile addition to the Fiji economy, a strong stimulus to Levuka and additional revenue to the Colony.

Profits from Rubber

Three Papua rubber companies, Kerema, Mariboi and Rubberlands, have announced their latest results. Kerema and Rubberlands for the year, and Mariboi for the half-year. They are:

KEREMA—Directors recommend a final of 2½ per cent., making 7½ per cent. for the year ended December 31, 1962. Net profit was £5,179, down about 50 per cent. on £10,808 in 1961, and well below the 1960 figure of £24,050.

RUBBERLANDS—Final dividend of 2½ per cent. will make the year's dividend 7½ per cent. Net profit was £10,535, almost steady on the 1961 return of £10,389, but well down on the 1960 net of £20,832.

MARIBOI—Directors have decided on an interim dividend of five per cent. on a net profit of £11,731 for the half-year (£10,836 and an interim of five per cent. in 1961).

Directors report that production for the six months to December 31, 1962, was 506,499 lb, compared with 508,002 lbs for the corresponding period of 1961. Average price for rubber in the latest half-year was 2/3.96d per lb, compared with 2/6.71d in the similar 1961 period; however, lower production costs enabled profits to be maintained.

Koitaki's Rate Higher

Koitaki Para Rubber Estates Ltd., Papua, has lifted the dividend rate from 22½ to 25 per cent. with an interim of 12½ per cent. Last year, after a 1-for-1 bonus, it paid interim 10 per cent. and a final 12½ per cent.

Directors say the final dividend will depend on trading conditions and the world price of rubber.

The group's subsidiary, Koitaki Plantations Ltd., lifted output from 525,300 lb to 632,700 lb during the year to December, but the average rubber price fell by about 2½d per lb in the period, offsetting much of the increased production benefits.

Kinjibi Makes a Profit

A report dated March 19 to shareholders of Kinjibi Holdings Ltd. (managers for two coffee estates, Kinjibi at Banz, and Norikori at Kainantu) by the chairman Mr. M. W. Flack, seems to indicate that the present board and management are meeting with some success in their efforts to rehabilitate the affairs of the company, after a period of many difficulties and much criticism of its activities in the 1958-61 period.

Mr. C. W. F. Ford, managing director, visited the NG properties last year, reporting that Kinjibi was in excellent condition, but costs and returns at Norikori were not satisfactory.

Kinjibi showed a profit to December 31, 1962, said Mr. Flack, and the company is now "living within its income" while awaiting the result of substantial additional acreage of seedlings planted in 1962 and to be planted in 1963. Norikori incurred a loss for 1962, but a detailed investigation of the plantation by Mr. R. R. Bell (who has recently retired as Kinjibi's plantation manager and now is on the Sydney Board) has led to remedial measures.

Fiji Industries Profit

Fiji Industries Ltd., cement manufacturers at Lami, near Suva, earned a profit for the six months ended December 31, 1962, and are now trading on a profit-earning basis, directors reported in March. Sales for the period continued to increase and showed a marked improvement on the first trading period of about two months to June 30. A small quantity of export business has already been obtained.

Native Business Advisory Service

The P-NG Trade and Industry Department has established a business advisory service to advise and help natives who wish to start their own businesses. This includes Islanders who wish to undertake small-scale business activities such as building sub-contracts, transport services and selling primary produce on the home market. The first office has been opened in Maloney's Buildings, Cuthbertson St., Port Moresby, in charge of Mr. L. A. Edwards. Arrangements are in hand to open similar offices at other main centres.

Papuans in the last nine months have received practical assistance for small-scale enterprises through loans to buy outboard motors. Loans already total about £1,800. In recent years, Papuans have come to realise the opportunities which exist for the development of small, but well organised fishing enterprises along the coastal areas of the Central District.

Most fishing groups have been successful and several of them have already repaid their loans.

The South Pacific Commission, in March, sent a 13-member group from other Pacific Territories (including BSI, New Hebrides, Nauru and US Trust Territory) through P-NG to study the way in which business methods have been developed by Papuans and New Guineans.

Steamships Good Trading

Steamships Trading Co. Ltd., Port Moresby, reported a half-year to December with record sales and profit for the period. Interim dividend has been raised to 4d a 5/- share, equal to 6-2/3 per

cent. This confirms the higher 13 per cent. annual rate, paid last year an interim 3½d and final 4½d (after years of 12½ per cent. payouts). latest result was achieved without including any figures from the recently acquired subsidiary, Colyer Watson (C) Ltd.

Robt. Gillespie's Progress

The official manager of Robert Gillespie Pty. Ltd., Mr. C. A. Law, who took last August from the receiver (appointed when the company got into difficulties early 1962), has called a creditors' meeting on April 8 to receive an interim report. The meeting will be asked to authorise him to pay in full the claims of ex-Australian creditors of the company (estimated at £13,176 at July 31, 1962) and to authorise his continuance as official manager until October 31.

Robert Gillespie Pty. Ltd., reports Law, acquired 2,140 shares in Robert Gillespie (NG) Ltd. on November 22, 1961 for £22,000 (the amount required to satisfy a secured charge on the shares it previously held 2,650 of the 5,347 issued shares).

Mr. Law said recent negotiations with an unnamed public company to sell the Gillespie group on a take-over basis, not reach the stage of an offer being submitted.

Mr. Law advised creditors that, with the companies' trading operations being conducted at a profit, any suggestion that may have been contemplated to place the parent company in liquidation should be deferred. He could, however, give no definite estimate of likely dividends or possible dates of payment to Australian unsecured creditors.

The Stock Market

SYDNEY SALES PRICES

	Feb. 25	Mar. 2
Bali Plantations . . .	4/2	4/-
Burns Philp . . .	75/6	72/6
Burns Philp (SS) . . .	48/6	51/-
Choiseul Plntn. . .	185/-	185/-
C.S.R. Co. . . .	58/3	59/6
Ditto Con. 10/- . . .	42/6	43/-
Dylup Plantations . . .	5/8	4/11
Fiji Industries . . .	10/-	11/6
Hackshall's . . .	16/6	16/11
Kauri Timber . . .	4/-	4/7
Kerema Rubber . . .	4/9	4/9 1/2
Koitaki Rubber . . .	11/9	13/1
Lolorua Rubber . . .	7/11	8/1
Makurapau Plntn. . .	2/4	2/4
Mariboi Rubber . . .	6/-	6/6
Pacific Is. Timbers . . .	4/-	3/-
Palgrave	2/8	2/3
Plantation Holdings . . .	2/3	2/7
Queensland Insurance . . .	98/-	95/-
Rubberlands	4/6	3/9
Sandy Creek	5 1/2 d	s6d
Sangara	6d	7 1/2
Sogeri Rubber	6/10	6/6
Sthn. Pac. Insurance . . .	30/10	30/6
Steamships Trading . . .	10/9	10/9
W. R. Carpenter . . .	26/9	26/3
Ditto New	26/2	26/-
Watkins Consolidated . . .	2/6	2/6

OIL AND MINING SHARES

	Dec. 4, 1958	Feb. 25, 1963	Mar. 2, 1963
Emperor	b9/-	b7/9	b7/10
Loloma	b30/-	b52/-	s53/-
Bulolo G.D.	b32/-	s74/-	s68/-
N.G.G. Ltd.	b2/3	b1/9	b1/10
Oil Search	b9/9	s2/2	b2/-
Ent. of N.G.	s11d	b4d	b4 1/2 d
Pac. I. Mines	—	s1/11	s1/9
Ditto Opt.	—	b7 1/2 d	b7d
Papuan Apin.	b4/6	b6/6	b6/7
Placer Dev.	b91/-	b245/-	b227/-
Timor Oil	n.q.	b1/5	b1/1

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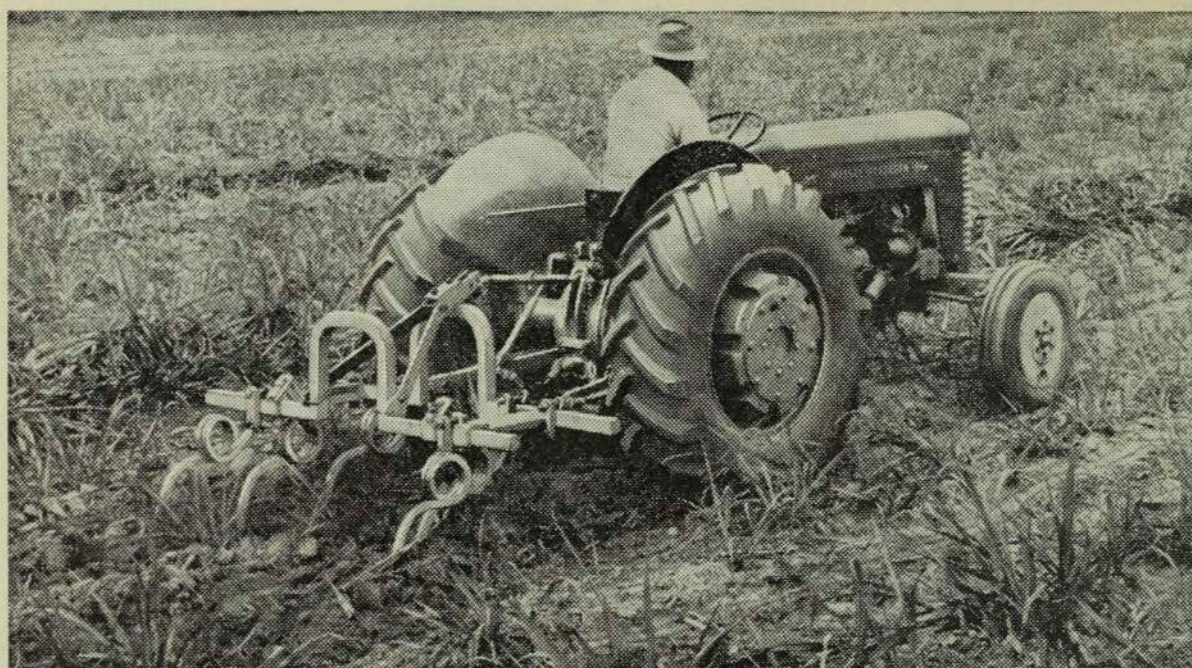
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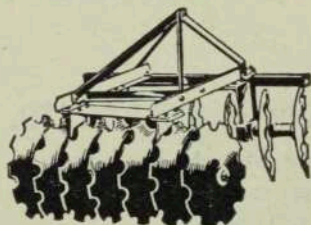
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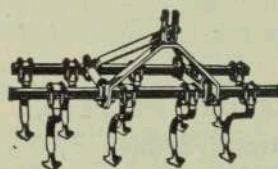
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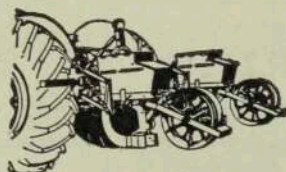


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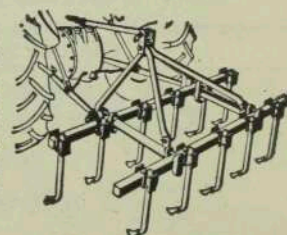


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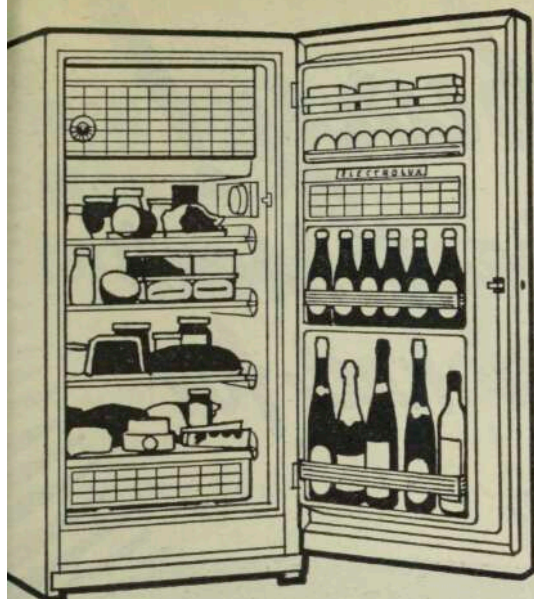
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