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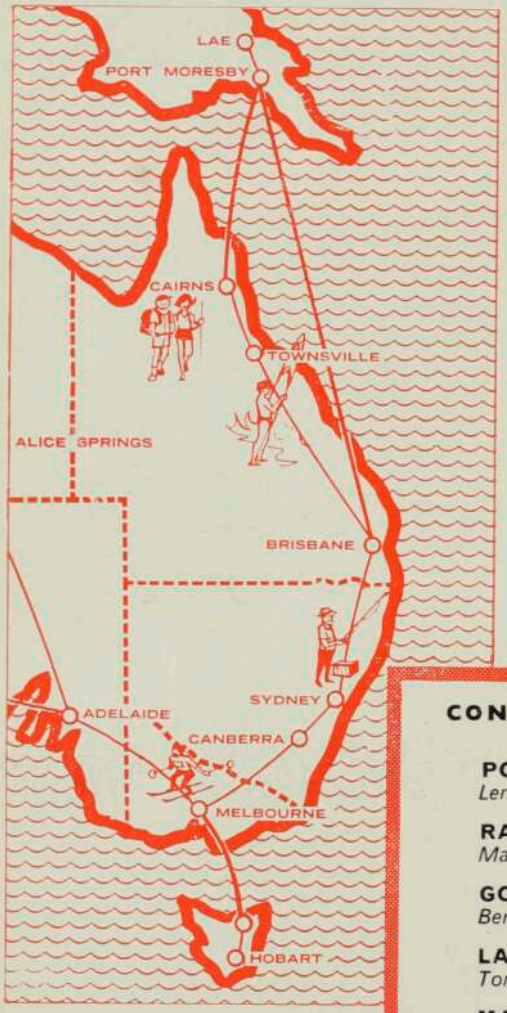

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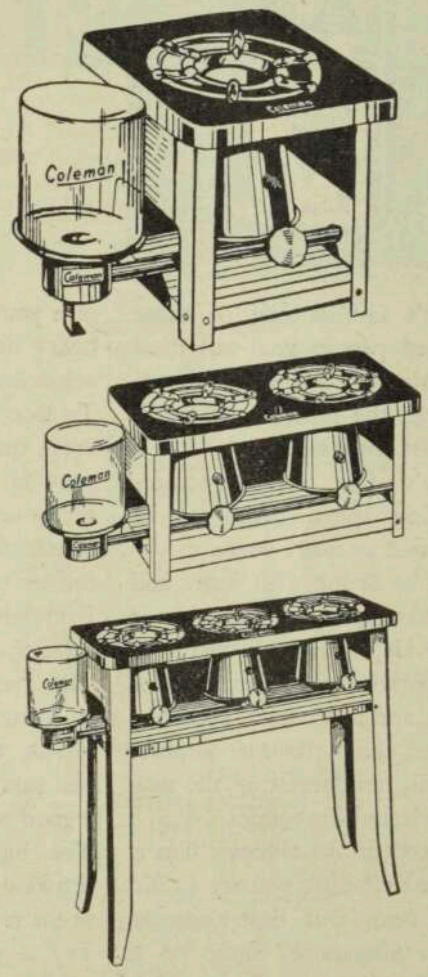

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PACIFIC ISLAND MONTHLY

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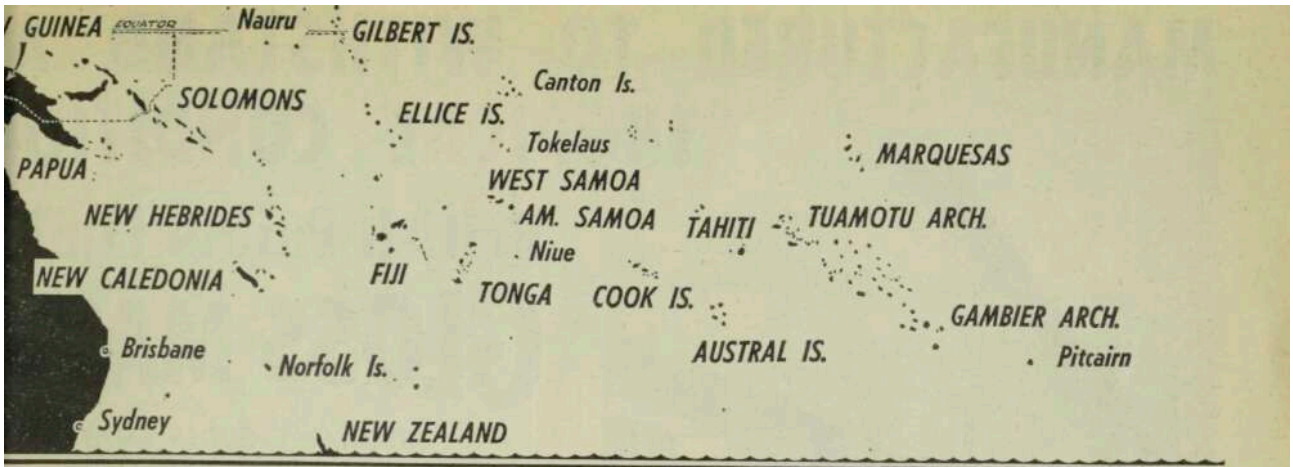

l. Vol. XXXIII. JUNE, 1963

PACIFIC ISLANDS MONTHLY

This Issue

AL
Pacific Games 9, 48
o Investigate Tuna Fishing 21
Clergy's Standards 53
Proposal for Bananas 101
's Trans-Pacific Solo Flight 135
Opposes Pacific Trade Plan 140
ny Notes: Placer Development, eul Plantations, Oil Search, s Philp, Pacific Island Mines .. 140

CAN SAMOA
ewspapers Established 71
aper Outspoken 73
an Can Co. Factory 125
ion of Old Church 125

ISLANDS
Wrecked at Suwarrow 24
i" in Trouble 24
Being Lost 35
e Tuna Proposal 35
na Industry "Not Wanted" 67

d ROTUMA
Coinage Request 11
Session Opens 17
Council Members 19
New Guinea Students 25
oment Commissioner Rogers .. 28
of Sir Hugh Ragg 29
lucation Too Costly 51
eriod for Legco 61
's Problems 70
of War Hero 85
or Visits Lau Group 86
ort Barker's Books 93
harf Finished 105
vt. for Methodist Church 125
t Industry Subsidy Scheme .. 127
e Cattle Bought 127
Development Loan 129
st Housing Conference 129
om Cuba's Sugar Loss 140

H POLYNESIA
in Launch Mishap 24
Base Ready in Three Years 59

GILBERT and ELLICE ISLANDS COLONY
Drought in Phoenix Islands 28
Blasting of Boat Passages 81
Unique Claims to Fame 85
Phoenix Islanders for Solomons 125
Work on Tarawa Causeways 127

NAURU
Nauruans May Accept Qld. Island 9

NEW CALEDONIA
Viet Repatriation to Resume 9
Torrential Rain 40
Yacht Race from NZ 112
Recession Continues 139
Latest Hotel Rates 143

NEW HEBRIDES
Viet Repatriation to Resume 9
Rain by the Bucket 40
Trochus Fishing Re-opens 101
Survey of Malekula 103
Water Shortage at Mota Lava 125
Boarding School for Pentecost 133
"Navaka" Reaches Vila 135

NORFOLK ISLAND
Hotel and Tuna Factory Plans 21
Concern Over Tuna Plan 22

PAPUA-NEW GUINEA
Mt. Hagen Show 5, 39
Border Poses Sticky Problems 5
Menzies on NG Defence 5
Constabulary to be Stronger 6
Uneasiness Over WNG Build-Up 7
Land Titles Challenged 11
Hoarding of Coins 11
New House of Assembly 15
Common Roll Moves 15
WNG Students Fear Reprisals 25
Bandmaster Crawley Leaves 27
Ingenuity of Aiome Farmers 27
Lord De L'Isle's Visit 37
Bougainville's New Wharf 45
Compulsory Education 47
Price Index Plan 65
Legends of Damien Parer 95
Artist in Wood 97
Survey of Lower Watut Valley 125

TAA Air Service from Rabaul 125
New Airstrips 125
Radio "Fever" in Sepik 127
Kokoda Trail Stone in Canberra 127
Mt. Wilhelm Climbed 129
Aust. Businessmen Urge Investment .. 139
New Hotel at Kieta 143

SOLOMON ISLANDS
Honiara Turns It On For Tourists 23
Tulagi Slipway Plan 103
Beacon Plan 103
First Geological Map 125
Guadalcanal Road Scheme 129
New Industry—Marine Engine Parts .. 133

TOKELAU ISLANDS
Reef Blasting Plan 101

TONGA
Christian Convention 53
Tongans' Voice in Govt. 54
First Newspaper Planned 57
New Road Rules 125
Prince Tungi in Europe 125

US TRUST TERRITORY
Marianas Hit by Typhoon 70

WALLIS and FUTUNA
Sombre Outlook for "Paradise" 52

WESTERN SAMOA
Bob Rankin, Self-Taught Editor 25
Development of Savaii Urged 33
Self-Govt. for Methodist Church 125
First Science Graduate 133

DEPARTMENTS
From the Islands Press 71
Magazine Section 81
New Books 91
Pacific Shipping (with index) 99
Territories Talk-Talk 117
In A Nutshell 125
Deaths of Islands People: C. Bignell, L. Bilette, A. Hagen, F. C. Meredith, Sir Hugh Ragg, M. Reddy, Hon. Anapu Solofa, Rev. Tariu Teaia 137
Commerce 139
Travel Talk 143
Shipping, Airways Timetables 145

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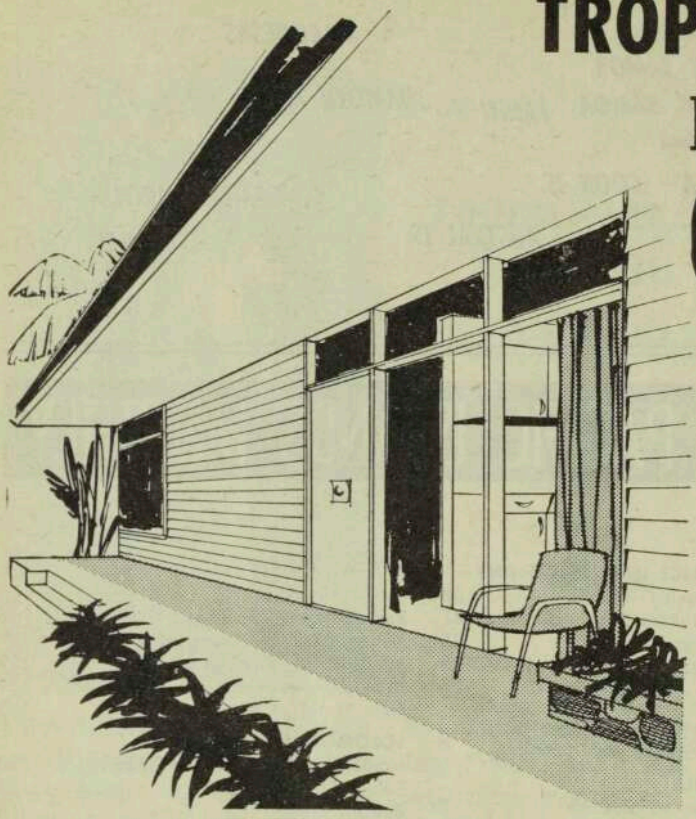

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IS THAT DAD? This skull was one of a number of unusual displays at New Guinea's Mt. Hagen Show in May. Seventy thousand natives, residents from all over the Territory and visitors from overseas attended the show, which is one of the few fascinating spectacles of its kind left in the world. Most visitors carried cameras—including young John Toole from Kelanga, near Banz, NG, who here turns his baby Brownie on some local colour. See p. 39 for the show details.

'e Will Defend' New Guinea

a review of Australian de-
e, the Australian Prime
ister, Sir Robert Menzies,
Federal Parliament on May
hat the area of immediate
egic concern to Australia
not yet entered a period of
lity.

e added: "We have made our
w in the light of our treaty
igements but particularly in
ence to the security of our
try and of the Territory of
a and New Guinea.

Ve will defend these terri-
s as if they were part of the
land; there must be no mis-
ideas about that."

ie Prime Minister an-
ced plans for an increase in
gth and equipment for the
d services, including a
ling of the strength of the
ic Islands Regiment—Papua-
Guinea's permanent de-
force. Present strength is

tensive improvements would
nade to the present Wewak
ld (right next to the town,
Boram), which the Prime
ster said would have great
for defence as well as for
ral Territory development.

neral reaction of the Aus-
n Press was that the Prime
ster's specific guarantee to
d P-NG was overdue and
ome, but that the defence
nisation within the Territory
d still be far too inadequate.

Indonesia's New Guinea Takeover Poses Border Problem For Australia

By Stuart Inder

With only a month passed since the takeover of Netherlands New Guinea on May 1, Indonesia is pushing its plans so fast, and with so much self-assurance, that uneasiness is growing in the eastern half of New Guinea about just what sort of neighbours the territory is getting.

INDONESIA is behaving already as if she held firm sovereignty over West New Guinea, instead of merely holding the reins of adminstration relinquished by the Dutch.

The Indonesian Information Minister announced in May the start of a big propaganda campaign designed, unashamedly, to convince the Papuans of West New Guinea, that they are really Indonesians, and that they needn't expect to get a chance to decide they are anything else.

The Dutch-Indonesian Agreement of last August, which gave the Papuans the right to "choose freely" by 1969 whether they wanted self-determination or to remain with Indonesia, is to be made a dead letter as early as possible.

The general uneasiness at this Indonesian method of administration—the method of telling the people what is best for them—is shared by the Australian Minister for Territories, Mr. Paul Hasluck, who told Federal Parliament in May that it was a method "Australia had turned its back on" on its own side of the border (p. 17).

Big P-NG Advance

Mr. Hasluck was seeing through Parliament a bill which gives Papua-New Guinea a 64-member legislature, elected from a common roll, from next March. The new legislature will have a big native majority.

On the Indonesian side of the border Indonesia had just announced establishment of a 38-member Council, with not a single elected member,

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in place of the partly-elected New Guinea Council established by the "colonialist" Dutch (who had planned to let the Papuans have most of the reins of government, and all of them if possible, by 1970).

In winning New Guinea through its aggressive "confrontation" policy, Indonesia has already taken over, for nothing, Dutch property in the territory worth £100 million, but now it is to be given further generous financial aid from the United Nations and even from the Dutch themselves.

The Dutch agreed to put in £4.5 million a year for three years to help expansion in West New Guinea and the UN promised to organise a special fund which would also assist in capital works for the territory. UN member governments would be asked to contribute to the UN fund.

Whether Australia will be asked to contribute, and what her attitude will be if she is, was not announced.

Australian taxpayers already contribute £20 million a year to the Australian territory, and will be asked to contribute much more in the next few years.

Most Australians would probably object to money being handed over to Indonesia to spend in the west which could be better spent on its own side of the border—while the present Indonesian leaders were in the chair, anyhow.

The Border Problem

But the main cause for uneasiness during the month was undoubtedly the matter of the West New Guinea-Papua-New Guinea border.

The portion dividing West New Guinea and Papua was firmly agreed on between the Dutch and the British in a treaty signed in The Hague in 1895. Since Indonesia is merely taking over the administration of the former Dutch territory most people would not expect the border to be a matter for discussion.

But apparently The Hague agreement can be put aside under the terms of the Netherlands-Indonesian agreement of last August.

Article XXV of this says: "The present agreement will take precedence over any previous agreement regarding the Territory. Previous treaties and agreements regarding West New Guinea may therefore be terminated or adjusted as necessary to conform to the terms of this agreement."

If this is so then it helps to explain why Indonesia informed Australia even before the takeover that she would "not necessarily" accept the present boundaries.

NG Police Will Check Security

A section of the Royal Papua-New Guinea Constabulary is to be especially concerned with problems of internal security in the Territory, and the force is to be strengthened.

The Australian Minister for Territories, Mr. Hasluck, told Parliament this on May 22, adding that the Constabulary would be created as a separate body and be directly responsible to the Administrator.

Port Moresby reports say that much of the increased strength of the RPNC will be used in staffing new police stations in outlying areas, to take over the responsibility of law and justice which for years have been handled by Native Affairs field staff.

PIM reported that development in its April issue (p. 8), and said that Australia was apprehensive about it because of the Waris enclaves—an area on the Sepik border where villagers had for years been living in Australian territory but under Dutch control.

Australia moved quickly last year to delineate the border at this point, but the moves may well turn out to have been too late to prevent the Indonesians disputing them.

The *PIM* April report of the Indonesian border attitude came from Australian sources.

Indonesian Confirmation

The first official Indonesian confirmation that the boundary question could be re-opened, came in an Australian television interview on May 4 when the Indonesian Ambassador to Australia, Brigadier Suadi, told Michael Charlton of the ABC that he would like to see a border commission established to settle the question of the border. The Ambassador said he did not suggest that Indonesia would seek "major alterations".

Attempts by Canberra Pressmen to get an amplification of this statement failed, and only a small number of newspapers gave the Ambassador's view the prominence it deserved.

The present boundary was agreed upon in 1895 as a result of the activities of a vicious tribe of Dutch New Guinea natives, the Tugeri. They lived 40 miles across the side of the border, which at tha followed the entire line of the deg. of E. Longitude.

The Tugeri had for years headhunting raids into British tory, and had reduced the bouring tribes to such a state peration that the British admi tion was unable to get on w own pacification plans among

So in 1893 the British Ad trator, Sir William MacGregor, party of Dutch including the dent at Ternate, in the Dutch Indies, M. Bensbach, met and that the new boundary should to the east of deg. 141, in the of the Bensbach River, to either a British or Dutch vessel placed in the Bensbach and ke Tugeri marauders in check.

The Present Border

The new longitude was at 141 deg. 1 sec. 47.9 min. east. there the boundary continued d north until it met the Fly Rive lowing the Fly west where it into what was previously Dutch tory until it met the 141st me again.

From that point it followe 141st directly north, as befor

The change involving the bu the Fly was made because i agreed that if British settlemen ascended the Fly, which has b headwaters and mouth in territory, then the whole river be accessible to the British. D control might make free acce the Fly difficult in the future.

Under this treaty, navigati the Fly has been free to both p "excepting as regards the carri war-like stores".

Except at a few points this dary is still not marked o ground, but on paper it is cl

There should be no reason af years why Indonesia would wa alterations, and Australians sho entitled to regard any Indo arguments for alteration wit gravest suspicion and even wit tility. This is especially so since nesia has no sovereign author West New Guinea.

When the Australian Prime ter, Sir Robert Menzies, said on 22 that Australia would defend as if the territories were part Australian mainland, Australia entitled to understand he was ring to the boundaries of the tories as they now stand and n portions that may be left after nesia has chosen to whittle aw them..

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THE CRUEL SEA

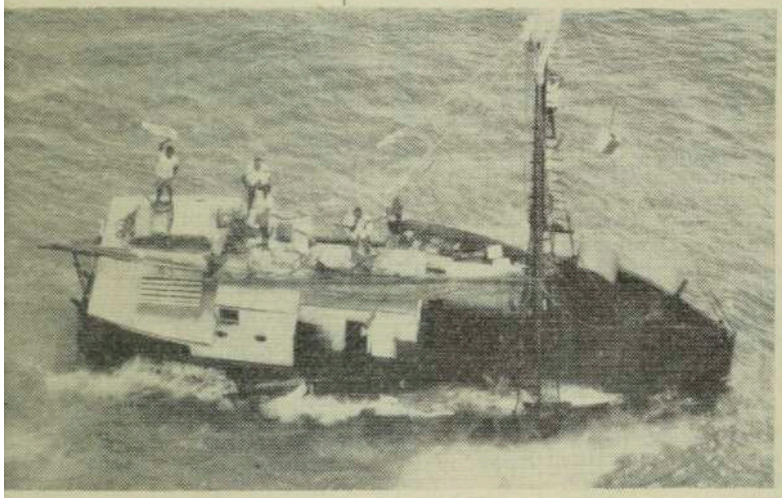
It's a cruel sea around Fiji. Top ture, by the RNZAF, shows the ter "Tui Valavala", which went round on a reef near Gau Island, naiviti, in May. The men wav- to the searching aircraft were er rescued. (See story, p. 105.) low is Rob Wright's picture of Norwegian freighter "Ragna gdal" which ran on to the reef Vatoa Island last November h a cargo of timber and news- nt. The hull recently broke into r main pieces in heavy seas.

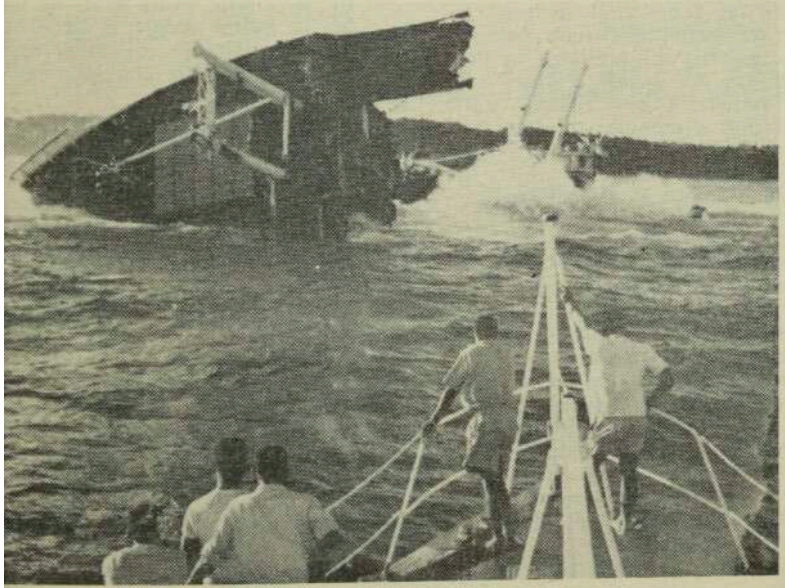
New Guinea Uneasy At Swift Build-Up In The West

From Angus Smales, who was a Press observer in West New Guinea when Indonesia assumed control there on May 1.

Like the cargo-cult gods of New Guinea legend, President Soekarno of Indonesia came out of the west one morning in May to dazzle a primitive land which he had won with bluff, with rabid nationalism, and with a sprinkling of world apathy.

CLOAKED largely in the technology of Russia, America, England and Europe he set foot for the first time that morning on the shores which he had dreamed about for 14 years.





His arrival, with its seasoning of spectacular showmanship, was on the harbour-front of Kotabaru (previously Hollandia) in the Province of West Irian (previously the Dutch territory of West New Guinea).

Two days earlier—on May 1—Indonesia had formally assumed administrative control of the territory from an interim United Nations administration.

These two occasions were the big stage props which backgrounded the Indonesian takeover in West New Guinea—the forced ballyhoo marking the actual transfer of authority on May 1, and the more successful psychologically-timed visit which President Soekarno made two days later.

Sudden Change

Today Dutch influence has been savagely sliced from the territory, and all too frequently the interim United Nations influence is remembered by Indonesians merely as an object of derision. Change has come to the land with devastating suddenness.

Four factors, which to a large extent are interwoven, come under focus as a result of the change in West New Guinea. They are:

- The part which United Nations played;
- The fate of the West Papuan native population;
- Indonesia's future plans and attitudes; and
- The effect of events on the adjoining Australian-administered Territory of Papua-New Guinea.

As to the UN's part, it is true that the United Nations Temporary Executive Authority (UNTEA) in West New Guinea achieved a brilliantly trouble-free changeover. This was achieved at a cost, however.

The cost tended to be a "peace at any price" policy, and an increasingly noticeable trend to meet Indonesian

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wishes as the period of temporary administration ended.

UNTEA used the very laudable excuse that in the interests of the people rowdy political meetings or big public expressions of opinion should be avoided. This was true enough, but it tended to shove the West Papuan native into the position where he was almost a non-participant observer in his own land.

As handover day approached, Indonesia used increasing doses of "little Djakarta" treatment on West New Guinea. Armed patrols sped through the streets with sirens pushing other road-users aside, and contentious posters blossomed on streets and buildings.

Even the UN Commissioner of Police was held back at one stage while an Indonesian military police party screamed through the streets.

Development Activity

Despite Indonesia's showy military-style tactics in West New Guinea, it is open to question whether the ordinary native will be better or worse off in his own land. With funds begged and borrowed, and with an obvious desire to show the world what she can do, Indonesia will obviously rush into some sort of development activity.

The more sophisticated West Papuan is today either a stooge man for the Indonesians or has gone to live in Holland. In either case, he will face many adjustments but for the immediate future he will be comparatively secure.

The real tragedy lies in the fact that whatever happens in the future, he will never *know* whether he would have been worse off or better off.

Too many West Papuans obviously have no idea of what the whole affair is about. One even asked innocently after President Soekarno's visit, "When will the Dutch be back?"

Indonesia's future plans and attitudes, insofar as Indonesian statements are concerned, are very clear-cut. Dr. Subandrio, the Indonesian Foreign Minister, in a Press conference before handover day made the following points:

- Fifteen thousand troops would be in West New Guinea by May 3 (they were), but they would be merely for civil patrols and national developmental works.
- That Indonesia had no territorial aims, but in West New Guinea she had merely obtained what was rightfully hers.
- That a policy of "great friendship" would be observed with Australia, particularly in the mutual administration of adjoining territories.

OVER THE FENCE

Now that the football has started again in Rabaul and the grounds have been fenced in, any vantage point serves for those who do not wish to pay. Here a group of spectators watches from the top of an old Jap tank outside the PNGVR drill hall.

To Dr. Subandrio's statement of policy, Dr. Soekarno made the following remarks in public addresses:

- Although Indonesia had no territorial ambitions, she was ready to free any group of people who were chained to a power they did not like—even to the extent, he said, of "liberating" an Australian State from the Commonwealth!

The most dangerous symptom of Indonesian attitudes in West New Guinea lies in her assumption that she has sovereign power there already, when in truth she has merely administering power.

Weak Point

One of the weak points in the Dutch-Indonesian agreement is that the native people shall make "an act of self-determination" by 1969 to determine their future. There is general belief that such an "act" is a plebiscite, but such belief is not necessarily substantiated by the words of the document.

Indonesia has already started an all-out campaign of "no plebiscite in 1969". In other words, she considers her sovereign right in West New Guinea as already accomplished. This is borne out in the savage campaign which she has started in removing Dutch place names and substituting Indonesian names.

President Soekarno even held a ceremony in an aircraft in which he re-named mountain peaks over which he was flying. One of the peaks has become Mount Soekarno.

As a result of Indonesia's actions and policies, Australia is becoming steadily enmeshed in a situation which will be of far-reaching moment.

On the one hand, the Australians of Papua-New Guinea, many Australians in Australia, and a large section of the Australian Ret Servicemen's League are expr fears of military and political from Indonesia.

Put shortly, they just don't Indonesia and her military bu in West New Guinea.

On the other hand, the Aust Department of External Affair pears to be pushing a policy tha fears are ridiculous, and that Indonesians are nice friendly p who will live forever as neigh now that they have achieved they wanted.

Both attitudes are probably tremist ones.

The Indonesian is a showman likes to display his brass and power and his almost tan nationalism. He uses his arm any case, for a wide range of are civil duties in other countrie

If any real danger exists it in the future attitude to be ad by the native poeple of the Austr territory, and to a smaller exte the future attitude of the Papuans.

Open Invitation

Foolishly, unthinkingly, purpo or under subversive proddings people could one day conceiv say that they want a national ch Even if only a small group takes action, it would constitute an invitation to Indonesia to exe her "liberation" policy.

The obvious answer is for tralia and the world to exercise utmost circumspection, realism common sense in the manageme Papua-New Guinea.

If this is done—and the recor far is a good one—then Indo will have no lever to take fu action; and if she does, then the world would undoubtedly be ag her.

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...lands Well Advanced In ... Games Team Selection

Sporting organisations throughout the South Seas were all ...ll-advanced in early June in their plans to send teams to the ...t South Pacific Games in Suva between August 29- ...tember 7.

...RE than 600 officials and ...athletes will take part in the ...s. Latest developments are:

... Papua-New Guinea Amateur ...ic Association is using the ...s of the Fijian Amateur Athletic ...ation as its guide for choosing ...titors for the Suva Games.

... records are: 100 yards (9.8 ... 220 yards (22.5 sec.), 440 ... (51.4 sec.), 880 yards, 2 min. ...), One mile, (4 min. 35.4 sec.), ...ump (6 ft 4 in.), broad jump ... 6 in.), hop, step, and jump ... 8 in.), shot putt (50 ft 9½ in.), ... (163 ft 7½ in.), and 4 x 110 ... 44.4 sec.).

...prominent Papua-New Guinea ...g official, Mr. Cyril Mc- ...ry, has been appointed man- ...f the Territory's team to go ... Suva Games.

... McCubbery is secretary of the ... New Guinea Amateur Athletic ...ation and secretary of the ... New Guinea Amateur Sports ...

... was one of the people who ...l hard to organise a Territory ...ent to go to the Empire Games ...th last year. He was sectional ...er for boxing and wrestling at ...rth Games.

... May, the P-NG association ...gotiating to charter two aircraft ...y competitors and officials to ...om Suva. The cost is estimated ...about £10,000.

...ga selected its squad for train- ...r the Games after the Tonga ...ur Athletic Association had ...n athletics meeting in February ...pril.

... Cook Islands Sports Associa- ...ad nearly £2,500 in hand by ...ay to cover the expenses of its ...s and officials at the South ... Games in Suva. The team's ...es are estimated to be about ...

... RNZAF Hastings aircraft will ... the team from Rarotonga to ...without charge, but the Cook ... Sports Association will have ... the return fares.

...ls in boxing, tennis and ...s (the only sports that Cook ... athletes will take part in at ...ames) will be held in Raro- tonga in the first week of June, when trialists from all the outer islands are expected in Rarotonga.

Local and overseas donations to the fund to send Solomon Islanders to the Games totalled £1,296 at the end of April.

An editorial in the *Samoa News*, Pago Pago, on May 27, said Government officials were "carrying the ball" for American Samoa and called on private enterprise for greater support so that the American flag "could fly proudly at the Games".

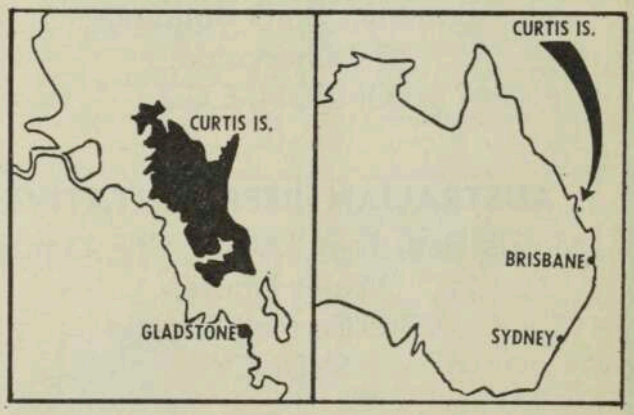
[See also Games Programme, p. 48.]

VIET REPAT TO RESUME

The repatriation of the Vietnamese in New Caledonia and the New Hebrides in the ship "Eastern Queen" is to resume early in June, according to Noumea newspapers. The ship will lift about 550 Vietnamese to North (Communist) Vietnam on alternate voyages from New Caledonia and the New Hebrides.

About 2,000 Vietnamese in New Caledonia—more than half of them young people—wish to return to North Vietnam, and about the same number wish to return from the New Hebrides. Repatriation started in 1960 but stopped suddenly in 1961.

PIM's Noumea correspondent says North Vietnam will receive "a magnificent gift", as all the young people are well educated.



The advantages of island life, plus all the facilities of a metropolitan area, could be enjoyed by the Nauruans if they move to Curtis Island, whose relationship to the mainland is shown here.

NAURUANS MAY TAKE CURTIS

Leaders of Nauru may accept Curtis Island, off the Australian coast, as a new home for the Nauruan people—if they can make some satisfactory arrangement with the Australian Government about the conditions under which they occupy it.

THE Administrator of Nauru, Mr. R. S. Leydin, told the UN Trusteeship Council this in New York on May 30. He said the Nauruans wanted the island to be a sovereign state, but the Australian Government would not agree to this and further discussions were going on.

PIM in a long article in May (p. 5) reported that Curtis Island offered the brightest hope yet for solving the Nauruan problem, and that the Nauruans favoured resettlement there. Nauru, population 2,500, will have to be abandoned in 30 years when the phosphate deposits are worked out.

Curtis is 180 square miles in area —about 20 times larger than Nauru. It could be joined to the Australian mainland by a causeway.

Curtis is close to both Rockhampton and Gladstone and the local mainland people have said they would like to have the Nauruans resettle there.

Curtis is undeveloped except for some grazing properties.

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hallenge To Land Titles Could Rock New Guinea Economy

From R. W. Robson.

RABAUL, May 25.

At no time in the 30 years I have known this country ve I found among European interests in this area a greater ıse of uneasiness.

circumstances surrounding the ttacks by the Tolais upon land here—and especially the current appeal in the Varzin Plantation have created a general fear that nd titles in this Territory may safe.

finance institution now is ed to grant credit on the y of land. This, of course, that all small capital works depend upon bank loans will to a halt.

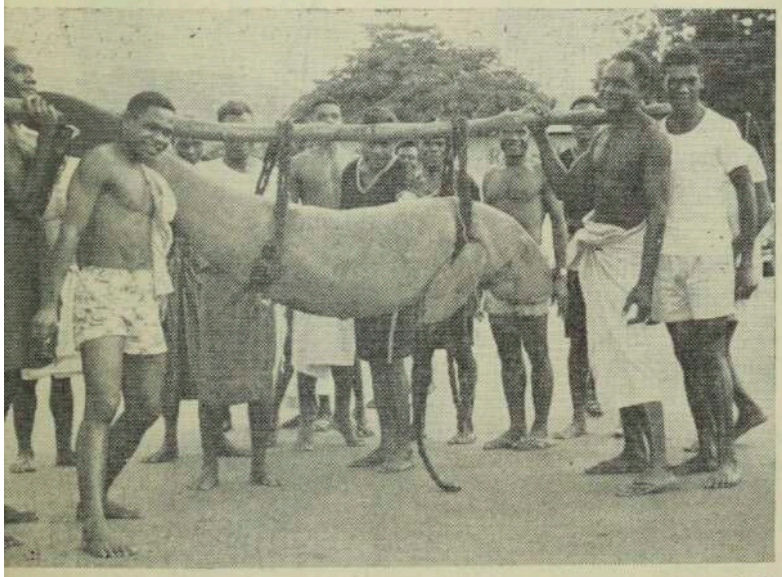
st people here are so confused development that they do little than curse. But the few who derstand blame the Canberra —and I think quite rightly— lowing such a thing to happen. tain high officials in Port by have been so leaning over ards, in their eagerness to get with the United Nations and atives, that they have become c. They have lost sight of the ount need for protecting funda- l European interests and thus maintaining here some spirit of co-operation between the European community and the planners in Port Moresby and Canberra who think they can defy the lessons of history and the laws which govern human nature.

Appeal Court Sits

All this week, P-NG's Chief Justice Mann has been sitting inconspicuously as an appeal court in a Council hall in Vunadidir, a little village out beyond Toma.

The presence there of the court has not been publicised. But it is known that it is taking evidence "in connection with the Varzin case", and alarm among many Europeans has grown accordingly. (See also *PIM*, April, p. 39.)

The Administration is wary and withdrawn on the subject of "the Varzin case". There is no comment. I have been warned that I may not comment on the merits of the claim—it is all "sub judice".



SUAL CATCH: This dugong, a sea creature not often seen in New Britain, had misfortune to swim into a Tolai net at Matupi village, Rabaul, recently. It weighed 420 lb.

DECIMAL COINAGE "MAY FLUSH OUT MILLIONS"

Australia's proposed decimal coinage system, tentatively planned to begin in 1966, might flush out million of pounds in hoarded coins in Papua-New Guinea, the Deputy Governor of the Reserve Bank of Australia, Mr. J. G. Phillips, said in Port Moresby in May.

Mr. Phillips, who made an extensive tour of the Territory to study economic development, told reporters that over the years P-NG had been "a sink" for silver coins.

Hoarding of money by the native people was still "a very serious problem", he said.

No accurate estimate was available, but anything up to £10,000,000 was possible.

Mr. Phillips said one of the bank's major tasks was to educate the native people in the use of money.

Footnote: The Suva Chamber of Commerce decided on May 22 to ask the Fiji Government to adopt decimal coinage at the same time as Australia and New Zealand.

I am going to set out the history and cause of this extraordinary development, but I may not comment upon the issues involved. But I am free to point out the probable effect of the case, whatever the verdict may be.

The Germans, 1885-1914, systematically examined all claims for NG land before granting titles and recorded them in the German Groundbook.

The Australian Administration, established under the League of Nations after World War I, took over all German property. It was "expropriated" and sold, and the proceeds of such sales went towards paying the German War Debt established under the Treaty of Versailles.

The Australians had the Groundbook, and thus knew the history of the properties taken over.

By the Land Registration Ordinance of 1924, the ex-German properties were brought under the British form of registration, which was based on the Torrens system. It provided that, before registration of the land concerned, there should be investigation into any native claims to it.

Once satisfied there were no native claims, the properties were placed in

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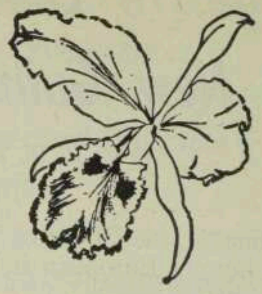

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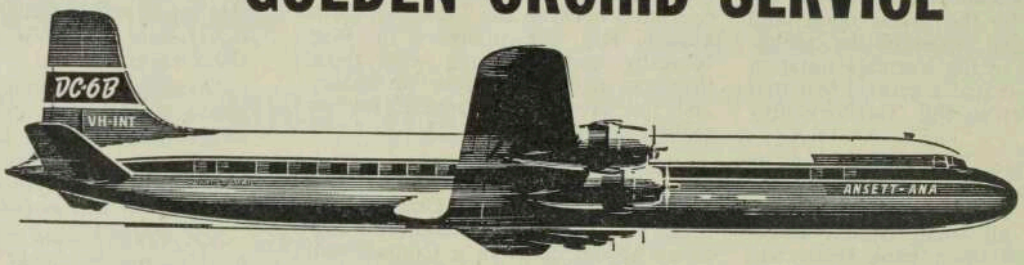

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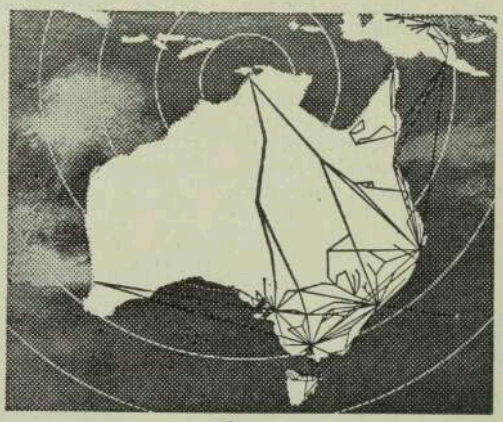

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FIRST POLL

Fijians went to the poll for the first time in April to elect members of the Legislative Council. Here a group of Fijian men and women check their names on the electoral roll before casting thier votes. See stories, pp. 17 and 61. — Photo: Stan Whippy.

egister in the care of the
ian of Expropriated Properties;
e Custodian issued to buyers
based on the Torrens system,
implied "indefeasibility".
r to World War II, the Cus-
had photostat copies made of
es issued; so that, although
dministration records were lost
the Japanese invaded New
, the Australian authority had
data to allow it to restore

was done through the Land
Restoration Ordinance of 1951.
ommissioner for Land Titles
given authority to inquire
r there were any native rights
t his discretion, to order the
tion of the titles.
n the Varzin claim to restora-
f title was presented, some
were made by natives; but
Commissioner McCubbery,
long investigation, dismissed
im, and orders for the restora-
the title to Mrs. A. Richards
wner since the death of her
sband) were issued on August
50.

seemed to be the end of the
But the 1951 Ordinance pro-
or an appeal to the Supreme
against any decision of the
Commissioner; and stipulated
within which it may be lodged.
tter stipulation was not clear;
t is the reason why the Varzin
was not lodged until February,

e was a lengthy hearing by the
e Court, and Mr. Justice
gave an interlocutory judgment
ember, 1962. It gives no major
s—it merely provides the
with an opportunity of bring-
ther evidence on points which
ks need clarification.
this further evidence (about
claims to the Varzin lands)
has been heard at Vunadidir
the past week.

The appellants are village Tolais; and the thing that surprises many Europeans is the method of their representation before the court.

Their case has been prepared, and they are represented at the court, by the Public Solicitor, who is an officer of the Administration. All right, but this Administration has a Crown Law Department, Secretary of which is Mr. W. W. Watkins. Within that department there are a Crown Solicitor (Mr. S. H. Johnson) and a Public Solicitor (Mr. W. A. Lalor).

Thus we have the spectacle of an officer of the department (the Public Solicitor) fighting for the Tolai natives for what they claim are their ancient rights in Varzin; while opposing him is another lawyer of the same department representing the Crown Solicitor, who is fighting for the Custodian of Expropriated Property and the Commissioner for Titles, who contend that the Varzin property belongs properly to Mrs. Richards.

The interlocutory judgment says that the Chief Justice, as at November, 1962, concluded "that the pre-war registered title (to Varzin) was not conclusive as against the appellants (the Tolai natives), either as to whether the land was validly brought under the operation of the Lands Registration Ordinance (of 1924) or whether the Custodian was entitled to the interest specified".

Thus the New Guinea community has learned, with horror, that it is possible to review the titles issued by the Custodian between the wars.

Hitherto, it always had been assumed that these titles were "based on the Torrens system", and therefore completely secure; and financial transactions were made accordingly.

The local view is that the situation calls for forthright comment upon the performances of the Canberra and Port Moresby officials responsible for policies and law-drafting; but we now reach the "sub judice" stage, and must await the end of the Varzin case.

That end may be a long way off. There seems to be a certainty of High Court appeal, whichever side wins; and then—according to this interlocutory judgment—a certainty of an appeal for compensation by whichever side finally loses.

Meanwhile (a) no financial institution seems ready to lend money on Territory land; and (b) the intelligent Tolai natives of the Gazelle Peninsula feel that it is not a bad old world where one can get such valuable legal services for nothing.

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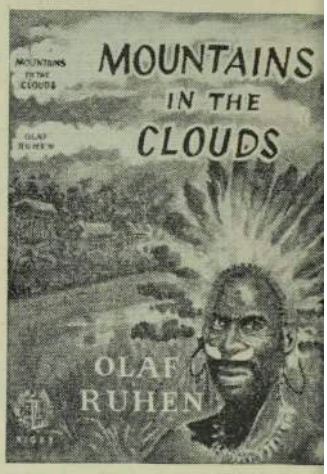

THE EYES OF DAMIEN PARER, Frank Legg

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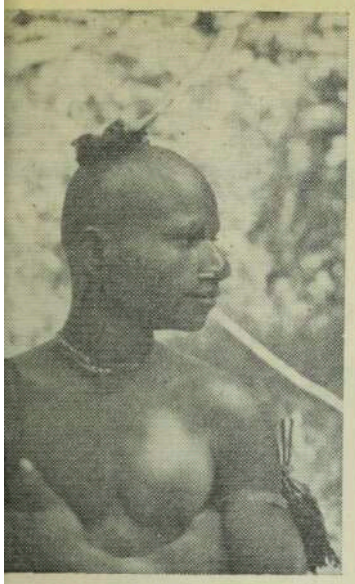

EWEST CANDIDATE. P-NG will legislature with a big native next year—a vital political step comes at a time in P-NG history ew groups of New Guinea people ll being discovered by patrols. Officer J. O. Hunter recently dis- this Mukabukey warrior and his n the April River of the Sepik, same time as he located another oup called the G'hom. They had er before seen a white man.

Decks Cleared For NG Common Roll And 64-Man Assembly

After a marathon debate, which underlined again the fact that Australian political parties are pretty well agreed on the methods of developing Papua-New Guinea, both Houses of Federal Parliament in May passed the bill which will give the big territory next year a 64-member House of Assembly elected from a common roll.

THE new Assembly, replacing a Legislative Council first established in 1951, is the first really major step forward on the road to self-determination in the territory of two million natives and 25,000 whites. Inside New Guinea, where for months work has been going on apace to prepare the first common roll, the big new change around the corner has been welcomed.

Because of a system of open and reserved electorates, Europeans will be guaranteed a minimum of 10 seats of the 54 elected places. The other 44 should be filled by native candidates.

The names of the 54 new electorates were announced in Port Moresby on May 23.

The 10 reserved electorates for European candidates, are Madang-Sepik, North Markham, South Markham, New Guinea Islands, West Gazelle, New Britain, East Papua, Central, West Papua and Highlands.

All voters on the roll will take part in the election of the Europeans. Every voter will in fact take part in two ballots—the first to pick one of the 44 members for an open electorate, and the second to pick one of the 10 members for the reserved electorate. Reserved electorates will be reviewed after the first term of the new House of Assembly—which may mean that they will be considerably reduced or possibly wiped out.

The reason for establishing reserved electorates was that an open election on a common roll would probably mean few Europeans would be elected, yet native leaders made it clear in an extensive survey last year that they wanted the continued assistance of Australians in the legislature.

Even the Minister in charge of New Guinea in the former Labour Government, Mr. E. J. Ward, who opened the parliamentary debate for the Opposition, agreed that reserved electorates "would be accepted generally", so long as they were reviewed later.

The Opposition failed in its attempt to have the number of representatives doubled to 88, and to eliminate entirely the official membership. With the 10 reserved electorates which would be retained, this proposal would give the House a total of 98 elected representatives—only two less than recommended to the UN last year in the report of the Sir Hugh Foot visiting mission.

The shadow of the Foot report did in fact hang over the entire debate, for there is no doubt that the Australian Government has been following the principles of his blueprint—the first report of *any* visiting mission to New Guinea to be treated with such respect. Many of the Foot recommendations, such as film censor-

EW GUINEA'S NEW HOUSE OF ASSEMBLY

Under the new bill passed by both Houses of Federal Parliament in , Papua-New Guinea will have a 64-member House of Assembly in , to take the place of the present 37-member Legislative Council. nembers will serve for four years instead of the present three, and he first time the elections will be on a common electoral roll. There be no nominated members.

Membership of the Administrator's Council will be raised to 11, prising the Administrator, three official members and seven elected bers of the House. Present membership is seven (including three ials and three non-officials). The Administrator's Council is designed ct as an embryo cabinet.

Parliamentary Secretaries will be appointed from among elected bers to understudy some official members of the House, such as rtmental heads, who act in roles rather like those of Ministers.

The present 37-member Legislative Council comprises 15 official bers, including the Administrator, 10 nominated members (five Euro- , five native), and 12 elected members (six European, six native— ed from six electorates).

The new 64-member House of Assembly will comprise 10 official bers and 54 elected members (from 54 electorates). The Adminis- r will not be a member, but the House will elect its own Speaker. y-four of the elected members will be from "open" electorates and nembers from "reserved" electorates. In the reserved electorates only pean candidates may stand, but in the open electorates either Euro- s or natives may stand. It is expected that natives will be elected all the 44 open electorates because of the native strength on the mon roll.

The new elections will be in March, 1964.

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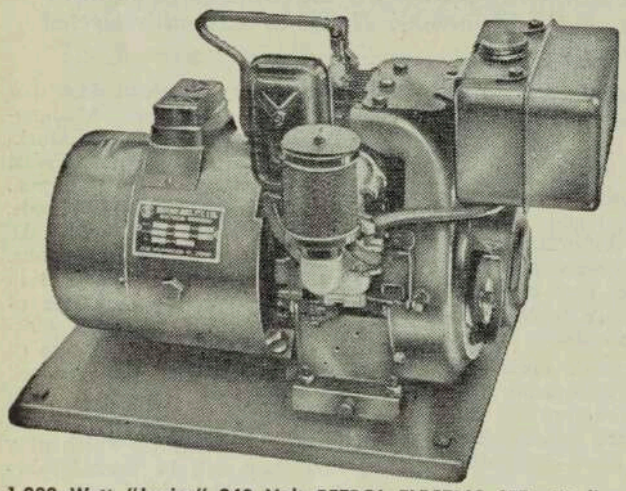

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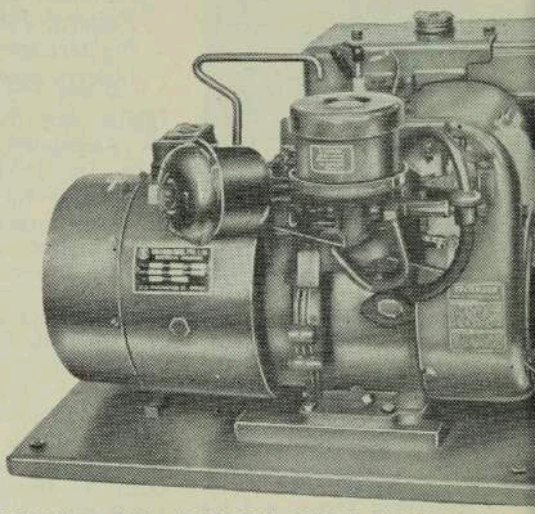

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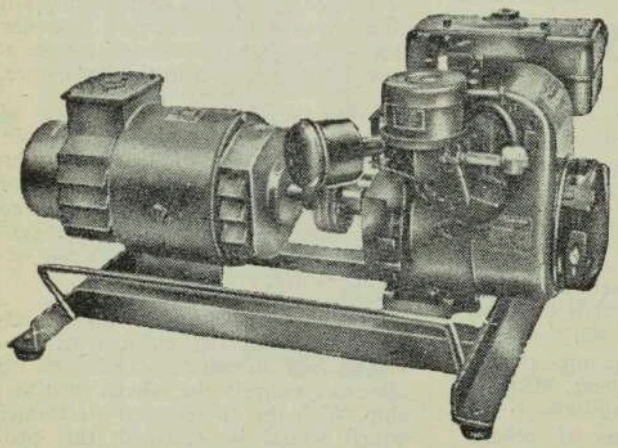

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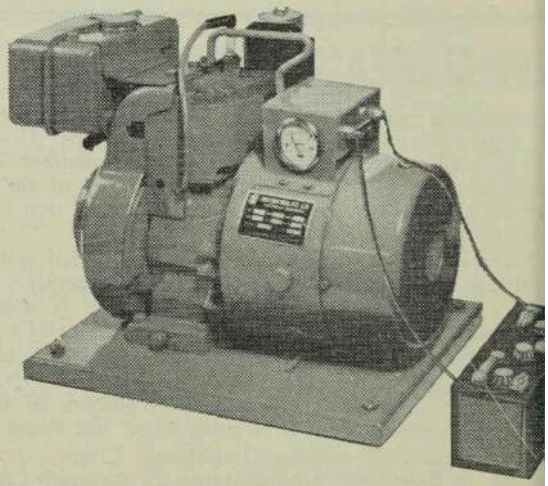

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nd liquor for natives, were put ractice last year.
here was one weakness in the ition's arguments it was in the hat a number of members re- ly adopted the attitude that man" was a dirty phrase and o white man could be living w Guinea for any purpose but loit the natives.
Minister for Territories, Mr. k, replied to these attacks in ited defence of Territorians, of ensity not before seen in the er when speaking on this sub- Ir. Hasluck has at times in the iven the impression that he is ch interested in the welfare of Guinea whites.
his occasion he told the House any white inhabitants had dedi- themselves to the advancement natives; many of those in s there were just as devoted Administration in this task.
at we have to ensure," he said, at reform is something with the white inhabitant of the ry will also work with enthu- and with the same devotion as past. We do not want the sort ation which has been so tragi- amiliar in some of the African . . . We are getting political ement in New Guinea without ash of race."
Hasluck added that in the Ter- ritory there were Australians who were Territorians in a true sense.
"Their grandfathers went there and their fathers went there and they themselves were born there and the Territory is their home," he said. "It is the place in which they have the whole of their possessions and the whole of their future interests, the place to which they have dedicated their lives and to which they want to dedicate the lives of their children.
"We cannot just disregard this and say we are going to betray these people, or ignore them.
"They, too, are inhabitants of the Territory and when we think of the term "inhabitants of the Territory" we have to think not only of the vast majority of the indigenous people but also of that minority of the inhabitants who have their own legitimate rights and interests there and whose record is by no means shameful but is rather an honourable one that deserves some consideration on our part."
Mr. Hasluck said that the Australian Government was not planning withdrawal from NG "by 1970 or any other date" and had not sanctioned any planning to that end. He said the Government was aware there would be increasing international pressure for self-determination in New Guinea, and that there would be changes year by year within the Territory itself.
However, the "end of a journey is not only a matter of going faster but of arriving safely . . ." he said. "We are not working just to come to an end in New Guinea. We are working to reach an end that will be good for the inhabitants of the Territory and will not damage Australia's legitimate rights and interests."
That was the nearest thing to a pledge given by the Minister in introducing the bill, although unfortunately, as many New Guinea people noted, it did not adequately dispose of the UN General Assembly resolution No. 1514, of December 14, 1960, which reads:
"Immediate steps will be taken in trust and non-self-governing territories, or in all other territories which have not yet attained independence, to transfer all powers to the peoples of these territories, without any conditions whatever. Inadequacy of political, economic, social or educational preparedness should never serve as a pretext for delaying independence."
Exactly what the Australian Government would do if the new House of Assembly, with its big native majority, decided in a year or two to ask for self-determination, is a billion dollar question.

'Making It Happen'

an obvious reference to the nesian attitude in West New ea, the Australian Minister Territories, Mr. Hasluck, in ral Parliament on May 15 red to the need for a de- ent people to make up their about self-determination ut pressure from outside. is perfectly true," he said, every time we perform acts dministration we are in- tly exerting some kind of nce. But I am thinking r of that sort of propaganda we fear may be resorted to neighbouring country, the of propaganda in which one remote from the ry says, 'This is what is go- happen in the country be- it suits me, and because it me I am going to use every r that I have got to make n that it does happen.' The alian Government has d its back on that approach ew Guinea's problem."

Fiji's Governor, Sir Kenneth Maddocks, inspects a guard of honour before opening the new Legislative Council on May 15. Photo: Stan Whippy.

Fiji Outlines Its Aims

The Governor, Sir Kenneth Maddocks, appeared to go out of his way to avoid some touchy subjects when he opened the first session of the newly constituted Legislative Council in May (see p. 61). Growing unemployment was one problem that never got a mention.

WHAT he had to say on any subject was not particularly inspiring. Probably his most telling point was to warn people against regarding the present prosperity in the sugar areas, because of the boom in sugar prices, as permanent. He said the boom was temporary, caused by events in Cuba and the severe winter on the European sugar-beet crop. Long-term economic planning could not be based on the present value of sugar exports.
Sir Kenneth said that the copra outlook was not bright because of a fall in both production and quality. He expected a report on this, and some advice on what could be done about it, in about two months from Lord Silsoe (formerly Sir Malcolm Trustram Eve) who had recently completed a survey in Fiji. Sir Kenneth said the Government had prepared a new and simpler subsidy

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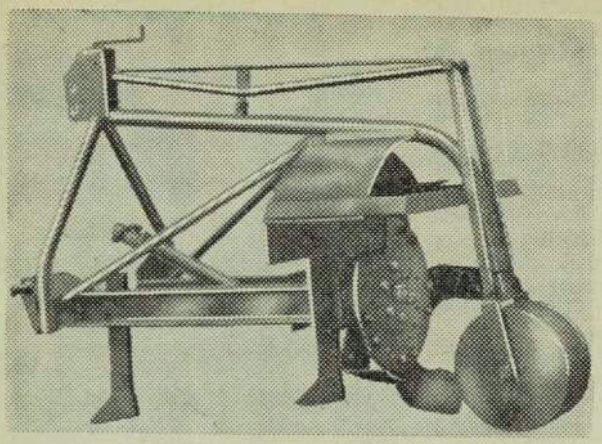

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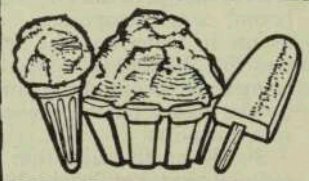

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-OFFICIO MEMBERS: Mr. P. acdonald, Colonial Secretary; Mr. n Lewis, Acting Attorney-General; R. M. Major, Acting Financial tary (while Mr. H. P. Ritchie leave).

FICIAL MEMBERS: Mr. A. C. Secretary for Fijian Affairs; Mr. B. Rogers, Development Com- oner; Dr. C. H. Gurd, Director Medical Services; Mr. J. H. ion, Director of Public Works; . G. Rodger, Director of Educa- Mr. J. R. B. Angus, Conservator rests; Mr. D. T. Lloyd,, Director ands; Mr. J. Amputch, Com- oner of Labour; Mr. W. G. J. kshank, Postmaster-General; Mr. Halstead, Commissioner Central; J. F. Griffiths, Accountant- al; Mr. E. T. J. Mabbs, troller of Customs; Mr. J. A. s, Acting Director of Agri- e; Mr. J. S. Thomson, Com- oner Western; Mr. R. V. Cole, Deputy Financial Secretary; . C. Gajadhar, Acting Solicitor- al.

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MINATED MEMBERS: Euro- —Mr. J. A. Moore, Mr. C. D. y. Indian—Mr. C. A. Shah, . P. Singh.

to promote replanting and g up of new areas (the last l rejected earlier proposals).

Governor said there would be organisational changes so that e of land development could elerated. All Government de- nts would give priority to land ment, and the entire effort be mounted on a much wider District Officers would devote me to development work.

Kenneth also announced that a would be held of Civil Service (their pay and emoluments account for about one-third Colony's budget).

Kenneth had some brief things on constitutional matters; people hoped he would have ch more.

ounded a little petulant that his oposal for a "member" system Legislative Council, which gradually have evolved into a ial system, had been rejected.

He pointed out that the present official membership of the Council (16) was a maximum number and it could be reduced at any time if it was decided to dispense with the official majority (of one) in the House.

"Such a decision is unlikely," he commented, "until unofficial members are ready to accept greater responsibility for the formation and implementation of Government policy."

He added that the suggestion made earlier this year by the Fijians that the Colony could be given political links with Britain similar to the links the UK had with the Isle of Man and the Channel Islands was still being considered by the UK Government.

A number of complex questions was involved and he would be unable to make an announcement for "some little time".

Sir Kenneth retires from Fiji on September 12.

In an editorial *The Fiji Times* criticised the Governor for failing to emphasise in his address the far-reaching — "even revolutionary" — consequences of the new policy proposed for guiding development of Fiji's resources. The editorial said the scheme to hand over development work to District Officers appeared "cock-eyed". Such work should be given to experts, and "not made to fit into the straitjacket of the present administrative set-up".

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mpany Plans 50-Bed Hotel And una Cannery At Norfolk Island

Empress Australian Ltd., an Australian company which s bought the former cable station on Norfolk Island, ex- cts to re-open it as a 50-bed tourist hotel in late August early September. The company also has plans to establish una cannery on the island.

LY reports that Japanese tuna oats would supply the cannery ht an indignant reaction in lk Island (see p. 22).

nouncing details of the com- plans in late May, a spokes- or Empress Australia Ltd. told that the hotel would be called ingfisher and would have a staff out 11, drawn if possible from lk Island or Australia.

ch room will have its own om and toilet," the spokesman "and we plan to offer tourists modern facility.

ats for fishing parties, operated cal people, will be available. ntend to apply for a liquor .

the tourist business improves the next 12 months, we will 00 more beds to the hotel.

. Henri Corboz, a well-known restaurant proprietor and an te director of Empress Aus- Ltd., will advise on catering ements and entertainment."

. Corboz also has an interest lan to develop tourism in New nia, *PIM*, May, p. 133.)

spokesman said that arrange- had been made with TAA to oms in the Kingfisher Hotel on onal scale through the airline's travel departments in the lian capitals and the larger of Australia and New Guinea.

would be done in conjunction Qantas, which at present runs kly air service from Sydney to k Island, using DC-4 aircraft.

"Package Tours"

olifying TAA's part in this ement, a spokesman for the told *PIM* that TAA would ackage tours" to Norfolk from lia and return. These would the cost of accommodation Kingfisher and road tours on and, which would be arranged AA. A brochure on these ge tours" was being prepared. think Norfolk Island has nt potential and will have considerable appeal for the Australian holiday-maker," the TAA spokesman added.

PIM understands that Qantas will increase its flights to Norfolk Island if traffic warrants it.

Referring to the proposed tuna cannery for Norfolk, the spokesman for Empress Australia Ltd. said:

"No cannery will be established unless it is found feasible to build a harbour at the island capable of sheltering 100-ton tuna boats, and the Government agrees to its construction.

"Engineers from the Sydney dredging company, G. H. & J. A. Watson Pty. Ltd., have surveyed the possibilities and are drawing up plans for three sites, of which Cascade Bay seems the most practicable.

"When further information is to hand from the engineers, we will submit the plans to the Minister for Territories, Mr. Hasluck, and will ask the Government to assist in the construction of the harbour.

"If the Government agrees to this, we will put up a cannery capable of processing 15,000 tons of tuna a year.

30 Employees

"All the people employed at the cannery would be Australians, and as many as possible would be obtained from Norfolk Island. There could be up to 30 employees.

"Australian fishermen would be given an opportunity of supplying tuna to the cannery. But if they could not cope with the cannery's needs, then an arrangement with Japanese fishing fleets would have to be considered.

"Any arrangement with the Japanese would only encompass the supply of frozen tuna, and would not entail the landing or establishment of Japanese on the island. The tuna would be unloaded in the harbour. The reported reaction of the Norfolk people to possible arrangements with Japanese is premature."

AUSTRALIAN TEAM TO INVESTIGATE DEEP WATER TUNA FISHING

An Australian team of experts is to investigate the possibility of developing deep water tuna fishing in waters near Australia.

The Minister for Primary Industry, Mr. C. F. Adermann, announced this in May.

Mr. Adermann said: "Tuna are known to be present in large quantities off the Australian coast, but the types of vessel and gear required to catch them, and especially the costs of such operations, present problems.

"The live bait and pole method used by Australian fishermen to catch tuna in the shallow waters close to the coast is not applicable to deep water fishery.

"A team of experts, comprising Mr. M. J. Beare, of the Commonwealth Development Bank, Mr. J. S. Hynd, of CSIRO, and Mr. P. D. Lorimer, of the Department of Primary Industry, will visit Japan, Hawaii and Samoa to investigate the technical and economic aspects of introducing to Australia the long-line method of catching tuna.

"It is expected that the investigations will take about three months and that the experts' report will indicate to the Government and to the fishing industry the prospects of successful developing of deep water tuna fishery on a commercial basis."

The spokesman said that Japanese tuna boats were now catching about 70 million dollars worth of tuna a year in the Pacific, part of which came from the waters around Norfolk Island. Most of this tuna was being canned in Japan.

Therefore, any arrangement with the Japanese to supply tuna to a Norfolk Island cannery would be of benefit to the Australian economy.

"If the cannery goes up," the spokesman went on, "we will acquire a refrigerated ship, and every time this makes a trip to Australia it will be available to carry local produce such as trumpeter and other fish, peas and beans."

The spokesman said that Empress Australia Ltd. was a public company registered in Perth, Western Australia. It had a nominal capital of £1 million, of which £173,000 was subscribed.

Ninety per cent. of the capital

(Over)

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was Australian. The rest of the shares were held by overseas interests.

Established in 1962

"The company was established in Western Australia in June, 1962," the spokesman said. "It has factories at Geraldton and Fremantle and processes crayfish and prawns through its subsidiary, Kingfisher Corporation.

"Another subsidiary, Dorsogna, makes processed smallgoods and packages meats.

"A fleet of more than 80 boats supplies the company's needs in Western Australia under contract. These boats are owned jointly by the company and the fishermen.

"At present, the company holds contracts to supply Japan and the United States with upwards of $5 million worth of frozen fish products a year.

"The two subsidiaries, Dorsogna and Kingfisher Corporation, will supply a lot of the requirements of our tourist project on Norfolk Island."

The spokesman added that the directors of Empress Australia Ltd. were Messrs. R. B. Fitzgerald, of Sydney (chairman); J. B. Baker, of Cowra, New South Wales; and G. Sidoti and W. Potter, of Perth.

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Concern On Norfo Island Over Tuna Plan

The possibility that Japa tuna boats might supply a canning enterprise on Norfol land brought an angry rea on the island in May. Som landers made it clear that wanted nothing to do Japanese.

HOWEVER, a spokesman fo company planning a tuna fa at Norfolk said in Sydney tha critics had "gone off half-cocked cause they did not have any acc knowledge of the plans.

The company is Empress Aus Ltd. The spokesman referred ticularly to letters in *Norfolk I* the island's roneoed newspaper.

In one of these letters, Mr. Bathie, a member of the I Council, said if it was correct Japanese fishing boats were to s a tuna cannery on Norfolk he v "strongly support an all-out effo ing made to keep the thin ed this wedge out beyond the ba 'No Trouble where it belongs'.

Another islander, Mr. Roy C a former Australian service wrote: "The same people who offering us this great opportunit year-round employment at a cannery) gave us all-year em ment on the Burma Road, plu comforts of the Changi prison."

After the letters of Messrs. E and Cullen were published, Norfolk Island Council held a ing at which the Administ Major-General R. H. Wordsw and Mr. J. Paton spoke of understanding of the intention Empress Australia Ltd.

The council then carried the lowing motion: "That the Co desires to make it clear that it not approve of any compan Norfolk Island purchasing fish, than tuna, except from locally-o fishing boats."

Mr. Bathie voted against motion after stating that the Co should not discuss the matter it was more aware of the inter of Empress Australia Ltd.

Certainly many Norfolk Isla feel that the presence of Jap tuna fleets in the area would the excellent local fishing.

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IONIARA TURNS IT ON FOR TOURISTS

From Gabrielle Lawson in Honiara

th three tourist ships in years, it is not quite true y that the BSIP is yet on ıap as a tourist centre. But ɔeginning to look that way, y the end of July, two ship- of "happy wanderers" will set foot on the shores of alcanal this year.

first lot of 1,300 or so arrived Honiara on May 15 in the . Preparations had been made hand to make the day's stay tourists a profitable one all

local branch of the Girl Association, desperately in f funds to complete a new hut, stalls in the wharf area for e of island crafts, Buka baskets, tese fans, mats, spears, coconut ats, shells and walking sticks. eir main attraction was organ- ght-seeing tours.

ke other places, Honiara has t of taxis to provide transport. vate cars with drivers were gen- offered by the locals to the Guides and lined up ready to n the tourists at £1 a head for ır's drive.

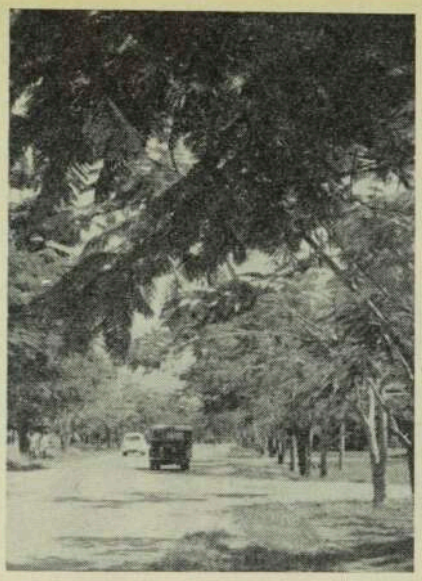
arrangement proved popular the visitors. Some of them in on private homes and were hat astonished to find all mod. herein.

Huge Crowd

Honiara does not yet have a ater berth, the tourists came by ship's launch. They landed strains of the local Police Band lourful uniforms, and were at the wharf by a huge crowd, Solomon Islanders in dirty and decorative hats.

British Solomons Trading Co. s agents for the ship, arranged ramme of entertainment. This ld at the Mendana Hotel and uadalcanal Club, with music d by the Simbo Bamboo Band he Guadalcanal Pipe Band. bands are quite original and opular.

ers in grass skirts from the



Mendana Avenue, Honiara.

island of Ysabel performed to the thumping of bamboos.

Pupils from Saint Joseph's School at Tenaru took part in a Savo dance. This time the bamboos were struck together.

The Western women also did their bit in skirts made of coloured streamers.

All this was lapped up by the tourists, many of whom were heard to say that Honiara was a lovely place—so unspoiled!

Other comments were that the people here were so friendly, not like the New Guinea natives who were too sophisticated.

A prominent notice displayed outside the Trading Company saying "Duty-Free Goods Sold Here" put Honiara almost on a par with other places as a haven for duty-free luxury goods.

The array of Mikimoto pearls caused even the locals to gaze longingly through the glass windows. Also for sale were the usual cameras, binoculars and transistor radios.

As Honiara was the last stop for the tourists before Sydney, most of them felt they were old hands at the barter game when Solomon Islanders offered them beautifully carved walking sticks inlaid with pearl shell. Prices soared up and down like a bird in flight

The Solomons have much to offer cruise tourists. But travellers wishing to stay awhile to see more than a small part of Guadalcanal's coast are hampered by lack of accommodation.

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15 Die In Launch Mishap; Ketch Wrecked In Cook

Two ships came to gri in Polynesian waters May. In one mishap ne Maupiti, French Polynesi 15 people were drown when a launch sank. In t other, the American ket *Tiburon* was wrecked lonely Suwarrow Atoll the Northern Cooks.

THE accident near Maupiti curred when the launch wa turning to Maupiti from the auguration of a Mormon chap Huahine. The launch was the *Ma*

The launch is believed to been driven on to rocks or a re narrows leading into Maupiti's la

To May 25, the bodies of on of the 15 victims had been recov

The ketch wrecked at Suwa Atoll was the 40 ft. *Tiburon,* was on her way from Pago Pa Honolulu with owner Ed Vesse American, and his Samoan Volita.

The ketch called at Suwarro May 4 and was wrecked there a tropical storm blew up, drivin on to a reef.

The Vesseys managed to get of their equipment ashore, where lived with the atoll's only inhab New Zealander Tom Neale, until were picked up by the New Ze frigate *Pukaki*.

The *Pukaki* was expected to them in Tahiti on May 28.

"Apanui" in Trouble

Another ship in trouble in was the 296-ton Cook Islands t *Apanui,* which sent out a May call on May 25 when she was miles north-east of Auckland.

The *Apanui,* which was on her to Suva after a refit in Auckland battling heavy seas to get bac Auckland with a 10-degree listi

The ship reported that she making water fast and that the pumps had failed.

But after maritime authorities alerted ships and planes in the the *Apanui's* master, Captain J. H lock, reported that one pump working and help was not need

The ship was carrying a crew She reached Auckland on Ma

Page 26
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Tropicalities

At the end of May the Australian Government was still dickering about, attempting to obtain permission from Indonesia for seven West New Guinea students to complete their studies in Port Moresby. The students were sent to the Papuan Medical College by the Dutch Administration, and after the Indonesian takeover the Indonesians asked for their return to West New Guinea "on the next plane".

students feared reprisals for rticles they had written last on Indonesia's claims on West Guinea and applied by telegram e Australian Prime Minister, Robert Menzies, for political n.

ee of the students are due to their medical course in 1965 our in 1966.

Garfield Barwick, Australia's er for External Affairs, told ment that he thought the "right " was to see whether the Indo- s would let the students finish tudies.

should just think so!

le the Australian Government en fussing about, being careful not to tread on any Indonesian toes, the Fijian Government has gone ahead and adjusted a similar problem without any fuss at all.

Fiji has four West New Guinea students attending the Fiji School of Medicine (formerly the Central Medical School) who were also requested by Indonesia to return home.

The students were told by Fiji that they could remain and, furthermore, that the Government would meet the cost of their courses.

The British Ambassador at Djakarta was asked to inform the Indonesian Government about Fiji's decision. And the Indonesians accepted the decision.

One of the Suva students will finish his course at the end of this year. A second will finish it next year and the remaining two in 1965.

Will the students go back to West New Guinea when they have finished their courses in Fiji?

We'll make a prediction: We predict that if they pass, the Fiji Government will allow them to remain and work in Fiji.

e West New Guineans will remain in Fiji to finish their studies—and maybe longer. From left they are Jesse Ajomi, Alex Mambraku (rear), Frederick Welby Korwa and Otniel Burdam.—Photo: Stan Whippy.

Bob Rankin, West Samoa's "teach yourself" editor.

"Teach-Yourself" Editor Beats The Gun

THERE were some red faces in Western Samoan Government circles early in May when *Samoana*, one of Apia's two weekly newspapers, published details of the Lauterbach-Stace economic report on Western Samoa (see page 33).

The reason for the consternation was that only the previous day the Government had announced that details of the report were still on the secret list.

The publication of the Lauterbach-Stace story ahead of the gun was another triumph for *Samoana's* enterprising managing director, managing editor and general factotum, Bob Rankin.

Rankin is not the sort of person to gloat, but with the story on the front page and his rival beaten, he couldn't resist cocking a gleeful snook at the Government with a small par. in his "Around the Town" column.

"Most details of the Lauterbach-Stace Report, as revealed in *Samoana*, are still on the Government secret list," he said. "Readers

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Mrs. COOPER
(Housewife)
"I was delighted with the look of my hair after the first application of the Delph shampoo. My hair took on a lovely new beauty and sheen. I think the 'Peek-In' Glow is really lovely."

Miss KENNY
(Ladies' Hairdresser)
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are warned not to divulge the source of their information."

The publication of Rankin's scoop in *Samoana* corresponded more or less with the publication of a full-page story about him in the May issue of the *Journalist*, the journal of the Australian Journalists' Association. The article had been reprinted from *IPI Report*, the monthly bulletin of the International Press Institute, Zurich.

Headed "The Editor Who Taught Himself As He Went Along", the article described how Rankin had successfully launched a newspaper of his own 2½ years ago with no previous journalistic or business experience.

"Twelve years ago," the article said, "a young New Zealander, R. F. Rankin, was seconded by the New Zealand Education Department to go to Western Samoa to work as a schoolteacher.

"Mr. Rankin liked the country, married a part-Samoan girl and finally took out Samoan citizenship.

"Then, two and a half years ago Mr. Rankin took a big decision. He resigned from the Education Department and launched his own company to publish a weekly newspaper *Samoana*.

"It was an enterprise which involved heavy risk. To get the paper on its feet Mr. Rankin drew from his own firm only a token wage of about half what he had previously been earning as a teacher.

"Apart from a Samoan editor whose work was largely translation, Mr. Rankin himself was his own editorial staff, photographer, maker, advertising manager and sional compositor.

"His wife looked after most financial side of the business.

"Today the circulation of *San* is just over 2,000 in a popu reckoned 100 per cent. litera 115,000. There is one other w paper with about the same ci tion.

"Mr. Rankin believed that newspaper could play an impo part in helping to create tha formed and intelligently c public which was necessary t success of Samoa's recently g independence.

"One day in October of last Rankin heard a BBC radio gramme about the work of th ternational Press Institute. talk so impressed him, and with so many of the problems, he himself was facing, that he off a letter asking for furthe formation.

"The letter was addressed sim 'The Director, International Pres stitute, Switzerland,' but was dul livered to Zurich headquarters.

"As a result of this letter arr ments were made for copies of Rankin's newspaper to be sent t editorial consultant William W in India for constructive criti and at the same time Mr. Rankin sent a copy of the IPI handbook *Active Newsroom*".

The article added that after W had carefully studied specimen c of *Samoana*, he wrote Bob Ra a letter suggesting ways in whic paper could be improved.

Most of the advice was on t graphy and lay-out. There were hints on how to get scoops. Ra just has a natural flair for that so thing.

There were some weepy faces at Port Moresby when P-NG Police Bandmaster Dan Crawley said farewell at the end of April. Here he is with his wife just before he boarded the aircraft. Next to him, in tears, is Trainee Police Officer Tokiel, and on the right Trainee Police Officer Rupen. See story next page.

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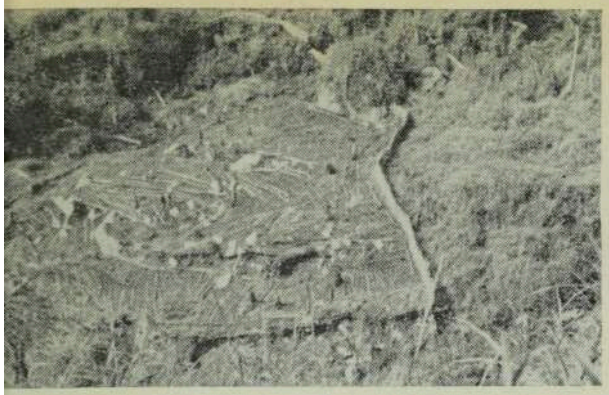

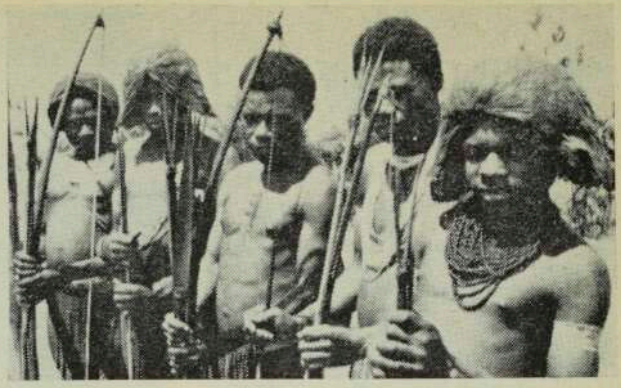

Pictures, by R. M. Burnett, show an irrigated taro garden in the Asai Valley and some of the Asai men, three of whom are wearing wigs covered with bark cloth—a local fashion note. The criss-cross pattern in the garden is formed by long bamboos used to irrigate the garden from a stream, which is out of the picture at the top left. Two bamboos just seen protruding from the bushes at the top left bring the main flow in. On the right is one of the strong fences used to keep the village pigs out.

en Old Friends Weep

ERE were both tears and smiles at Port Moresby's Jackson's Air- when the recently-retired band- ter of the Royal Papua-New ea Constabulary, Dan Crawley, the Territory. He had been 24 s with the band.

t times it was more wet than y, with most of the tears flow- from the native bandsmen, and a few from Dan Crawley him- Every member of the band was ars as Mr. Crawley boarded the aft for Sydney, where he will be g.

the steps of the aircraft were policemen who had worked with Crawley for 23 years—Tokiel Rupen, both of New Britain, and now among the select group are being trained in Port esby as the Teritory's first native e officers.

nother old friend who was there Sgt.-Major Bagita, of Port esby — the Territory's oldest tising policeman, and something legend these days. Bagita re- bers as a boy in the Milne Bay ict the time when he ran crying r a hut because there was a ibal feast on in his village—and nother wouldn't let him eat any- .

an Crawley joined the New ea police in 1935. He was one hose who escaped from Rabaul 942 by trekking down the New in coast until they were col- ted by Coastwatcher Keith arthy, who got them all to Aus- a in the *Lakatoi*.

e detailed story of that New ation will, by the way, be told he first time at the end of this by McCarthy, who is now New ea's Director of Native Affairs, a Cheshire of Melbourne pub- his book of New Guinea experi- s.

McCarthy's book will underline what Dan Crawley and many other New Guinea men and women of long experience have demonstrated, and which was demonstrated in a small measure at Jackson's Airport—that there is nothing much wrong with the relationship between white and brown in Papua-New Guinea. Old and respected friends can still cry for each other when they part.

The police band has been Dan Crawley's whole life. He built it up and trained it to perfection, and nobody has been more proud than he of the occasions the band has played for the Queen or the Duke—except perhaps the band members themselves.

In charge of it now is Sgt. Eramus —a splendid bandsman and a fine personality who has served with the band since 1938. He was the man Dan Crawley always hoped would succeed him.

Hard Work and Ingenuity Mean They Can Keep Eating

HANDICAPPED by shallow and stony soil and an absence of flat land, the villagers of the Aiome area of the Madang district of New Guinea use their ingenuity to feed themselves.

They use a great deal of terracing on the slopes, and they attempt to site their gardens in such a way that water can be siphoned to them from streams through a series of cleverly placed bamboo pipes.

There is no flat land in any of the three valleys of Asai, Kaironk and Simbai.

The villagers plant a sequence of gardens throughout the year and diversify their range of food crops. The irrigated gardens are planted to yield a crop during the dry season. Other gardens are terraced at the start of the wet season.

After cropping, the land is fallowed for periods ranging from three to seven years, depending on the type of soil and local population pressure. The Kaironk people use casuarina trees as a fallow crop. The needle fall from these trees provides a much-needed mulch for the soil.

Also, before the land is brought back into crop, the trees are ring-barked and the dead trunks then provide poles for holding the terraces and fencing the gardens. All gardens are solidly fenced to keep the village pigs out. But the animals are turned on to the sweet potato patches when gardening is finished and allowed to root through the plots until the land is roughly ploughed.

The main food crops are sweet potatoes, taro and bananas, supplemented by yams, sugarcane, pumpkin, cucumbers, beans, maize and native greens. They also grow small plots of tobacco.

The ingenuity of the locals is not the only reason they are saved from food shortages—the real secret is they use plain, hard work, and are constantly in their gardens.

The photographs on this page were taken by a P-NG Agricultural Officer, Mr. R. M. Burnett, for his report after he had recently made a patrol through the area. (Over)

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These dying coconut palms on G Island are a depressing illustration drought in the Phoenix Group o GEIC.—Photo: A. Hargreaves.

Drought Means a New Start for Islanders

THE South Sea islands are not always the lands of lush growth and milk and honey that many people think. This year, particularly, has been a bad and unseasonable one for droughts and dry spells in many areas—even in parts of New Guinea which normally have good rainfall.

Probably nowhere has it been worse than on Hull and Gardner Islands in the Phoenix Group of the Gilbert and Ellice Islands Colony.

Emergency food and water supplies have had to be brought in from Tarawa over the last few months, and other people have helped the islands out where they can. The Americans on Canton Island, for intance, have supplied water from their distillation unit. HMS *Loch Fadda*, which was in the vicinity of the Phoenix in case she was needed during the Queen's homeward flight across the Pacific from her Australia and New Zealand tour, also landed supplies at the drought-stricken islands.

Three of the Phoenix Islands—Sydney, Hull and Gardner—were settled only as recently as 1938, to relieve over-population in the southern Gilberts. But Sydney Island was evacuated as a result of a big drought from 1954 to 1957 (the people going to the BSIP).

Hull and Gardner survived that drought but the low rainfall of 1961-62 (each island had only 10 inches in 1962) has killed off many of the coconut palms and those that have survived may take years to recover full bearing.

So now plans are afoot to evacuate everybody from Hull and Gardner.

This means moving about people—a big undertaking—bu hear that the GEIC Administr plans to accomplish the job b the end of this year.

Like their friends on Sydney Hull and Gardner people will the Solomons.

The Galloping Colonel

FIJI'S friendly new Develop Commissioner, Colonel W Rogers, who took over the jo April, is getting on with it in with enthusiasm. Two regular h which have quickly made hin identity are: His habit of gettin the office at 6 a.m. and his hab wearing shorts except on the formal occasions.

The most recent formal occ was the opening of the newly-el Legislative Council. Official m bers wore their uniforms, but Co Rogers turned up in a black and striped pants. He explained the last time he saw his unifor was being worn by the head w of a hotel in Dar-es-Salaam.

Colonel Rogers was living in south of France before he wen Fiji. Before that he was Perma Secretary for External Affairs Defence in Tanganyika, wor directly through the Prime Min of Tanganyika, Mr. Reshidi Kaw on foreign affairs. Earlier he a trade post like his present on Tanganyika.

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TRIBUTE TO IE BUILDER OF KOROLEVU

had been asked to name the st example I knew of a first- citizen—honest, clean-living and etent, devoted to a numerous y and intensely jealous of his ry's good name—I should have 'Hughie Ragg of Fiji".

began with nothing. Ceaseless work, probity, clear and logical ng, marked courage in plan- and execution, made him, de- lly, not only a rich man but, ably, one who was called to places in the government of his ry. He ended with a record ny man might envy.

ghie Ragg was a tough fighter, nmerce and in politics, but never er one. He could hate with the f us; but he never bore malice. the fight was over, he remem- only his opponent's good points, espected him accordingly. In all uarter-century's perambulations d down Fiji, I never heard a nasty word spoken against him. spoke of him gratefully—he generous giver.

ink I shall remember him best planner. On occasion, many ago, he would drive me from to Lautoka; and always he pull up at a particular spot e South Coast, and wave his over a bay and a beach, and e that there he would build the hotel.

never gave up, and gradually took shape the delightful Koro- Beach Hotel, which has achieved ore than any other single factor tablishing Fiji's now valuable t industry.

ause of his practical planning, k he should be regarded as the of Fiji's tourism: "You want ing travellers and their money Fiji? It is simple. We have all tural beauty. We lie in between ica and Australia. Give them ansport and the good hotels, and rth and so on—and our tourist e will beat the sugar income."

d so it came, "so forth and so Hughie, the planner's, inevitable nemorable phrase.

was a remarkable man who, gh he achieved four-score years, grew old, mentally or physic- When last I saw him in Suva ld me a wicked story, which with a merry laugh. We shall iss Hughie.—R. W. ROBSON.

Sir Hugh Ragg.

Sir Hugh Ragg Dies In Suva

Sir Hugh Ragg, the "Grand Old Man of Fiji", died suddenly at his home at Tamavua, Suva, early on May 24 at the age of 81. He had not been in the best of health for some time and had suffered several minor heart attacks, one of them on his 81st birthday on January 26.

BUT each time he had made a quick recovery, and the day before his death was at work as usual, after having attended the 7.30 a.m. Ascension Day Mass.

A public-spirited man, he served for more than a quarter of a century in the Legislative and Executive Councils. After his retirement from the political field 10 years ago his advice was often sought, and just as often accepted, on matters relating to the welfare of the Colony.

He was an elected member of the Legislative Council from 1926 to 1947. In 1947 he became a nominated member and did a three-year term. He was a member of the Executive Council from 1945 to 1954.

His outstanding contribution to the economy of Fiji was his major role in the development of the tourist industry.

Sporting, social and philanthropic activities claimed much of his time and he gave of his best in all. He established bowling clubs and tennis courts, after an active younger life in cricket, tennis, golf and bowls. In the days when horse racing flourished Sir Hugh owned a string of racehorses. For 14 years he was secretary of the Ba Amateur Turf Club.

At the time of his death he was chairman of the Leper Trust Board.

Prominent among his work for worthy causes was the part he played in setting up the War Memorial Anti-Tuberculosis Fund, of which he was chairman till his death. To raise the money Sir Hugh made a personal tour of Fiji and in three months helped to raise £635,000, to which the Government added a subsidy of £30,000.

He was knighted in 1947 for his public, political and philanthropic services.

Sir Hugh was born at Suva, the third son of Hugh Hall Ragg, the original Ragg in Fiji, who migrated to the Colony from England, via Melbourne, in 1869. Sir Hugh went

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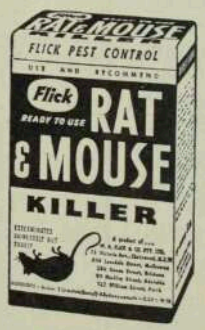

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Marist Brothers School at Suva, ft when he was only 12 to work s father.

succeeding years he worked as nual" boy, and in various com- l houses at Suva, Lautoka, and Ba. It was in 1921 that ugh launched a venture which o grow into a foremost hotel ss and make Sir Hugh one of Colony's leading commercial .

became the licensee of the Ba which had accommodation for rsons. He and his wife ran the till 1933, when Sir Hugh took dest son, David, into partner- Five years later Northern Hotels ame into being, and their first sion was to buy the Lautoka

h the war there were thousands ops stationed in Fiji and his made money.

war had been over for a few s only when he began expand- pidly. He built the Rakiraki first, followed later by the ac- on of Nadi Hotel (1948), ka Hotel (1950), Tavua Hotel), the world famous Korolevu Hotel (1953) and the Beach- r Hotel at Deuba (1957). In ary, 1958, Northern Hotels se- a lease of the Club Hotel, from Morris Hedstrom Ltd., eting a link which had been g from the chain.

n characteristic enterprise he ed the hotels from time to to keep them in line with n hotels overseas. His contribu- o the tourist industry, and his in its future, cannot be red in terms of £sd.

Hugh was married twice. His ife (nee Dora Petrie) died in luenza epidemic in 1918. They ven children, all of whom bear cond name of Petrie. In 1920 lugh married Miss Adrienne ine McMichan (formerly of lia). Lady Ragg, his two sons e daughters survive him.

Hugh was a director of the imes and Herald Ltd.

re are 28 grandchildren and great-grandchildren.

ness houses throughout Fiji heir flags at half-mast the day igh died. Flags were flown at ast on Government buildings xt day when he was buried at l Suva Cemetery.

funeral was probably the big- ver seen at Suva, and was a g tribute to the high esteem in he was held by all races.

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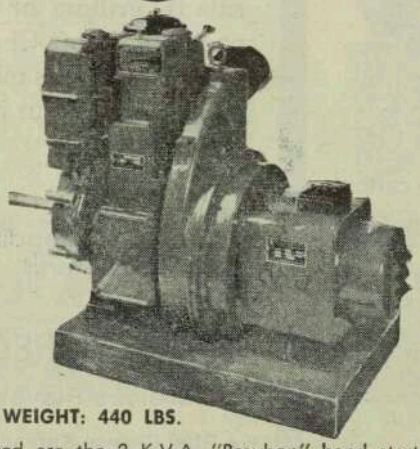

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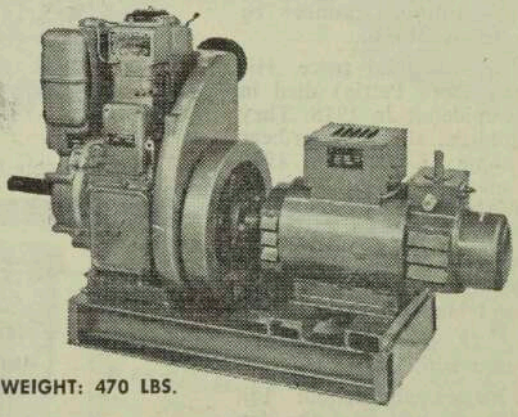

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UNITED NATIONS ECONOMIC REPORT

velopment Of Savaii "Best Hope For W. Samoa's Future"

A recent United Nations economic report to the Governnt of Western Samoa sees the development of the island of vaii as the best hope for the newly independent country's nomic future. The report's main points were released in ay.

report was made by Mr. A. auterbach, a US economist, and V. D. Stace, well-known New land economist, who was ded from the SPC, following a made with funds provided by nited Nations.

report estimates that 1,360,000 will be needed to that a five-year development for Western Samoa in 1964- roceeds rapidly and without able interruption.

this, £827,000 is earmarked Savaii compared with only ,000 for the main island of and £335,000 for general pro-

ithout discounting the future tance of the more highly de- d main island of Upolu and npressive economic potential," port says, "it must be conceded Savaii with its large areas of in forest and unoccupied tain pastures offers today's reassuring prospects for the mic future of Western Samoa." ith relatively little government ng on public works, Savaii has how local leadership and unity co-operation can bring rd an economically retarded to a situation of expansion progress, largely by the en- sm of the local people con- l.

Deep Water Wharf

e manner in which the island- ling main road of Savaii has brought to completion in recent at relatively low cost to the l Government is a clear demon- n of the willingness of the to do a great deal to assist ssive endeavours by vigorous unity effort."

report recommends that Asau site of a deep water wharf ew township on Savaii. This is ly aspect of the report that is to cause much controversy, as f Savaii's population is grouped l Salelologa and this area, under progressive leadership, is pressing strongly for a wharf.

The report proposes that £900,000 of the £1,360,000 needed for the five-year plan should come from overseas financial sources. Of the rest, £100,000 would come from taxation and £350,000 from internal government loans.

Besides providing for extensive development of Savaii and lesser development on Upolu, the money would be used for improved agricultural extension services; agricultural education and research; improved credit facilities; promotion of cattle farming; assistance to improve commerical fishing, sawmilling, and forestry; road construction; water supply; the promotion of local Government; and the setting up of an economic development secretariat under a senior development economist responsible to the Minister of Economic Development.

The report says Western Samoa has the preconditions for a sound economy once its productive efficiency has been raised. It plans on an annual increase in agricultural production of 5 per cent. over the next five years.

No Understanding

"It is true that there is not as yet a national consciousness or the understanding of the nature of a central government," the report says.

"Independence has not really entered into the thinking of most villagers. Even among the more educated groups there is little psychological readiness for long range national planning.

"What can be expected realistically at this time, however, is a readiness to formulate immediate and tangible objectives within the definite reach of this nation, and to carry them through during the next few years.

"Such readiness presupposes basic leadership decisions which only the Samoans themselves can make."

SAMOANS IN SYDNEY. Photographed in a happy mood at a recent Polynesian Association evening in Sydney are: Standing (from the left): Mr. A. Fruean, in Sydney to study graphic arts; Miss Louisa Crawley, teaching Domestic Science at Bankstown Girls' High School; Mr. Victor Meisake, taking a Bachelor of Arts course at the University of NSW; Mr. Augustine Cain, an electrical engineering student at Ultimo Technical College. Seated are: Mesdames Fiona Lloyd and Telesia Bowman —both married to Australians and now permanently living in Sydney.

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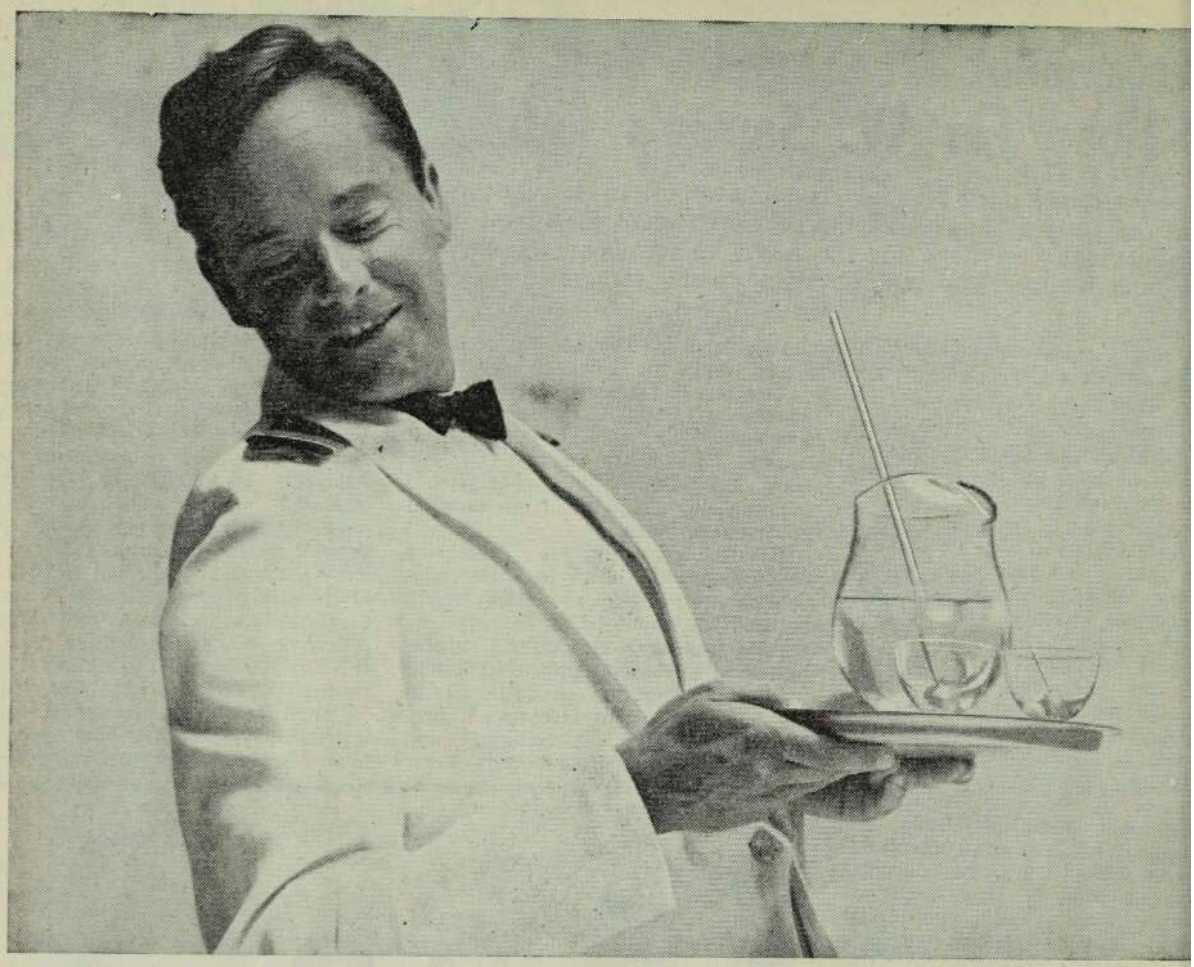

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Z's Bright Lights "Draining Off Cook Is. Leaders"

ure leaders in the Cook Islands eing lost to New Zealand be- of the allurements of the Euro- way of life, according to Mr. R. rchibald, a Wellington City illor.

ARCHIBALD, who returned to NZ in May after a three- tour of the Cook Islands, said of leadership there was lead- apathy towards the white gov- nt.

e reasons for this apathy," he "appear to be first the climate, lends itself to indolence, and dly a lack of leadership among own people because of an un- paradox.

e are educating their children imary schools on the islands. bright ones then have the e of attending Pareroa College rotonga and the bright ones at ollege receive scholarships for r study in New Zealand.

nsequently, these people who he logical leaders do not go permanently to the islands, hav- come used to the European way ."

Different View

Archibald's views differed those of Sir Leon Gotz, New nd Minister for Island Terri- who also returned from a week tour of the Cook Islands y.

Leon Gotz said he had been happy" to find that the Cook s Legislative Assembly and the councils were co-operating ex- y well with the Resident Com- ner and Resident Agents in the nt islands.

am delighted at the progress as been made," he said.

is progress is largely due to sponsible attitude taken by the Island members. They have d that future progress is de- nt on the amount of self help they display.

ey also realise New Zealand nly give a certain amount of and with the tremendous h of the population it is obvi- at greater effort must be made ovide food and sustenance for reat many childen."

Sir Leon said that on Mangaia, 1,100 children, aged between six and 16, were going to school, out of the total population of 1,600.

Many new sustenance crops had been developed. The islanders were now planting pepper, new types of passion fruit, allspice, new kumaras which could be canned, extra varieties of pineapples, and there were 60,000 coffee seedlings ready to be sown. Tomatoes were also being grown to supply the New Zealand market in times of shortage, and the canning factory was going "great guns".

"I am hopeful that tuna canning will be developed so that full use can be made of the freezer and the canning plant," he said.

COOK ISLANDS TUNA PROPOSAL

Japanese tuna fishing interests were negotiating to sell tuna to existing canneries on Rarotonga, but had made no proposal to establish their own cannery there, New Zealand's Secretary of Island Territories, Mr. J. M. McEwen, said in Nelson, NZ, in May.

Mr. McEwen was replying to a questioner following an address he gave on "New Zealand's Pacific Territories" at the Nelson branch of the Royal Over-Seas League.

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Mr. and Mrs. John Guise are presented to Lord DeL'Isle on his arrival in Port Moresby. In the background is the P-NG Administrator, Sir Donald Cleland.

ou've "Got To Work, Work!"

three-day patrol into the itive and rugged Western lands was one of the high- s of the 23-day tour of ua-New Guinea in May of ralia's Governor - General, l De L'Isle. It was his first to New Guinea.

E Governor-General walked om Wapenamanda to the Baiyer y over a tough route. The l was headed by Acting tant District Officer D. J. Hood. included 40 native carriers who ed up and down the gruelling food and equipment, in metal s slung on poles.

uring his tour the Governor- ral was welcomed as a friend ever he went; but he repeatedly the natives, in effect, that if wanted independence, they would to keep on carrying cargo up down hills.

e Governor-General was accom- d on his tour (but not on the -day patrol) by his daughter, the Catherine Sidney. He visited Moresby, Lae, Madang, Goroka, antu, Kundiawa, Chuave, Mount n, Kerowagi, Nondugl, Banz, ak, Hayfield, Maprik, Angoram, omin, Rabaul and Kokopo.

an open-air welcome to the tory at Ela Beach Oval, Port sby, on May 2, Lord De L'Isle a pageant of progress in a series of 10 tableaus which depicted such things as the arrival of the first missionaries and P-NG business advancement.

Earlier, Mr. John Guise, MLC for East Papua, had said in an address of welcome:

"We ask you and your Government and the United Nations to stand beside us with continued interest, as your great country stood by the world in the year 1939 and following, to safeguard our human rights and dignity and assist us towards our ultimate destiny of the freedom of self-determination by us in Papua and New Guinea."

The gist of the Governor-General's reply was that the only effective path to self-determination was hard work.

At Goroka, nearly every person in the town and from surrounding areas gathered at the airport to greet the Governor-General. At Kainantu, some of the villagers who waited at the airport to see his plane arrive had walked for two to three days to be present.

At Agarubi, he said:

"Australia wants very much to lead you in the path of progress, but the day will come when the Territory of Papua and New Guinea will have to stand on its own feet.

"You can help by sending all your children to school, also by learning new ways of agriculture and by telling your children they must improve their skill and learn new trades.

"You can only become strong and

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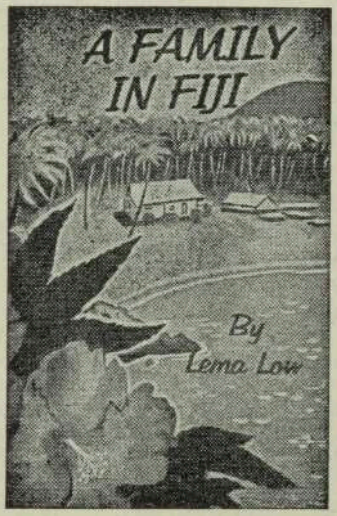
By Lema Low—160 pages. Published September, 1962.



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united people by observing law
order . . . and can only make
selves prosperous by working h

Along the 60-miles from Go
to Kundiawa, Eastern Highlands
people gave the Governor-Ge
and his daughter a welcome suc
had never been seen in this pa
the Highlands.

Almost every mile of the
tacular mountain roads was st
with flowers and the roadside
similarly decorated.

At times the Governor-Gen
car was brought to a halt by cr
thronging around it. At M
Village, leaders with painted bo
wearing ceremonial bird of par
plumes, surged forward as the ve
slowed down.

Speaking in pidgin, the M
villagers invited the Governor-
eral to stop the car.

"Get out of your car," they
"we want to see what you look
when you stand up."

After opening a new ma
school at Kundiawa on May 8,
De L'Isle completed a two
journey of 150 miles from Go
to Mount Hagen. On May 10, h
gan his three-day patrol from Wa
amanda to the Baiyer Valley.

This, he said afterwards, was
longest and hardest walking he
done since the war, and as a
winner, Lord De L'Isle is no stra
to tough work.

He said the journey had ena
him to see a very good cross-se
of patrol work, and nobody had
doubt that he was impressed
the job being done.

"Great Confidence"

Referring to the people he had
along the way, the Governor-Ge
added: "Obviously they have
confidence in the Administration

At Mt. Hagen, one of the to
leading native businessmen prese
him with a letter asking him to r
Papua-New Guinea a State of
tralia.

The man is Kup Ogut, vice
sident of the Mt. Hagen Local
ernment Council, who has trav
in Australia.

In his letter, Kup Ogut saic
fully realised other countries w
like to own New Guinea.

"My own conviction is t
country must become a State of
tralia both to protect Australia
protect us from people who c
be our enemies," he said.

"We ask you to look after
country and our people so that o
nations cannot steal this place"

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gen Turns On "The Greatest Native Show On Earth"

housands of natives, stamp- to the beat of lizard-skin ns and the rhythm of unend- chants, surged towards the vground at Mt. Hagen, in Guinea's Western High- s, on the morning of May 18 he opening of one of P-NG's est get-togethers, "the Hagen w".

9 a.m. at least 10,000 painted, lumed and armed warriors, their s and piccanninies were seething and forth across an area about a-mile square.

ie group of several hundred iors—their faces daubed with blue, yellow and black paint, heads topped with headdresses rd of paradise feathers and other ments—formed up in military- ranks, eight abreast, and hed ceremonially around the shaking their bows and 10-ft s.

eir feet, stamping in unison, k the ground for yards around, anyone standing in their path summarily shoved aside with lade of a spear.

her groups danced ritually in s, their women and children ing back respectfully as men ed and leaped to drown the s of nearby clans.

70,000 Natives

was ushered in Hagen's second (the first was in 1961), which Administration official described 'the greatest native show on ", and which it no doubt was.

gen is within easy distance of ast of the untamed areas, and kind of primitive colour seen at show is quickly disappearing New Guinea.

e show, which lasted for two attracted some 70,000 natives, of whom walked in from as s 120 miles away. About 1,000 peans also turned up—every able aircraft in the territory g been booked or chartered s earlier to bring them in. The ip was like a city bus rank.

Among the European visitors were Mr. Robert Hall, editor of the American edition of the *Reader's Digest*, and Mr. Lowell Thomas, the American author and TV documentary producer.

The show featured the usual agricultural and horticultural displays seen elsewhere, but the primitive natives from the surrounding areas stole the limelight with their spear-throwing and archery contests and ceremonial dances.

In officially opening the show, the Governor-General, Lord De L'isle, said that it was through displays of produce and handicrafts that the people were actively raising their standards and improving their agriculture throughout the Highlands.

He added: "I am deeply impressed by the sight of this great assembly, for it tells me that in the midst of a great diversity of traditions and costumes, we can now see the beginning of that feeling of unity which is so necessary for the prosperous and peaceful future of all people who dwell here."

Some brilliant organising by Western Highlands officials found beds

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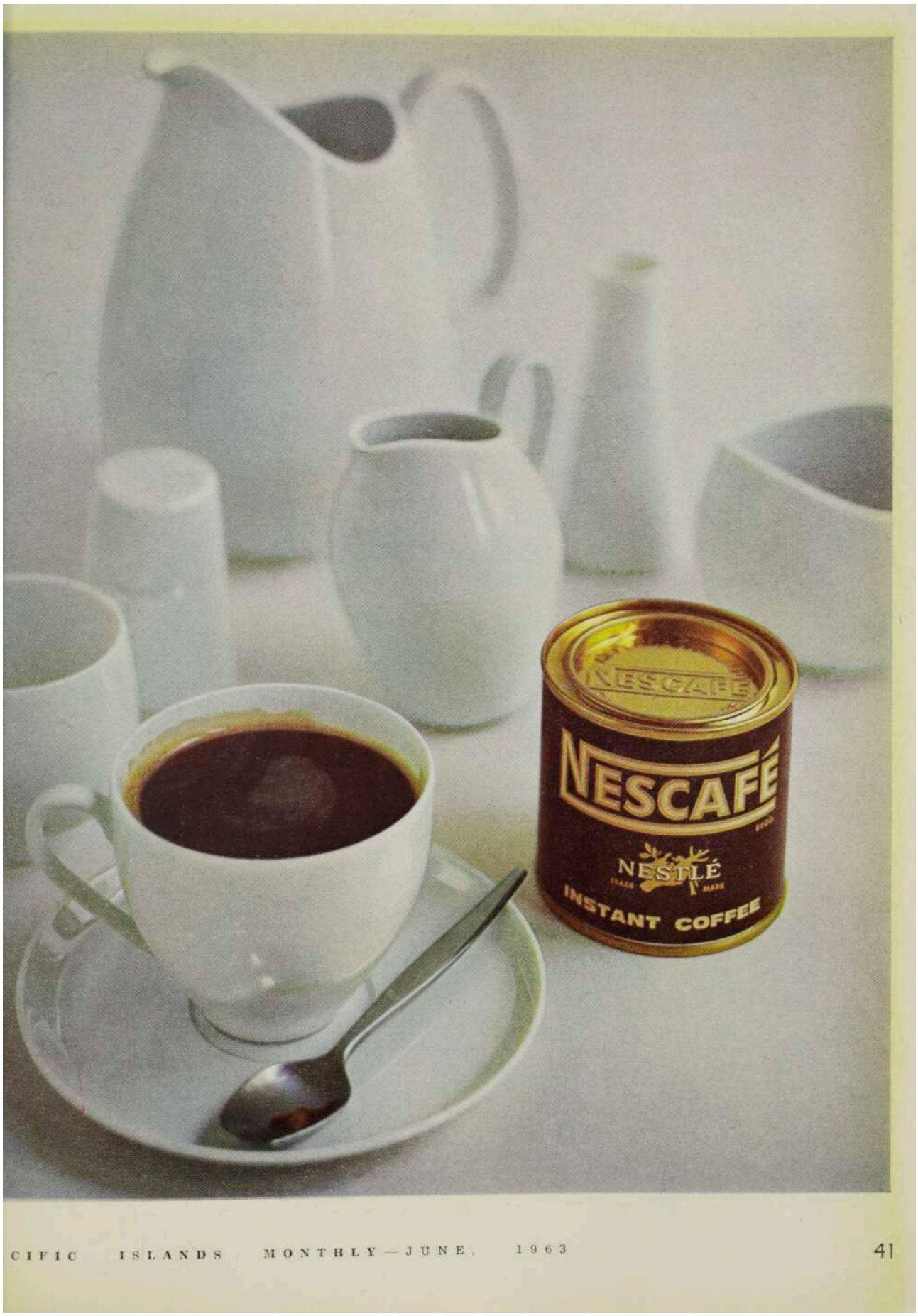

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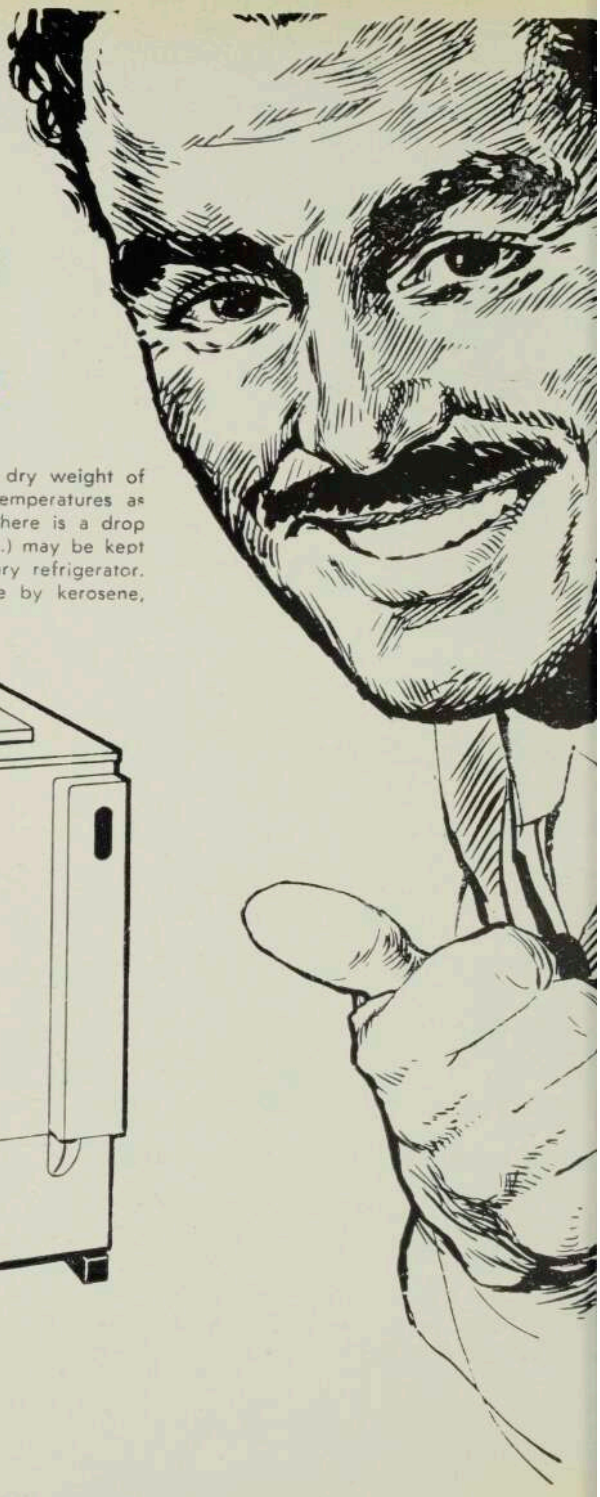

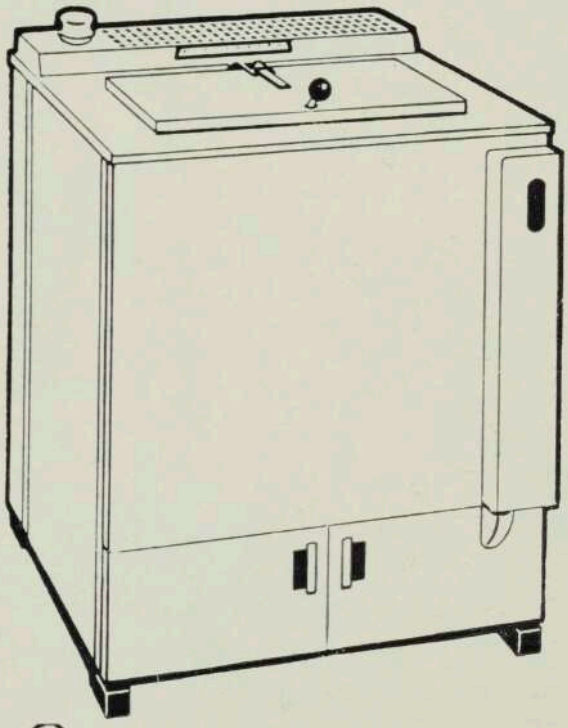

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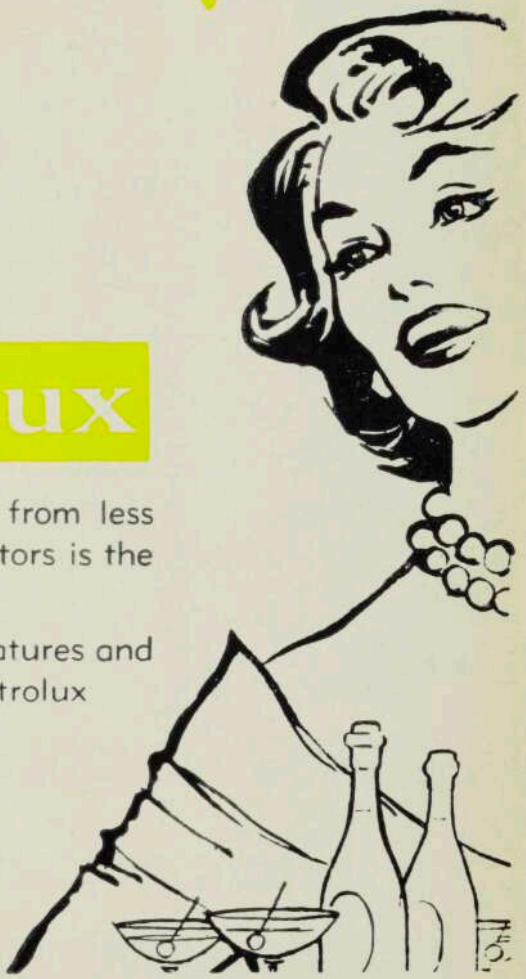

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PACIFIC TRAVELLERS

Among sea travellers in the acific in recent weeks were Mr. nd Mrs. Leonard Jehu (top) seen board the Matson liner "Mari- osa" before leaving Australia for iji, where Mr. Jehu is to be assis- ant manager of the Korolevu otel. His wife will be assistant anageress.

Mr. and Mrs. John Creasy (centre) ere snapped by Stan Whippy hen the P. and O.-Orient liner Oronsay" called at Suva on April 5. Mr. Creasy, MBE, is a well- nown English crime novel writer ho has written 450 novels. He nd his wife are on a world tour.

Below are three Suva friends iss Danna Smith (left), Miss aureen Wendt and Miss Gela oore, photographed by Stan hippy aboard the "Oronsay". iss Wendt was leaving in the Oronsay" for holidays in the UK. er friends were there to see her ff.

New Wharf Will Mean Brighter Future For Bougainville

Bougainville's first overseas wharf, to be built at Kieta next year, should put Bougainville on the map at long last.

AS a result of it, Bougainville planters and business people are looking forward to a new lease of life for the Forgotten Isle. Bougainville has taken a back seat for too long.

Its big and growing copra and cocoa production provides a big proportion of P-NG's wealth, yet in return Bougainville has had virtually nothing done for it. Roads are poor or non-existent, and shipping services, on which the island is so dependent, have been given little encouragement.

For many years Bougainville people fought for an overseas wharf before the Port Moresby Administration finally relented. The local people had to insist that the proper place for it was in the beautiful deep water harbour at Kieta.

Work is almost finished on a reclaimed area, made by bulldozing a hill, which will have two copra sheds and a privately-owned cocoa shed. One of the copra sheds, it is expected, will be used as a P-NG Copra Marketing Board depot.

Tenders will be let soon for the wharf to be built off the end of the bulldozed area. It will be about 60 ft. by about 20 ft., allowing one hatch of a ship to be worked.

There is plenty of depth, and local people expect the Bank Line ships, apart from the regular *Tulagi*, will use it.

The setting-up of a Copra Board depot at Kieta will mean that most Bougainville copra will be shipped there instead of to Rabaul, where most of it goes at present. For most planters it will be cheaper to freight it to Kieta than to Rabaul. And the depot should help overcome the shipping problems which Bougainville people have had to contend with for many years. It was because of shipping shortages that the Bougainville Company was formed and the *Polurrian* was purchased.

Made A Difference

The *Polurrian* made a big difference to planters. With the help of small vessels available locally, she was able to keep plantations clear.

The tragic loss of the *Polurrian* in late March—together with 33 people, including the master, Captain Peter Fenwick—has caused a backlog of copra, and contributed to a drop in the overall P-NG production figures for this year.

It is likely that in the next few years Kieta will replace the small island of Sohano as administrative headquarters for Bougainville. Kieta was the headquarters in German times.

Kieta already has a hotel—the only

The "Polurrian" off the beach at Bonis Plantation. — Photo: Marjorie Long.

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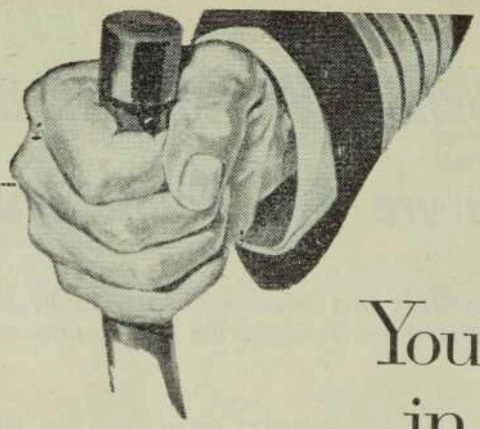

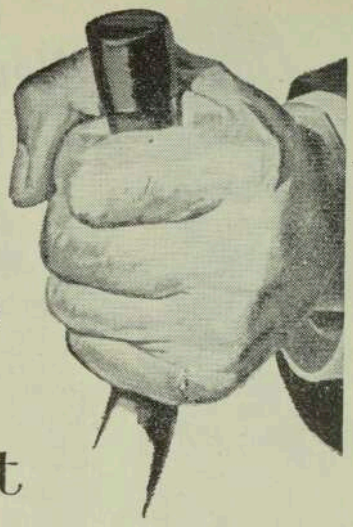

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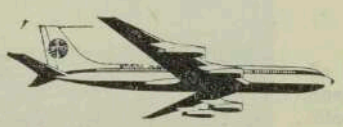

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on Bougainville—and when the wharf is built those on the east expect big development in , especially on the commercial At least one of the big stores come in, and the new wharf mean a slipway and other sup- ng businesses.
th this kind of development should come such things as and badly needed roads for the otten Isle.

RECOLLECTIONS OF AN OLD FRIEND

S. MARJORIE LONG, formerly of Bonis plantation, Bougain- and now of Sydney, spoke for Bougainville people when, in a for *PIM*, she mourned the *rian* as a good friend. She wrote: ll plantations welcomed the in 1951, that a new ship would arrive for the coastal trade.
anters and traders, their copra filled to the roof and burst- were waiting for clearances; 0 bags of copra were waiting hipment. The Bougainville Ship- Company had been formed residents as shareholders), and purchased the 400-ton *Polurrian* ngland and had refitted her to he island trade.

Contrast

sharp contrast in appearance to var-worn ships we had had was *rian's* dark green hull, white structure and bigger propor- all of which made her stand like a swan among ducklings she began her work between ul and Bougainville in 1952.
he pronounciation of her name a source of speculation until her r, Bill Hallam, introduced her all and explained that the em- s was on the second syllable. Hallam was *Polurrian's* master several years. As well as a le master he was a good host, gave parties on board during tmas if he happened to be in Passage.
olurrian was involved in several nts that I remember. On one er early trips from Buka to ul with decks piled high with , she ran into a storm and oned some of her cargo to save ssible capsize. On another oc- n *Polurrian* rescued Wong You's boat *Horn* and the Government er *Nivani*, from a reef off the Bougainville coast. Rescue opera- took two and a half days be- of rough seas and high winds. hen there was the day I was oing over *Polurrian's* rail while was at Bonis plantation loading copra when I slipped and fell and broke several ribs. Bill Hallam quickly turned the ship around and took me to the medical officer at Sohano.

"*Polurrian* relieved the intermittent shortage of fresh food and supplies felt at the southern end of Bougainville at a time when there was an inadequate air service, and she also ensured regular shipments of copra. And she carried fresh food freight-free, a gesture much appreciated by the Bougainville Company's customers.

"Vale *Polurrian*."

Compulsory Education In Two Areas of P-NG

Compulsory education for children of six years of age has been extended to the Popondetta township area of Papua—the second area in Papua-New Guinea to have compulsory education. The other area comprises a group of villages near Port Moresby.

The children may attend either mission or Administration schools, said the chief of the P-NG Division of Primary Education, Mr. R. C. Ralph, in May.

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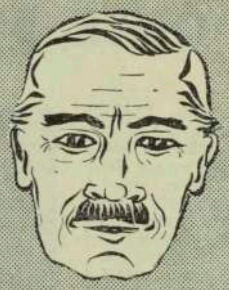

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PROGRAMME FO SOUTH PACIFIC GAMES

Details were released in of the programme for the South Pacific Games, to be in Suva from August 29 to tember 7. Most of the events take place in Suva but becaus the pressure on sporting ar some rugby and soccer wil played at Lautoka, a day's d away from Suva, on the o side of the main island of Levu.

THE Governor of Fiji, Sir Ken Maddocks, will perform opening ceremony. The organ committee had considered inv the Duke of Edinburgh, but t had not been time enough.

The major entries so far come from New Caledonia, Pa New Guinea, Western Samoa American Samoa. Fiji will also a big contingent, but the number not yet been finalised.

Competing territories have sent following team figures to the or ising committee:

Papua-New Guinea, 80 (23 wor 47 men, 10 officials); New C donia, 125 (12 women, 75 men, officials); French Polynesia, 60 women, 42 men, 12 officials); W and Futuna, 10 (9 men, 1 offici Western Samoa, 88 (18 women, men, 6 officials); Cook Islands, (6 women, 14 men, 5 officia Niue, 32 (14 women, 16 men officials); Solomons, 26 (25 mer official); Gilbert and Ellice, 8 (7 n 1 official); American Samoa, 95 women, 63 men); New Hebrides, (3 women, 28 men, 3 officia Tonga, 41 (5 women, 36 men).

Accommodation

The visitors will be accommoda at Suva Grammar School (33 Nasinu Training College (250), Stephen's House (50), and Qu Elizabeth Barracks (80).

Mr. John Common, chairman the organising committee, is satis with Fiji's purchase of the eq ment required.

The whole lot—hurdles, box gloves, footballs, javelins, dis

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tennis racquets, table tennis etc.—will come from the United dom at favourable prices. The ›ment will be brought in free uty, as will crockery and cut- from New Zealand and medals Melbourne.

me of it will be sold after the es, and the rest will be stored he next Games.

ccer is scheduled to be played Sunday. All territories were ›ached to see if they had any tions on religious grounds, and r all replies have indicated that tion would not be raised. Soc- is played throughout Fiji on ays anyway.

Programme Details

ursday, Aug. 29—Afternoon: ing ceremony; soccer. Evening: s basketball; men's and women's tennis.

iday, Aug. 30—Morning: Lawn s and soccer. Afternoon: en's basketball, lawn tennis, football. Evening: Men's bas- ll, men's and women's table s.

turday, Aug. 31—Morning: s and women's athletics, lawn s, rugby (at Lautoka). After- : Men's and women's athletics, en's basketball, lawn tennis, (at Lautoka). Evening: Men's tball, men's and women's swim- ; men's and women's table ten-

nday, Sept. 1—Morning: Soc- at Lautoka). Afternoon: Soc- at Suva and Lautoka).

›nday, Sept. 2—Morning: Men's women's athletics, lawn tennis, en's basketball. Evening: Box- men's and women's table tennis.

esday, Sept. 3—Morning: Lawn s, rugby. Afternoon: Women's tball, lawn tennis, rugby, volley- Evening: Men's and women's ming.

ednesday, Sept. 4—Morning s and women's athletics, lawn s. Afternoon: Men's and en's athletics, volleyball, women's tball. Evening: Boxing.

ursday, Sept. 5—Morning: Lawn tennis, rugby. Afternoon: Lawn tennis, rugby, volleyball. Evening: Men's and women's swimming.

Friday, Sept. 6—Morning: Lawn tennis, rugby. Afternoon: Soccer, volleyball, lawn tennis. Evening: Boxing.

Saturday, Sept. 7—Morning: Soccer, lawn tennis. Afternoon: Lawn tennis, rugby, closing ceremony. Evening: Island night.

Unfortunately there will be no marathon event. Several territories indicated that they wanted a marathon, but did not send firm entries. The organising committee made a search for a suitable course, but none was available.

Games visitors will be able to buy official souvenirs cheaply when in Fiji, according to the Acting Financial Secretary, Mr. R. M. Major, speaking in the Legislative Council. He said this was because the souvenirs would be allowed in duty-free from preferential areas, and with a 25 per cent. general tariff.

Visitors will also be able to buy cheaply many luxury goods such as cameras, watches and radios because these have been duty-free in Fiji since January 1.

Fiji bus proprietors have agreed to transport athletes from Nadi airport to Suva at any time of the day or night at reduced rates.

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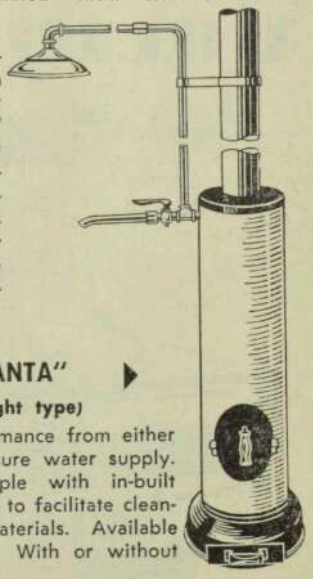

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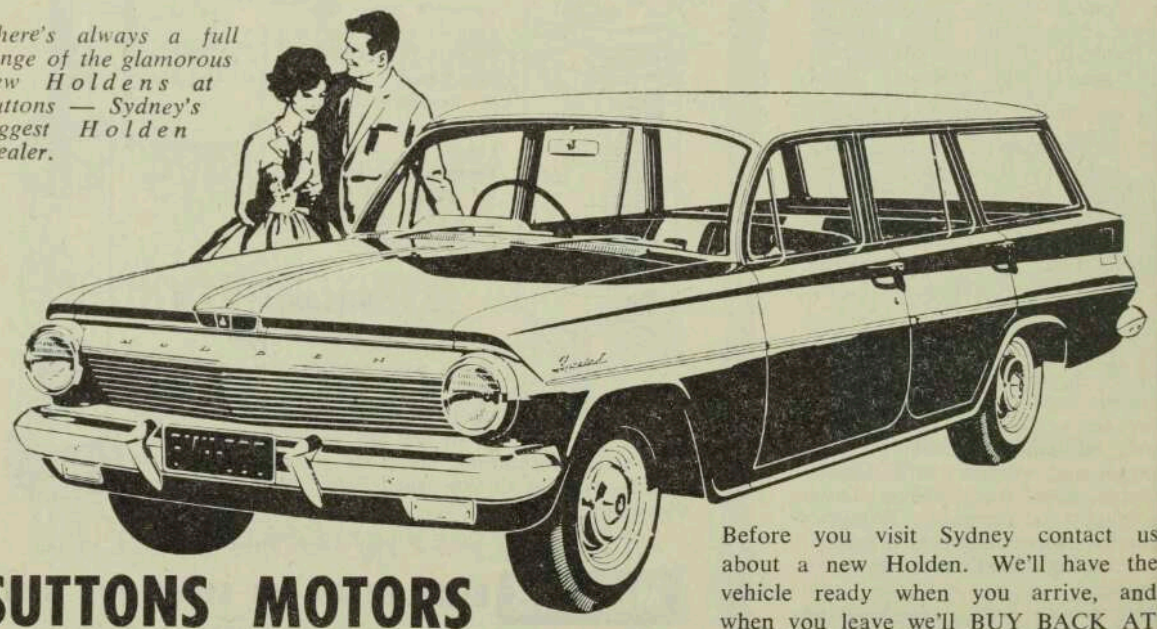

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JI "CAN'T PAY" FOR FREE EDUCATION

kponents of free, compulsory ation for Fiji were given facts in May as to why the rnment thought it couldn't one. In short: Fiji couldn't d it.

E compulsory primary educaion has been something that n politicians have been talking for many years. Many can- s stressed it during the recent lections.

e of its foremost exponents is . Madhavan, who represents the ern constituency in the Legis- Council and who is also pre- of the Fiji Teachers' Union, y an Indian body.

May, Mr. Madhavan was chair- of the union's annual confer- which was officially opened at ori, near Suva, by the Fiji tor of Education, Mr. J. G. er. Mr. Rodger took the oppor- to get on to Mr. Madhavan's subject. He said he was un- nedly opposed to free com- ry education at the present stage iji's development.

more realistic approach was rsal primary education—schools ll who wanted them.

. Rodger asked how many Coun- andidates had had any "real of what free education involved. dded in an aside that he couldn't rstand why international bodies proclaimed free compulsory ation a fundamental human right d regard a right as something body should be compelled to do.

e Education Director said the al cost of training teachers and ing extra classrooms would be £1 million. The recurrent would be between £1.25 million £1.5 million a year, which is uch again as Fiji will spend in ation this year.

education had been free in his department would have had provide schooling for 18,000 children in the 6-13 age group.

an average of 40 pupils a er, another 450 teachers would quired. As it cost about £300 rain a teacher at the Nasinu ing College, the training cost he extra 450 required, always ning men and women of the calibre could be found, would bout £140,000.

The additional salary bill in the first year would be £100,000 (on an average starting salary of £240) and about £200,000 a year in 10 years.

The classrooms would cost another £750,000. Then there would have to be a greatly increased inspectorial staff; extra clerks in the department and in the Treasury to cope with pay and other personal matters.

Mr. Rodger said he was supposed to collect £300,000 a year in school fees in Government schools and salary contributions in non-Government schools. Under "free" education that money would have to be found elsewhere. If parents no longer had to pay, the cost to the taxpayer would be, not £300,000 a year, but £800,000, and even that sum would only be enough to maintain existing primary schools in the present, often substandard condition.

Some of the candidates had suggested that the cost could be met by an education rate. This, on a conservative estimate, would be close to £20 a head each year. But as some people could not pay anything like that, the actual rate would be nearer to £30 than £20.

And if the department went the whole way and made the Education Rate cover the full recurrent cost of education, and not just the extra cost of so-called "free" education the rate would have to be about £50 per head a year.

The president of the Fiji Teachers' Association, Sakiasi Sovonivalu, referred to the same subject in his presidential address to his association's annual conference, which was held at Suva in May at the same time as the Nausori conference.

Sakiasi said that perhaps those candidates who had advocated free education had forgotten the present state of Fiji's economy.

"Perhaps they did not realise what 'free education' would do to the pockets of taxpayers and consumers," he said. "There would have been an alarming increase in income tax and Customs dues, resulting in reduced consumer spending and high prices."

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• **Trouble Comes to Wallis and Futuna Dependency.**

SOMBRE OUTLOOK FOR "AN EARTHLY PARADISE"

From Fred Dunn in Noumea

The French dependency of Wallis and Futuna is in a bad way, according to Mr. Jean Bertrand, who represented the French High Commissioner in the Pacific at the opening of the dependency's Territorial Assembly on Wallis Island in April.

IN a speech to open the Assembly's session, Mr. Bertrand said that the outlook for the future at Wallis and Futuna was "sombre", and unless the people and chiefs fully supported a plan for development, "these islands, which one can now call an earthly paradise, will soon become a sad and pitiable under-developed country."

Mr. Bertrand said that the population of Wallis and Futuna (two island groups 120 miles apart, north-east of Fiji) was increasing at the rate of 3 per cent. a year.

In 25 years, Wallis Island, alone, would have a population of 14,000. This meant that if work on food production continued at the present pace, food in a few years would be short.

"At present, certain regions of Wallis cannot supply enough coconuts for the population's needs," Mr. Bertrand said.

Soil Erosion

"As for Futuna, a considerable portion of the arable land is running into the sea." (This was a reference to soil erosion).

Among works projected on Wallis and Futuna this year are the building of schools and roads, the developments of coffee plantations and water supplies, and the acquisition of a boat for communication between the two groups.

The cost of these projects will come from a budget of 22 million francs (£110,000)—19 million francs of which is a subsidy provided by French taxpayers.

While the dependency's Assembly was debating this budget and pondering over Mr. Bertrand's ominous remarks, nine-tenths of the population of Wallis and many people on Futuna were down with influenza.

Among those lying ill was the former Bishop of Wallis, 80-years-old Monseigneur Alexandre Poncet.

Twenty-three deaths—mainly among elderly people—occurred on Wallis Island between April 3 and April 17. (The normal annual mortality rate is 60 deaths).

On April 27, a chartered DC-4 aircraft of the French airline TAI took emergency medical supplies from Noumea to Futuna, dropping by parachute.

Earlier, the motor vessel *baran*, which runs a service bet Noumea and Wallis and Futun turned to Noumea with only tons of copra—the islands' only s of income.

According to reports rea Noumea, the people of and Futuna are working less less and living in state of plete indifference. Many familie being helped by relatives livi Noumea.

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eed Seen To Raise Standards For Native Clergy

he need to raise the standard raining at Anglican theolo- colleges in the Pacific was sed by delegates at a recent ican conference in Honiara heological education.

E Bishop of Melanesia, Rt. Rev. Alfred Hill, chaired the confer- and the Bishop in Polynesia, Rev. John C. Vockler, and the Assistant Bishop of New Guinea, Rev. David Hand, were present. op Hand is now Bishop of New ea). They were accompanied by ardens of their theological col- The chairman of the Aus- n Board of Missions, Rev. n F. W. Coaldrake, also at- d.

legates agreed that with the de- ment of education in the Islands, men, besides being spiritual rs of their people, must also be of learning to command the re- and following of their adherents.

was stressed that the three can theological colleges in Suva, BSIP, and Dogura, PNG, tly needed increased staff, better ment, a wider choice of text , and good libraries from which nts, the clergy and others in- ed in theology could borrow .

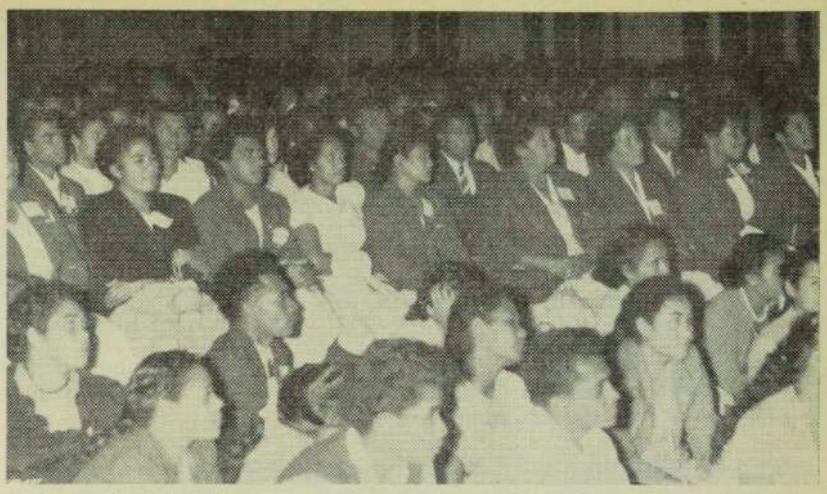
e conference resolved that:

The Church outside the Pacific d seriously consider providing equipment, scholarships and ial aid for advanced courses e abler theological students both n the Pacific and overseas.

The assistance of the Church within and without the Pacific es (New Guinea, Polynesia and nesia) must be solicited to estab- first-class Anglican theological ies at each theological college. ately, full-time librarians should ppointed, and opportunities for ng potential librarians overseas d be sought.

Staffs of Pacific theological es must include indigenous ers if their work is to be fully d to the needs of the Pacific es and the future of the col- is to be ensured. Every effort must be made to choose such people and establish bursaries to train them adequately.

- Specialists, both clergy and laity, were needed in such fields as: Urban areas, labour lines, radio, Press, hospitals, prisons, Armed Forces, police, Missions of Seamen, chaplaincies to Government schools and other institutions, youth work, women's work, adult education and stewardship.
- The three dioceses needed a preparatory college in each diocese, a Central Anglican Theological College for normal ordination training, and facilities for suitable students in government or multi-denominational colleges for higher theological training or university education.
- Churches of the Anglican Communion should be asked to train and supply theological educators for the staff of the three theological colleges, and it was hoped that such educators might be found in Africa or Asia..



Some of the 4,000 people at the South Pacific Christian Convention in Nukualofa listening to the Rev. Dr. C. J. Wright at a special evening service on May 5 at the Mala'e, the traditional ceremonial grounds next to the Royal Palace Grounds. Photo: Tulua Bros.

Many Delegates At Tonga Convention

From S. A. Fanamanu in Nukualofa

MORE than 1,000 Tongans and nearly 100 delegates from Australia, New Zealand, Fiji and Samoa attended the fifth South Pacific Christian Convention in Nukualofa from April 30 to May 7. The convention was sponsored by the Wesleyan Mission in the South Pacific.

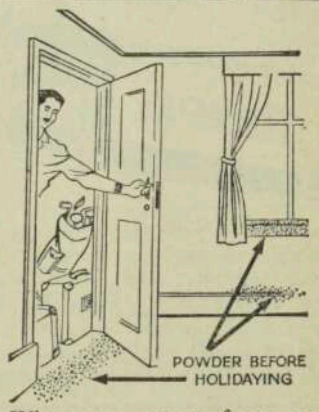
It was one of the largest religious gatherings seen in Tonga in recent years.

The whole assembly camped at the Free Wesleyan Mission ground and at the mission's Queen Salote Girls' College in Nukualofa.

The convention was under the direction of the Rev. William Mo'ungaloa, director of the Young People's Department of the Free Wesleyan Church of Tonga.

Among the Australian delegates was the Rev. Dr. C. J. Wright, director of the Wesleyan Mission's Department of Christian Education for Victoria and Tasmania.

A highlight of the convention was a choir competition, which brought the comment from Dr. Wright that



When you return from your holiday your home will be absolutely cockroach-free if you powder the floors before you go away. Pea Beu non-poisonous, odourless cockroach powder should be used because cockroaches will roam around in it unsuspectingly and be wiped out.

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singing in Tonga was among the best in the world.

A striking feature was that local participants came from various denominations and not only from the Free Wesleyan Church.

Discussions were held on theological, economic and health matters.

At the beginning of the convention, the whole assembly marched down the main road of Nukualofa leading to the beach singing "Onward, Christian Soldiers", watched by many people at the roadside.

On Sunday, May 5, a special evening service was held at the Mala'e, the traditional ceremonial ground next to the Royal Palace grounds. About 4,000 people attended.

This special service was under the chairmanship of David Faha'ivalu Taumoepoau, Tonga's Assistant Postmaster, and one of the most active officials of the convention.

Observers hope that the moral rearmament promulgated as a result of this convention will contribute greatly to the stability of the developing countries scattered over the Pacific.

It is also expected locally that statistics on theft and other crimes will be so reduced that members of the community will be able to sleep in peace, knowing that their pigs and chickens will still be there next morning.

It's Not True Tha Tongans Have Feel Voice In Govt.

By Molitani Finau.

When *Sydneysider* wrote article, "Tonga Tourist Is Amused", it appears to me she based her conclusions stay in Tonga of only a very days, as what she endeavoure express manifested her lac the background of things.

THE criticism of Tonga was presented, but unfortunate went beyond its usefulness tended to be destructive.

The information given in the ticle led me to think that the w stayed at the Beach House and that locals who have compl about the administration of our Kingdom jumped at the opport of airing their views to this nalist, who undoubtedly swall them all.

It was alleged that whatever chiefs say goes. This could been right in the 19th century, we did not own anything, even lives. But to say that we now but a very feeble voice is not Only last year, we celebrated centenary of our independence. mocracy has existed here for than 100 years.

Prince Tungi should not be cised for holding all the portf he does. His father, when Pre was also Minister of Education, ister of Works, Minister of Exte Affairs, Auditor-General and M

THE AUTHOR

This article is in reply to Sy neysider's criticism of Tonga her report "Tonga Tourist Not Amused" (PIM, January, 61). Its author, Molitani Fina an 80-year-old Tongan, is member of the Tongan Legisl tive Assembly, who says: represent thousands of people a have been elected by the peop every three years in successio for the last 44 years." Finau article as here published is a co densed and sometimes par phrased version of the one sent us.

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throne in the Tongan Parliament e is occupied by Queen Salote when officially opens a new session. Here bers await the Queen's arrival at a ecent sitting.—Photo: Tulua Bros.

l Head of Telephones and Telehs. The Hon. Ata who suced him also held all these ports.

why should the present holder riticised? It is a long-practised edure to hold such posts. And he asks why others are not apted to these jobs, my answer at the amount of work concerned ily enough for a couple of days onth for each portfolio, so pay- of salaries to others would not varranted.

Well-Educated

ir Crown Prince is a well- ated young man, who attended ington College, Sydney, and later ed Wesley College when attend- the Sydney University, where raduated BA and LLB.

hen Prince Tungi returned to ga, he was responsible for the wing changes, among many s, which are recognised as true ress:

ntroducing the law of income ax.

aising the standard of educaion—many scholars being sent broad each year.

evising salaries by the importaion of two experts, Messrs. Ramge and Bolt.

ntroducing electricity in Nukulofa and many other villages.

stablishing the Broadcasting Commission.

urchasing two vessels, MV *Aoniu* nd TV *Hifofua*, which have erved Tonga well.

he members of our Legislative mbly are not just empty drums e filled automatically. Matters mportance are brought to the se to be debated. The Premier's side has been defeated several times. Many other motions from the representatives of the people have also been rejected.

As to the hotel, an American wished to put up a hotel independently. The Government thought of going into partnership in this venture, and viewed it with great concern.

When the matter was put before the Privy Counil for confirmation, it was not approved. There were no restrictions imposed, as alleged, and the alleged millionaire can still go ahead with his project if he wishes.

The Beach House, with its mid-Victorian architecture and dark rooms, was not meant to be a hotel. The building would have been pulled down but for Fiji Airways. The Tongan Government has approved of its being pulled down for other Government purposes. But if there were no Beach House, Fiji Airways would not consider it worthwhile coming to Tonga.

"Satisfied With Tonga"

Sydneysider has painted a colourful picture of Tahiti with its huge tourist resorts. Fiji is also building a huge tourist trade. But do the Pacific Islands exist only to provide

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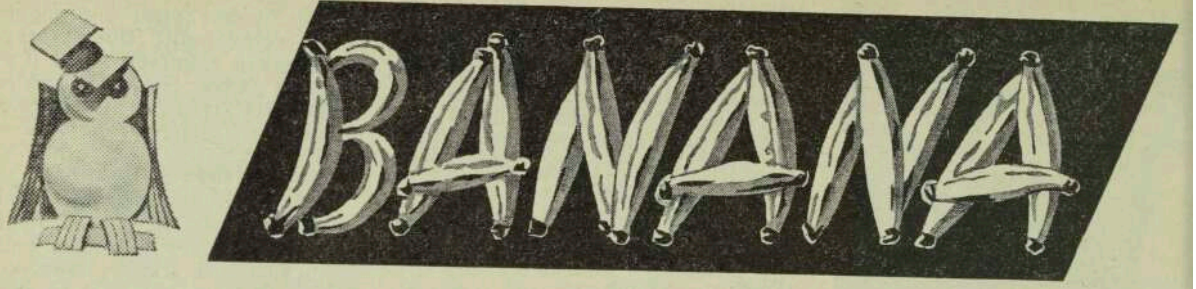

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ists with comforts?
'e are satisfied with our Tonga our high morality. Each country administer its country accord- to the people's wish, and we inister ours according to our way ife. We value Tonga, its cus-, its people, and last, but not , God our Saviour more than ey.

ur Tonga lacks scenery and the d knows it. We have only a monga, the blow holes and the g foxes, etc. The whole of ga can be seen in a day, and it poor kingdom. But tourists come if they wish.

Why do they insist on coming to ga, I wonder? Perhaps it is use there is no queen anywhere in the South Pacific, that there no other Friendly Islands, that e is no other Tin Can Mail nd.

ther points I would like to make that:

When Queen Elizabeth II honoured is with a visit in 1953 with the Duke of Edinburgh, she knighted our Premier, Prince Tungi. This knighthood was not bought, but earned, and won the recommendation of the British Consul.

Half-castes in Tonga can be naturalised if they wish without any financial loss, but the Tongan Government cannot and will never force them. As *Sydneysider* stated, Germany and the British countries would not take them, and they are Stateless according to their wish. Most of them, in fact, think they would be deprived of certain European privileges if they became naturalised as Tongans.

When a young graduate from the National University, Canberra, visited Tonga at the end of a tour of the Pacific Islands investigating the laws governing land tenure, he told me that the law of Tonga on this was the best in the world and that the world looked on Prince Tungi as the best administrator of the South Pacific Islands.

Other Comments

HE following letters have been received on *Sydneysider's* criti- of Tonga:

irs.—My most grateful thanks to for publishing my article on ga tourists in March, which was ten in reply to *Sydneysider's* uary comments. Many thanks to *neysider* for her very fair com- t on it. In fact your March issue sold out in quick time as soon as it arrived in Nukualofa.—Yours, etc.,

S. A. FANAMANU.

Nukualofa.

Sirs.—I spent some years working in Tonga and enjoyed my stay there. I also very much enjoyed, and agreed with, *Sydneysider's* article in January *PIM*. But of course Tongan pride would not appreciate such home-truths. As the article points out, opposition (or criticism) is not acceptable to the powers-that-be in Tonga. *Sydneysider's* Pacific peregrinations are always interesting. —Yours, etc.,

"A EUROPEAN."

Sydney.

Tonga Plans Its First Newspaper

The Tongan Government plans to produce a weekly newspaper later this year. It will be in the Tongan language.

Tonga has no newspaper at the moment, Government or private. For 15 years a roneoed news sheet, The *Daily News*, was published in Nukualofa, in both English and Tongan, but this was closed down in February because it was felt the service duplicated that provided by the Tonga Broadcasting Commission.

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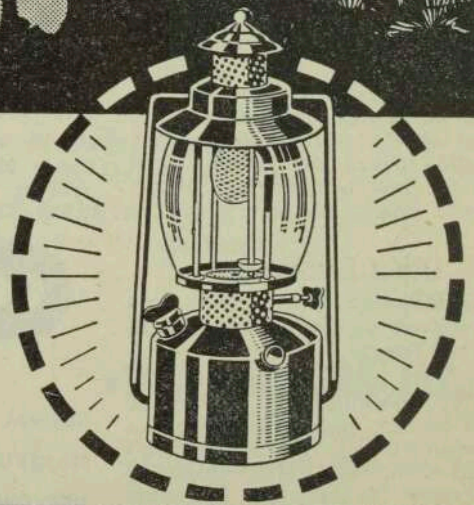

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Disagreement On Fall-Out

rench Nuclear Base t Mururoa "Ready In Three Years"

The French nuclear testing e to be built at Mururoa ll in the Tuamotu Archi- ago of French Polynesia will ready for use in about three rs, according to General ry, head of a 24-man civil l military mission which was Tahiti in May to plan the e.

NNOUNCING this at a Press conference in Papeete, General ry said a "rear" base would be blished in Tahiti and that from 0 to 3,000 civil and military nicians would be employed in it.

he base should not interfere with iti's tourist industry, he said, and assured the people of Oceania that re would be no danger of con- ination from radio-active fall-out.

To Assume Command

General Thiry said that maritime fic would rise by about 40 per t. during the construction of the e, and that an office would be ned in Papeete soon to engage l labour to work on the project.

He added that Captain Petesche, of French Navy, would arrive in iti in June to assume command he nuclear testing project.

Other developments in French ynesia during May were the ar- l in Tahiti of an engineer who study the question of moderniss- the port of Papeete; the arrival Tahiti of several atomic experts a top military doctor; and the t of General Thiry to Mururoa.

"Dirty" Bombs

Meanwhile, a leading US nuclear ntist said in New York that Aus- lia and South America would both a "dusting" of the fall-out from French tests at Mururoa because French had "not reached a clean dition in their testing".

The scientist, Dr. Ralph Lapp, who k part in America's first atomic nb programme, said that French rmo-nuclear bombs were "dirty", ich meant that they lacked "protection" and produced a great amount of radiation and fall-out.

"Australia, naturally, will get a fall-out dusting from the French bombs," Dr. Lapp said. "The amount will depend on the size of the bombs and the altitude at which they are detonated.

"I suspect Australia will get only a minimal amount. Because of the trade winds, South America should get much more."

Footnote: A British Army sergeant, who served on Christmas Island during hydrogen bomb tests from June, 1956, to September, 1957, died of leukemia in England in April. A coroner who inquired into his death returned a finding of "death from leukemia with insufficient evidence to show how this was caused". He said he could not give a finding of "natural causes". The sergeant was Brian Edgar Power, 29.

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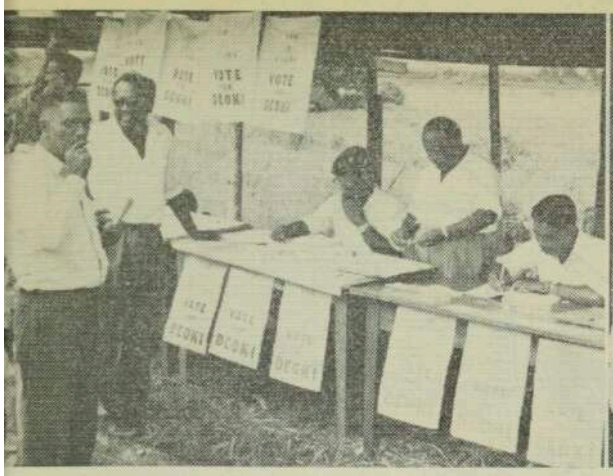
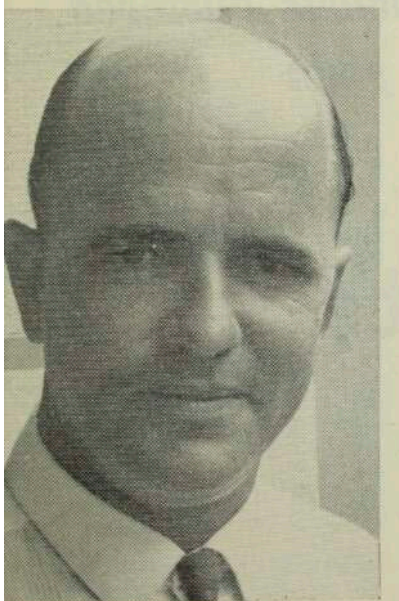


Vital Period Ahead For New Fiji Legislative Council

Fiji's newly-enlarged Legislative Council, elected under a new Constitution, should provide some fireworks, for the next few years will be vital ones on the Fiji political scene.

HE Council will hold office for five years, and some of its members hold widely divergent views—particularly some of the Fijians and the of the members of an Indian up calling itself the "federation". This group had three men elected



R. A. (Peter) Kearsley, a Suva lawyer, rowly won the European Southern ision seat by defeating Mr. D. W. Brown, a farmer, by 13 votes. Photo: Rob Wright.

—A. D. Patel, of Nadi (Western Constituency), S. M. Koya (North Viti Levu) and J. Madhaven (Northern). These three men were closely associated with the troubles in the cane fields in 1960, and were leaders of a loose federation of farmers.

It will be interesting to see how Mr. Patel, who is a lawyer and a brilliant orator in court, will fare in the cut and thrust of Council debate.

At the elections the Fijian people were given the vote for the first time and women of all races were given the vote.

The new Council comprises a Speaker, 19 official members and 18 unofficial. Official membership is the Colonial Secretary, Attorney-General and Financial Secretary, ex-officio, and not more than 16 others. Unofficial membership is 12 elected members (four Europeans, four Indians, four Fijians), two Fijians nominated by the Council of Chiefs, two Europeans and two Indians nominated by the Government.

The previous Council had 15 unofficial members—six of them (three Europeans, three Indians) elected. All the Fijians were nominated by the Council of Chiefs and not by a direct vote of the Fijian people. The Government also retained a majority of one in the old Council.

There were no women candidates at the elections.

There are four new members of the Council—Messrs. R. A. Kearsley (European, Southern), S. M. Koya, A. D. Patel and F. G. Archibald (European, Northern). Messrs. Kearsley and Koya are in the Council for the first time but the other two members both served for a term some years ago.

Only one sitting member lost his seat—veteran Harold Gibson, of Labasa (European, Northern), who had held the constituency since 1937 except for one term. That term he lost to copra planter F. G. Archibald, and it was Mr. Archibald who turned the tables again. But Mr. Archibald got in by only 17 votes on this occasion.

There are six lawyers among the 12 elected members of the new Council—Messrs. Patel, Koya, J. N. Falvey (Suva), A. I. N. Deoki (Southern), R. G. Kermode (Western) and R. A. Kearsley (Southern).

At the outset of the last Council there were five lawyers out of the six elected members, but the number was reduced by one when an Indian, Mr. Vijay Singh, resigned to take up an appointment in the Civil Service.

Mr. Patel had an easy win by 2,898 votes, while his colleague, Mr. Koya, had a margin of 518. Mr. Koya's election disproved a long-held convention that a Muslim could

Election Scenes

Scenes such as these were common all over Fiji in late April when the people of the Colony went to the polls to elect a new Legislative Council. At left is the campaign centre of Mr. A. I. N. Deoki, who won the Southern Indian seat. At right, Mr. Harry Halstead, Returning Officer for the Southern and Central Divisions, is shown at work with his team of Fijian and Indian assistance.—Photos: Rob Wright.

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u Penaia Ganilau easily won the Fijian stern Constituency from four opponents.
Photo: Rob Wright.

ver be elected to the Legislative uncil because of weight of num- s against him. But Mr. Koya had benefit of a soundly-based organ- tion.

Messrs Kearsley, and D. W. own, a Nausori farmer, had a se tussle for the Southern Euro- n Constituency, with Mr. Kearsley aping home by a mere 13 votes. third candidate, Mr. A. Gardner, uva auctioneer and Rewa publican, led only 25 votes.

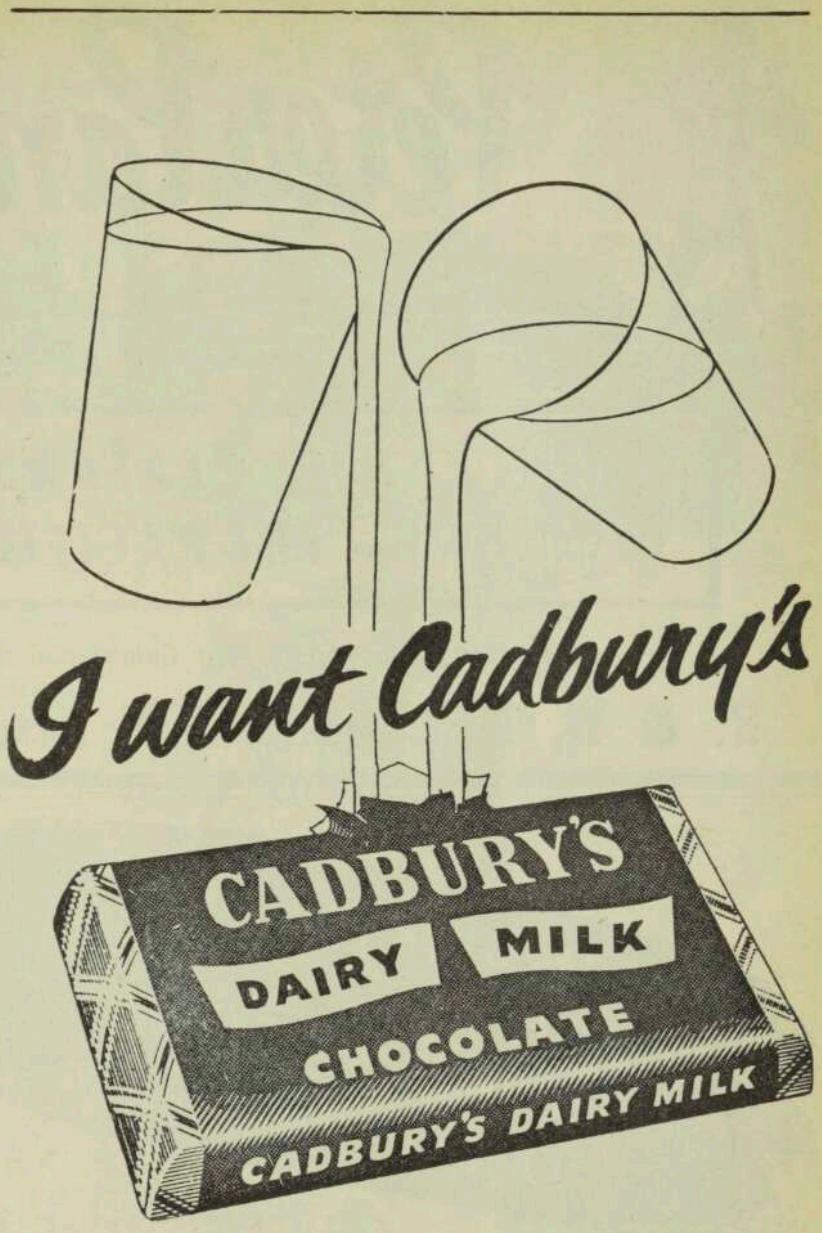
"Amazed"

Mr. Kermode won comfortably in Western Division, but the size of vote of his opponent, Mr. S. L. rwick, who styled himself a orkers" representative", amazed n y people. Mr. Berwick, a rnalist, works for a Nadi news- per with which Mr. Patel is closely ociated.

Mr. Deoki won the Southern Indian t by a comfortable majority, but had many anxious moments before numbers went up. Feeling before- nd was that a fellow lawyer, R. L. gan, might topple him, and he also l opposition from Mr. K. B. Singh, former MLC, who had a strong lowing.

Mr. C. P. Bidesi, another candidate the same seat, although not ex- ted to win, was expected to pick enough of Deoki's votes to make difficult for the latter.

Mr. Falvey was returned un- posed, as were Ratu K. K. T. Mara



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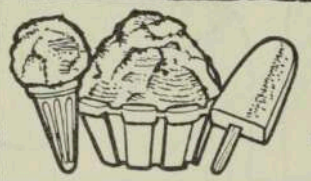

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Price Index Plan For New Guinea

Interviewers from the Papua-New Guinea Statistician's branch in May began a survey of Rabaul and Port Moresby house-holders in a plan to establish a Territory retail price index. Householders were asked to record their spending on certain goods over 14 days. A price index will enable industrial tribunals to check living standards and adjust wage levels.

astern Fijian) and Ravuama Vuni-u (Northern Fijian). Ravuama was ittle fortunate as what would have en his major opponent, Adi Tui maloma, did not go ahead with her ns to stand, and another possible ponent, through a misunderstand-, went to Savusavu instead of basa to lodge his nomination.

Ratu Penaia had a majority of re than 5,000 in a five-cornered test, and an absolute majority of re than 3,000.

Among election sidelights was the h number of informal votes in Fijian electorates, particularly in Western constituency.

Six candidates, who polled less n 10 per cent. of the votes, lost ir £50 deposit. These are A. R. u Khan, M. Singh, A. Waqabaca, keli Nadolo, Ratu William ganivalu and A. Gardner.

Nominated Members

After the result of the poll was own the Government named the r officially nominated members of Council: Mr. Chandra Pal Singh, Navua, and Mr. Chiragh Ali h, of Rakiraki, who will repre-t the Indians; and Mr. J. A. Moore l Mr. C. D. Aidney, representing Europeans.

The Fijian nominated members ected by the Council of Chiefs, re named before the elections. ey are Ratu Edward Cakobau and tu George Cakobau.

Of the Government nominated mbers, Mr. Moore was the only who was a member of the previ-Council. He is 54, and a Suva inessman. Mr. Aidney, 39, is the sident of the Suva Chamber of mmerce. Mr. Chandra Pal Singh, owns a dairy farm and has other erests. Mr. Chiragh Ali Shah, 42, also a farmer with a variety of er interests.

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Letters to the Editors

COOK ISLANDERS WON'T ACCEPT JAP TUNA INDUSTRY"

Sirs.—Your recent references the possibility of Japanese nmercial interests establishing mselves in the Cook Islands ve—through no fault of *PIM*, m sure—omitted one unusual t.

HE native population of Rarotonga has signified its utter unwilling- s to have anything to do with the ble scheme.

he native members of the Legis- ve Assembly, best described hemistically as being naive, have, the past two years, been dazzled official rhetoric regarding the antages accruing from voting in our of Japanese establishing them- es in Rarotonga.

hey have been presented with tering word-pictures of friendly, mbitious Japanese fishermen pour- ashore to present their Poly- ian friends with whacking great a, handing over the rest of their h to the local NZ-owned canning ory, and thus ensuring the issue nlimited cans of tuna to the local ulation at a price said to lie in 6d-9d range.

Alluring Temptation

What Polynesians, even wise ones, ld regist so alluring a temptation? members couldn't get their ds up fast enough to vote in vour of the advent of an casional" Japanese fishing trawler Rarotonga.

t was only early this year that ne cynical and discerning Cook nders began to murmur their bts. The murmur rose to a y rumble when it was finally re- led that there was much more to scheme than had ever been men- ed by the NZ Administration.

arotonga, it now transpired, was become the headquarters for a it" of 20 Japanese trawlers. A dred or even two hundred Jap- se seamen were to "refresh them- es ashore" in traditional manner a period of five or six days at a e.

hey were to dwell in a sumptuous tel, erected for them by the (en- y philanthropic) canning factory, the land for which was to be requisitioned by the Crown from native landowners. During their royal tour of Rarotonga, three Japanese officials made no secret of the fact that Rarotonga and the Cook Islands generally are located in the centre of the richest tuna-fishing grounds of the whole South Pacific Ocean.

The rumble now grew to a fair-sized roar. Someone pointed out that the Cook Islands have their own skilled Fisheries Officer, who has already demonstrated that fishing boats crewed by hardy and experienced Islanders are quite capable of catching ample quantities of tuna or any other kind of fish.

Such boats, the critics pointed cut, being much smaller than Japanese vessels (having to travel only 50-100 miles at the most) were quite within the range of the Cook Islands Government's annually squandered purse.

Moreover, they said, with a collapsed and unprofitable citrus industry, and an utterly neglected copra industry, it was high time that the about-to-be-independent Cook Islands developed some new economic resource—in this instance, catching fish—instead of handing over a potentially profitable industry and the Group itself to foreigners.

Worse was to follow. Some forthright citizen produced in public a

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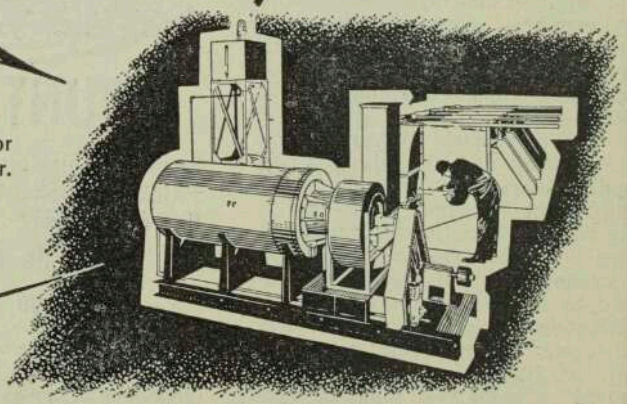

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ppy of the Declaration on the ranting of Independence, issued by nited Nations General Assembly in ecember, 1960. This weighty docuent guarantees that dependent eoples shall be free to pursue their vn economic development, that mmercial exploitation of such eoples shall cease forthwith, and at the integrity of their national rritory shall be respected.

All this didn't quite measure up what NZ officialdom was trying pull in the Cook Islands.

Disconsolate native members of e Legislative Assembly, sadly realling that a general election comes ong this November, took the therto unprecedented step of conalting the electorate.

In a series of uproarious round-theland meetings it was clearly demonrated to them that an overwhelmg majority of the sensible, landving people in Rarotonga were tterly opposed to handing over arotonga to Japan. Only a minority eccentrics, job-seeking sycophants nd some village idiots were in vour. (The latter all believed in e sixpence-per-can fable).

Publicity Campaign

Pinned down for the first time in years, NZ officialdom decided to sort to public relations and a blicity campaign. As civil servants mpering with human psychology e about as handy as a fellow testg out a new trout rod in a room led with precious china ornaments, e result of this decision has led to e official *Cook Islands News* beming, if possible, more suspect than er with the local population.

Although any criticism of the Japese scheme is editorially forbidden, nteresting" snippets of news of nother nature find their way into its olumns every now and then. nocent little rumours are blandly shed out to anyone who cares to sten, e.g., "You have to have asdic radar or something like that to tch tuna. The gear costs simply illions of pounds. The Cook Islands uld never afford it."

An ever-growing circle of critics call the pre-1939 history of the panese in the Marianas and arshall Islands. They point out at in a season lasting eight weeks, e South Australian fishing boats ught, in 1962, over 2,000 tons of na without radar, etc.

So the situation rests at present, spite the energetic references to e benefits conferred by Japanese, ade by Sir Leon Gotz (of immortal moa fame) who is at present visitg Rarotonga. Meanwhile the gen-

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KR438

eral election in the Cook Islands continues to draw nearer. Local members are uneasily aware that to raise a hand again in favour of a sell-out of their own people will result at the polling booths in their permanent disappearance into the outer darkness.

I suggest that the 8,000 Polynesians of Rarotonga deserve commendation for their anticipation of a danger which certain other territories appear to be embracing with utter lack of forethought.—Yours, etc.,

RONALD SYME

Rarotonga,
Cook Islands.
April 22.

PROBLEMS FOR ROTUMA

Sirs.—"Rotuman Patriot", who in a letter published in April *PIM*, p. 61, suggests that Rotuma should be passed to the control of Australia or the United States, appears to be an agitator, and is likely to cause ill feeling.

I would suggest that "Rotuman Patriot" be practical-minded and constructive in ideas. Where would all Rotuman schoolteachers teach in Rotuma if all Rotumans were to return home? Again, what hospitals are there in Rotuma for the Ro man A.M.O.? What has he to of for all other Rotuman civil servan etc.?

What development exactly h "Rotuman Patriot" in mind to done in Rotuma? Above all, wh funds are there to pay the salar of the above? The present increa of Rotuman population is now major problem in Rotuma.

For "Rotuman Patriot's" inform tion, the so-called European Re dent Commissioner was replaced a Rotuman District Officer at t request of Rotuman Chiefs in 19 by the late Ratu Sir Lala Sukur It was a forward march and not retrograde step.

The mere suggestion of seeki Russian help is revolting, not mention treason.

Rather than display stupidity a recklessness I would suggest that t likes of "Rotuman Patriot" thi twice before expressing their idea —Yours, etc., E. ERASIT

Levuka, Fiji.

"NOT ENOUGH SAY"

Sirs.—After reading the lett "Rotumans Want Some Action". appears to me that the main proble may be that the Rotumans do n have enough say in their own a ministration.

I would like to know the reas why a Rotuman does not represe Rotuma Island in Fiji's Legislati Council. A great deal of controvers has raged at home and abroa lately regarding the matter; an surely a reply to this questio would be of great interest to th thousands of people throughout th Colony and abroad.—Yours, etc

TIERI SISIL

Wellington, NZ.

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ANOTHER TYPHOON HITS GUAM

Four islands in the Marianas —Guam, Saipan, Tinian and Rota—were severely damaged when typhoon "Olive" swept through the area on May 1. It was the second time in six months that a severe typhoon had struck Guam.

Of the 500 temporary buildings erected on Guam after the earlier typhoon 282 were destroyed by 110 mph winds on May 1. On Saipan half the homes and all the crops of the 8,000 residents were destroyed.

From the Islands Press

IN an unusual case before the High Court of the Western Pacific at Ocean Island . . . the accused pleaded guilty to a charge of maliciously wounding his wife, and the facts were disclosed that he had bitten off his wife's nose.

It is understood from a Gilbertese source that this is not an old custom and has existed only since the coming of the British flag. Before that, a jealous husband might kill a wife who misbehaved.

There have been several cases of biting off noses since the war. The object of the exercise is to make the victim quite unattractive to men.—*News item in a Gilbert and Ellice Islands Colony news bulletin.*

A SIGNIFICANT feature of the Fijian voting (at the recent Legislative Council poll) has been the election, by clear and decisive majorities, of all those Fijian members of the old Council who strongly, and sometimes fiercely, opposed any drastic changes in the Constitution without the consent of the indigenous people.—*Editorial in "The Fiji Times".*

THERE are two main schools of political thought in this country (of Western Samoa) at the present time. One, epitomised by the present Government, is that progress is all very well and necessary but it is a slow business and the most important thing is to keep the peace of the country.

The other, voiced by Tofaeono Taulima, is that the Government has been dawdling for too long and has achieved no substantial progress over its years in office. Around Apia, at least, there is a surprising amount of support for these views.—*Editorial in "Samoana".*

INDIGENOUS Assistant Medical Practitioners . . . are trained at the Suva Medical College to standards quite unacceptable in Australia, and then come back to the Territory (of Papua-New Guinea) where the Health Department insists they be referred to as "doctors".

In doing this, the Administration shows a willingness to provide no more than second rate medical service to the people.

In itself, the action of training men to Suva standards bears little criticism. But severe criticism may justly be levelled at the duties the Health Department is calling upon Assistant Medical Practitioners to perform.

Recently there was an instance where an Assistant Medical Practitioner was appointed Acting Medical Officer at Manus.—*Editorial in the "South Pacific Post", Port Moresby.*

SHORTLY before full-time last Saturday in the Morris Hedstrom Shield match, between Apia and Moata's senior teams, an incident occurred which resulted in one of the most disgraceful exhibitions seen at Apia Park (Western Samoa) for many years.

McDowell, the tall Apia forward, as he scored a try after diving over the Moata's goalline, received a kick in the head from an opposing player and immediately fighting broke out between players of both teams. Within a few seconds, the northern end of the ground was alive with struggling spectators and players, and it took the police some minutes to break up the fracas.

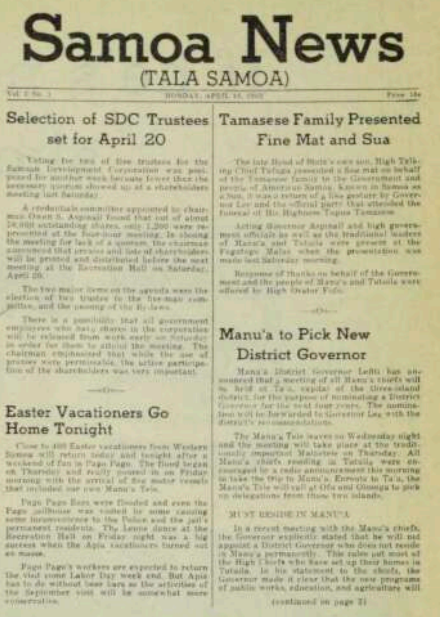
It is not the best advertisement in the world for a country when neither players nor spectators can control themselves at a football match.—*News item in the "Samoa Bulletin".*

I WAS surprised to read the letter from Malakai Labaibure (presumably a Fijian) in *The Fiji Times*. I wish to express by views because I am an Indian.

His remarks about the quality of the meals cooked by Indian restaurant cooks, and the way Indians eat and sneak away is nothing but silly.

I can assure Malakai that the Indians were eating on tables and wearing fine clothes long before he knew that there were such things as tables and clothes.

I would not have raised a word if Malakai had said that the soles of the missionaries' shoes tasted excellent!—*Letter from S. B. Singh, of Suva, in "The Fiji Times".*



Samoa News

(TALA SAMOA)

Selection of SDC Trustees set for April 20

Tamasese Family Presented Fine Mat and Sua

Easter Vacationers Go Home Tonight

Manu'a to Pick New District Governor

Front page of the first issue of "Samoa News", one of American Samoa's new newspapers.

TWO NEW PAPERS FOR AMERICAN SAMOA

American Samoa, which previously had had no newspapers, suddenly found itself with two of them in April—one roneoed and one printed.

THE roneoed journal is published by American Samoa's recently-formed Chamber of Commerce. The first issue was published on April 8 and was called *Public Opinion Bulletin*, but subsequent issues have been called *News and Views Bulletin*.

In a letter to readers in the first issue, the president of the Chamber of Commerce, Mr. D. C. "Mike" Kneubuhl, said: "American Samoa is presently undergoing a period of great social and economic change.

"Events are occurring constantly that affect our lives today and possibly for years to come. We believe that the people of American Samoa must be informed of these events and we will strive in this publication toward this objective.

"The Chamber will publish this *Bulletin* periodically as a non-profit public service until such time that we believe a free, privately-owned newspaper is established in American Samoa.

(Over)

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"We will continue to work for the tablishment of a newspaper in merican Samoa which will main- in the highest standards of jour- alism. In the meantime, we of e Chamber will strive in this pub- cation toward these same high stan- rds and ideals of good journalism."

The issues of *News and Views Bul- tin* that have so far reached *PIM* ve contained from three to six olscap pages each and have ap- ared weekly.

Of the other newspaper, called *moa News*, only the first issue ted April 16 has come to hand. consists of four 11 in. by 8½ in. ges and sells for 10 cents. All e news on the front page is in nglish, but on the other three pages lf the news is in Samoan and half English. The editor is Sivia F. nia, PO Box 1226, Pago Pago.

A notice in the first issue says: This is a trial issue of the *Samoa ews*, American Samoa's first pri- te newspaper. The *Samoa News* ill be published and printed at Pago go every Monday."

"Reputation Hurt Over Hotel"

lew Paper Outspoken On Samoan Affairs

American Samoa's new oneoed newspaper *News and iews Bulletin* has already roved itself to be outspoken on variety of topics. Its first issue ontained an article claiming that he cart had been put before the orse in building a jet airport at ago Pago before a hotel to ac- ommodate tourists. The article aid:—

PRECIOUS little has been said or written by the local Govern- ent enlightening the public about ow we have gotten into what at is stage should be called 'THE OTEL PREDICAMENT.'

"It is about time that the facts re brought into broad daylight, since merican Samoa's plans and hopes or a prosperous tourist industry are itally affected.

"The useless stagnation of our otel development, at this precise me, causing extremely bad public elations with visiting tourists as ell as with the world-wide travel gencies sending tourists to Ameri- can Samoa, will damage American Samoa's reputation as a desirable tourist destination for a long time to come.

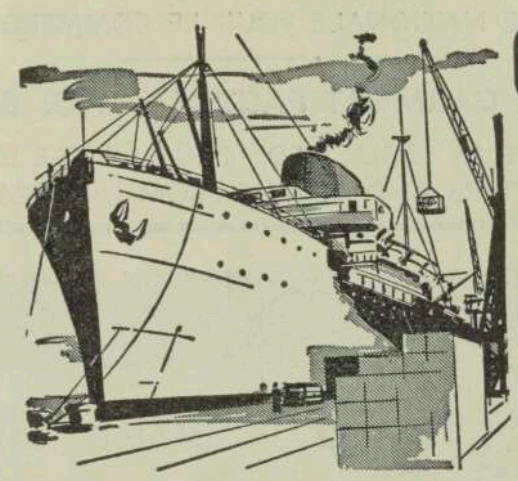
"If there is any question about this, then one only needs to read articles like that in the February, 1963, issue of the respected maga- zine *Pacific Islands Monthly*.

"When the eating conditions for valued tourists at our Rainmaker Hotel are described as 'American Colonial'; when valued tourists must wait literally hours before having rooms assigned to them somewhere within the town limits of Utulei- Fagatogo-Pago Pago; when the valued tourist en route through the South Pacific decides he would like to see Samoa and is informed he will not be welcomed without hav- ing hotel accommodations, which then become impossible to obtain after urgent letters and wires—these are legitimate matters of real con- cern. The public in Samoa wants to know what is going on.

"The present Government Admini- stration has been in office for about two years now—from April, 1961.

"When the decision was made sometime around September, 1961, to 'crash' complete the jet airstrip, one would think the Government would have given some consideration to what would be needed to house the increased flow of tourists which the jet age would most certainly bring to Samoa.

(Over)



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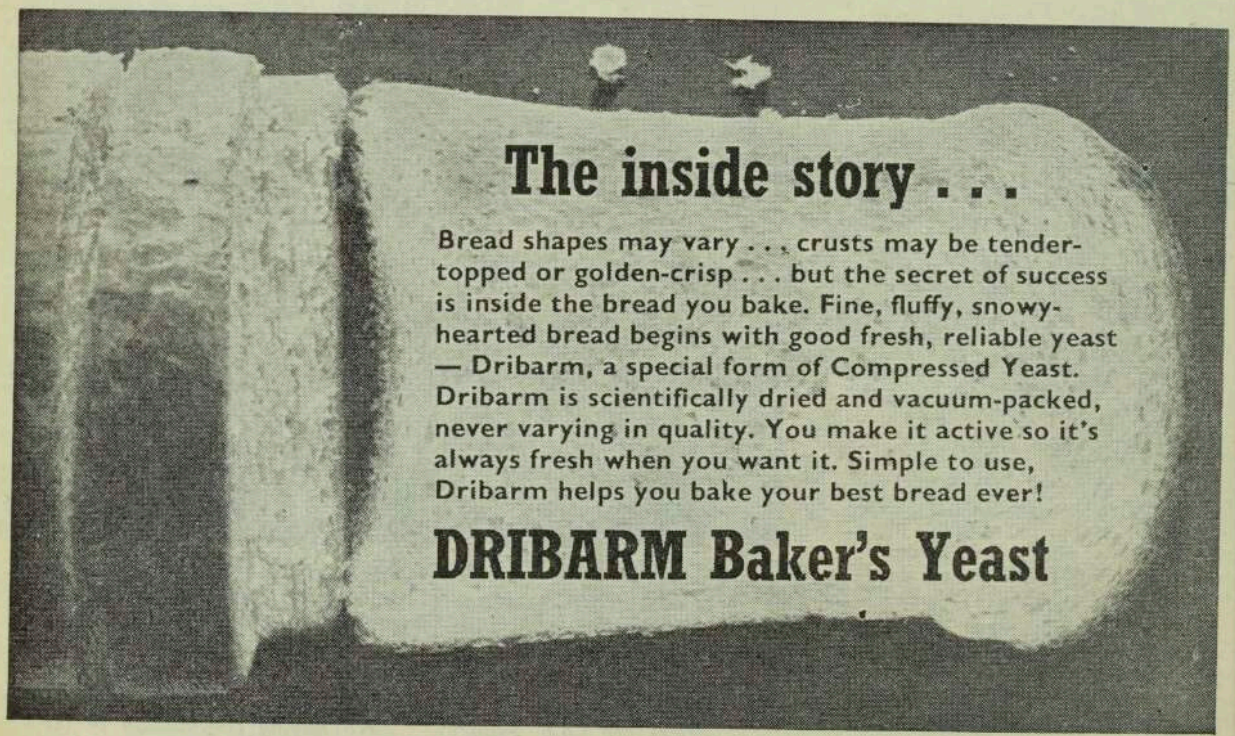

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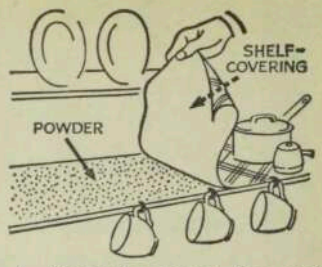
FIRST PAVED ROAD: Clinging to edge of coast, the first paved road in American Samoa curves around part of the main island of Tutuila. The first 10 miles were completed in August last year.—Photo: Govt. of American Samoa.



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"It is true that about this time overnor Lee started discussions th a well-known San Francisco n, Haas and Haynie Corp., about ilding a resort hotel between the port and Vaitogi, with the idea t the firm must complete the tel by the time of the South cific Conference in July, 1962, or fer penalties under terms of the posed contract.

"It appears that these discussions nt on until about February, 1962, en negotiations broke down.

"All during this time (and since n), it seems, Governor Lee was eiving all sorts of bids to build tels here, or at least, the interest s great among firms and individals, other than the San Francisco n, to go into the resort hotel siness in Samoa.

"Many proposals were apparently acceptable to Governor Lee, probly for good reasons.

"By the same token, many might ve proved workable and to the g-range benefit of the American moa economy.

Hotel Venture

"Somewhere about this time (was February, 1962, or even earlier?) overnor Lee, it appears, gave birth his idea of the Samoan Development Corporation, whereby the moan people would be blessed with the profits (and consequent risks loss) of a hotel venture.

"Governor Lee was heard to say was going to have a hotel by ristmas (1962), but alas! here we in April, 1963, with nary a hotel the horizon.

"Meanwhile, American Samoa's putation as a tourist destination s been needlessly hurt—and under best of circumstances it will e years to repair the harm.

"It seems to us that full responsibility for this state of affairs falls squarely upon the local Government Administration."

In a later issue, *News and Views Bulletin* paid a tribute to Governor Lee for his work in American Samoa during the past two years. The *Bulletin* said:—

"We of the Chamber of Commerce want to compliment and thank Governor H. Rex Lee for the many good things he has done for American Samoa.

"We all know that to be a good leader, a good Governor, and a good public servant requires a strong character, honesty and integrity.

Blessing

"It is a blessing for American Samoa that we have in Governor Lee a man with these qualities.

"To be a good Governor of American Samoa is probably one of the most demanding and difficult jobs anywhere. In all fairness, therefore, no one should criticise Governor Lee as an individual.

"But certainly if we disagree with Governor Lee's administration, I am sure that Governor Lee himself would be one of the first to welcome and respect another man's opinions and convictions.

"To you, Governor Lee, our sincerest thanks for the many good things you have done for American Samoa in the past two years of your administration.

"You have worked hard and the people of Samoa are grateful. Our Chamber of Commerce will continue to support you in those areas wherein we agree with your policies.

"We will also continue as a service to our community, our people and to our Government to challenge and oppose the policies of the Government in those areas wherein we believe that its policies are wrong."

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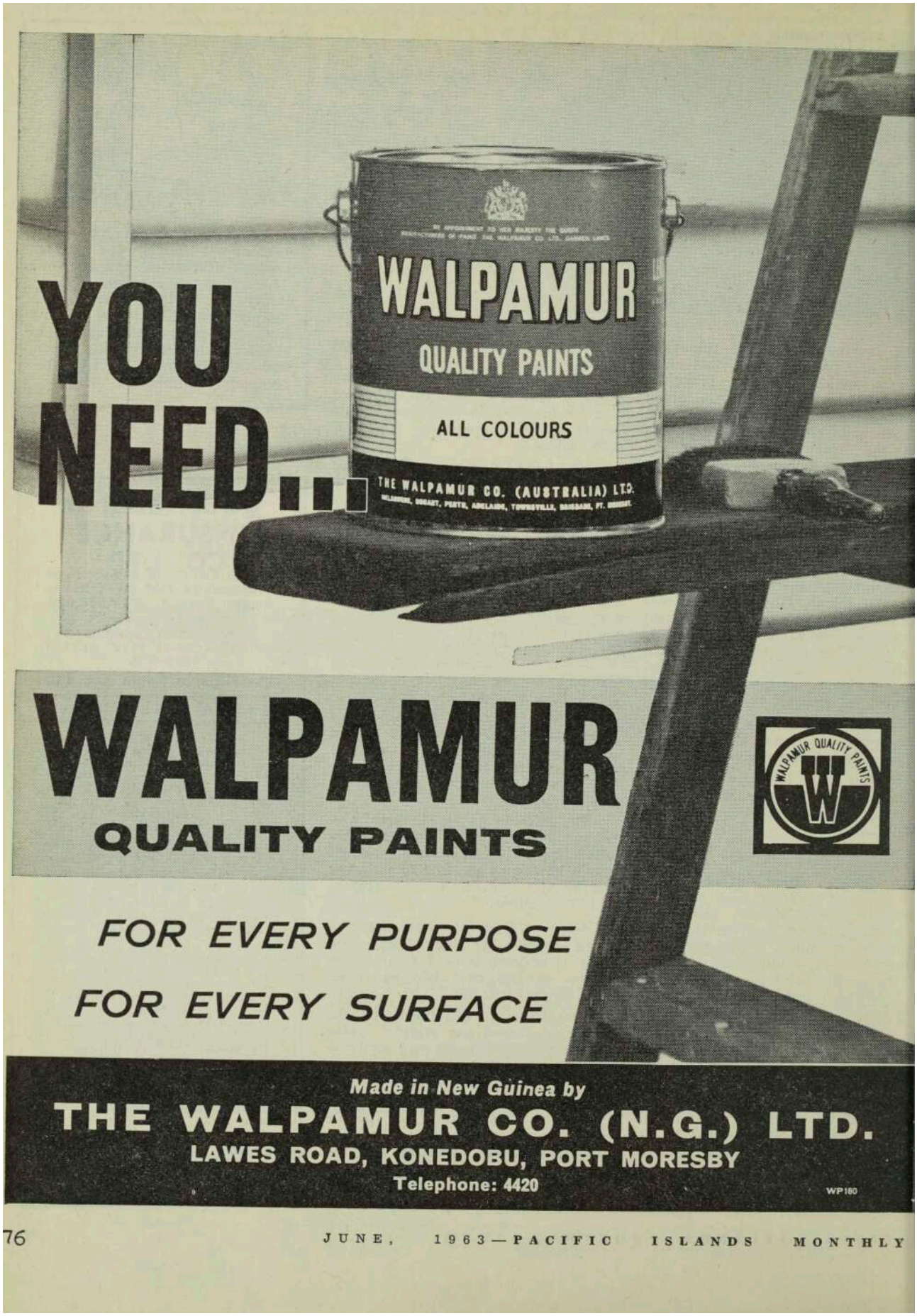

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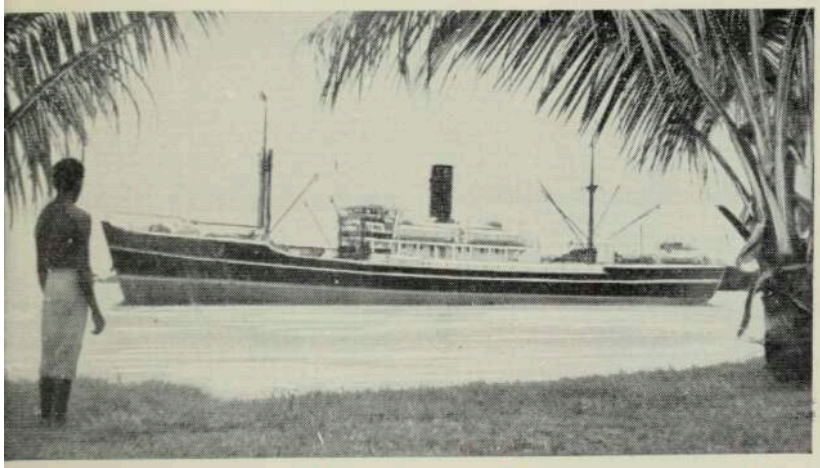

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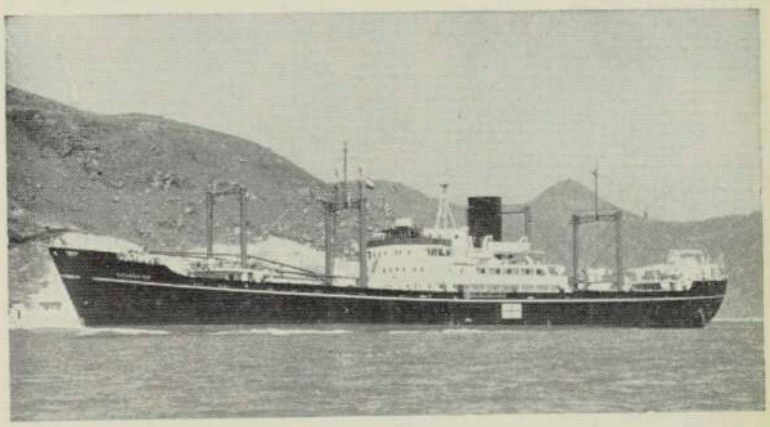

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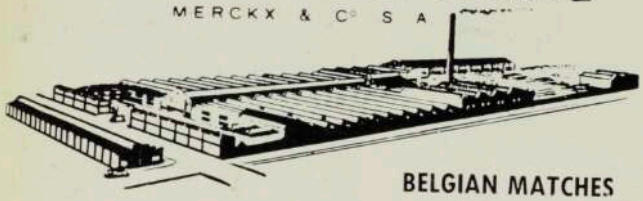

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Pacific Islands Monthly MAGAZINE SECTION

Army Blasters Have Blown The Danger Out Of GEIC Boat Passages

By Captain G. Douglas, Marine Superintendent, Bairiki, Tarawa.

Twelve islands in the Gilbert and Ellice Islands Colony now have safe boat channels into their lagoons thanks to the enthusiasm of a team of Royal Engineers Sappers who have literally blasted their way through the reefs of the Colony.

HE islands are Nui and Nanumana in the Ellice Group; nana, Arorae, Beru, Aranuka, rakei, Maiana and Makin in the bert Group; and Hull (Orona), rdner (Nikumaroro) and Sydney anra) in the Phoenix Group.

The shipping time saved through ng able to work these islands at time will amount to many days the course of a year.

Perhaps of more direct interest to average islander is the fact that can now put out in his fishing oe on many days when surf conons previously made this imsible.

All the islands in the GEIC are er of the atoll or of the fringing f type. Some atolls have ship sages and vessels can anchor in ltered water inside the lagoons. At ers only boat passages through barrier reef exist and vessels have anchor or drift off, many miles n the landing place.

Landing Difficult

Frequently the shore reef inside lagoon is wide, and landing is icult at low tide.

Only some of the fringing reef nds have anchorages—and they invariably precarious.

Before the arrival of the Royal gineers, the boat channels leading oss the reef, if they existed at were generally unsatisfactory.

Most could not be worked except r high tide and all are subject to f hazard.

Most atolls are difficult and all fringing reef islands are unworkable during westerly weather.

A few isolated pioneering attempts at blasting boat channels across fringing reefs were made many years ago on one or two of the Ellice Islands.

But it was not until 1960 that a major effort to do this was put in train.

Luckily the interest of the Royal Engineers was enlisted and a team from the Sapper detachment on Christmas Island was able to undertake a survey tour of some of the islands where the problem was typical and greatest.

Blasting Feasible

Although little or nothing was known about the uses of explosives on coral reefs, it was decided that improvement by blasting channels would be feasible.

Such a project would have been beyond the Colony's slender financial resources, but its nature and importance made it an obvious choice for a Colonial Development and Welfare Fund Scheme and a handsome grant was obtained.

Even so the project would have been difficult had it not been that the Royal Engineers again came to the rescue and agreed to undertake the work.

A period of planning followed between the Royal Engineers, the Colonial Office, the Crown Agents for Overseas Governments and Administrations and the GEIC Government.

This was not easy because of the slowness of communications between Tarawa, Christmas Island and London. (The normal time for airmail from dispatch to receipt is four weeks).

WHOOSH. This sort of thing was a common sight in the GEIC during the reef blasting programme last year.

At the UK end, the team had to be picked, stores and explosives chosen and ordered, involved arrangements made about pay and allowances, specialist training undertaken, and as much technical information gleaned as was available on the structure of atolls, effects of blasting on coral, health, diet, etc.

All eight members of the Royal Engineers' team qualified as aqualung divers before they left England. Several also qualified as diving instructors.

(Over)

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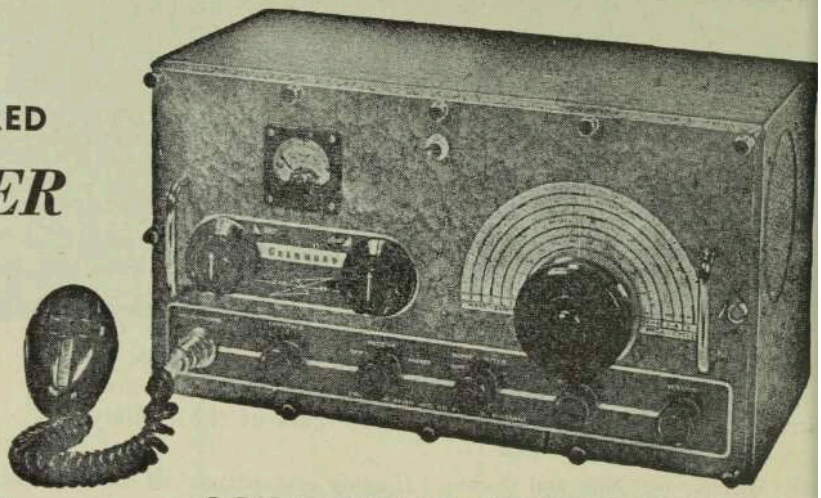

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Willing islanders clear away debris after blasting at Makin Atoll in the far north of the Gilbert Group.

Meanwhile, the Colony Government had to plan shipping itineraries, the land for storing explosives, and magazines, and arrange for liaison of the Administration and the Medical Department to accompany the team.

One of the most complex problems was the delivery to the Colony of the big quantity of explosives required. Here again events conspired to provide a lucky break.

A new vessel for the Colony Government was under construction in Hong Kong and was due for completion at a convenient time, so the explosives were shipped from the United Kingdom to Hong Kong in order to connect with the delivery voyage of this vessel, RCS *Nivanga*. The timing turned out to be ideal. The explosives arrived in Tarawa just before the arrival of the Royal Engineer team. Other stores arrived within a few days and by early March, 1962, the team, explosives and stores were ready at Tarawa.

Seven islands in the Gilbert, Ellice and Phoenix groups were chosen for improvement on the basis of necessity, feasibility and economic potential.

Hazardous Channels

With one exception, the intention was to create or improve boat channels across fringing reefs where landing had always been difficult and frequently hazardous even for canoes. The exception was Aranuka, where rudimentary natural channel already existed through the barrier reef into the lagoon. But this channel was narrow and tortuous, and was cumbered with coral heads, which presented a grave danger to launches and boats attempting to negotiate the passage through which runs a tidal current of up to six knots.

The first island at which improvement was undertaken was Nui, in the central Ellice Islands, 550 miles from Tarawa.

En route, explosives were dumped at other islands included in the project so that the Royal Engineers, now known as "The Blasters", could work their way back towards Tarawa without being saddled with explosives. The ship could thus carry other cargo and passengers on subsequent voyages.

The first projects were largely experimental, to devise suitable techniques for blasting coral.

Different Structures

It was found that the fringing reef flats appeared somewhat similar at all the islands, while varying in width from 120 yards at one to 470 yards at another. But the structure of these flats, normally covered at high water and bare at low water, differed considerably.

A common feature is that there is a surface layer of hard, dense coral 15 inches to 2 ft thick, below which there is a less dense layer. In some cases this consists of branch coral with open interstices, in others of brittle branches, sand and mud.

One to two feet below this again is a second hard layer.

Blasting techniques had to be adjusted to suit the nature, hardness and thickness of the top layer. Various methods were devised, such as drilling patterns of boreholes (mechanically or by hand). These were filled with plastic explosive and fired to produce overlapping craters; firing shaped (beehive) charges to produce holes within which secondary charges could be placed; and firing surface charges to break up the surface into fragments.

The channels created were 15 to 20 ft wide and 2 to 3 ft below the adjacent reef surface, giving a depth of water sufficient for surfboats to reach the turning pool at the inshore end at all states of normal tides.

Shelving Chutes

At the reef edges shelving chutes or funnels were created to reduce the energy of the waves and surf.

The technique used at Aranuka was, of course, different. Charges were anchored around the coral heads along the axis of the channel and fired simultaneously to provide a clear passage.

The Royal Engineers worked with tremendous enthusiasm, vigour and skill, while at every island many local people turned out to help clear away the debris.

So the project went ahead faster than expected and with such a saving in time and explosives that it was found possible to add two islands to the original project and also to clear some coral heads in the anchorage and flying-boat alighting areas in Tarawa lagoon.

Probably the only unsatisfactory feature of the project was that there are now at large eight Royal Engineers who will persist in referring to *Te baura* (the powder), the Gilbertese term for any type of explosive.

This will no doubt cause some puzzlement among their fellow Sappers. Perhaps the term will even find its way into Army usage and textbooks, to the bewilderment of future Army historians.

● See "GEIC Has Two Unique Claims to Fame," page 85.

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GEIC Has Two Unique Claims To Fame

Scattered over some two million square miles of the South-West and Central Pacific are the 31 inhabited and five desert islands which make up the Gilbert and Ellice Islands Colony.

THE Colony has two unique claims to fame. One is that it is the only territory in the world which doubles its land area at low tide. The other is that it is the only territory which lies in four hemispheres (if this is not a contradiction in terms), as it straddles both the 180th meridian and the Equator.

One confusing result of this is that two dates apply so that when, for example, it is Sunday morning at Tarawa, it is still only Saturday morning at Canton Island.

Geographically and ethnically, the Colony may be divided into the groups which form its administrative districts.

The Gilbert Islands form a chain 450 miles long from Makin in the north to Arorae in the south, lying across the Equator between the 170th and 180th meridians.

The chain continues 200 miles further south as the Ellice Islands, stretching another 360 miles from Nanumea to Niulakita, the southernmost island in the Colony.

About 600 miles east of the Gilbert chain lies the Phoenix group, which includes the five uninhabited islands of the Colony.

Eight hundred miles north-east of the Phoenix Group are the Line Islands, which include Christmas Island, the site of recent nuclear explosion tests.

The Phoenix and Line Islands have no true indigenous population (although there is archaeological evidence of at least a transient population at some period in the past), but three of the Phoenix were settled shortly before the war by an overspill from the Gilberts.

One of the three, however, has proved incapable of supporting even a small number of inhabitants and a further move has taken place, this time to the Solomon Islands.

Ocean Island, a lone outrider about 250 miles west of the Gilbert chain, differs from the rest of the islands of the Colony in being formed of upraised coral limestone and of phosphate rock which is quarried, crushed and shipped, mostly to Australia, to form the basis of superphosphate.

Faced with the prospect of their island being slowly removed from under their feet, the indigenous people were resettled on Rabi Island in the Fiji Group some years ago.

The other islands rise only a few feet above sea level.

The individual islands in each group are separated by distances of up to 120 miles and vary in size from minute specks in the ocean such as Niutao, half a mile in circumference, to the narrow strips of land up to 35 miles long forming the eastern or weather side of atolls such as Tabiteuea.

The inhabited islands are densely populated, the others being too dry and barren to support a fixed population.

Except on Ocean Island, the only commercial produce is copra, and the only communication most of the islands have with the outside world is when trading, administrative, or mission ships (based on Tarawa, the Colony headquarters) call, at intervals of anything from a couple of weeks to several months.

—*G. DOUGLAS.*

☆

IJI WAR HERO

his mural, depicting a Fijian World r II hero and VC winner, Corporal anaia Sukanaivalu, was recently un- led in Suva's new City Council building the Governor of Fiji, Sir Kenneth Mad- cks. The mural was excuted by Suva st Mrs. Cherie Whiteside, who is shown ting the finishing touches to it. Cor- al Sukanaivalu was killed in action in Solomon Islands campaign. He was only soldier from the British Colonies win the VC in World War II.

Photo: S. A. Whippy.

☆

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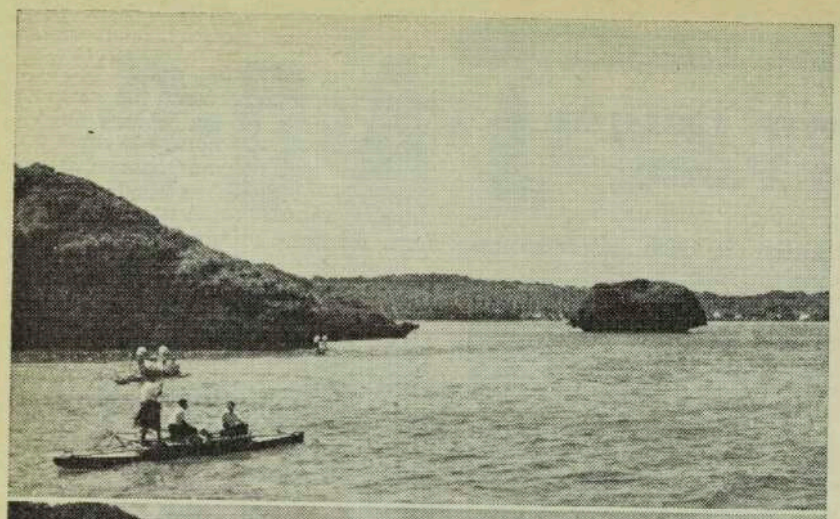

Governor Pays Farewell Visit To Lau Group

The Governor of Fiji, Kenneth Maddocks, and La Maddocks recently made a fa well tour of the islands and at of Lau, the easternmost group Fiji.

THE Governor and his wife be leaving Fiji in Septem after five years' service in the Colo

They were accompanied on th Lau tour by the Commissio Eastern, Ratu K. K. T. Mara, hereditary high chief of Lau, his w Adi Litia Lababalavu, and F Wright, of the Fiji Public Relati Office, who took the pictures on th two pages.

The party travelled from Suva the Fiji Government's motor ya *Ra Marama,* and visited 10 islar ranging from limestone clusters large islands.

At each island, Sir Kenneth a Lady Maddocks were carried ash by Fijian warriors, a treatment served only for the highest of chi and distinguished guests.

Each island vied with the next its form of entertainment. Rarely p formed ceremonies were brought light; dance teams provided gent languid *mekes* by women, or vigoro club or spear formations by the m

At some islands, the Governor a his wife sat cross-legged on mats a took part in Fijian feasts prepar in their honour.

They visited schools, dispensari churches, radio stations, post offic stores, boatbuilders, and agricultu projects.

- **TOP: Namuka, generally known Namuka-i-Lau to distinguish it from t island of that name in the Ton Group, had its first visit from a G Governor with that of Sir Kenne Maddocks. The photo shows canoe making towards the village in t background.**
- **CENTRE: The Governor and Lady Ma docks are carried ashore at Naik leyaga village on the island of Kabai**
- **BOTTOM: At Namuka-i-Lau, Sir Ke neth Maddocks, accompanied by Ra K. K. T. Mara and Lady Maddock walks over a carpet of beautifu stencilled masi (tapa), lined on bo sides by women and children.**

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he inhabitants of at least one nd, Namuka-i-lau, had not had a ernor visit them before. Although ll, Sir Kenneth was impressed the buildings in the village, the church, the co-operative store, the efforts the villagers were ing to improve the quality of r copra by building hot-air rs.

he Lau islands are scattered over area of some 44,000 square miles cean.

he distribution of land is uneven, in the north and central areas. y of the islands are caught to- er in a network of reefs with navigable passages, or set in the st of lagoons which in some cases many times the area of the land f.

Closer to Tonga

the southern part of the group, r spaces separate the islands so e are sometimes 40 to 60 miles pen sea between them. It is quite ible for an inexperienced navi- r to find himself out of the Fiji p and into Tonga, for the islands outhern Lau are closer to Tonga they are to Suva.

ongan influence has long been ortant in these islands, and, in- l, in the middle of the last ury, was dominant.

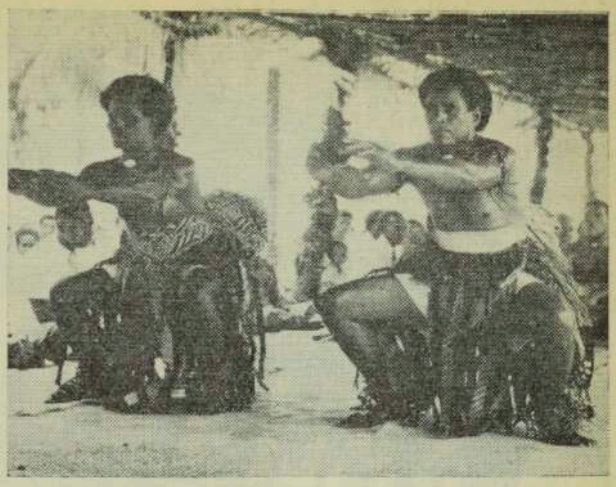
ongan place names are common ughout the area and on many he islands the Tongan language once spoken as freely as Fijian. erial culture, customs, and tradi- s, have all been modified by gan contacts.

he economy of the Group is based ely on the growing of coconuts the making of copra. With few ptions the islands are of lime- e formation and not well endowed soil.

here is a small trade in the manu- ure of hardwood artifacts made skilled tradesmen.

ananas for export are also grown one or two of the more fertile ds nearest to Suva.

OOTNOTE: Rob Wright says his ures of the Governor's Lau tour "virtually underwater pictures be- e they ended up in the drink to- er with the camera that took n." In going ashore from the *Marama*, at Lakeba, Rob was in nghy which was half swamped by ig wave. His camera, exposure er and exposed film were doused, after some skilful work on the back in Suva, he produced a set high quality prints as if nothing happened.



Dual cup bearers take part in the yaqona (kava) ceremony at Lomaloma, during the visit of Sir Kenneth Maddocks. The cup bearers shown are pictured on the current Fiji 10d stamp, first issued on April 1.

A vigorous club meke was danced for the entertainment of the visitors at Tubou on the island of Lakeba. This man was the leader of the dancers.

Yams and a live pig were presented to the Governor at Tubou village, Lakeba. Lakeba is the largest island in the Lau Group, and Tubou is the traditional home of the Group's paramount chief.

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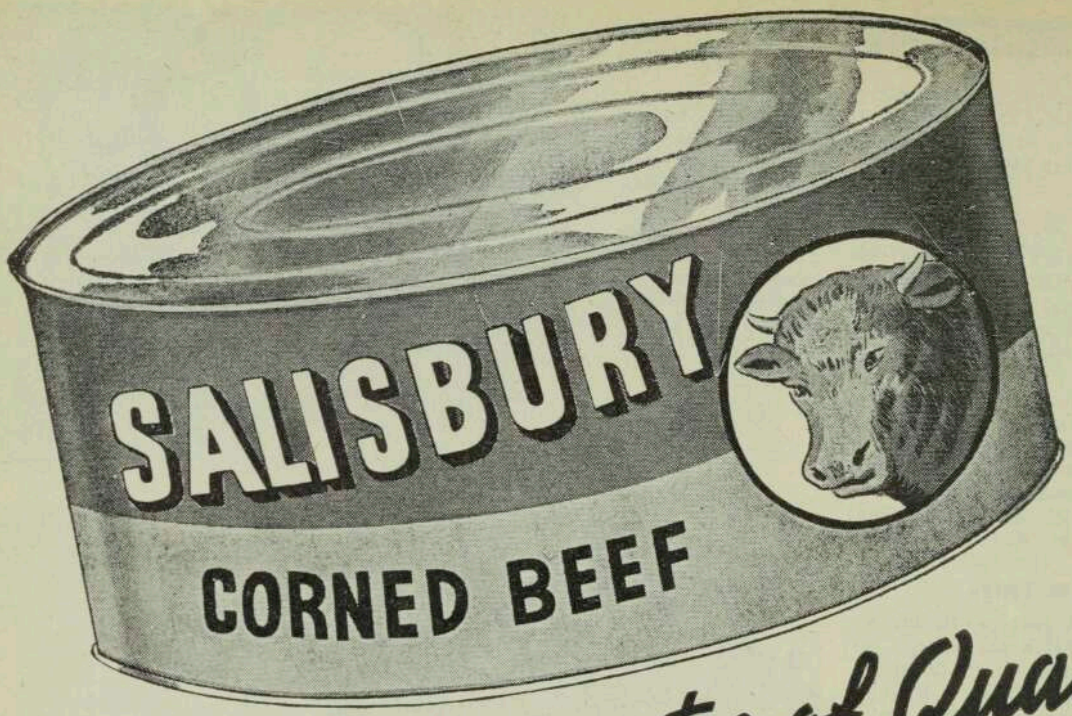

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Yesterday

Profound dissatisfaction with the treatment of Papua and New Guinea evacuees by "an indifferent and unsympathetic Australian Government" was a keynote of talks at the annual meeting of the Pacific Territories Association in Sydney on June 9, 1943, according to the issue of *PIM* for that month. Other items in that issue of 20 years ago were:—

POLYNESIANS on "a certain small Pacific island" (unnamed because of security restrictions) were learning to jitterbug under the tuition of a US Army sergeant from Philadelphia who had once entertained in clubs in the US. The sergeant claimed that the Polynesians picked up dances more quickly than American girls.

* * *

The death was announced of a well-known New Hebrides planter, Mr. Chris E. Hill, of Emae Island, who had lived in the Condominium for about 25 years.

* * *

Natives of New Caledonia, who, according to a correspondent, were being changed by the US Army into industrious citizens, were collecting rubber from banyan trees to help the United Nations war effort. They were being paid 50 francs a kilogramme.

* * *

Mrs. Isobel Field, 85-years-old stepdaughter of Robert Louis Stevens, said in a letter to *PIM* from Carpintaria, California, that she wished to discontinue receiving copies of the magazine because her eyes were not good enough to read them. She said she had been taking *PIM* for many years and had always found it interesting. Mrs. Field had been with Stevenson in Samoa when he died in December, 1894.

* * *

General de Gaulle called off the elections for the New Caledonia Administrative Council on the ground that wartime elections were inadmissible.

* * *

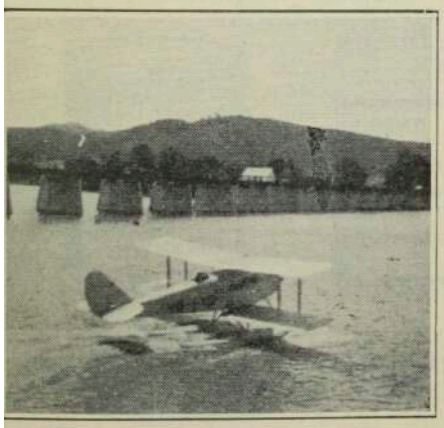
Among several resignations from the staff of the Australian Department of Information was that of Damien Parer, a member of the well-known New Guinea family. He had won kudos as a cameraman with the Australian forces. (See book review section in this issue).

* * *

The 190 people of Pitcairn Island had begun to make walking sticks for disabled soldiers after their offer to care for 35 evacuated British children had been refused because of transport difficulties.

* * *

The New Zealand Government announced that no more Rarotongan girls would be allowed to leave the island to take up domestic service in New Zealand.



● **Aviation has come a long way since this seaplane, shown taking off from the Sigatoka River, Sigatoka, was used by Fiji Airways Ltd. The photograph was published in PIM for June, 1933, after one of the two seaplanes that Fiji Airways then had, capsized in Suva Harbour. The capsized plane was salvaged almost undamaged.**

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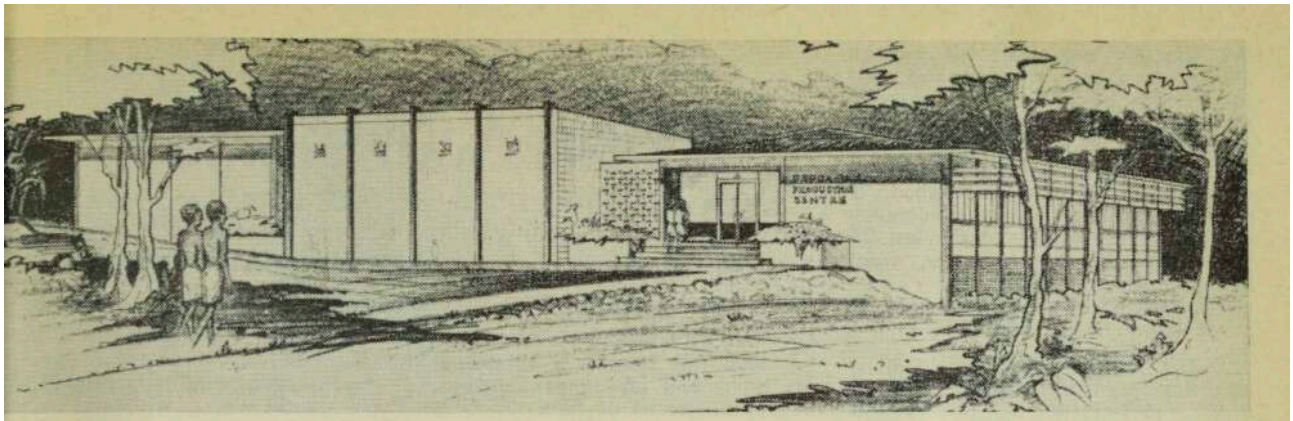

FOR PORT MORESBY: This is an artist's impression of a new building to be built in Port Moresby as a production centre for the Department of Information and Extension Services. The purpose of the building is to supply the P-NG Administration's requirements for instructional and educational films, recordings, graphic displays, posters, texts, etc., in any of the numerous languages of the area. A P-NG firm, Territorial Building Constructions, has been awarded a contract for £129,345 to erect the building.

THE MONTH'S NEW READING

PAY YOUR MONEY, TAKE YOUR CHOICE

With Judy Tudor

The place of the paper-back reprint edition in modern literature has given most established publishers a headache and the headache is no doubt one reason why the Australian company, Angus and Robertson Ltd., is having a little each way in its new series, Sirius Books.

HESE reprints, of what might be regarded as Australian classics, be had in either hard cover or er-bound. What it means in hard , for the same literary content, hat you pay from 7/6 to 10/- e if you insist on having a bound k and a simple dust-jacket.

any criticism can be made of publishing scheme, it might be the relatively high cost of the er-back versions These *may* be rded as Australian classics; none- ess 16/- and 17/- is a pretty stiff e for a book with a paper cover.

mongst the first of the series were issued were the following:

APRICORNIA by Xavier Herbert. bert is an Australian who has most things from pharmacist pearl diver, but now gives his pation as writer. He wrote *Capnia* while he was living in a garret London in the depression years of early 1930's, being kept in food a Jewish woman who befriended .

its original version it ran into a million words and although was persuaded to cut over half them, it apparently was still too nidable a proposition for London lishers The novel finally saw print in Australia in 1937, after Herbert had returned to that country; it won the Sesqui-centenary Prize in 1938 and the Australian Literature Society's medal in 1939. Since then it has run through three editions and nine reprintings and now appears in Sirius Books.

In it he presents the Australian North as he sees it—or saw it, before 1930. Its theme is the half-caste problem, as it then was; and the extraordinary characters who made up the Territory types gives it colour, humour, pathos and character.

Herbert has written nothing like *Capricornia* since. In fact, he has written no more than a couple of novels in the intervening 30 years, and eccentric is probably the most exact way to describe them.

In a hard cover, this edition of *Capricornia* is 25/-; in the paper cover, 16/-.

AUSTRALIAN SPIDERS by Keith McKeown. This book was first published in 1936 and the author is now dead, but Australian spiders remain the same as when, as Assistant Curator of Insects at the Australian Museum, he first wrote about them. McKeown had an informal way of writing scientific fact and his book has been of great interest to amateur naturalists. Illustrated by photographs and drawings.

The bound version is 27/6 and the paper cover 17/6.

FLYING-FOX AND DRIFTING SAND by Francis Ratcliffe is another naturalist book, written even before *Australian Spiders*. But the author is still alive and wrote a preface to the Sirius edition, from Canberra.

After graduation from Oxford, Ratcliffe became an economic biologist and one of his first assignments was the investigation, in Australia, of the depredations of the giant fruit-eating bat, called in Australia the flying-fox. This work engaged him from 1929 to 1931 when he returned to the United Kingdom; but he was soon back in Australia again, for the CSIRO, investigating the problem of soil drift or wind erosion, in the back country. The merit of his book, as reading material, should be judged from its sub-title (*The Adventures of a Biologist in Australia*) rather than by

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the scientific nature of his project, as this is a very human and personal story of a young man doing a scientific job in the Australian countryside. One interesting aspect of reading this book now and not at the time it was first published, is to reflect on how Australian country life has changed more in the last 25 years than in the 100 that went before. Illustrated.

Price of the bound edition is 27/6; paper bound it is 16/-.

SUCH IS LIFE by Tom Collins was first published by the Sydney *Bulletin* in 1903 but was not successful; an abridged edition was published in London in 1937; but it did not come into its own until republished, in its original version, by Angus and Robertson Ltd., in Australia, in 1944. The book purported to be from the diary of a mythical Tom Collins but was written, about 1897, by Joseph Furphy, whose more usual occupation was bullock-driver.

Furphy was typical of the *Bulletin* era, when men had not yet sold their souls to canned entertainment. Although most of them engaged in manual labour of some sort, their minds frequently were given to literary aspirations. Furphy's book is regarded as a "great slab of Australian earth" capturing as few others ever did, the true spirit of the period.

Bound edition is 25/-; paper edition, 16/-.

POEMS by Kenneth Slessor. The author of this collection is still very much of the contemporary scene—journalist, editor, leader-writer, war correspondent. He is also regarded as perhaps Australia's most gifted living poet. All moods, all things and the entire world form the background for his verse, which ranges from the serious to the flippant. He probably had newspaper barons and their products in mind when he wrote this one (called *Cannibal Street*):

"Buy, who'll buy," the pedlar sings,
"Bones of beggars, loins of kings,
Ribs of murder, haunch of hate,
And Beauty's head on a butcher's plate."

"Buy, who'll buy," the pedlar begs,
"Angel wings and lady-legs,
Tender bits and dainty parts—
Buy, who'll buy my skewered hearts?"

Buy, who'll buy? The cleavers fall,
The dead men creak, the live men call,
And I (God save me) bargained there,
Paid my pennies and ate my share.

(Our copies from Angus and Robertson Ltd., Sydney.)

Australia's First Novel Gets A New Airing

One day in early December, 1825, the 450-ton vessel *Med* arrived in Hobart from England bearing 69 convicts, among wh was one Henry Savery, who had been sentenced to transportation life.

SAVERY, whose crime was forgery, was not exactly a celebrity in his time, and nowadays few people have even heard of him.

But in the history of Australian literature, he occupies an important place for he was the author of the first novel dealing largely with Australia written by an inhabitant.

The novel is *Quintus Servinton*, which, as its subtitle says, is "A Tale founded upon Incidents of Real Occurrence" — i.e., incidents in Savery's own life.

The novel was first published by a Hobart printer in 1830. Copies of the original edition are now so rare that only three are known to exist in Australia—one in the Mitchell Library, one in the Tasmanian Public Library, and one in a private collection in Hobart.

However, anyone with a yen to read this famous novel can now do so without journeying to Sydney Tasmania because it has now b published as originally printed by Jacaranda Press, with the assista of the Commonwealth Lite Fund.

As a novel, it is not easy rea because Savery wrote in a flo long-winded style and larded pages with tiresome observations life. But Savery did have a g narrative sense, and, as the ed of the book, Cecil H. Hadgraft, in a scholarly introduction, the n is valuable and interesting for picture of convict life as experien by an educated convict.

The novel also gives a v picture of the tortuous English b ness dealings of the time, agains provincial background. Some these dealings closely parallel th of Savery's own life which led his being transported to Tasman

In Tasmania, Savery tried to habilitate himself and to have h self recognised as a man of so consequence in the land. But methods he used to do this w often as reckless and as illegal those he had used in business, almost to the end of his life he in trouble.

After being employed in all so of dubious transactions, Savery imprisoned in December, 1828, 15 months. It was apparently dur this term of imprisonment and la when he was working in the N Norfolk district that he wrote novel, *Quintus Servinton*.

More ups and downs th followed, until, towards the end 1840, Savery was again arrested a convicted of forgery. This time was sentenced for life to the gr penitentiary at Port Arthur. Fifte months later, he cut his throat.

When the Wesleyan minister Port Arthur buried Savery on Fe ruary 8, 1842, he wrote in his no book: "Today I have committed the grave the remains of Her Savery, a son of one of the fi bankers in Bristol, but his end w without honour".—RL.

(QUINTUS SERVINTON. Published Jacaranda Press. 35/-.)

Library To House Valuable Pacific Collection

The Fiji Government and the Colonial Sugar Refining Co. Ltd. will meet the cost of building a library which will be the permanent home of a valuable collection of books and documents about Fiji and the South Pacific.

The collection, which was the property of Sir Alport Barker, was presented to the Government after Sir Alport's death in 1956.

The CSR's share of the project is £2,000. *Lady Barker has agreed that the library will be known as the "Sir Alport Barker Memorial Library". The main part will consist of more than* 3,000 *books, with publication dates varying from* 1599 *to the* 1950*'s. Most were published in the* 19*th century.*

The collection includes many rare documents, etchings, coloured plates and early maps of the South Pacific.

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High Adventure With Abominable Yeti

The fantasy land of Nepal produces high mountains, herpas and, according to some people, Abominable Snowmen. ecause of these things it was the area chosen by the World ook Encyclopaedia Scientific Expedition to the Himalayas, d by Sir Edmund Hillary, in 1960-61. Sir Ed and Desmond oig now recount how, where and why, in a new book of alpine dventuring, *High in the Thin Cold Air*.

E hunt for Yeti, or Snowmen, was the part of the expedition most captured public attention this aspect is dealt with by , the expedition's Press officer. uring the expedition's time in al it was sold a piece of Yeti saw Yeti scalps; had innumer- Yeti footprints pointed out he high snow country by Sher- and had Yeti described as like ; or bears; or goats; or apes; combination of all of them. t all to no avail. The con- on inevitably reached was that is no such animal.

he Yeti fur, the explorers had reason to believe, came from Himalayan Blue Bear from ern Tibet; the footprints were ably made by a small quad- d which managed to get its back steps close to those of its front sun and melting snow provided rest of the illusion.

Old, But a Fake

he Yeti scalps were not dis- d of so easily, but it was done. were taken by five of the party, ding Hillary, Doig and Khunjo mbi, one of the Sherpas, half ss the world to the United s, Paris and London and in the r pronounced a fake—probably or 300 years old, but still a .

uring their visit to London, mbi called on the Queen (who away at Sandringham) and left , and this had a sequel which describes like this:

n January, 1961, Queen Eliza- , together with the Duke of burgh, made a State visit to al. . . The Queen expressed a e to meet Khunjo Chumbi and k him personally for the gifts he left her in London. Mrs. mbi was invited, too. . . What of us knew when we sent in- tions to Khunjo and Mrs. mbi to hurry down to Kath- du [from Khumjung] was that the 45-year-old Mrs. Chumbi was nine months pregnant.

"Without hesitation the couple set out on the 180-mile walk, along with some of our expedition Sherpas. Four days out of Kathmandu, while the men stopped to eat their morning meal, Mrs. Chumbi sat calmly by the roadside and produced her fourth son.

"'I did not want to miss you,' she told the Queen when they met in Kathmandu at a British Embassy reception. 'So I wasted no time about having the child and decided to keep up with the men when they walked on after their food.'

"The infant was named Philip Tobgay Chumbi in honour of the Duke."

Chumbi, on this occasion, had brought down more Yeti evidence to show the Queen—allegedly a Snowman's arm. "The shaggy, henna-coloured limb that the Queen and the Duke examined," says Doig, "was, without doubt, the hind leg of a blue bear."

Doig's section of the book deals with the Yeti legend in all its aspects, but apart from this and its amusing account of travels abroad with Chumbi and the Yeti scalp, it gives an interesting background account of the Sherpas and their history.

Yeti research was, of course, only a minor assignment of the 1960-61 Expedition. Its major task was to carry out physiological research into high altitude acclimatisation and attempt to climb 27,790 ft. Mt. Makalu, without oxygen.

In the second part of the book, Hillary relates how they went about this by building a prefabricated laboratory (the Silver Hut), at 19,000 feet, where medical men, scientists and climbers spent the winter.

This phase of the expedition was dogged by illness and bad luck, but the scientific work was eventually completed although the last few hundred feet of the mountain beat them in the end.

Few people write better about this sort of thing than Hillary. He does not make climbing five-mile high mountains seem easy; he merely makes it sound sensible. For people who spend their entire life at sea-level, never climbing anything higher than the steps into a bus, that's really something.

(HIGH IN THE THIN COLD AIR. Published by Hodder & Stoughton. 37/3.)

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This famous picture by Damien Parer shows a wounded Australian infantryman being helped to a dressing station in NG.

Living Legends Of Damien Parer

Like most of the Parer family, Damien went to New Guinea to work—but it was in a different way. He went there as an Australian Department of Information cameraman during the Pacific war; put a new dimension into war-time documentaries; and died in action in 1944 at the age of 32 while filming Americans going into action at Palau, Caroline Islands.

DAMIEN PARER was the seventh child of "Pop" Parer nd his wife, a delightful couple who kept hotel at Wau, New Guinea, in the 1930's in the intervals when Pop was not evolving systems for breaking the bank t Monte Carlo.

Damien was the brother of Tonce and Bernie; and cousin of Kay, Bob and Kevin—all well-nown in their day in the Territory. He was intended for the riesthood but became, instead, nterested in photography and hen in 1933 his father persuaded ustralian film producer Charles hauvel to give Damien a job here was no turning back.

• *The Eyes of Damien Parer* a pictorial record of what ustralia's ace war cameraman chieved between 1940 and his eath in 1944. The pictures have een chosen and the narrative ritten by Frank Legg, war corespondent for the ABC in most f the campaigns Damien covered, nd it is in itself, almost a pocketized account of the Australian ampaigns in the first four years f the war.

Damien Parer sailed for the Middle East with the first contingent of the 2nd AIF in January, 1940, and filmed the first ctions in the desert of North frica. When the Australians ere withdrawn from the desert or the disastrous adventure in reece and Crete, he was with hem to record the fighting and he evacuations.

He was with them again in the yrian campaign that followed nd covered the air and naval ssaults on Tobruk. But when he Australians were withdrawn rom the Middle East he went too, and in early 1942 he was in New Guinea.

It was Parer's war films, as much as anything, that created the legends of the Kokoda Trail and the so-called Fuzzy-wuzzy Angels who toiled across it, carrying supplies in and wounded out. He filmed the final capture of Kokoda and the Morobe campaign and with one break in Timor, covering the work of the Australian commandoes there, remained on the job in P-NG until August, 1943.

About that month, the Department of Information ordered Parer to Broome, in Western Australia, where the heads of the Department anticipated a Japanese landing. Parer thought the idea was ridiculous and this was a vital factor in his decision to resign from the Department and accept one of the pressing invitations American film companies had extended to join them.

He began to work for Paramount at the end of 1943 and although he had stipulated that he still follow the Australian campaigns, he did, in fact, thereafter cover only American operations.

In September, 1944, he landed with the Americans at Peleliu in the Palau Group and, as was his habit, went in alongside the first tank, hoping to film the marines who followed it. Concealed Japanese machine gunners opened up on him and he died instantly.

Frank Legg does an excellent job of recreating the character of Damien Parer: A young man whom the gods surely loved; unusual; different—even amongst the unusual Parers.

(THE EYES OF DAMIEN PARER. Published by Rigby Ltd., Adelaide. 35/-.)

MAGAZINE SECTION

PAPERBACKS FOR THRILLER FANS

THE DOOMED OASIS by Hammond Innes. A father-son conflict against an Arabian oil-field background. (Fontana; 5/6).

FEAR THE LIGHT by Elizabeth Ferrars. Murder for no reason—except some 200-year-old letters. (Fontana; 4/-).

IT COULDN'T MATTER LESS and DARK DUET in both of which Peter Cheyney combines his favourite ingredients—girls, violence and mystery. (Pan and Fontana respectively; 4/-).

ENTER THE SAINT by Leslie Charteris—the first "Saint" this writer ever produced, which makes it 33 years old. With a 1963 foreword. (Pan; 4/-).

REBOUND by James Mayo. Blackmail of a doctor who wrote the wrong thing on a death certificate out of sympathy. (Pan; 4/-).

THE GREEN-EYED MONSTER, by Patrick Quentin. Anonymous letters, jealous husband and American background. (Pan; 4/-.)

THE INDIA-RUBBER MAN, by Edgar Wallace. First published in 1929. (Pan; 4/-.)

(Our copies from Wm. Collins (Overseas) Ltd.

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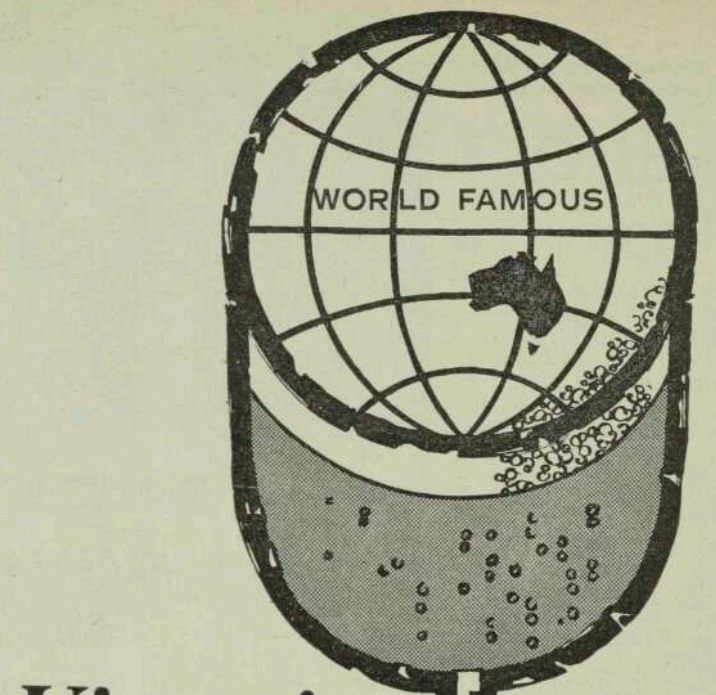

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Best Of The Paperbacks

HE WONDERS OF ANTIQUITY Leonard Cottrell. What the n Wonders of the ancient world makes a favourite quiz ques- and in this book the author ribes them in detail—including only one that is still in existence, Pyramids. He then selects seven tional wonders of the past that appealed to him personally and s the reader on a conducted tour. ascinating little book for anyone ested in ancient monuments to ent cultures. (Pan 5/6).

ORPORATION WIFE by Cather- Gaskin. This writer, who first e into prominence by writing t early Australia, is now living in America. This bedroom and boardroom description of life in a big corporation could have been written nowhere else. (Fontana 5/6).

TEN RILLINGTON PLACE by Ludovic Kennedy. Kennedy is better known to most people as BBC television commentator and travelling reporter. This book concerns the controversial Evans-Christie case that kept UK newspaper headline writers busy in 1949-50 and again four years later.

In March, 1950, Evans was hanged for the murder of his child and its mother, Beryl Evans, who had been found strangled at 10 Rillington Place, North Kensington. Four years later, however, four more bodies were found in the garden of the premises and John Reginal Christie admitted responsibility. Kennedy, who believes that Evans was innocent of the crime he was hanged for, undertakes an exhaustive examination of the case. (Pan; 7/6).

THE SANDS OF KALAHARI by William Mulvihill. A best-selling novel based on the behaviour of five men and one woman who are thrown back on their own resources when their plane crashes in the SW African desert. Part - psychology, part-thriller. (Pan; 5/6).

For Other Tastes

IN THE COOL OF THE DAY, an international love story by Susan Ertz. Now being filmed in New York, London and Greece, with Peter Finch and Jane Fonda in leading roles. (Fontana; 5/6).

LOVE AND MRS. SARGENT by Patrick Dennis, whose *Auntie Mame* series put him in the best-seller class. (Pan; 5/6).

RIZPAH by Charles E. Israel. Old Testament literary cinerama in full technicolour. (Pan; 7/6).

RENEGADE SHERIFF by W. C. Tuttle and BAD MEN FROM BODIE by E. L. Doctorow. Westerns. (Fontana and Pan; 4/- each).

BY THE SEA, BY THE SEA by George Sumner Albee. Even British reviewers found it funny. (Pan; 4/-).

THE MIND BENDERS by James Kennaway. Story of a movie (Dirk Bogarde, Mary Ure, John Clements) about brain washing, *in excelsis*. (Pan; 5/-).

(Our copies from Wm. Collins (Overseas) Ltd.)

ARTIST IN WOOD

Kombil Liomui, a native of Lou land, Manus District, P-NG, is an rtist whose wood carvings are be- g much sought after by collec- rs. He is shown with one of his epik-type masks.

Kombil says Sepik-type carving as introduced to the Manus area y local men who served in the epik District as teachers and be- ame interested in Sepik handicrafts nd designs. Kombil achieves a tin finish on his carvings, using special leaf for smoothing the ood in the traditional Manus anner.

MAGAZINE SECTION

Memoirs Of A Presidential Bodyguard

Being in the Secret Service means a different thing to Americans from what it does to the British.

THIS is made clear by U. E. Baughman, in his *Secret Service Chief*—a position from which he has recently retired.

Secret Service to a Britisher usually means M.I.5, spies, the whodunit works. Mr. Baughman's main job, on the other hand, was protecting the US President (or Predents—Truman, Eisenhower and Kennedy were all under his care at different times).

When other people saw (on TV) the lectern take fire at President Kennedy's inauguration they just laughed. But to Mr. Baughman it was no laughing matter. He thought it might be a bomb and had a fit of the horrors; in fact, he devotes the first chapter of his book to describing just how he did feel, and what he did.

Reason For Fear

He has very good reason for fear. Three US Presidents have been assassinated while in office and, the way he tells it, there appear to be enough odd-balls at large in the US to make a fourth an ever-present possibility. Protection extends not only to the President but to the President's children (even when they are full-grown), and their children and, in total, makes a very large operation.

What Mr. Baughman has to say about it is no doubt fascinating to the average American (just as *I was Princess Margaret's Bodyguard* would be to the British, if written by a Scotland Yard Inspector), but we doubt whether it will set any other worlds on fire.

In his literary task the Chief was assisted by Leonard Wallace Robinson but even with Mr. Robinson's professional services, Mr. Baughman just turns out to sound like a good, honest cop.

(SECRET SERVICE CHIEF. Published by Heinemann. 37/6.)

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Pacific Shipping And Cruising Yachts

Two Men Admit Stealing Yacht From Lord Howe Island

After having been in the news almost every day for more han a month, the drama of the 50 ft steel-hulled Sydney yacht *Cythera* came to an end on May 14, when two men were re-anded for sentence in a Sydney court for having stolen the *Cythera* from her moorings at Lord Howe Island on April 10.

IE two men are Derrick Brewin, 31, and Daniel Barrie, 25. They crew members of the yacht n she left Sydney on March 31 a cruise round the world. Others he cruise were the yacht's own-Mr. Peter Fenton, his wife Pat-, nine-year-old daughter Penelope a Sydney journalist, Charles er.

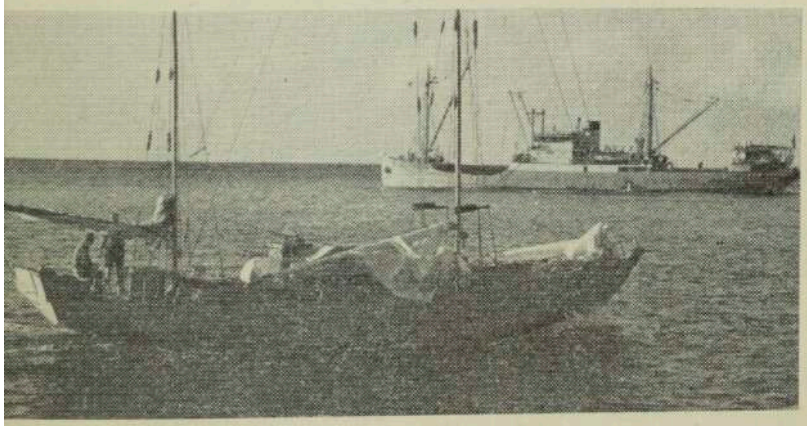
he yacht was intercepted at Nor-Island by the French freighter *rado del Mar* on April 17—n days after having been stolen ord Howe. Brewin and Barrie arrested and flown back to ey.

eanwhile, Mr. and Mrs. Fenton two friends flew to Norfolk to the yacht, which had been damaged in a collision with the *Colorado del Mar*, back to Sydney.

In Sydney's Central Court of Petty Sessions on May 14, Brewin and Barrie pleaded guilty to having stolen the yacht, which, with other possessions, was valued at £17,000.

No verbal evidence was given at the hearing, but statements made by detectives and others involved in the case were handed to the magistrate.

Detective-Sergeant B. K. Doyle said Barrie had told him at Norfolk Island on April 20 that he and Brewin were going to take the yacht to Rapa, south of Tahiti, and then to South America "to poke around for a couple of years". They were going to change the name of the yacht to *Jenny II*.



ter Fenton's yacht "Cythera" anchored off Norfolk Island with the French freighter "Colorado del Mar" in the background.—Photo: Raymond Hoare.

In The News This Month

Abacus	Malabar VIII
Adi Talei	Marco Polo
Aratoba	Marinero
Blue Peter	Moisana
Colorado del Mar	Monsoon
Cook, HMS	Motuana
Cythera	Myonie
Dwyn Wen	Omicron
Elizabeth Helen	Opportunity
Fairweather	Piri
Fortune	Pukaki, HMNZS
Geneve	St. Peter Mamatele
Gitana	Sea Wind
Golden Hind	Tiare
Hamutana	Tortue
Hiri	Trinui
John Hanna	Tui Valavala
Kilinailau	Valkyrie
Lady of Fatima	Voeykov
Lady Stirling	Yasme III

After leaving Lord Howe Island, they had been blown off course by a gale and went to Norfolk Island to make a navigational check. It was then that the *Colorado del Mar* intercepted them.

Detective-Sergeant Doyle said Barrie had accused Fenton of being "Captain Bligh No. 2" and that Fenton's wife had told Barrie and Brewin that Fenton was going to shoot them and her if necessary.

Detective-Sergeant Doyle said Brewin, the other accused, had told him that he and Barrie had planned to steal the yacht before they left Sydney. They had dissuaded Fenton from taking the yacht to New Zealand because Lord Howe Island was a better place to steal it.

The hearing was held two days after the Fentons and their two friends had returned to Sydney in the *Cythera*—after a voyage of 20 days.

Concern for their safety had been felt in Sydney for several days as there had been no radio contact with them from the time they left Norfolk on April 22, and their 900-mile voyage had been expected to take only 14 to 16 days.

Planes and ships unsuccessfully searched for the yacht until she was within 80 miles of Sydney.

It turned out that the yacht had never been in distress although she had weathered two severe storms and at one stage was blown 200 miles off course. The reason for the lack of radio messages was that

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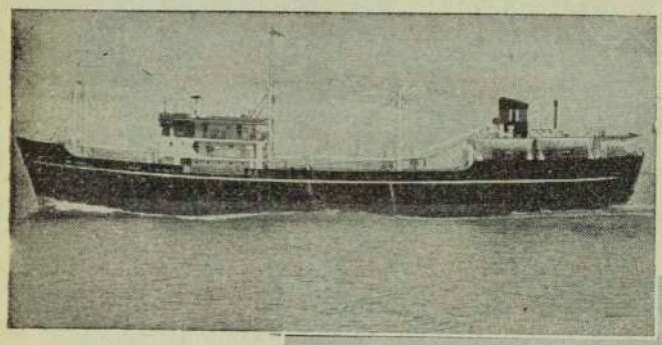
TAIKOO DOCKYARD HONG KONG



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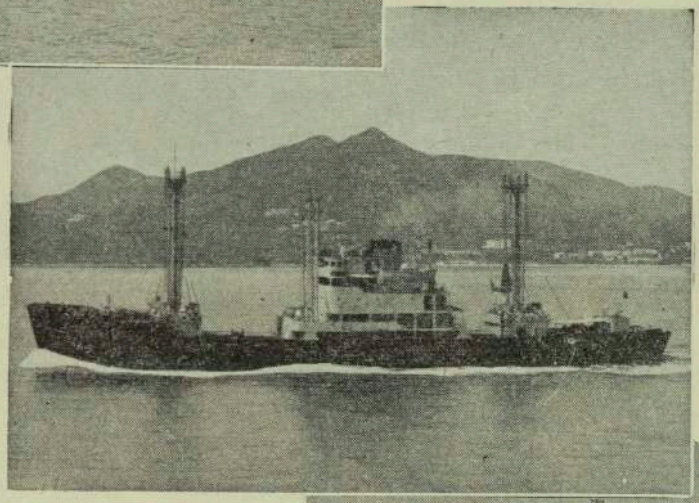
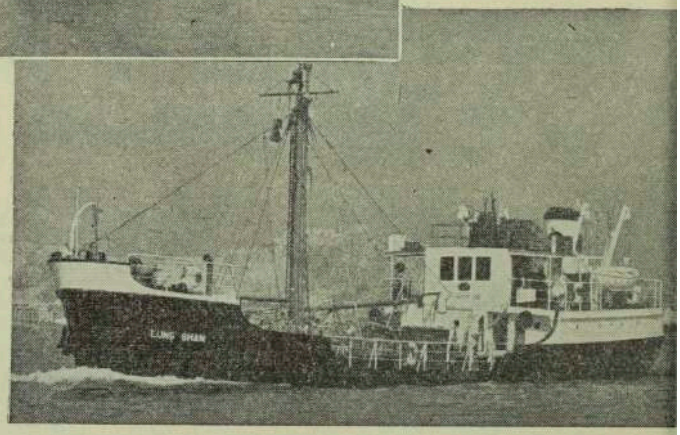
SALVAGE OPERATORS

Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. **"TARAWERA"**, all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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. R. Powell, Cook Islands Fisheries' Officer.

yacht's transmitter had been aged before leaving Norfolk and one had time to fix it. The r anchorage at Norfolk made it gerous to stay too long.
Ir. Fenton is now planning to e a new attempt to sail round world in about 12 months after *iera* has been thoroughly over- ed.

REEF BLASTING: Six New and Army engineers are to spend months in the Tokelaus blasting oat passage in the reef at Faka- Atoll.
he six men—an officer, a diver, engineers, a mechanic and a —were due to go to the Toke- in early May by HMNZS *aki*.
he men will blast a channel, it 400 ft. long, able to take a le boat at low water. At present islanders must "shoot" the reef at tide.
milar channels have been blasted the New Zealand Ministry of ks at Nukunono and Atafu, the r atolls of the Tokelau Group.

BOOK ON BOATBUILDING: Former P-NG boatbuilder and designer, Mr. A. Swinfield, has en a book on boatbuilding which detailed instructions and dia- is for the building of 26 ft. ng cutters.
his type of cutter has been built -NG and at the Auki shipbuild- training centre in the BSIP. It proved popular with islanders carrying copra and other cash s.
he book has simple designs show- the step-by-step construction of cutters. It has been published he South Pacific Commission and will be on sale throughout the Pacific.
Mr. Swinfild designed the motor vessels *Motuana* and *Hiri*.

● FOR FRENCH POLYNESIAN PROJECT: Mr. R. Powell, Fisheries Officer with the Cook Islands Government, will be lent to the South Pacific Commission for a fisheries project in French Polynesia in July.
Mr. Powell is regarded as an expert in traditional and modern methods of drop-line fishing. He has been an instructor in South Pacific Commission fisheries courses.

● TROCHUS FISHING RE-OPENS: Trochus fishing has reopened in the New Hebrides after having been illegal since 1958, but the smallest size that can be taken is eight centimetres (about 3 in.). The fishing of trochus was made illegal because of a fear that beds would be fished out.
A recent Joint Regulation, legalising the taking of trochus, also altered the smallest size of green shell that could be taken from 17 centimetres (6¾ in.) to 15 centimetres (nearly 6 in.) because the bigger shell was hard to sell. Fishing for green shell was also made illegal in 1958, but was legalised again in 1961.

● CHARTER PROPOSAL FOR BANANAS: Tonga's Premier, Prince Tungi, is to discuss proposals for chartering ships to carry Islands bananas to Japan during his current trip to Europe and Japan.
An agreement to charter ships for this purpose was made on April 26 when Western Samoan, Tongan and Fijian representatives met in Apia to discuss banana shipments.
Western Samoa's Minister of Finance and Economic Development, Mr. G. F. D. Betham, said after the meeting that it had also been agreed that the three buyers in Japan should be responsible for any charter agreement because the sale and purchase of bananas was on an f.o.b. basis.
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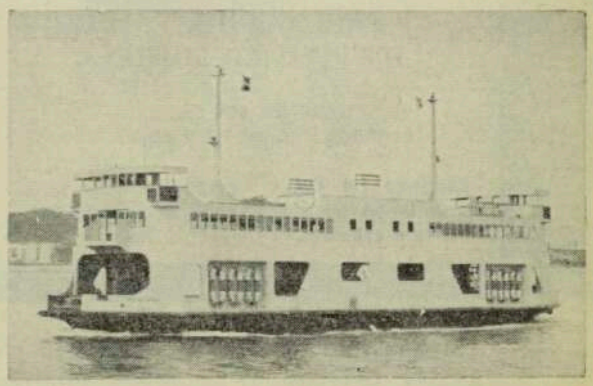

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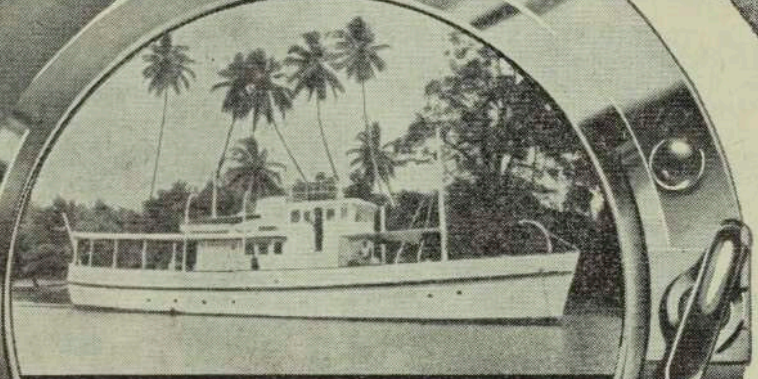

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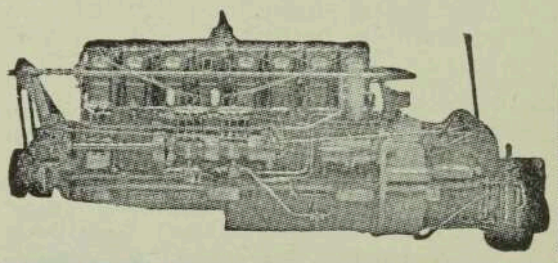

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stern Samoa would entail about days in a single voyage to Japan, was agreed that charters should confined to two loading ports in South Pacific and one discharge t in Japan.

Mr. Betham said it was proposed hold a further meeting in Apia early July when it was hoped all vers would be present.

He added that Western Samoa was only Group with surplus bananas present, and that the Government s anxiously awaiting a report from Crusader Line.

The representatives who attended Apia meeting were Prince Tungi, . Betham, Mr. P. France, of the Development Corporation, West- Samoa's Minister of Agriculture, ata Lagolago, Western Samoa's ancial Secretary, Dr. P. Heller, stern Samoa's Director of Agri- ture, Mr. B. E. Parham, and a technical adviser, Dr. Van der os.

● TULAGI SLIPWAY PLAN: A plementary grant of £1,000 from lonial Development and Welfare ds has been approved to provide litional equipment, including new dle wheels and improved haulage angements, for the slipway at lagi, BSIP.

● CUTTER CATCHES FIRE: irteen people were injured when motor cutter *Tortue*, belonging Mr. Draghicewicz, caught fire on ril 28 when about to begin a age from Malo (New Hebrides) Santo. The fire began when a rk from the motor ignited a king drum of gasoline in the deck go, causing an explosion.

Seven of the victims were taken to French hospital in Santo. Among m were two New Hebridean ldren who later died. The other tims are reported to be improving.

● BSIP BEACON PLAN: A pub- notice issued by the BSIP Marine partment says it is hoped to erect icons in Munda Lagoon and Kia ssage this year.

The entrances to Gizo Harbour e already been beaconed and the tem of topmarks adopted at Gizo l be used at Munda and Kia.

● *ARATOBA* SOLD: Mr. A. rdoch, of Betio, GEIC, has bought *AK Aratoba*, which was formerly Sacred Heart Mission vessel and n a Co-operative trading ship in GEIC.

● SURVEY OF MALEKULA: e Royal Navy survey ship HMS *Cook* is expected in the New Hebrides late this year to survey parts of Malekula, particularly Port Sandwich.

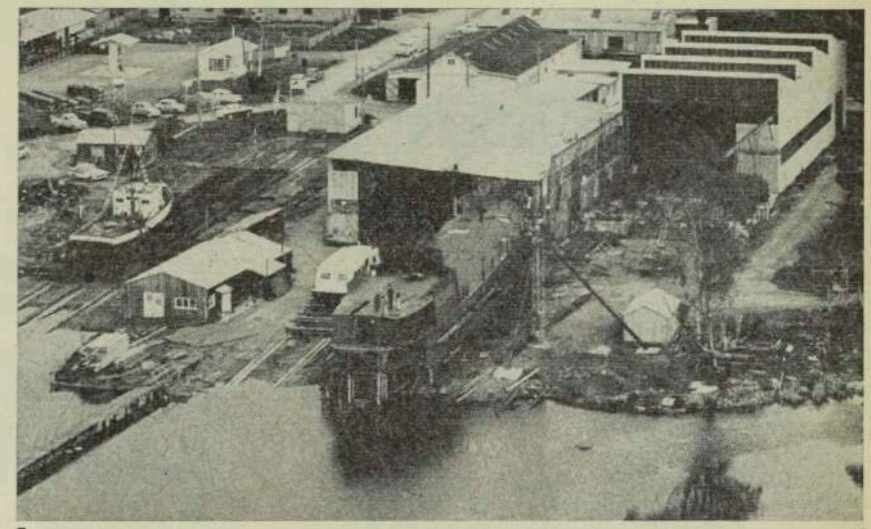
● STRANDING OF KILINAILAU: A marine inquiry into the stranding of the 113 ft MV *Kilinailau* opened in Rabaul on April 29 before the Acting Customs Collector, Mr. A. Patterson, assisted by the Rabaul Harbourmaster, Captain S. O'Donohue.

The *Kilinailau* (formerly the Melanesian Mission's *Southern Cross*) ran aground on a sandbank about two hours' steaming from Wewak early in the morning of March 25.

Owned by the Bismarck Shipping Company, the ship was reported to be carrying two European and 140 native passengers.

Her master, Captain Allen Burns, gave evidence that the *Kilinailau* had left Wewak for Rabaul at 2.30 a.m. on March 25. Two hours later, she had been found to be about a mile north of her course off Cape Richthofen.

Correction had been made with land about five or six miles away to starboard, but at 4.40 a.m. the vessel had run aground in 9 ft of water on a falling tide, with land



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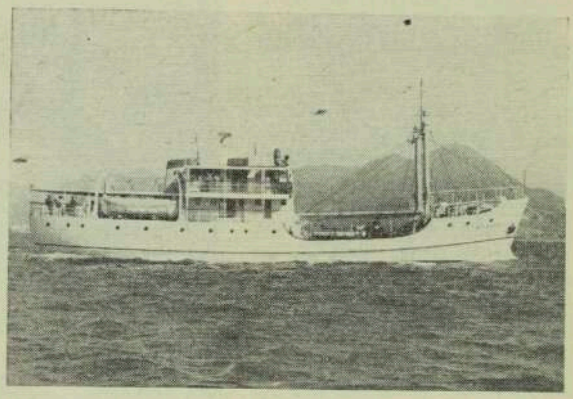

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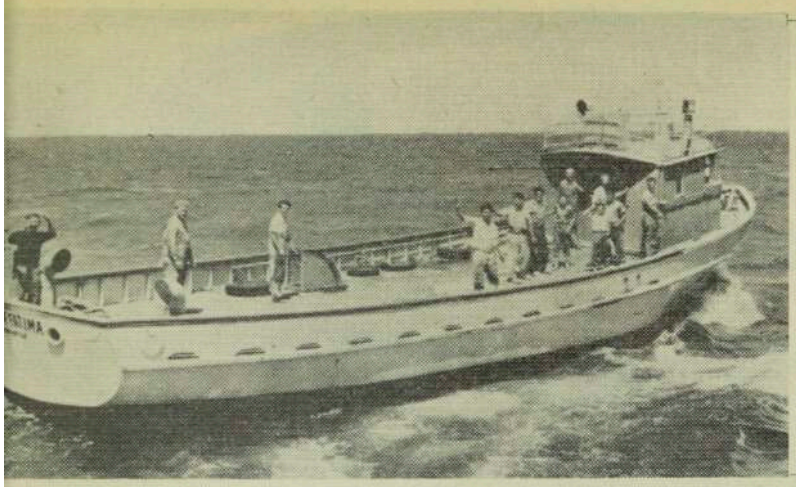

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ut one and a half miles away.
When the Mission ship *Morova* ıe to the *Kilinailau's* assistance 0 a.m., the *Kilinailau* had dragged ıore into the inner surf line. The *rova* could not get closer than 0 ft as she was beginning to ch bottom, and a towline could be provided to bridge the gap.

he company's other ship, *Piri*, ch arrived later in the day, also ld not get close enough to be assistance; and after all attempts move the *Kilinailau* by means of hors failed, she was abandoned.

)uestioned by Captain O'Donohue, ɔtain Burns said he could not duce his certificate as this had n lost when the MV *Inaha*, of ch he was master, sank without of life earlier this year.

he Second Engineer, Mr. K. erler, who had been on watch n the *Kilinailau* ran aground, said did not have an engineer's certite, but had been studying a Terry "A" Course during the preıs three months.

t a later hearing, the *Kilinailau's* ey certificate was produced. It ied the expiry date "27/3/63" and tained the addendum: "Not more 1 56 persons, passengers and crew, be aboard at one time until itional lifejackets to comply with T requirements have been placed ard."

aptain Bill Cunningham, partıer of the ship, told the inquiry he had been on board the *Elizaı Helen* on March 25 and had rd of the *Kilinailau's* plight by o.

fter arriving at the scene and ssing the situation, he decided refloating was impossible with available equipment and that cost of procuring effective equipıt would be "prohibitive".

He said he told Captain Burns to call off salvage attempts, and appointed the *Elizabeth Helen's* master, Mr. M. O'Connor, as caretaker with two native assistants.

Mr. O'Connor had been instructed to maintain daily contact with Wewak by radio.

On May 9, the inquiry was adjourned for several days to enable Mr. O'Connor to fly to Rabaul to give evidence.

This followed a report that the *Kilinailau* had caught fire and had been completely burnt out on Sunday, May 5. There had been a series of explosions. Mr. O'Connor had escaped unhurt.

● SLIPWAY FOR LEVUKA MOOTED: The Fiji Govt. may erect a slipway at Levuka for the Pacific Fishing Co. In a recent letter to the Levuka Township Board, the Colonial Secretary, Mr. P. D. Macdonald, said the Government thought the company would be better served if it slipped its ships at Suva, but if the company decided Levuka was the better place, then the Government would install a slipway there.

● SUVA WHARF PROJECT FINISHED: The Governor of Fiji, Sir Kenneth Maddocks, will officially open the fourth and final stage of the new Suva wharf on June 7.

● CUTTER ON REEF: The Fiji cutter, *Tui Valavala*, went on Mabalico Reef, near Gau Island in the Lomaiviti Group on May 12, and a few days later hope was almost abandoned of salvaging her. The *Tui Valavala* started to break up in the heavy seas.

(Over)

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SIGN OF THE TIMES: When the Russian meteorological research ship "Voeykov" visited Suva between May 3 and May 6, a leading Indian shopkeeper in Suva quickly got his signboard written up to attract the crew. Don't ask us what it means but it certainly got its message across because the shopkeeper reported a good sale.
Photo: S. A. Whippy.

nother cutter, the *Adi Talei*, went he assistance of the passengers and v. The *Adi Talei* took the passen- off and landed them on Gau nd. The crew left the *Tui Vala-* in a punt and rowed to Gau, ch is about six miles from the .

When the crew of the *Adi Talei* hed Suva, they said the *Tui Vala-* was lying on her starboard side, up on the reef. Her gunwales part of her hull were breaking up, they considered salvage im- sible. The cargo, mainly flour and ed goods, remained in the hold.

he *Tui Valavala* left Suva on May for Gau and the Lau Group. She also carrying mail for the small nds of Yacata and Vicia. Al- igh wet, the mail was salvaged was to be returned to Suva.

he *Tui Valavala* was owned by Mohammed Sadiq of Samabula.

ENGINE EXPLODES: Two were badly burned when the ine of the launch *St. Peter Mama-* exploded off Tenaru, BSIP, on May 9. They were taken to the Central Hospital, Honiara, where their condition was later reported to be satisfactory.

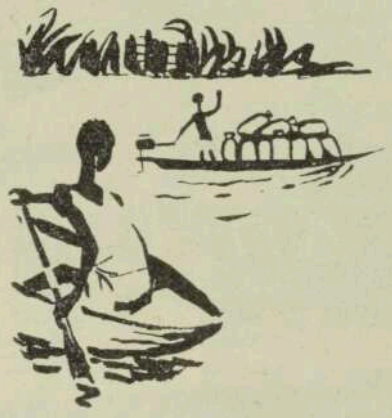
Captain C. K. Taylor, who towed the launch back to Honiara, said it had suffered very little damage.

● RUSSIAN SHIP IN SUVA: The Russian meteorological ship *Voeykov* spent a weekend in Suva early in May on her way back to Vladivostok after a study of atmospheric processes and hydrology in the Pacific.

The *Voeykov* left Vladivostok on February 27. This was her third visit to Suva, the last being in 1960. She carried a complement of 52, including four women.

The Russians relaxed security restrictions, which were rigid on her previous visit, and allowed visitors to move freely about the ship. The crew, in fact, invited Fijians on the wharf to look over the ship.

● HOLED ON REEF: The 11-ton trading vessel *Moisana*, owned by Brutnall and Jacobsen, went on the Hap Hing slipway in Rabaul recently for repairs to her hull. The ship was holed on a reef near Iboka Plantation, New Britain, on March 31. After the crew, in fact, invited Fijians on the vessel made her way to Rabaul.



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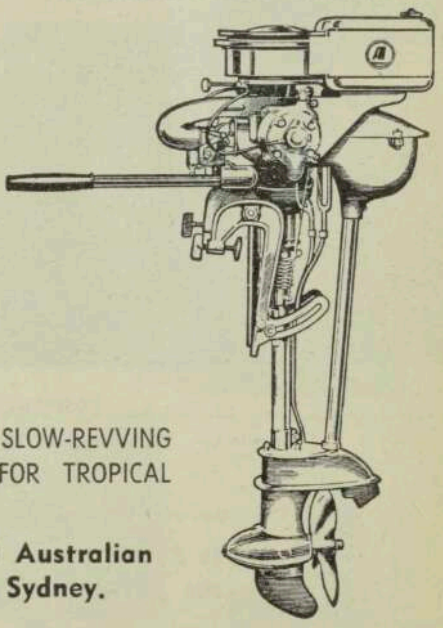

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ews of Cruising Yachts

ABACUS, 35 ft Lion class p, with Park Shorthose skipper- and Jay Castille crewing, arrived Honolulu early in May some 29 ng days out of Pago Pago. *Aba-* had earlier spent some time in

oth sailors were enthusiastic about hospitality shown them by Mrs. llis Malley at Nabavatu, Fiji, re they rode out a hurricane, and Randy Payne and his staff at ning Island.

bacus carried HM Royal mail n isolated Fanning to Honolulu.

ark reported light headwinds n Suva to Pago followed by a hard thrash to windward with seas rougher as he approached aii.

arlier, Park's wife Gloria had n to Honolulu from the South fic after being aboard the island er *Aoniu* at the wharf at Nuku- a during a hurricane.

DWYN WEN, schooner, with Latham at the wheel, left Hono- for Los Angeles recently. *Dwyn Wen* was in French Polynesia last year.

● *GITANA*, 34 ft yawl from Long Beach with Bill and Marcie Taylor and their three children, was due to leave Tahiti for Hawaii about May 7. *Gitana* recently spent several weeks at Tahaa, Bora Bora and Raiatea.

● *JOHN HANNA*, 30 ft yacht, with K. Wing, of California, and J. Counterman, of Michigan, which recently spent some time in Fiji, put into Aneityum, southern New Hebrides, in late April with a broken rudder and other damage. After repairs, she was due to go on to Vila.

● *MALABAR VIII*, an Alden schooner, arrived in Honolulu on April 14 after a 20-day passage from San Diego, California.

Skipper-owner Dan Burhans reported two storms, some blown sails and deck gear lost. He planned to continue to Palmyra for oceanographic work for Scripps Institute, then to Tahiti and Australia.

Navigator from San Diego was Nick Mikami, who crewed on *Phoenix* on her round-the-world and bomb protest voyages. Crew members were Pat Adams, Bill Gove, Eddie Bergh and Henry Wakefield.

Malabar VIII is a Bermuda Race winner.

● *OPPORTUNITY*, 34 ft. 9 in. American yawl, with James Watson and Charles McCudden, of Seattle, was in Rarotonga in April, having arrived from Papeete on March 29. Our last news of *Opportunity* was from Ua Pou, Marquesas, last July.

● *GOLDEN HIND*, 36 ft. ketch, with Lyle and Norma Graham and their sons Michael, 19, and Lee, 14, left Rarotonga for Pago Pago on April 2. They had earlier spent six months in French Polynesia (*PIM*, May, page 103).

● *FORTUNE*, American yacht with Dave and Nelly Goeffney, left Suva on April 11 for Noumea. The Goeffneys planned to visit Australia before returning to Hawaii.

● *BLUE PETER*, Bill Phillips' 40-ton motor yacht was still in Suva in May following two misadventures last year (*PIM*, Jan., page 110).

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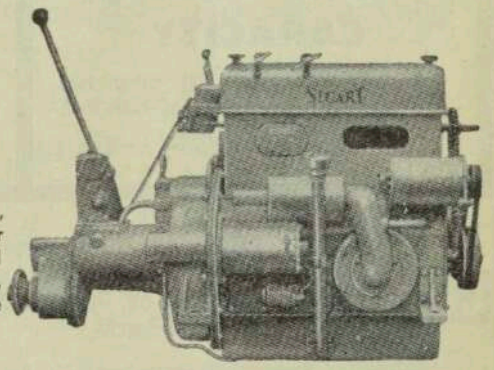

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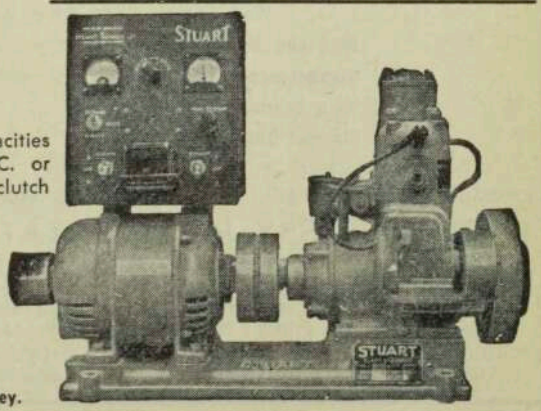

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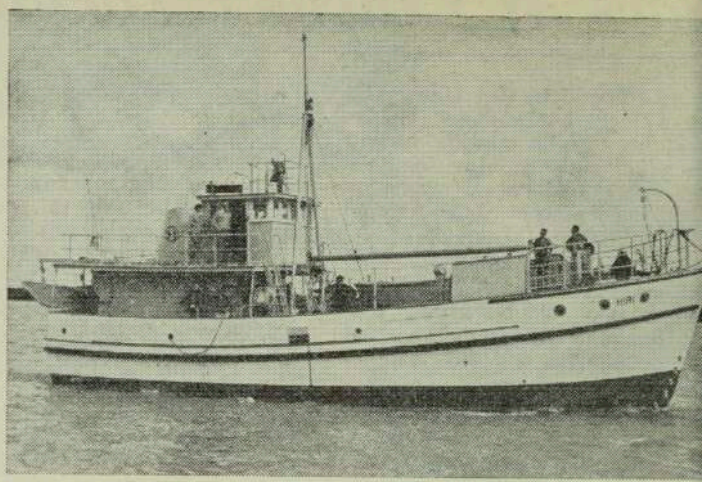

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Blue Peter

GENEVE, Michel Mermod's ft. Marconi-rigged sloop, which ed in Suva from Nukualofa on mber 12, was still in Suva in . Mermod began a round-the- d voyage in Callao, Peru, last

MONSOON, Herb Hope's 47 ft Diego-registered yacht, which hed Sydney on March 21 after ng Tahiti and New Zealand, owly escaped being dashed on ocks at Point Danger, near the ensland-New South Wales border in May on a voyage from a, northern NSW, to Brisbane. ween Iluka and Brisbane, a dis- e of 113 miles, *Monsoon* battled ns for three days and three ls.

mile and a half off Point Dan- 50 mph winds drove the yacht rds the rocks, but the crew aged to steer clear with only sail up when the wind changed he last moment.

amage in the storm included a hed mizzen mast and shredded

r. Hope, 31, an electronics en- er, of Los Angeles, said in Bris- on May 9 that the damage d take two weeks to repair. He n a world cruise, which will de stops in New Guinea and In- sia.

onsoon's crew is Garry Tremain, a commercial artist, of Welling- NZ, Owen Jones, 39, an elec- an, of the Isle of Wight, England,

Where are you, yachtsman? re have you been? Where are going next? Keep your friends with your movements by drop- PIM a postcard from your port of call.

and Ron Cameron, 27, a school-teacher, of Palmerston, NZ.

● *MYONIE*, 36 ft cruiser with Captain Al and wife "Mike" Gehrman, was "somewhere in the Malacca Straits" early in April, one week out of Singapore and bound for Aden. The Gehrmans, who left their home port of Miami in November, 1961, on a world tour, visited Tahiti, Fiji, the Solomons, the Carolines (Truk, Koror, and Peleliu) and the southern Philippines (Zamboanga) before calling at Singapore in March.

In Zamboanga, harbour pirates looted the *Myonie* of radios, cameras, navigation equipment and all the Gehrman's clothes; and in Singapore the cruiser's dinghy was smashed by an incoming tide while *Myonie* was tied up at the Yacht Club. However, the Gehrmans are pressing on regardless, and after Aden, they plan to go through the Red Sea and Suez Canal to the Mediterranean.

In a note to *PIM* from "somewhere in the Malacca Straits" written on April 3, the Gehrmans said they had met the American schooner *Fairweather* in Singapore. *Fairweather* called at the Marquesas, Fiji, New Zealand, New Hebrides and Port Moresby in 1961-62. She was scheduled to leave Singapore for Madagascar early in May.

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● *MARCO POLO*, a 35 ft 6 in auxiliary-powered racing yacht, arrived in Rabaul from Hong Kong in April aboard the *MV Chungking* for Mr. Kenneth Syme, a Melbourne shipping company director.

Mr. Syme, who took delivery of the vessel after arriving in Rabaul in the *Aros*, had the yacht built in Hong Kong for £5,500.

After stepping the mast, he planned to sail the yacht to Melbourne via Buka, Samarai, Cairns and the Barrier Reef. Two crew members, Jeff Garland and Peter Colclough, both of Melbourne, flew to Rabaul to join Mr. Syme.

Mr. Syme will probably enter *Marco Polo* in the Sydney-Hobart yacht race in December.

● *MARINERO*, 38 ft. San Diego ketch, which has been cruising the South Pacific for three years, was due to leave Tahiti for Hilo, Hawaii, about May 15. Owner Floyd Christenson, his wife Doris, and two children Keith and Karen plan to stay in Hawaii for at least two years.

Mr. Christenson, who sent us this information from Tahiti, also gave us the news of the yachts *Gitana* and *Yasme III* in these columns.

● *SEA WIND*, 38 ft ketch with Malcolm and Muff Graham, left Suva on May 4 for Vila, Port Moresby, Bali and Singapore after five months in Fiji waiting out the hurricane season.

Mrs. Graham said in a note to *PIM* from Suva that she and her husband's stay in Fiji had been made enjoyable "largely due to the courtesy of the Royal Suva Yacht Club, which extended its privileges to us."

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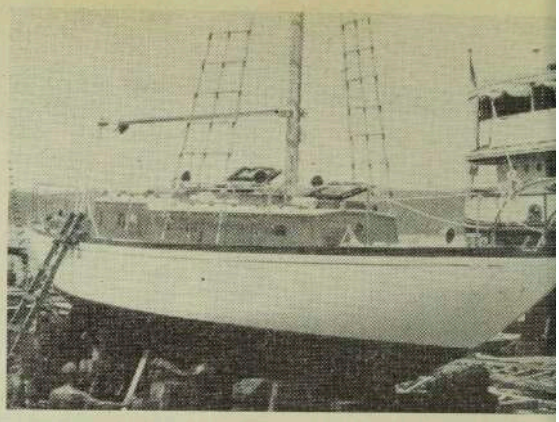

IN RABAUL: "Marco Polo", Mr. Kenneth Syme's new racing yacht, went on the slips in Rabaul soon after her delivery from Hong Kong in April.

She added: "As we continue travelling around the world, there will always be a warm place in our hearts for the kind and courteous people we met in Fiji."

● *TIARE*, Eugene Overton's 83 ft auxiliary schooner, was due to leave Los Angeles on May 1 for the Marquesas, Tuamotus and Tahiti. The schooner will carry a crew of five, including skipper Overton, and four guests—Dr. Ben L. Bryant, Mrs. Leah Z. Wilson, and Messrs. Alan Nicholson and Lyle McNeile, all of Los Angeles.

● *TRINUI*, Alex Grimes' 30 ft trimaran, which left Fowey, Cornwall, late last year for Auckland and Pacific ports via Panama, reached Rarotonga from Tahiti early in May. A young Englishman, Mr. R. Garside, is accompanying Mr. Grimes on his trip.

● *VALKYRIE*, 32 ft ketch of Charlotte Amalie, Virgin Islands, arrived in Hawaii on April 7, with owner John Goetzche and Rolf Nowak, who plan a circumnavigation. *Valkyrie* sailed on April 18 for Samoa and Fiji.

● *OMICRON*, 20 ft. yacht, lone-handed by David Field, a Canadian, arrived in Vila in April, after a 17-day passage from Fiji.

Mr. Field has been travelling in the Pacific in various small ships, with and without crew, since he left Vancouver in 1956. He has worked in New Zealand, Australia, New Guinea and Rotuma at various jobs to raise capital to continue his sailing.

His present voyage began in New Zealand a year ago. He bought *Omicron* in Auckland and sailed her to Fiji with one crew member, before coming to the New Hebrides on his own.

● *YASME III*, Danny Weil' ft yacht, was due to leave T for Panama about May 5. Da who had been making his thir tempt to sail round the world east to west, gave up on rea Suva in February after a serie accidents and misfortunes. repairs in Suva, he headed bac the Eastern Pacific. His ulti destination is Texas, where he rejoin his wife (who accompa him on the earlier part of his and sell his yacht.

Danny intended to single-hanc yacht from Tahiti to Panama, u his Gardner diesel engine.

● *NEW ZEALAND-NEW CA DONIA YACHT RACE*: Twenty yachts are reported to have ent in the ocean race from Whang New Zealand, to Noumea se start on April 18 next year.

The race is being held by Onerahi Yacht Club, of New land, in conjunction with the Ce Nautique Caledonien.

According to the *Auckland* the Cercle Nautique Caledonien offered £200 as first prize on dicap, £100 second on handicap £50 third on handicap, plus £50 line honours and souvenirs or pla to all crew members of these boa

The Onerahi club will give trophy as a minor prize and present engraved silver plaques all entrants.

Mother ships for the fleet be the *Hamutana*, a 70 ft lau and the *Lady Stirling*, a 48 ft ke which will maintain radio con with the shore and each boat.

The Cercle Nautique Caledo will arrange for a French war to patrol the finishing area and k radio contact with the mother sl during the latter part of the race

Yachts entering the race m have a designed waterline length not less than 22 ft. The minim crew number is four.

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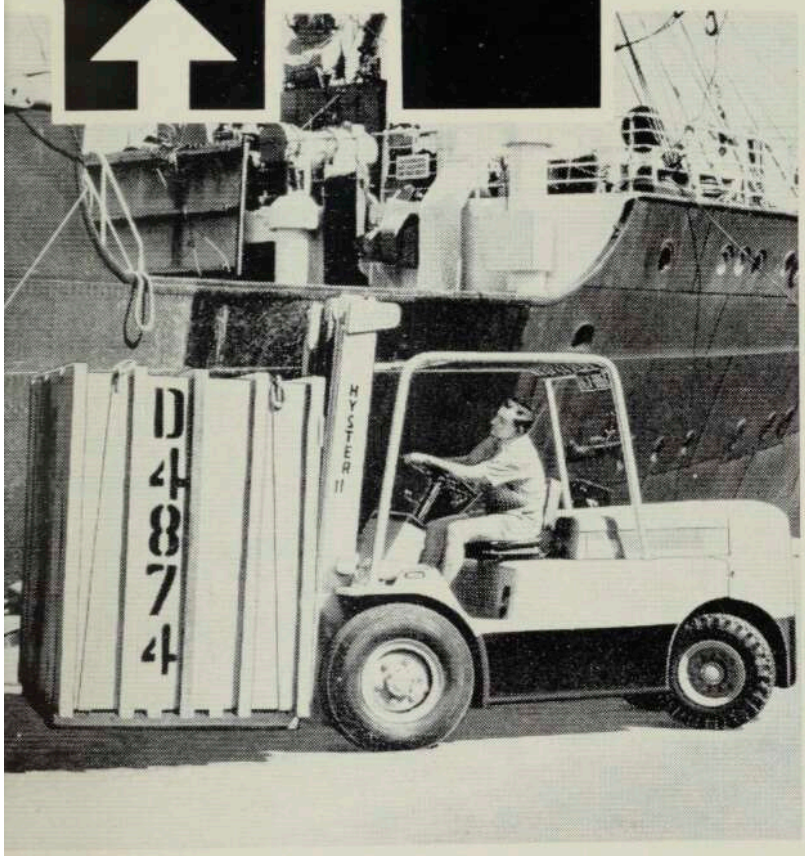

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Territories TALK-TALK

With Tolala

From time to time the question has arisen as to where the most popular meeting-place of old-time Territorians is located in Sydney. In Germany, however, there is no doubt whatsoever but that the New Guinea Club in Hamburg is the most popular rendezvous.

ND June this year is an important month in the club's history. The t prominent member—Heinrich olph Wahlen—will celebrate his birthday on the 4th. He was in Hamburg in 1873.

.R.W. needs no introduction to Guinea; even recent arrivals e read of his pioneer work in Western Islands.

e arrived in NG in 1895 as a k for the famous firm of Hern-m and Co., which at that time its headquarters on Matupi nd, long before Rabaul was even ight of.

is boss at that time was Max el, a nephew of the founder of firm, Captain Eduard Hernsheim, who was also Norwegian Consul in the Colony.

Thiel was a popular man, a wonderful host and lived the life of an Eastern potentate on Matupi.

He was of the chair-borne executive type rather than the jungle-tramping explorer pushing his way into the unknown seeking for undiscovered potentialities. He concentrated on trading, not the planting-up of new areas of coconuts.

Wahlen, on the other hand, although only a clerk, was gifted with longer vision and, during his travels about the Bismarck Archipelago, realised the possibilities of the Western Islands.

In 1903 he planted his first coconut on Maron (in the Hermit Group) and commenced the erection of his famous Wahlenburg home, which withstood storm and stress of two world wars and—so far as I know—is still standing. At the time of expropriation in 1921, when the Treaty of Versailles became operative, he owned about 3,200,000 coconut palms on his various estates.

After World War I he still maintained interests in Dutch New Guinea and the islands.

GUESS WHAT?

No, it's not the uniform of the Patagonian Army or the Ruritanian Air Force. It's what the well-dressed members of Burns Philp's compound police are wearing in Rabaul. The "Sam Browne" is real, and the chequered cap band is just like the design on the funnels of BP ships. The wearer of the uniform here is Nima, of Goroka.

Calling Edie Huson

Once again we have the missing persons bureau in operation.

A letter from an old-time Territorian acquaintance told me she is trying to find the location of Mrs. Edie Huson, who at one time lived with her hubby, Charles, on Harramon plantation down Buka way. Immediately after World War II she was living at King's Cross. Charlie died in the late thirties.

The mention of Charlie Huson awakens memories. I met him first in Faisi in 1917 when he was on his way to collect a schooner being built in Sydney for Mrs. Calder, of Toboroi and the Mortlock Islands. Its name was *Frances*, after her daughter, who is now Mrs. Kroening, of Toboroi.

Charlie was well-known in the Solomons. In earlier years he had gone recruiting with Sam Atkinson to Malaita. At that time Charlie came under the category of a "blown-away Scandinavian". There were many in the Islands then, Danish and Norwegian seamen, who had "jumped ship" and found an appropriate locale in which to put their knowledge of seamanship to good practice, under congenial conditions.

In those days it was not an unknown practice to buy "strings of copra" (half coconuts, smoked, strung on *kanda*) for "muskets", but, according to these old traders when talking of the past, they said they would not supply ammunition at the same time; that would come later and, when delivered, it was found not to fit the rifles previously supplied.

Little wonder then that the Malaitamen were hostile when whites arrived!

Jack London, the American author, who was down that way together with his secretary (I don't remember whether she was a blonde or not) in the early 1900's in his *Snark*, had quite a bit to say about these doings, but the real history of the Solomons yet remains to be written. And I don't know who is going to do it.

Incidentally, Charlie Huson figured in a court case that came before the military authorities at the Cen-

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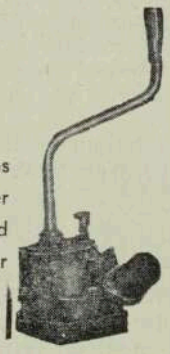

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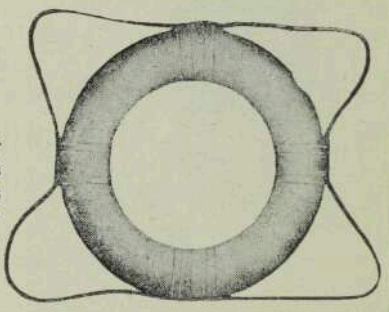

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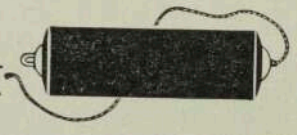

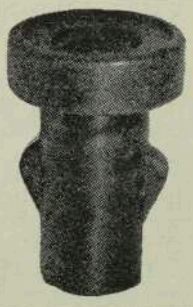

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Court, Rabaul, about the end 917 when he sued Mrs. Calder breach of contract.

ıe case was heard by Major land, an Acting Judge, who gave rdict for Mrs. Calder. An ap- was lodged and heard by t-Colonel Seaforth Mackenzie was dismissed. It did, however, e considerable interest at the . There were few civil actions re the courts in a land under ial law and civilians were just small fry.

was Charlie Huson who secured contract of planting-up Jame d, off the Buka mainland, in 1920 ı the original owners, the & P.G. (the Long-Handle ı) realised that the old German had to be observed.

Improvements

nder these, within 20 years of eehold being granted a certain ortion of the area had to be oved. The laws came into force 899 when the Imperial German ernment took over from the Neu ıea Kompagnie administration.

the Buka-Bougainville area ral plantings besides Jame dated ı 1920, such as Kessa, Matthias, a, Mabiri—for the same reason.

harlie made a good job of plant- up Jame—in more ways than While doing the Jame job he :ted an area opposite on the ıland of Buka and planted it up himself. It eventually became ıen plantation. He was taking a at that time, because the ac- ition of virgin land under the tary occupation was not permitted. a foreshore of virgin bush, as passed along in a schooner, gave ndication of long lines of planted ɔnuts.

Main Rival

knew Charlie well. He was my n rival when I was trading down Buka in the early thirties for ra, shell, ivory nuts and what- e-you, and relationships between ers—even at that late period— ld be somewhat strained, to say least. And copra prices were n to £10 a ton at Rabaul!

ɔespite the competition between we were quite good friends; :ked a bottle of beer when we ; lent each other a case of ɔsene or a caddy of tobacco if or the other was short, and it a reasonably clean game. Even ve both sent "spies" to test out ı other's mark on the copra scale, to find out how many *lailais* ɔchus shell) for a stick of tobacco.

The Change In Trade

There have been a good few changes in the trade requirements of natives over the past 50 years. They are probably equal to the changing conditions which the present-day housewife has to face with her supermarket, as contrasted to the old grocer-shop counter with its personal service, delivery of goods and other old-fashioned amenities. They have disappeared along with courtesy and civility, and have been exchanged for glamorous packaging, high-pressure salesmanship and trade promotion.

In 1912 I was trading for Queen Emma down in Buka (my predecessor was none other than "Karkar" Schmidt). Actually the HSAG Co. had taken over the interests of Mrs. Kolbe a few months earlier but the copra bags were still marked with the famous E E F (Emma Eliza Forsayth) in black or red stencil ink, according to sun or smoked dried copra.

The trading site was still known as "Station belong Missus" as distinct from "Station belong Matupi", which was Petats Island, where Eric Sjoberg, a hefty Swede (who later died as the result of having too short a fuse to his plug of dynamite when shooting fish), represented Hernsheim and Co.

Essential lines displayed on the shelves of the trade-store consisted of fish-lines and fish-hooks of every size; Rabaul Red powder for male facial adornment and nobs of wash-

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The late "Karkar" Schmidt.

blue for the same purpose. (The e Buka was a vain, conceited ibitionist in those days, spending rs in adorning his face and hair ı red, blue and white designs, e of which were really artistic).

orcelain pipes were another ular line; beads, stick tobacco, , knives of every description. ury lines were mostly confined jews harps, fringed *lavalavas*, ed singlets, leather belts (the urite being a replica of the ce boys' belt, with buckle bear- the German Imperial Crown and motto *Gott Mit Uns*); porcelain -band rings had a place and real ry lines were tinned meat, fish rice.

orcelain pipes were purely a us symbol. Over on the mainland Buka very good clay pipes were le by the men of several villages, a man smoking an imported por- in pipe was just too "U".

ome 20 years later I returned to trading station to find, not un- urally, of course, that the "mon- s" of my earlier days had become men of the island.

ut they remembered me. And, arently, I had not been such a Imperialist or colonialist or t-have-you and I had looked r their sick and given them food n they were hungry, etc.. . . . But ir tastes had differed.

soon found my shelves were ked with such "essential" lines as y-coloured *lavalavas*, electric hes (which required batteries), tz lanterns and table lamps (which uired kerosene and wicks), Cap- n tobacco and newspaper for cigarettes; matches (the old fire-stick was on the nose), razors, cut-throat and safety, with blades (broken glass or clam-shells were not good enough for the new snobocracy); mouth-organs (they spurned the idea of jews harps) and they wanted bottles of scent and cakes of fancy soap.

They had become more choosey in their porcelain pipes; only a certain model would suit them. They were very particular regarding their beads: Only a certain line from Italy met with their approval in size and colour. I was fortunate in my buying from Rabaul to obtain monopolies in both these lines!

And so much for the changes in trade. I can only speculate as to what they consist of now, 30 years later. But that is something for their co-operatives to worry about, I expect.

I surmise the day of the old-time trader has passed and the transistor sets and radiograms, the motor trucks and the benzine supplies and outboard motors are something for the indent officer of the local co-operative to nut out . . . I often wonder if they are any happier in these modern days than their forefathers were some 50 years ago.

I just wonder, because we are doing our best to teach them what the Joneses are doing in other countries, and this, of course, will increase

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SUVA, FIJI

NB

Fiji's Government gives the fullest encouragement to industry, particularly that which can contribute to the local economy.

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sale (to them) of non-essential
modities of our own goods and,
a result, so we are told, this will
her qualify these one-time happy,
free people to attain their "inde-
dence".
Jo doubt Sir James Kirby and his
n of tycoons may have something
say on this subject; and then
haps they won't. (They did; see
39).

dom Thoughts

The opinions expressed by Senator
J. D. Turnbull (Independent,
mania) after a tour of P-NG in
il and reported in the *South Paci-
Post* were well worthy of note;
were fearless and realistic but
ived little publicity in the Syd-
Press.
We should either give this place
k to the natives," he said, "or
must defy the United Nations
say straight out that this country
urs."
He strongly criticised the medical
inistration for issuing an edict
native medical officers should
called doctors (as well he might).
think we could do with more
ependent members of Parliament
king P-NG tours and expressing
ir views. They are not tied to
ty politics; they can speak their
minds and the truth as they
it, nor be afraid of having their
les caned by the party Whips.
like an Independent because, in-
iably, he has guts to stand on
own and he is realistic. And,
ther thing, he does not usually
eive VIP treatment, which so
en has a tendency to make their
ervations all cock-eyed.
After reading Minister Hasluck's
ech in the House on the second
ding of the P-NG Bill, 1963, and
n his remarks at the opening of
YWCA triennial convention in
berra a few days later, I made a
newhat vain attempt towards
onciliation.
On the one hand he was saying
at the P-NGites had to do in
er to attain their "independence";
the other hand he was deploring
t "there is a terrific personal de-
nd being made on each one of
m and I think sometimes it is
re than they should stand".
He went on to say that native
ple had great personal strains on
m in the drive towards self-
vernment. There were agricultural
icers, medical officers, co-operative
icers, District Commissioners and
ssionaries "telling them how they
uld organise their lives". . . . All
y true.
But who is making these demands?

Alice Wedega.

Matron Aileen Chapman, who retired not so long ago as matron of the Scarba Children's Home at Bondi, and was named "Mother of the Year", is a sister of Mrs. Edna Greenwood of Rabaul.

Some time ago I plugged for an "elite" of P-NG to gird up their loins and get along with the business of "independence" instead of waiting for a general education scheme to qualify every native to become a potential elector. Time was the factor.

But nothing was done—officially. Now one cannot but help read about P-NG's *elite* going hither and yon; acquainting itself with the hidden mysteries of the civilised world. Selected teams have visited Parliament House, Canberra, and in reply to a question in the House as to whether P-NG M'sLC had travelling privileges to enable them to visit Australia, and especially Canberra's Parliament, Minister Hasluck assured the questioner (Mr. Beazley) there would be no difficulty in arranging finance for the visit of any member of the Legislative Council.

Another *elite* member who gets around is Alice Wedega from Papua. She has recently returned from attending a world conference for Moral Rearmament in Japan. Her companions for the trip were Mr. and Mrs. Russel Abel, of the Kwato Mission at Samarai. Alice Wedega said that at the conference they discussed "What goes wrong with Man—in the country, in the world" —and tried to find an answer. She has been seven or eight times to Australia, has visited India and New Zealand. John Guise, another Papuan and another mission member has also been around, and is well-known for his oratorical abilities.

These are the people who will become the leaders in the "Independence" racket/move/gesture/or what-you-like. But it will not be a walk-over by any stretch of the imagination. . . . There are still a few Angry Young Men about and, from what I hear, more since May 1.

Let's hope that our free Press does not precipitate any untoward incident as a result of its over-enthusiastic correspondents.

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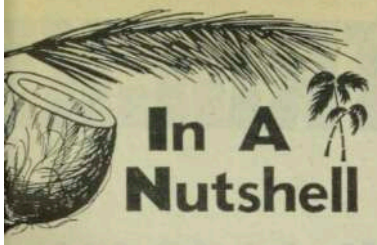

In A Nutshell

roposals for self-government for Methodist Church in Fiji and tern Samoa were unanimously orsed at the General Conference he Methodist Church of Austra- held in Adelaide, South Austra- in May. The decision means the areas will set up their own ferences after more than 100 s of Methodist work there. The rches will have the same status those in the various Australian es.

* * *

ongan motorists are now equip- their vehicles with amber ured headlamps to reduce glare, safety helmets will shortly have be worn by motor cyclists and passengers.

* * *

remier of Tonga, Prince Tungi, in America and Europe in May. of his objects was to buy a new 0 ton vessel for the Tonga Copra rd, to be used in the transport of n coconuts from Tonga to Pago o for the processing factory being up there with American and gan capital. The Tonga Marine erintendent, Captain J. T. Suther- , joined Prince Tungi in Europe.

* * *

he P-NG Administration has sur- d 2,500 acres of the Lower ut Valley, which joins the Mark- Valley, for possible settlement, owing inquiries from interested ple. The survey is now being uated.

* * *

five-passenger Piper Aztec B air- t will be based at Rabaul, New nea, in June to operate a new A air service to Jacquinot Bay, sea, Hoskins, Kandrian, Finsch- n and Lae. The cabin can also be d to carry a stretcher, patient, or, nurse and medical supplies. aircraft will mainly service the inistration but will also be avail- for general charter work. It has ruising speed of 190 miles per r.

* * *

Mr. Charles R. Hill arrived in Pago Pago from the US on April 24 to supervise the construction of a factory for the American Can Company, part of which is expected to begin operations in June. Temporary quarters for the US employees, who will be brought in to work at the factory, are being set up in the old Poyer School nearby. The factory will provide cans for American Samoa's two tuna-fishing companies.

* * *

The demolition of the 100-years-old Leone Catholic Church, the oldest church on Tutuila, American Samoa, began in May. The church is to be replaced on the same site by a bigger one of modern design, which is expected to be dedicated in September.

* * *

Seventy-five Phoenix Islanders will leave the GEIC in the *Tulagi* in June to settle on the small island of Wagina in South-east Choiseul, BSIP.

* * *

The first geological map of the BSIP, the culmination of 13 years of field exploration, has been printed in England. Copies were received in Honiara in April. The map incorporates the latest bathymetric contours from work done by HMS *Cook* in 1958. Among those who helped to produce the map were Dr. P. J. Coleman, Dr. R. L. Stanton, Mr. J. C. Grover and members of the BSIP Geological Survey Department.

* * *

A new airstrip suitable for Cessna aircraft has been completed in the Owen Stanley Ranges about 40 miles north-west of Port Moresby. It is at Manuma, Mount Koairi.

At the Nomad patrol post, in the Western District of Papua, the existing airstrip has been extended for Piaggio-type aircraft.

* * *

Because of a shortage of water at Mota Lava, Banks Group, New

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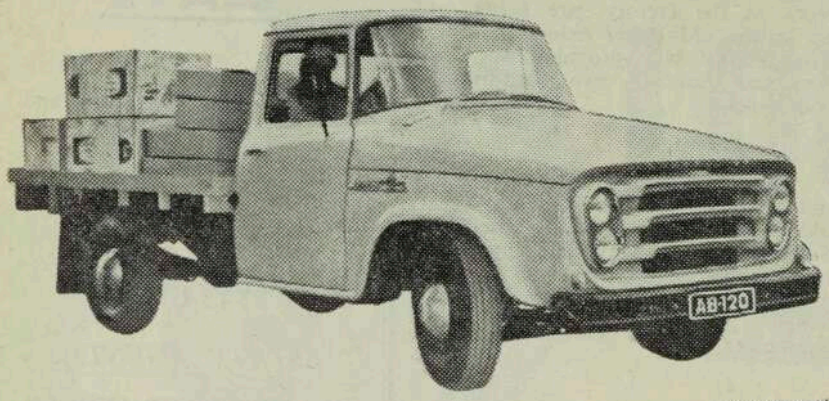

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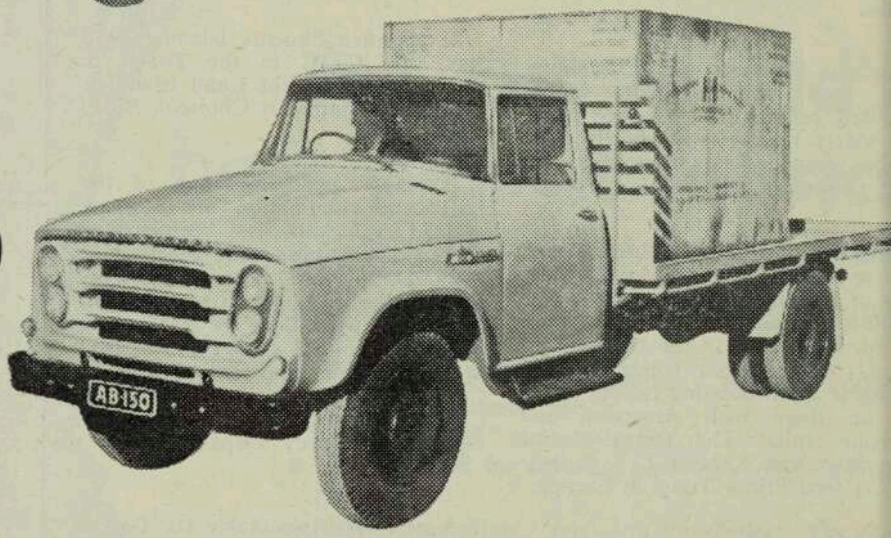

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126 JUNE, 1963—PACIFIC ISLANDS MONTHL

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rides, tanks storing 10,000 gallons to be provided. Construction ns directed by the British Service erintendent of Works in Vila will all the tanks. Materials will be mbled in Vila for shipment.

* * *

Work is proceeding apace in the IC on three causeways linking the ts of Tarawa atoll, between riki, the Colony Headquarters, and riki. Old inhabitants shake their ds and say the causeways, built of chrock, will not last, but a sample gth built almost a year ago still ears sound and the prospects seem ouraging.

* * *

iji is to introduce a subsidy eme on August 1 designed to assist wing in the coconut industry to ntain maximum production from ting plantations and to provide the expansion of copra producing as.

Grants will be payable to growers clearing bush, planting, replant- thinning of groves and for main- ance until palms begin to bear.

The scheme will not be compulsory growers will not be required to tribute towards the subsidy fund. initial grant of £31,000 has been le by Britain towards the cost of year's operation of the scheme further substantial grants are ex- ted in succeeding years.

* * *

Reports from outlying parts of the ik District indicate that the natives becoming increasingly interested the recently established Adminis- ion radio station of Wewak. lio sets have been installed at eral centres.

* * *

iji has bought 12 pedigree cattle the United States to improve the ony's beef herds. Eight of the le are Santa Gertrudis and four Zebus. The total cost is estimated about £10,000.

* * *

Australia's Prime Minister, Sir bert Menzies, unveiled a com- morative stone from the Kokoda il in the foyer of the RSL head- rters building in Canberra in May. e stone symbolises the links be- en the P-NG and Australia in war l peace.

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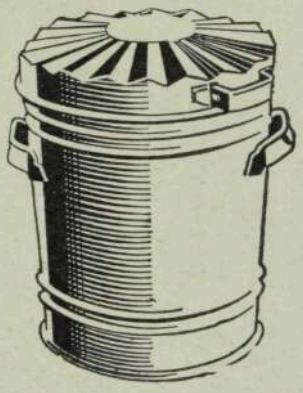

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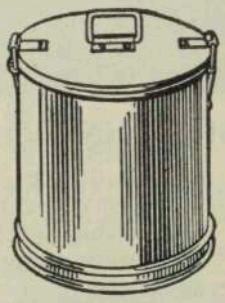

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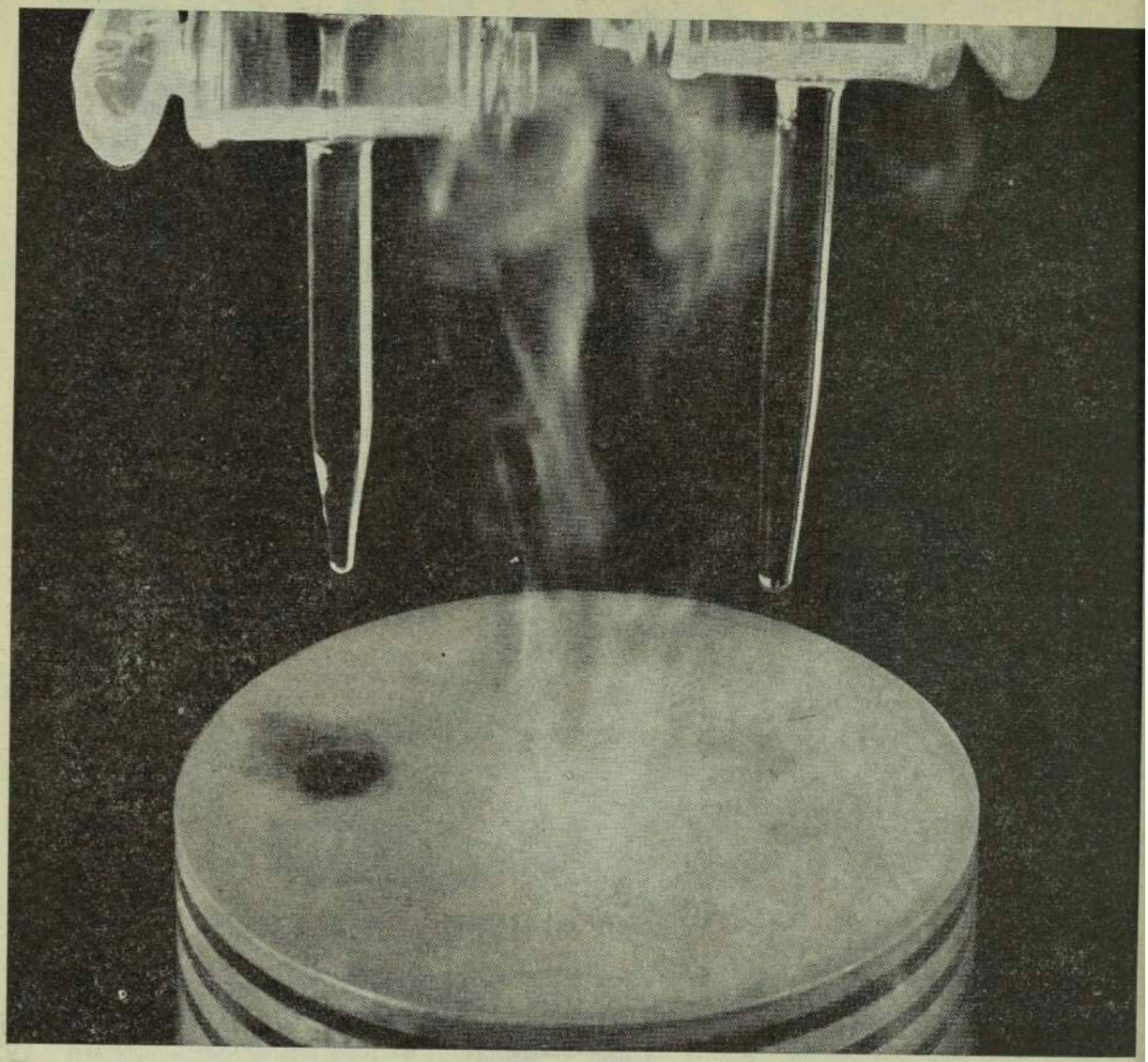

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ii is to issue a local development of £1¼ million on July 17. The will close not later than July 15. money will help to finance de- ment projects costing more than illion this year.

is is the ninth local development to be issued in Fiji since the All have been fully subscribed.

e terms of the loan will be an- ced early in June.

* * *

party of 30 Army Cadets ed 15,400 ft. Mount Wilhelm NG's Eastern Highlands District May. Mount Wilhelm is the st peak in the Territory.

* * *

e GEIC Public Works Depart- is having a busy year building s and restoring the wartime air- at Funafuti and Bonriki awa) for the start of the Fiji ays service later this year. The at Bonriki has been maintained asonable condition and has been occasionally by Service aircraft, the Funafuti strip was planted coconuts after the war.

e PWD is also building a Coun- hamber for the new GEIC Ad- y Council which holds its first n in September. The building also be used as a court house and be constructed largely of local rials.

* * *

the invitation of the Fiji Gov- ent, the South Pacific Commis- will hold a Regional Conference va on low-cost housing in the h Pacific from June 6 to June 15.

e Conference will examine and ss methods being used in the ic territories to meet the urgent ing needs of their people.

presentatives from American a, the BSIP, Cook Islands, Fiji, ch Polynesia, New Caledonia, Hebrides, Niue, Papua-New ea, Wallis and Futuna Islands Western Samoa, will attend. The rnments of Australia and Great in will be represented by official rvers.

* * *

e Guadalcanal Council has be- the first stage of a joint Govern- and Council scheme to examine ssible route for a road via Gold e to the Kuma Valley on the her coast, which would link some) people with Honiara.

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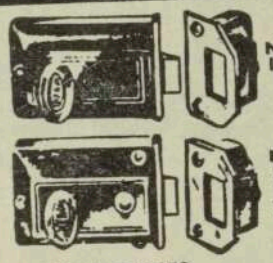

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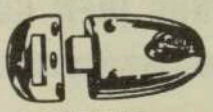

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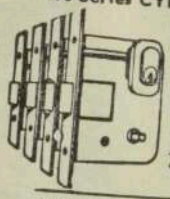

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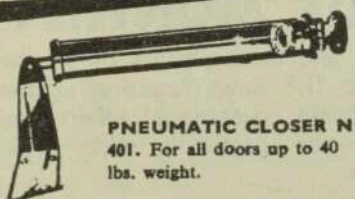

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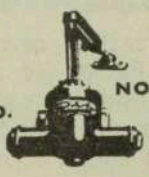

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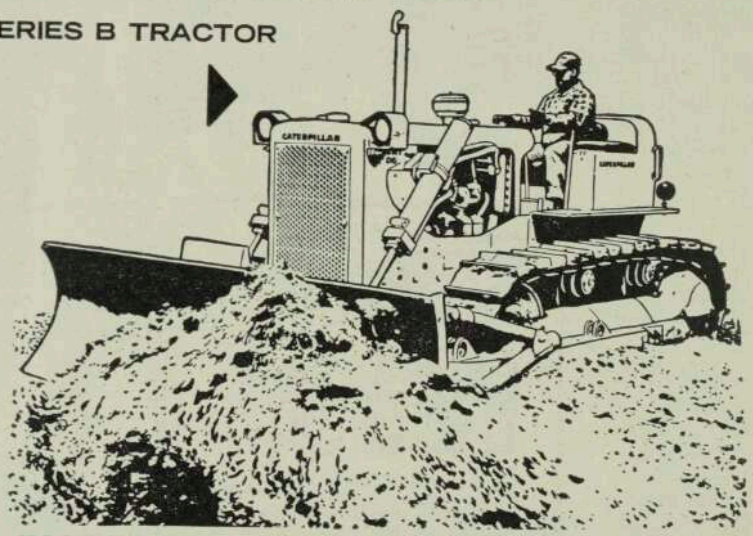

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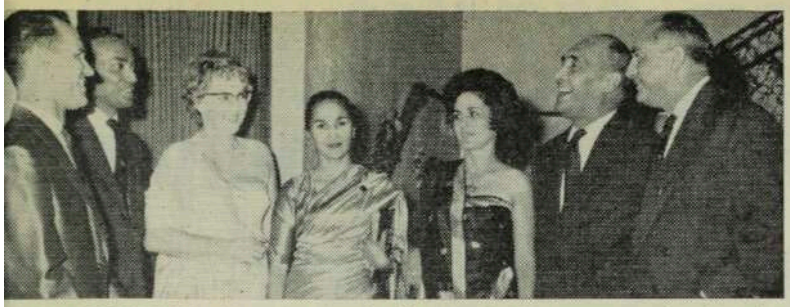

)UMEA GATHERING. Seen at a cocktail party in Noumea recently after the ›wing of a documentary, "Noumea to Paris via Moscow, by Air India", are m left: Mr. Pierre Demene, manager of the Voyagence Pentecost Travel Service; . A. F. Pinto, Australasian manager of Air India International; Mrs. Demene; ss S. Mohamet, an Air India hostess; Mrs. G. Potter; Mr. Edouard Pentecost prietor of the Voyagence Pentecost Travel Service; and Mr. G. Potter, of ectacles Caledoniens. PIM in April incorrectly reported that Mr. John Rothery was manager of the Pentecost Travel Service.

People

ptain E. V. Ward, of the GEIC lesale Society's ship *Moana Raoi*, tly delivered the fourth child to orn aboard the ship in her five of service.

ptain Ward, otherwise known Delivery" Ward, says all suitable utations of the name *Moana* have now been used in naming hildren, so the Wholesale Society have to buy a new ship.

* * *

r. Len Kent, well known for years as manager and secretary he New Guinea Club, Rabaul, flown to Brisbane in May for alised hospital treatment. He has ot condition that has crippled

n was missing, in sick bed, on 22, when Mr. George Kent, vice-dent, presented the members of Club to the Australian Governor-ral. Lord De L'Isle spent a ant evening in the big lounge.

* * *

e British Resident Commissioner he New Hebrides, Mr. A. M. ie, returned to Vila in the *rosyne* on May 11 after a 10-day of the Banks and Torres Groups.

* * *

vi Kail, of Karawop Village, Wewak, who won £7,000 last in an Australian lottery, has in-d the money in a marketing and ing business at Wewak.

* * *

Seventh-day Adventist pastor has spent the last four years in has been elected president of the Coral Sea Union Mission at Lae. He is Pastor O. D. F. McCutcheon, formerly president of the Central Pacific Union Mission in Fiji. Pastor McCutcheon has replaced Pastor J. Keith who was president of the mission for eight years.

* * *

Fiji's Colonial Secretary, Mr. P. D. Macdonald, left Suva in May for leave in England. He will be away until the first half of September. Mr. K. R. Bain is acting Colonial Secretary. He will act in the post until the Financial Secretary, Mr. H. P. Ritchie, returns from leave about August 12 and takes over. Mr. Bain will then revert to his substantive post of Assistant Colonial Secretary.

* * *

Mr. D. E. Barnes, senior dental officer with P-NG's Department of Health, received his Doctorate in Dental Surgery at the Queensland University in May. The doctorate is one of the highest awards for dentistry, and this was only the third time the Queensland University had awarded it.

* * *

Australian actor Chips Rafferty arrived in Port Moresby in May to co-star in a television film to be shot in the New Guinea Highlands.

* * *

Mr. Karl Larrsen, a curator at the Ethnographical Museum in Gothenburg, Sweden, is spending six months in the isolated Fijian village of Rewasau to study Fijian social history and Fijian arts and crafts.

* * *

Commander R. Struben, who spent some time in the Solomons before the war, has returned to the Protectorate

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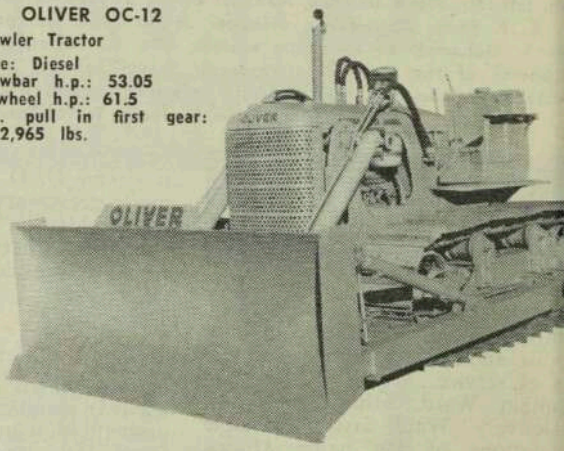

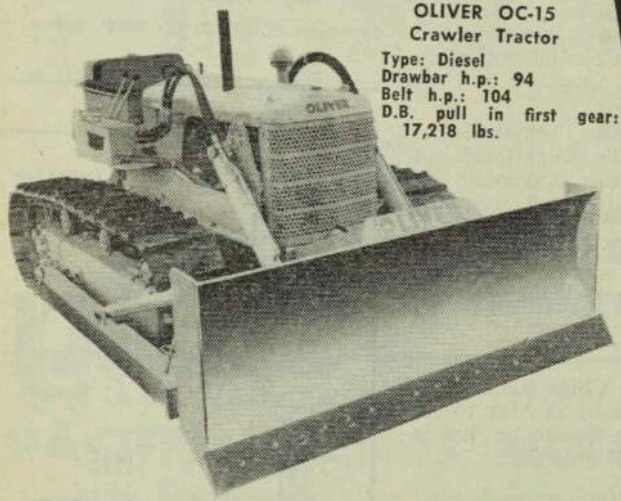

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a five-month visit to write a book the life of Mr. Ernie Palmer of). In pre-war days, Commander ben freighted copra from out- ons in his boat, *Navanora*. He is author of *Coral and Colour of d*, a book about New Guinea and Solomons which was published in 1 and reprinted last year.

* * *

Ir. P. D. Muller, a 24-year-old t Samoan, became the first oan to graduate in science when eceived the degree of Bachelor of nce at the Auckland Town Hall May.

Ir. Muller began his science rse at Auckland University, sup- ted by his parents and money he ed by working during the holi- s.

Ie had intended to enter a teachers' ege this year, but the Government Western Samoa offered him the nce of training as a meteorologist New Zealand, eventually to take r as officer in charge at the observ- ry in Apia.

visitors from Suva at a gathering of Polynesian Association of Sydney re- ly were Mr. and Mrs. William Picker- . He is with the Fiji Customs Depart- ment

Miss Thea Lake, of Subiaco, stern Australia, left Perth re- tly for the New Hebrides where will open a boarding school for ls on Pentecost Island for the urch of Christ Mission. Miss ke is a graduate of the Claremont achers' College and has done a me science associateship at the rth Technical College.

* * *

A Honiara man, Mr. Chan Wing, s started a new industry in the lomons—making spare parts for rine engines.

Mr. Chan Wing came to the lomons in 1938 to work for W. R. rpenter & Co. Ltd., and now owns store and garage in Honiara. He s started his new industry in a ndry at the back of his garage.

Mr. Chan Wing decided to set up a manufacturer because parts for

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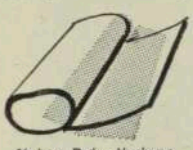

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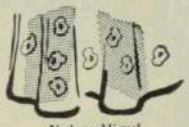

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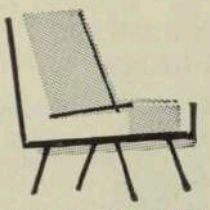

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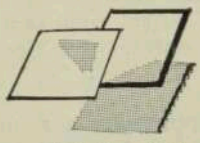

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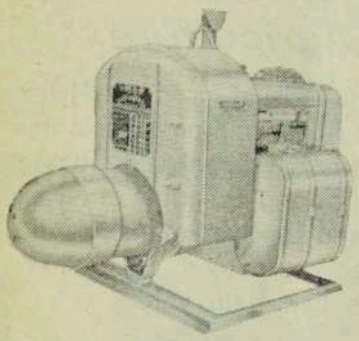

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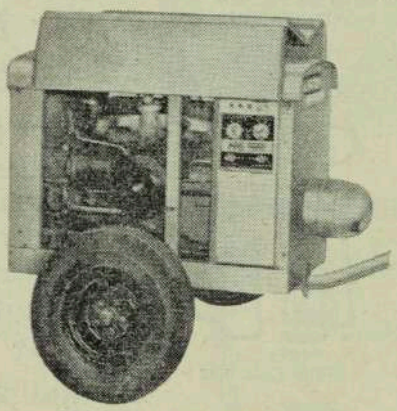

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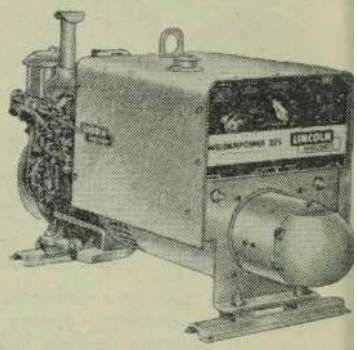

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ine engines have always been
l to get in the Solomons. With
assistant from Hong Kong, he is
g equipment that is a combina-
of modern and improved
hods.

* * *

Mr. J. G. Jones, a research
logist from Sydney University, is
king a detailed investigation of
geology of south-west Santo
w Hebrides). He is expected to
ain in the area for three to five
nths.

* * *

he Australian Consul in Noumea,
v Caledonia, Mr. I. Bowden, paid
first visit to the British Solomons
May. He visited Auki as well
Honiara.

Jack Barley, of Vila, who recently
nt several weeks in Sydney, returned
Vila on May 27 on the delivery voyage
the New Hebrides Government's new
ing vessel "Navaka". Mr. Barley will
the "Navaka's" skipper. He was in
Sydney for the ship's trials.

A 36-year-old Los Angeles house-
e, Mrs. Betty Miller, became the
t woman to fly the Pacific solo
May 12 when she touched down
Brisbane after a 7,100-mile flight
m Oakland, Califoria.
Flying a twin-engine Piper Apache
craft, Mrs. Miller had made stops
Honolulu, Canton Island, Nadi
l Noumea. She left Oakland on
ril 30 and was delayed by rain at
nton, Nadi and Noumea.

* * *

Because of pressure of other
rk Mr. F. P. Kaad has resigned
chairman of the Council of the
NG Amateur Athletic Association.
. Reg Johnstone has been elected
the position.

* * *

Mr. D. S. Askew, of Madang, NG,
recently been a patient at the
ncord Repatriation Hospital, Syd-
, where he has had a successful
eration on his right eye.

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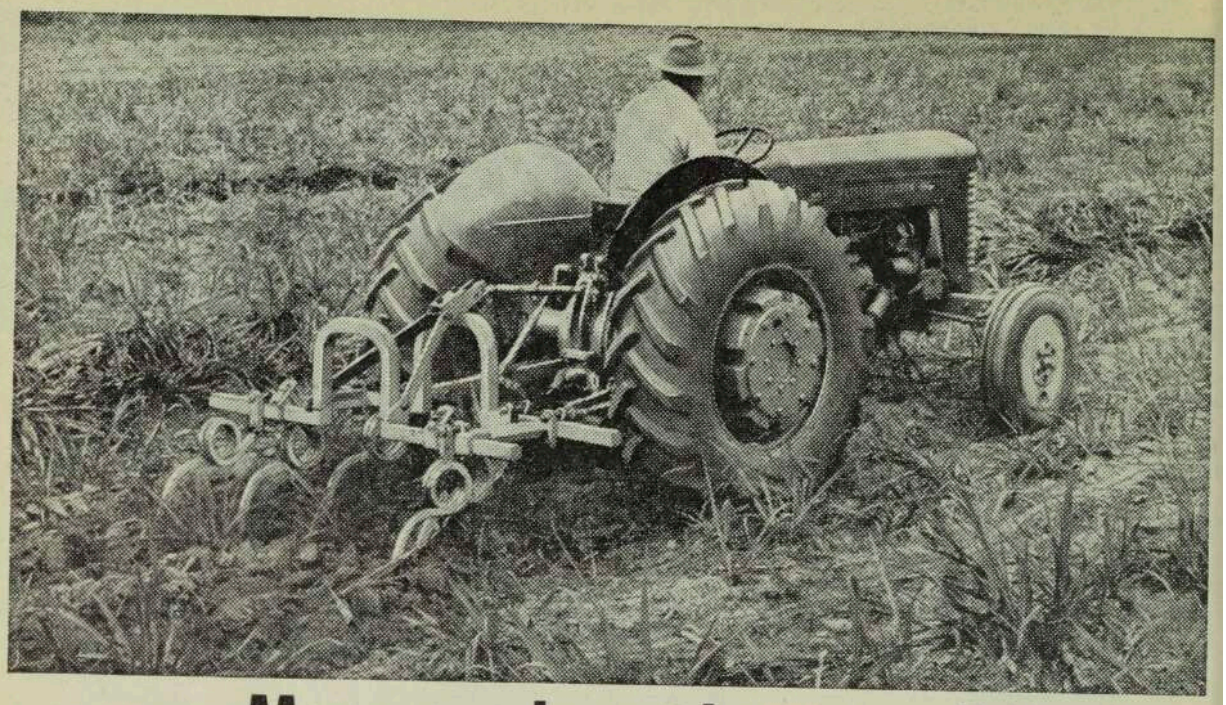

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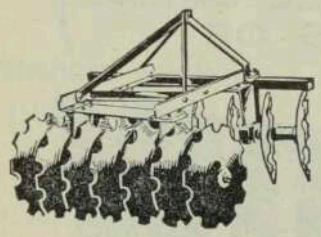

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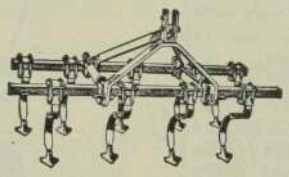

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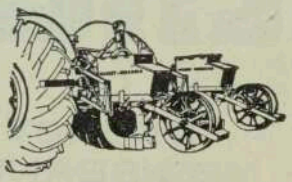

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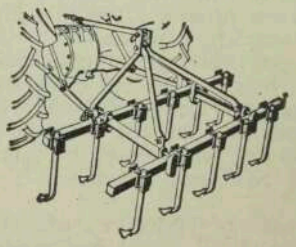

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DEATHS OF ISLANDS PEOPLE

Captain Charles Bignell

he death occurred in Sydney on 14, of Captain Charles Bignell, he age of 72. Captain Bignell t to the British Solomons in 1911, in 1913 bought Fulakora plan- n, on Ysabel, which, with his e, Kathleen Freeman, he built into a show place.

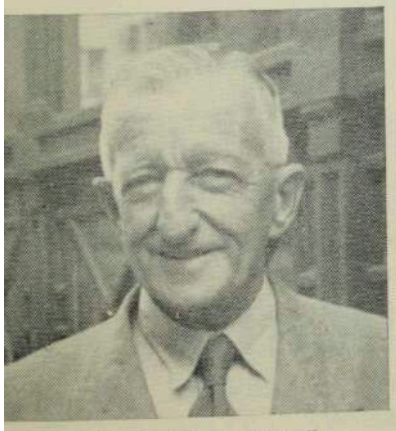
Then the Japanese came he turned stwatcher and later escaped to New Hebrides aboard his ketch. re he joined up with the US Navy operated a supply ship, and later ab chaser, until the end of the He was best known after the as master of Burns Philp's MV *oda* in New Guinea waters. He ed to Sydney four years ago.

aptain Bignell's wife, who was ured by the Japs in Rabaul and rned in Japan, died in NSW about t years ago. A son, Charles, was captured with the 2/22nd Rabaul, lost his life as a Japan- war prisoner aboard the *Monte- o Maru*. Two daughters sur- : Margaret (Mrs. Michael rence) and Jean (Mrs. James ney).

Rev. Tariu Teaia

One of the largest gatherings of ific Islanders ever known in Wel- ton, NZ, attended the funeral of Rev. Tariu Teaia, minister of Pacific Islanders Congregational urch, who died in April. Five six hundred people were present, uding Cook Islanders, Samoans Niueans.

The service was conducted by the . R. L. Challis of the Pacific nders Congregational Church, kland, the Rev. Pepe Nokise of llington, and the Rev. David C. ns, of Tokoroa.



Captain Charles Bignell.

"The Rev. Tariu was a true leader, who will be sorely missed by his Islands people and his many European friends," said Mr. J. M. McEwen, Secretary for Island Territories, who spoke.

He said the Rev. Tariu took a particular interest in educating Cook Islanders in New Zaeland in their obligations as citizens. In co-operation with local authorities and Government departments he arranged adult education classes on various aspects of life in New Zealand. On behalf of the Department of Island Territories, he attended to the welfare of islanders of all denominations and became well-known and respected by many Government departments. In his ten years in Wellington he became a powerful influence among Pacific Islanders.

Born in Rarotonga, the Rev. Tariu was a schoolteacher before he entered the London Missionary Society's theological school at Takamoa, Rarotonga. After being ordained he decided to devote himself to attending to the spiritual needs of Cook Islanders in New Zealand.

He arrived in Auckland in 1944 and worked at an ordinary job during the week and spent evenings and weekends attending to the welfare of islanders and conducting services until 1947, when he became a full-time minister. He went to Wellington in 1953 and founded the Pacific Islanders Congregational Church there.

The Rev. Tariu is survived by his widow and daughter.

Miss Linda Bilette

Miss Linda Bilette, a well-known BSIP identity, died at Nila Mission Station on May 1. She had lived in the Shortlands for more than 40 years. She was buried beside her sister Mrs. Cruickshank, on a hill near her home at Parolang.

Hon. Anapu Solofa

Western Samoa's Minister of Justice, the Hon. Anapu Solofa, died of a heart attack in May while attending a church conference. He was in his late sixties.

He had represented the Safata district in the Legislative Assembly for the past 10 years.

The *Samoa Bulletin* said in a tribute: "The Hon. Anapu Solofa, a gentleman of quiet dignity and personal integrity, was highly respected throughout Samoa and by his untimely death Samoa has lost one of its leaders whose influence in the

Rev. Tariu Teaia.

community can ill be spared."

The Prime Minister of New Zealand, Mr. Holyoake, sent a message of sympathy to the Samoan Government.

Mr. Albert Hagen

New Caledonia lost another of its pioneers recently with the death of Mr. Albert ("Alby") Hagen at the age of 73. Mr. Hagen was the son of the late Nicolas Frederic Hagen who came to New Caledonia in 1873, and a brother of the late and almost legendary "Tibby" Hagen.

Mr. Frank Cornwall Meredith

A well-known Apia man, Mr. Frank Cornwall Meredith, died at Moto-otua Hospital, Western Samoa, on May 10. He was 68.

Mr. Meredith was born at Leone, American Samoa, in 1894. After serving in the New Zealand forces in World War I, he worked in the office of O. F. Nelson & Co. and I. H. Carruthers Ltd. in Apia, and then ran a store on his own account.

Mr. M. Reddy

Mr. Muthulinga Reddy, a well-known identity of Labasa, Fiji, died recently aged 85. Mr. Reddy was at one time manager of CSR Co. sugar cane farms at Nubu and Lagalaga. In 1947, he served on the Labasa Township Board. He is believed to have been the first Indian at Labasa to send a son overseas for higher education.

Sir Hugh Ragg

Sir Hugh Ragg, a public figure in Fiji during a long life, died in Suva on May 24 at the age of 81. (See story page 29.)

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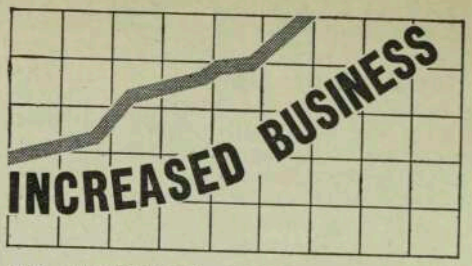

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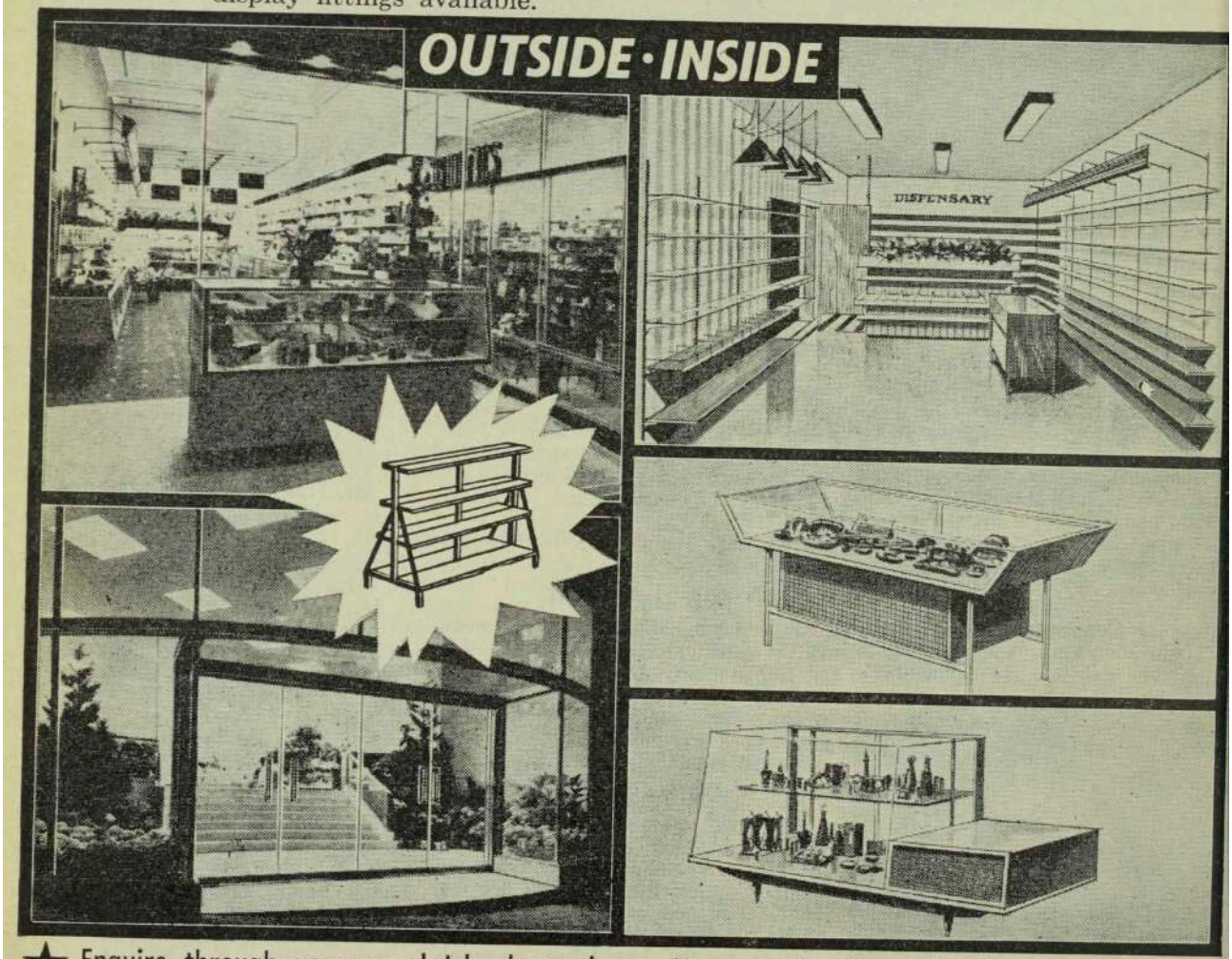

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Pacific Commerce and Produce

Business Leaders Champion The Cause Of NG Investments

By a Staff Writer

A party of top Australian businessmen who took a first-hand look at Papua-New Guinea in May, came away convinced that Territorians were entitled to complain that "lack of security" in the Territory had been holding up development here.

HEY think it is more than time that private enterprise be given ouragement and support to de-op the Territory's economy, and think a Government guarantee security investment would go a g way towards achieving this. y hope to suggest a formula to Australian Government.

The group was led by Sir James by, chairman of the James N. by Group. Others were: Mr. C. Darvall, general manager ANZ nk; Mr. A. F. Deer, general nager of the MLC; Mr. M. T. nsen, director of Development ance Corporation; Mr. F. M. witt, company director; Mr. C. T. oker, partner of Ian Potter and ; and Mr. W. S. Rich, resident irman of the Hunter Douglas oup.

They spent a week in the Territory, ting Port Moresby, Bulolo, the rkham Valley, Lae, Rabaul, roka and Mt. Hagen.

The fact that their visit was ob-usly welcomed by the Government l that the businessmen were care-ly guarded in making any formal tements during their tour gained m the reputation, in some quarters P-NG, of being there on Govern-nt-sponsored business with some erior motive.

A "Champion"

But the delegation paid its own ex-nses and says it was not "sent" the Government.

Its investigations will certainly re-t in Territory private enterprise ting a strong and influential cham-n on the Australian mainland.

"What the New Guinea business-n need is leadership," said one of deputation. "They are grasping straws—they will listen to anybody o can understand their problems. ey really have a complaint when they talk about lack of security. They *feel* insecure, and it's up to the Government to relieve this."

Another of the party said that he had been amazed at how widespread was this feeling of insecurity.

"I had not suspected it before," he said. "But wherever we went—from the first day we landed at Port Moresby—that was the thing we heard.

"Several people quoted at us the words of the Prime Minister speaking in Port Moresby several years ago, when he said 'Australia is here to stay'. But back in Canberra the Prime Minister said 'Better to give New Guinea independence too soon than too late'."

"Work Like Hell"

The party said that they were careful not to make formal statements during their tour, because insecurity begat insecurity and nothing could be achieved by over-emphasising the local fears. In fact, P-NG was an excellent field for investment. There were many fronts in which the basis of this genuine fear could be attacked and one of them was for the Government to work out some sort of formula which would guarantee investment in the event of swift political developments.

The businessmen saw for themselves that many people in New Guinea had "put everything they had into the place and worked like hell" and they were entitled to some kind of guarantee.

Following the party's return, their leader, Sir James Kirby, has been the most active of the group in drawing public attention to the New Guinea economic situation. He has been quoted widely, and has given addresses on every hand.

He has repeatedly described the "sense of moderation among whites and blacks"—and has done an excellent piece of public relations for European enterprise.

He told one meeting: "The challenge Australia has to face is to see that suitable leaders in various fields are forthcoming to carry on this development that has so far been the work of pioneers. The greatest security this area could have in the future would be through its rapid development. It makes one feel proud to see what has been accomplished by many young Australians who have the courage and initiative to establish projects in many fields, or who have dedicated their lives to the education and betterment of the native people."

RECESSION CONTINUES IN NEW CALEDONIA

No hope is held out for any improvement in the economic situation in New Caledonia this year, according to *PIM's* Noumea correspondent. He says that with the continued downward trend of nickel exports, the local government is having great difficulty with its recently-voted budget.

Drastic measures are being taken to counter the situation. Subsidies voted to various sporting bodies are to be cancelled or held up. Recently-voted increases for some government employees will also be held up. And, according to local newspapers, heads of government departments have been directed to cut their monthly expenses by 20 per cent.

In April, withdrawals from the postal savings bank exceeded deposits for the third successive month.

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CUBA'S SUGAR LOSS IS FIJI'S GAIN

The Fiji sugar season in 1962 was such a bumper one that the severe losses of 1960-61 caused by the canefield troubles will be offset to a large extent. The 1962 return will be the best on record.

THERE is also optimism about the 1963 and 1964 prospects, according to Mr. J. C. Potts, managing director of South Pacific Sugar Mills Ltd., who in May left Fiji with his wife on a world tour.

Three mills, Lautoka, Rarawai and Labasa, started crushing cane the day Mr. Potts left, and Penang was scheduled to start on May 27.

Mr. Potts said the latest estimates showed that Fiji had a bright chance of reaching its aim of 275,000 tons of sugar for the season.

The American market is obviously one of the reasons why the Fiji situation looks brighter than for some time. The US is at present suffering from a sugar shortage.

Early in May, the free world price for sugar was close to £60, well above the guaranteed British Commonwealth Sugar Agreement price of £46/0/10, and much higher than it was during the Suez crisis in 1965. Fiji's guaranteed markets each year take about 200,000 tons, and in 1963 the United States will take about 28,500 long tons.

Those sales will leave about 47,000 tons carry-over into the 1964 season, just 3,000 tons short of the amount allowed. With the United States crying out for sugar and possibly making inroads into supplies for other territories, it is quite likely that much of Fiji's stockpile will be sold at handsome prices.

Cuba's loss of the US sugar market certainly has had a beneficial effect in Fiji.

Australia Opposed To Pacific Trade Plan

Australian trade authorities in Canberra said in May that they did not favour a Pacific area common market composed of Australia, New Zealand, Canada, Japan and the Philippines.

A plan for such an organisation, to counter the European Common Market, is being worked out by the Japan Economic Research Association.

The trade authorities in Canberra said an essential element in a common market was similar standards of living.

This was possible with Australia, New Zealand and Canada. But neither Japan nor the Philippines would measure up.

The Japan Economic Research Association is composed of representatives of four leading business bodies in Japan.

It wants a conference of the Governments of Japan, the United States, Canada, Australia and New Zealand to which observers from South-East Asian countries would be invited.

The Japanese association says the organisation would discuss the expansion of trade among the five member nations, the development of their economies and the promotion of cultural interchange.

It says the combined national income of the five Pacific nations is 3.5 times that of the Common Market nations.

The association claims that Japan could double or treble its imports of dairy products by 1971. The removal of restrictions on imports of Japanese goods by the other four Pacific countries would also help to expand trade in the area.

Japan could help Australia and Canada to develop their resources, the association adds.

COMPANY NOTES

PLACER DEVELOPMENT LTD. will not proceed with its plan, announced in October, 1961, to acquire all the assets of Bulolo Gold Dredging Ltd., New Guinea, in exchange for 187,602 Placer shares. BGD already held 145,732 Placer shares. A joint statement by directors in May, said that the conditions under which the offer was made (and extended) no longer existed. This was due to "the present situation in New Guinea", and to the non-determination of the subsidy payable to Commonwealth-NG Timbers Ltd. (a BGD subsidiary) on products that attracted Customs duty when sent to Australia.

Directors also announced that over the past year Placer increased its BGD shareholding from 20.9 to 25.6 of the issued capital; it now holds 252,693 shares. The two companies will in future jointly participate in exploration and development in SW Pacific areas, under an agreement renewable annually.

CHOISEUL PLANTATIONS (HOLDINGS) LTD., subsidiary of BP Ltd., earned £101,634 profit for the year ended November 30 last—a rise of £4,341. Earning rate on the low £150,000 capital was 67.7 per cent. Dividend was raised from 40 to 50 per cent. The wholly-owned subsidiary, Choiseul Plantations Ltd., made £80,917 in its first seven months of operations to June 30, after £20,100 tax and £6,057 depreciation. Dividend to the parent company was £75,000. All plantations were sold to this subsidiary in December, 1961, so as to keep separate the holding company's New Guinea interests and its Australian investments.

OIL SEARCH LTD. has begun work about 15 miles of access road thro swampy terrain and across creeks the site of the well it will drill n Mutare No. 1, in the Fly River a Western Papua. The new well is over 11 miles south of Iamara No site, and it is planned to drill to 4, ft. The company has also begun prepa tions for a seismic survey in the Paib area, near the mouth of Turama R in the Western Delta region.

BURNS PHILP (SOUTH SEA) LTD.'s report for its 43rd year, s mitted at the annual meeting in S on May 11, showed net profit £F152,492, a rise of £F3,357. F dividend equal to 10 per cent. for year was declared; £F50,000 was pla to reserves (making £F825,000); £F102,249 was carried forward (£F99, last year). Although Tonga and to lesser extent Samoa are still feeling effects of hurricane damage, over- profits from the company's branches trading centres proved satisfactory merchandise sales showed further impro ment.

PACIFIC ISLAND MINES LTD., Pap reports that the Umuna lode channel Misima Is. was intersected by adit the end of April, at 990 ft from portal. Mr. H. E. Palmer, consulting gineer supervised sampling operations. late May, the Board received results the first assays which were described "encouraging", and in early June we awaiting further assay results. PI Min exclusive prospecting rights on Misi have been renewed for a further two yea

The Stock Market

SYDNEY SALES PRICES

	Apr. 23,	May 24
Bali Plantations . .	4/3	4/-
Burns Philp	71/6	74/6
Burns Philp (SS) .	52/6	48/-
Choiseul Plntn. . .	187/6	209/-
C.S.R. Co.	59/3	67/9
Dylup Plantations .	5/2	4/11½
Fiji Industries . . .	12/9	15/-
Hackshall's	16/3	16/3
Kerema Rubber . .	4/6	4/-
Koitaki Rubber . .	13/-	12/11
Lolorua Rubber . .	8/3	8/-
Makurapau Plntn. .	2/6	2/11½
Mariboi Rubber . .	5/9	4/10
Pacific Is. Timbers .	2/9	2/5
Palgrave	2/5	2/3
Plantation Holdings .	2/6	3/3
Queensland Insurance	98/-	96/-
Rubberlands	3/10	3/9
Sandy Creek	5d.	5d
Sangara	8d.	8d
Sogeri Rubber . . .	5/6	5/9
Sthn. Pac. Insurance	30/6	30/-
Steamships Trading .	11/2	11/9
W. R. Carpenter . .	26/10	27/2
Watkins Consolidated	2/6	3/-

OIL AND MINING SHARES

	Dec. 4, 1958	Apr. 23, 1963	May 24, 1963
Emperor . .	b9/-	b6/9	b5/-
Loloma . .	b30/-	s55/-	s54/-
Bulolo G.D.	b32/-	b59/6	s68/-
N.G.G. Ltd.	b2/3	b1/9	b1/10
Oil Search .	b9/9	b1/11½	b1/9½
Ent. of N.G.	s11d	b2d	s5d
Pac. I. Mines	—	b2/3	b2/-
Ditto Opt. .	—	b8d	b10d
Papuan Apin.	b4/6	b4//9	b4/6
Placer Dev.	b91/-	b249/-	s252/-
Timor Oil .	n.q.	b11d	b11½d

Sydney Stock Exchange share price index for "Ordinaries" on May 24 was 317.42; a month ago, April 23, it was 313.25.

LANDS PRODUCE

nless otherwise stated, quotations are ustralian currency. Aust. £ equals oximately 16/- Stg.. NZ, or W.)a; 18/- Fiji; 20/- Tonga, Solomons 'PHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PUA-NEW GUINEA:—All production elivered to Copra Marketing Board, olled by six members, including three ters' representatives; and the Board ts distribution and sales, and makes ients to the producers. Production mainly to (a) Unilever, in UK, (b) ralia for local consumption, (c) ning-mill in Rabaul, and (d) Japan lus as available). Prices generally with ruling rate in Philippines, with iums for hot-air dried.

NG Board's Tentative Purchase s for copra delivered main ports are: Air Dried, £59/-/- per ton; FMS, /10/- per ton; Smoke-Dried, /10/- per ton.

JI:—No Government control—pro- rs sell where they wish. Bulk of a goes to crushing-mills in Suva. May 27 prices were: HAD 2/-/-, FM £F49/10/- (exclusive of a delivery bonus of £F1 per ton).

ESTERN SAMOA:—Official Copra d takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, to Unilever, UK. Local price re- y was £56/12/6 Samoan, first e.

ONGA:—Sales are under Government rol. Part of production goes to pe, under arrangement with Unilever rolled by Philippines prices, and part o open market.

LOMON IS.:—All production marketed ugh official BSI Copra Board, at s based on Philippines rate. Output to Unilever, UK; to Australian hers; and the balance on to the open ket. Local price in May was: grade, £52/-/-; 2nd grade, £50/10/-; grade, £48/-/- per ton, f.o.b., BSIP s (Honiara, Yandina and Gizo).

LBERT AND ELLICE:—Production keted in Europe through official Copra rd, at prices based on Philippines s less freight, etc. The Government idy to producers is: £7/15/5 per ton 1st grade, and £3/14/7 for 2nd grade.

EW HEBRIDES:—On May 17, the a price was approximately £37/10/- 00 Pac. francs) per ton delivered /Santo. French price then was 860 cs per metric ton, c.i.f., Marseilles.

OOK IS.: Copra goes to Abels, Ltd., Auckland, who operate the only NZ a crushing mill. Price paid is average don price for previous three months, handling charges. Price for second rter, to June, 1963, is £NZ57/10/5 grade, £NZ56/5/5 standard grade— f.o.b., Rarotonga.

OTHER PRODUCE

OCOA:—Islands prices are usually d on the rates for Ghana cocoa which May 28 was £Stg. 228/15/- per ton, ., Sydney.

.-N.G.: Sydney buyers on May 28 re- ted: Quote No. 1: In store, Rabaul, export quality £235 per ton, or on wharf Sydney, according to quality: £200-£215; quote No. 2: Best quality, on wharf Syd., Melb., £235; in store, N.G. ports, £230 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, May 24 were: Grade 1, £Stg.250; grade 2, £Stg.230, f.o.b., Apia.

COFFEE.—P.-N.G.: May 27, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/4, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on May 27 as: Kenya A, f.a.q., £Stg.350, B £Stg.340, U/G £Stg.340; Bugisu A £Stg.315, B £Stg.305; Tanganyika AA £Stg.365, B £Stg.310, U/G £Stg.295; Uganda Robusta £Stg.220.

PEANUTS. — P.-N.G.: Sydney agents report: No supplies, except Virginia Bunch, because of dry conditions—no quotations available until after July/Aug. shipment received. Lae reports Virginia Bunch kernels 1/8 lb, f.o.b.

RUBBER.—P.-N.G. price is based on Singapore rate, which on May 24 was: No. 1, RSS, Spot, 75⅜ Straits cents per lb (26.28d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported May 24: White and yellow label processed, standard packs, 34/-, green label 33/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1964—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/-/- f.o.w. **Other Pac. Islands:** Dry, white or brown, etc. £67/10/- (any quanity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** in late May by Sydney independent shell agents were: Sound £825, D £500, E £300, EE £190 (in store Sydney). **Cook Islands: Penrhyn** £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on May 28 indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £95 per ton, f.o.b., Papuan ports; **N.G.**—£90, c.i.f., Sydney; **B.S.I.**—£90, f.o.b., Honiara. No. 2.—**Papua**—£100 per ton; **N.G., B.S.I.**—£100 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on May 28: No. 1: £295 per ton, f.o.b., Islands port. No. 2: £290 (best quality), on wharf, Sydney; or £295 f.o.b., Islands port.

CROCODILE SKINS.—On May 28 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—19/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 13/- per in. **B.S.I.**—19/- per in. (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F4/6 per lb for well-dried fins of commercial quality. Sydney buyers quote 6/- to 8/- lb., ex-store Sydney, according to quality.

London and US Quotations

Copra: LONDON, May 24, Philippines, in bulk, $182 US (equal to £Stg.65/-/-) per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.65/10/- per long ton. NEW YORK: May 24, Philippines, $166 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 935 Rupees per ton c.i.f.

Coconut Oil: LONDON, May 24, Ceylon, 1% in bulk, £Stg.100/-/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.95/-/- c.i.f.

Rubber: LONDON, May 24, c.i.f., RSS No. 1 Spot, 22-11/16d Stg. lb, Aug. shipment 22-11/16d Stg. lb., June 22-5/16d. Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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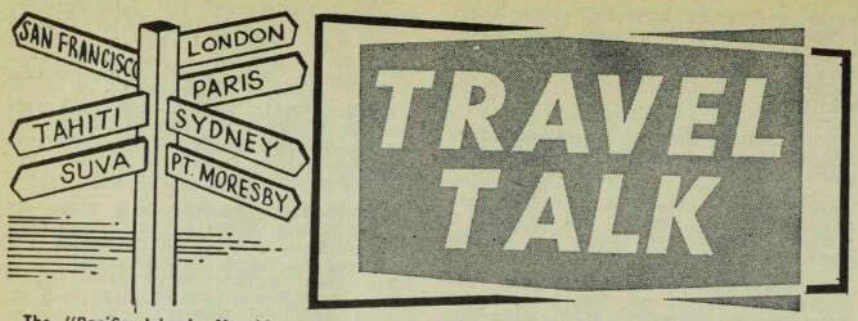

The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.

SW Pacific's Far East Link Is Missing

The numerous air-travellers from the British Solomon Islands and Papua-New Guinea who were, in recent years, finding it convenient to visit Hong Kong and Japan on the way to Europe by flying KLM out of Biak were disappointed when the Dutch airline ceased operating through Biak at the beginning of May.

SOUTH-WEST Pacific residents who went from Lae to Hollandia and Biak to join KLM's big jets now can get to the East only by going first to Sydney. Qantas who once provided another easy way to the East by calling at Port Moresby between Sydney and Manila withdrew its service last year.

European residents of the SW Pacific are consistent travellers and increasingly are interested in the East, either for itself or as an interesting stop-over on the way to America or Europe. It seems extraordinary that it does not pay any international airline to make a call at Port Moresby. Certainly no operator other than TAA and Ansett-ANA is permitted to pick up or set down passengers on the Sydney-Port Moresby section of the journey. Another mitigating factor now is that both Qantas and BOAC are using jet aircraft that cannot use the Port Moresby airport. The only air company operating Sydney to the Far East is Cathay Pacific, which is still using Electras.

The Australia-Papua-New Guinea-Philippines-Far East-USA route is a natural return course for people who have come into the South Pacific through Hawaii, Tahiti, Samoa, Fiji and New Zealand and no doubt will develop some day even if this doesn't look to be the year for it.

Return fare from Sydney to Tokyo is £A403/15/- tourist; and £A553/8/- first-class.

Quick Looks At Japan

(£Aust. = approx. 750 yen)

EVEN tourists who normally indulge in hire-and-drive cars frequently decide to give Japan's kamikaze traffic a miss. For these and for the increasing number of ship travellers from the South Pacific who find they have several days in Japanese ports, there are now a tremendous number of short package tours that can be taken by bus, car, ship or train, or combinations of all four.

What Fujita Tourist Enterprises Ltd. offers is typical although not all Japanese tourist companies own, like this one, airlines and ferry boats on the Inland Sea, as well as hotels and buses.

Tours can be as long as you like

but there are dozens of variations in the two to six days range. The following are a few examples:

TWO DAYS, INLAND SEA FROM KYOTO: Tour starts from the International Hotel at Kyoto at 10.30 a.m. with coach transport to Kobe where passengers join the 1,500-ton sight-seeing ferry. The r of the day is spent cruising in t Inland Sea. Overnight at a mode Japanese inn and the followi morning is spent touring the count around the shores of the Inland S rejoining ship at 3 p.m. for Or where passengers are transferred the train for Kyoto (arr. approx. p.m.). Inclusive cost of this to is 13,680 yen.

Another two-day tour for the sar price is from Tokyo to Mt. Fu and the nearby lakes and therm areas of the Hakone National Par

FIVE AND SIX DAY TOUR These tours leave from Tokyo ar end at Kyoto and include in the pri (35,280 yen and 42,480 yen respe tively) transfer to the local railw station or to Osaka international ai port. Price does not include retu to starting point in Tokyo and ther fore the tours are particularly suitab for people who leave their ship Tokyo and pick it up further alon the route.

In the six day tour you visit M Fuji and stay overnight at Fiji Vie Hotel; in the five day tour you on view Fuji from afar but the last fou days of the two tours are simila

Pocket Guides To Everywhere

Two handy books for world girdling travellers are Pa American's *New Horizons* an BOAC's *Travellers Digest*.

A new edition of *New Hori zons* is just out and is availabl from Pan American offices (in cluding 82 Elizabeth St., Sydney for 18/- Aust. Its 450 page cover just about every countr (except the United States an Canada), in terms of what t wear, see, do and buy; an where to go and where to stay Written primarily for the Ameri can tourist, it is of interest t most other travellers. A separat edition about America is avail able.

Travellers Digest, in its com plete form, covers six continents but it is also printed in sections The section *PIM* has, covers Europe, Middle East, Far East and Australia and the South Pacific. BOAC is not as modest as PAA and covers its home country, United Kingdom, along with Europe.

The relevant section of *Travellers Digest* is given to BOAC plane passengers.

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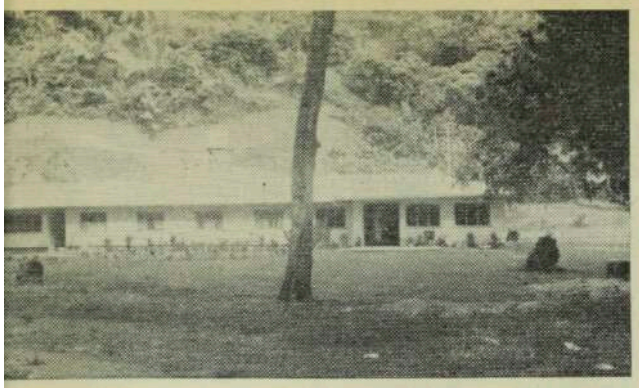

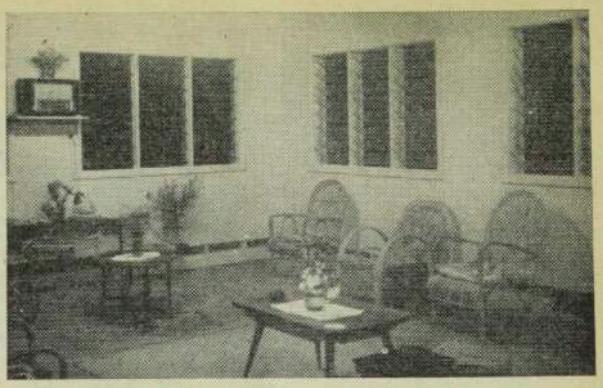

Bougainville's only hotel—the Hotel Kieta, on the waterfront at Kieta. At right is the lounge.

y Caledonia el Rates

HE New Caledonian Tourist Office has just issued a new list New Caledonian hotels of interest tourists. The list includes 11 in imea and 12 in country districts. y two of the country hotels are accessible by road, and hire and e cars are available.

he Tourist Office makes it quite r that no New Caledonia hotels first-class by international dards but many of them offer lern amenities at reasonable rates. y Caledonia, of course, is of par-lar interest to Australians and y Zealanders as it is their nearest ign country. TAI and Qantas rate jets from Sydney (flying time ut two hours); and TAI operates service between Noumea and kland with DC4s.

Most of the Noumea hotels have ms with bath; most serve a Con-ntal breakfast; and some hotels e air-conditioned rooms.

umea Hotels:

Lantana, at Anse Vata; room h bath and breakfast, 600 Pac. Fcs. gle, per day.

Nouvata Bungalows: At Anse Vata; breakfast but bath; from 350-500 . Fcs. single.

Laperouse, Rue Sebastapol; with h and breakfast, 550 Pac. Fcs. gle; without bath, from 350 Pac. .

Lutetia, Quartier Latin; with bath breakfast 500 Pac. Fcs. single.

Holiday Apartments; breakfast in-ded 500 Pac. Fcs. per day for one son.

Trianon, Route de l'Anse Vata; h bath and breakfast, 500 Pac. . single.

Horizon, Mont Coffyn; with bath l breakfast, 500 Pac. Fcs. single.

Pacifique, Route No. 1; 350 Pac. . single.

Central, Rue Sebastapol; 300 Pac. . single.

Sebastapol, Rue Sebastapol; 380 . Fcs., inc. breakfast.

Auberge des Monts Koghi, Monts Koghi; 675 Pac. Fcs., with all meals inc.

La Crouen

Hotel La Crouen; with bath, 400 Pac. Fcs. single.

Houailou:

Hotel Bozon-Verduraz; 300 Pac. Fcs., single.

Poindimie:

Hotel Bon Rivage; with bath, 400 Pac. Fcs., single.

Touho:

Hotel de Touho; with bath, 600 Pac. Fcs. single.

Hienghene:

Chez Maitre Pierre; with bath and all meals, 940 Pac. Fcs. single.

La Foa:

Hotel Banu; 200 Pac. Fcs. single.

Bourail:

Hotel Niaouli; with bath, 375 Pac. Fcs. single.

Hotel Douyere; 150 Pac. Fcs.

Koumac:

Hotel Rolland, 300 Pac. Fcs. single.

Isle of Pines:

Relais de Kanumera; with bath and all meals, from 1,200 Pac. Fcs. single.

Ouvea Island

Comptoirs d' Ouvea; 800 Pac. Frs. all meals included.

(£Aust. 1 = approx 194 Pac. Fcs.; £NZ1 = 244 Pac. Fcs., and one $ US = 87 Pac. Fcs.).

Hotel at Kieta Makes Visit To Bougainville Easier

BOUGAINVILLE island is part of the "real" New Guinea that tourists hear about but never reach. The east coast of Bougainville, studded with plantations operated by "real people", is one of the most picturesque areas of the whole Territory of Papua-New Guinea and worth a visit by travellers who think they have seen everything. This goes for travellers who live *inside* New Guinea, for comparatively few P-NG residents ever visit Bougainville.

One of the difficulties which have prevented visits by itinerant travellers has certainly been the accommodation problem. Until last year you had to know somebody to be able to arrange a roof over your head.

You still do, everywhere else but in Kieta, where in the middle of last year the Hotel Kieta was started. As it happens, Kieta is the best spot for a visitor to be, for it's in an excellent central position, with plantations up and down the coast on either side of it. They are all friendly people, happy to see a new face. The Kieta Club, near the hotel, is a regular meeting place.

But the Kieta Club doesn't pretend to be a cabaret and there are no bright lights at Kieta, or big stores, and Kieta at the moment is of interest only to visitors wanting a quiet time in new and interesting surroundings. Permanent population in Kieta itself is about only 30 Europeans and Chinese.

The Kieta Hotel is owned by the Kieta Trading Co. Hotel manager is Mr. Greg Wall. There are 10 double rooms, with tariff at £3/5/- a day per person. There is mosquito proofing, hot and cold water and a septic system.

Best way to get to Kieta is direct from Rabaul by TAA DC3, which operates on a twice weekly service, Wednesdays and Fridays. It puts down at Aropa, about 12 miles down the coast from Kieta. Single fare is £12/3/-.

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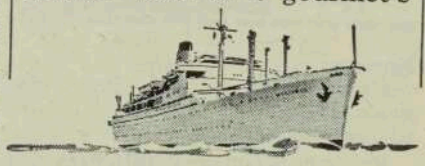

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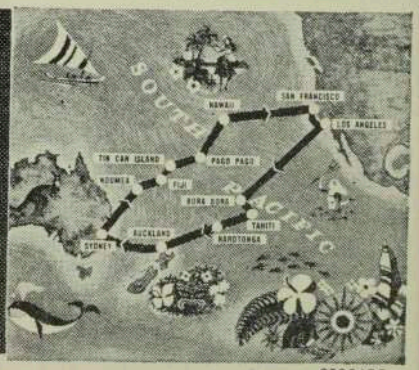

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IIPPING TIME-TABLES

sailings are approximate and may by as much as two weeks.

ydney-Papua-New Guinea

lekula sails from Sydney for ane, Nth. Qld. ports, Pt. Moresby, arai, Lae, Madang, Alexishafen, ak, Kavieng, Rabaul, Pt. Moresby, ey. Next Sydney sailings: June 15 s Lombrum and Lorengau), Aug. 24 rox.).

laita sails from Sydney for Bris- , Pt. Moresby, Samarai, Rabaul, rum, Lorengau, Madang, Lae, Sam- Brisbane, Sydney. Next Sydney sail- July 23 (approx.).

lolo sails about every six weeks: ey, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. sby, Brisbane, Sydney. Next Sydney gs: July 9, Aug. 20 (approx.).

ntoro sails from Melbourne for ey, Brisbane, Nth. Qld. ports (subject ermit), Pt. Moresby, Samarai, Rabaul, eng, Wewak, Madang, Lae, Pt. sby, Sydney. Next Sydney sailing: 13 (approx.).

tails from Burns, Philp and Co., Ltd., idge Street, Sydney (B 0547).

---

ansi: Leaves Sydney about every four s for Brisbane, Rabaul, Kavieng, ang, Lae, Pt. Moresby, Sydney. Next ey sailings: June 14, July 16.

ochow: Leaves Sydney every four s for Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Sydney. Next ey sailings: June 28, July 30.

tails from New Guinea Australia Line re and Yuill Pty., Ltd., agents), 6 ge St., Sydney (BU 1712).

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ina Navigation Co. Ltd. vessels ng and Anshun call at Pt. Moresby, a, on their way north from Sydney ongkong. Next vessel:

king: Dep. Sydney June 22 for Bris- June 24, Pt. Moresby June 28-29, ce Manila and Hongkong.

tails from Swire and Yuill Pty. Ltd., ts, 6 Bridge St., Sydney (BU 1712).

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zabeth Boye: Leaves Sydney ap- imately every five weeks for Port sby, Samarai, Wewak, Madang, Lae, ey. Next Sydney sailings: June 19, 24 (approx.).

vik: Leaves Sydney approximately five weeks for Brisbane, Lae, Rabaul, ey. Next Sydney sailings: June 13, 19 (approx.).

tan: Leaves Sydney approximately five weeks for Brisbane, Pt. Moresby, arai, Honiara, Gizo, Rabaul, Wewak, ang, Lae, Sydney. Next Sydney sail- June 28 (approx.).

tails from Karlander NG Line (F. tephens Pty., Ltd., agents), 13 Bridge Sydney (BU 8311).

Sydney-Fiji

V Rona (4,500 tons) leaves Sydney oximately every three weeks for Suva Lautoka with cargo and passengers. Sydney sailings: June 14, July 6 rox.).

tails from Colonial Sugar Refining Co. 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

ion Steam Ship Co. maintains thly services from Melbourne and Syd- (periodically from Adelaide) to Lau- toka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana July 3 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, normally operate a service three times yearly with the Lakemba along the above route.

Early June, she was en route to San Francisco, after calling at Lautoka and Suva. It is probable that, from USA, she will go on to Japan on charter work for several months.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

● **PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.**

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyage, ex-Marseilles:

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

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GENERAL STEAMSHIP CORPORATION LTD.

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PAPEETE—Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.
138 Leadenhall Street
London E.C.3

BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva

Tahitien: Papeete July 16-19, Vila July 26-27, Noumea July 28-31, Sydney Aug. 3-5, Noumea Aug. 8-11, New Hebrides Aug. 12-18, Noumea Aug. 19, Papeete Aug. 25-29, Taiohae Sept. 1.

Oceanien: Taiohae Aug. 30, Papeete Sept. 1-4, Vila Sept. 11-12, Noumea Sept. 13-17, New Hebrides Sept. 18-24, Noumea Sept. 25, Papeete Oct. 1-5.

Next outwards voyages, ex-Sydney:

Caledonien: Dep. Sydney June 18, Noumea June 24, New Hebrides June 25-July 2, Noumea July 3, Papeete July 9-14.

Tahitien: Dep. Sydney Aug. 8, Noumea Aug. 14, New Hebrides Aug. 22, Noumea Aug. 23, Papeete Sept. 3, Taiohae Sept. 6.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: June 21, July 19, Aug. 9.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-New Caledonia-Norfolk Is.-Fiji

Milos del Mar (owned by Societe Maritime Caledonienne) has replaced Colorado del Mar on this monthly cargo run, while the latter is engaged for several months in New Hebrides inter-island work. She will call at Noumea, Norfolk Is., Suva and Lautoka. Next Sydney sailing: June 21.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports. Next Sydney sailing: July 20 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Southampton (UK) via Panama Canal, calls at 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.

Northern Star: Dep. Southampton (UK), Aug. 6, via Sth. Africa, for Sydney Sept. 11-13, Wellington Sept. 16-18, Auckland Sept. 20, Suva Sept. 23, Papeete Sept. 27-28, thence via Panama to Southampton, arr. Oct. 22.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: From Sydney, due Rabaul June 7, Cape Hoskins (timber loading) June 10, Sydney June 23; thence southern Australian ports for cargo loading, returning Sydney July 4. Due dep. Sydney July 8 for Brisbane and P-NG ports.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound vessels call at: NG, (quarterly), New Hebrides (irregula and Australian ports. Northbound ve from Sydney call regularly at NG por

Aros: From Sydney, due Japan Jun dep. Japan July 5, direct to Sydney, July 17.

Tenos: Dep. Sydney June 17 for bane June 19-20, Rabaul June 24-25, June 26-27, Madang June 28-29, M July 5-6, Hongkong July 8. Dep. Hongk southwards, July 10 for Philippines Borneo ports, Rabaul July 26-27, Ma July 28-29, Lae July 30-31, Brisbane 4-6, Sydney Aug. 8.

Delos: Due dep. Sydney July 5 Brisbane then Japan direct; dep. J Aug. 5 direct to Sydney.

Milos: Due dep. Sydney July (approx.) for Brisbane, NG ports, M and Hongkong.

Details from Wilh. Wilhelmsen Age 13 Bridge St., Sydney (BU 6301).

Dominion Navigation Co. Ltd. (vessels maintain monthly service bet Sydney and Japan (via Manila, Hongk and Keelung), return via Guam Rabaul.

George Anson: Dep. Sydney, no bound, June 22; will call, southbound Guam July 28-29 and Rabaul, Aug. 3-

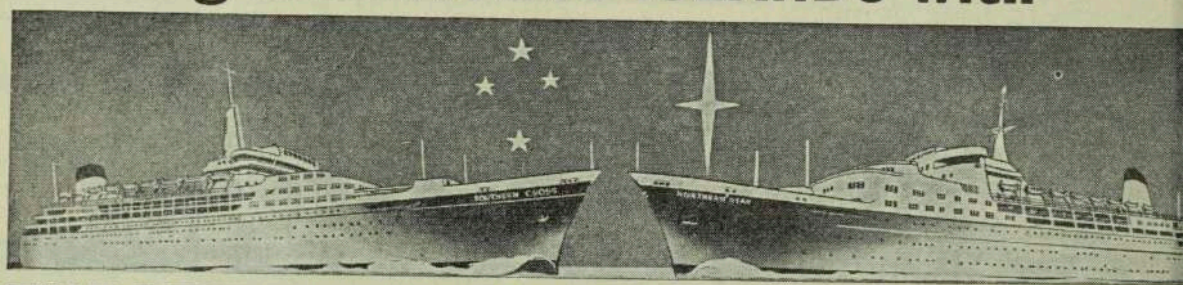
Francis Drake: From Japan, so bound, will call at Guam June 28-29 Rabaul, July 3-4.

Details from H. C. Sleigh Ltd., York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch M Oranje sails irregularly from Sydney Europe, via NZ, Papeete and Pan

Linking the PACIFIC ISLANDS with



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For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

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; occasionally calls are made also iva.

t northbound Tahiti call: From y, at Papeete June 19-20.
t southbound Tahiti call: Sept. due at Sydney Oct. 4.

ails from Royal Interocean Lines, 261 e St., Sydney (2-0573).

Sydney-(or NZ)-North America

go vessels operated by the Union Ship Co., maintain two-monthly e across the Pacific, from Mel- e and Sydney to Vancouver and USA Occasionally calls are made at ng Island.

hemo: Arrived Sydney from USA June; next voyage will be to NZ ire movements "uncertain".

itemata, from NZ ports, makes three ur trips yearly to Vancouver (via onga and Papeete).

ails from Union Steam Ship Co. Z Ltd., 247 George St., Sydney 28); and other branches and agents.

ope-Tahiti-New Caledonia BSI-P-NG-West NG

regular service from the Continent UK, via Panama, to Tahiti, New onia, BSI, P-NG and West NG is ted jointly by Nederland Line Royal Mail and Royal Rotterdam Lloyd.

ti (NL): From Continent and UK, Papeete June 23, Noumea July 2, ra July 6, Pt. Moresby July 9, Rabaul 12, Lae July 14, Madang July 16, Baru (if inducement).

imata (RL): From Continent, dep. n June 21 for Papeete July 23, ea July 31, Honiara Aug. 4, Pt. by Aug. 6, Rabaul Aug. 9, Lae 11, Madang Aug. 13, Kota Baru (if ement).

ails from Royal Interocean Lines, George St., Sydney (2-0573).

ope-Tahiti-New Hebrides-lew Caledonia-Australia

sageries Maritimes cargo vessels run ly between France and Noumea via Africa and Australia. From Sydney, s go to Brisbane and Noumea; re- to France via Australian coastal

t sailings from Sydney: Ventoux 1 (Noumea July 8); Vosges July 29 nea Aug. 5).

---

er MM vessels run between France Sydney, via Panama Canal and c ports. Next vessels: Iraouaddy ete June 25, Vila July 6, Santo July oumea July 10, Sydney July 17); rate (Papeete July 24, Noumea Aug. nitting Sydney).

ails from Messageries Maritimes, 36 enor St., Sydney (BU 2654).

Far East-Fiji-NZ-Sydney

yal Interocean Lines operate a service Singapore to Fiji, NZ, and Aus- , with three vessels (Van Cloon, Noort and Van Neck) calling dically at Suva and/or Lautoka. t calls at Fiji: Van Neck June ; Van Cloon, July 19-20.

ails from Royal Interocean Lines, 261 e Street, Sydney (2-0573).

Australia-NZ-Fiji-Canada-USA

		HIMALAYA	ORIANA	ORCADES	ORIANA
SYDNEY	depart	June 12	June 26	July 5	Via
AUCKLAND	arr/dep	June 15	June 29	thence	the
SUVA	arr/dep	June 18	July 2	Far East	Panama
HONOLULU	arr/dep	June 23	July 6	July 28	Canal
VANCOUVER	arr/dep	June 28-29	July 10-11	Aug. 2-3	Aug. 28**
SAN FRANCISCO	arr/dep	July 1-2	July 13-14	Aug. 5-6	Aug. 29-30
LOS ANGELES	arr/dep	July 3	July 15†	Aug. 7	Sept. 1-2††
HONOLULU	arr/dep	July 6-7*	July 18*	Aug. 12	Sept. 6
SUVA	arr/dep	thence	thence UK	Aug. 19	Sept. 12
AUCKLAND	arr/dep	UK via	via West	Aug. 22	Sept. 14
SYDNEY	arrive	Panama	Indies	Aug. 25	Sept. 17

* Acapulco. † San Diego. ** Los Angeles. †† Vancouver.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	June 20	July 11	Aug. 4	Aug. 29
LOS ANGELES	arr/dep	June 21	July 12	Aug. 5	Aug. 30
BORA BORA	arr/dep	June 29	July 20	Aug. 13	Sept. 7
PAPEETE	arr/dep	June 30-July 2	July 21-23	Aug. 14-16	Sept. 8-10
RAROTONGA	arr/dep	July 3	July 24	Aug. 17	Sept. 11
AUCKLAND	arr/dep	July 8-9	July 29-30	Aug. 22-23	Sept. 16-17
SYDNEY	arr/dep	July 12-15	Aug. 2-5	Aug. 26-29	Sept. 20-23
NOUMEA	arr/dep	July 18	Aug. 8	Sept. 1	Sept. 26
SUVA	arr/dep	July 20	Aug. 10	Sept. 3	Sept. 28
NIUAFOOU	arr/dep	July 21	Aug. 11	Sept. 4	Sept. 29
PAGO PAGO	arr/dep	July 21	Aug. 11	Sept. 4	Sept. 29
HONOLULU	arr/dep	July 26-27	Aug. 16-17	Sept. 9-10	Oct. 4-5
SAN FRANCISCO	arrive	Aug. 1	Aug. 22	Sept. 15	Oct. 10

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia; usually return to Japan direct.

Chungking: From Japan, via Guam, at Kavieng June 24, Rabaul June 27, Madang June 30, Lae July 3, Pt. Moresby July 9, Suva/Lautoka July 14, Noumea July 22, Honiara (opt.), thence Japan, due Aug. 8.

Chengtu: Dep. Japan June 29 for Pusan (opt.), Hongkong July 4-8, Guam (opt.), Rabaul July 18, Madang July 21, Lae July 24, Samarai July 27, Pt. Moresby Aug. 3, Honiara Aug. 6, Santo Aug. 9, Vila Aug. 11, Suva/Lautoka Aug. 14, Noumea Aug. 22, thence Japan, due Sept. 6.

Chekiang: Dep. Japan July 17 for Pusan (opt.), Hongkong July 22-26, Guam (opt.), Wewak Aug. 5, Madang Aug. 7, Lae Aug. 10, Rabaul Aug. 13, Pt. Moresby Aug. 22, Suva/Lautoka Aug. 28, Noumea Sept. 6, Honiara (opt.), thence Japan, due Sept. 23.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

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.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: June 18, July 16, Aug. 13.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: July 5, Aug. 1, Aug. 29.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG-Far East

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyage:

Knight Templar: Dep. Auckland July 19, for Noumea July 22, Pt. Moresby July 26, thence Singapore, Pt. Swettenham, Manila, Hongkong (dry docks), and Shanghai.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Remuera from London, due Papeete July 2.

Next northbound voyage: Rangitoto, dep. Wellington July 20, due Papeete July 26.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

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 July 5, at Papeete July 11.

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.

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Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailings, ex-London: July 18, Aug. 15, Sept. 12.

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:

Trentbank: From Continent and London, due at Port Moresby June 19, Samarai June 21, Lae June 22, Madang June 25, Wewak June 27, Rabaul June 29, Honiara July 3.

Fleetbank: From Continent, dep. London June 12 for Pt. Moresby July 20, Samarai July 22, Lae July 24, Madang July 26, Wewak July 28, Rabaul July 31, Kavieng Aug. 1, Honiara Aug. 4.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sierra June 25 (approx.); Ventura Aug. 30 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Surf July 25; Pioneer Gem Aug. 28.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco June 24, Los Angeles June 25-28, Papeete July 9-11, Pago Pago July 15-18, Apia July 19-20, Suva July 23-24, Noumea July 26-28, Vila July 29-30, Santo July 31-Aug. 1, Apia (open), Pago Pago Aug. 5-6, Los Angeles Aug. 20-21, San Francisco Aug. 22-23.

Thor I: Dep. San Francisco Aug
Los Angeles Aug. 3-5, Papeete Aug. 1
Pago Pago Aug. 21-24, Apia Aug. 2
Suva Aug. 29-30, Noumea Sept. 1-3,
(open), Pago Pago Sept. 7-9, Los An
Sept. 22-24, San Francisco Sept. 25.

Details from General Steamship
poration Ltd., 1 Bush St., San Franc
USA and Islands Agents.

AIRWAYS TIME-TABL

TRANS-PACIFIC SERVICES

Australia-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (de
p.m.), Nadi (arr. 12.40 a.m., dep.
a.m.), Honolulu, San Francisco.

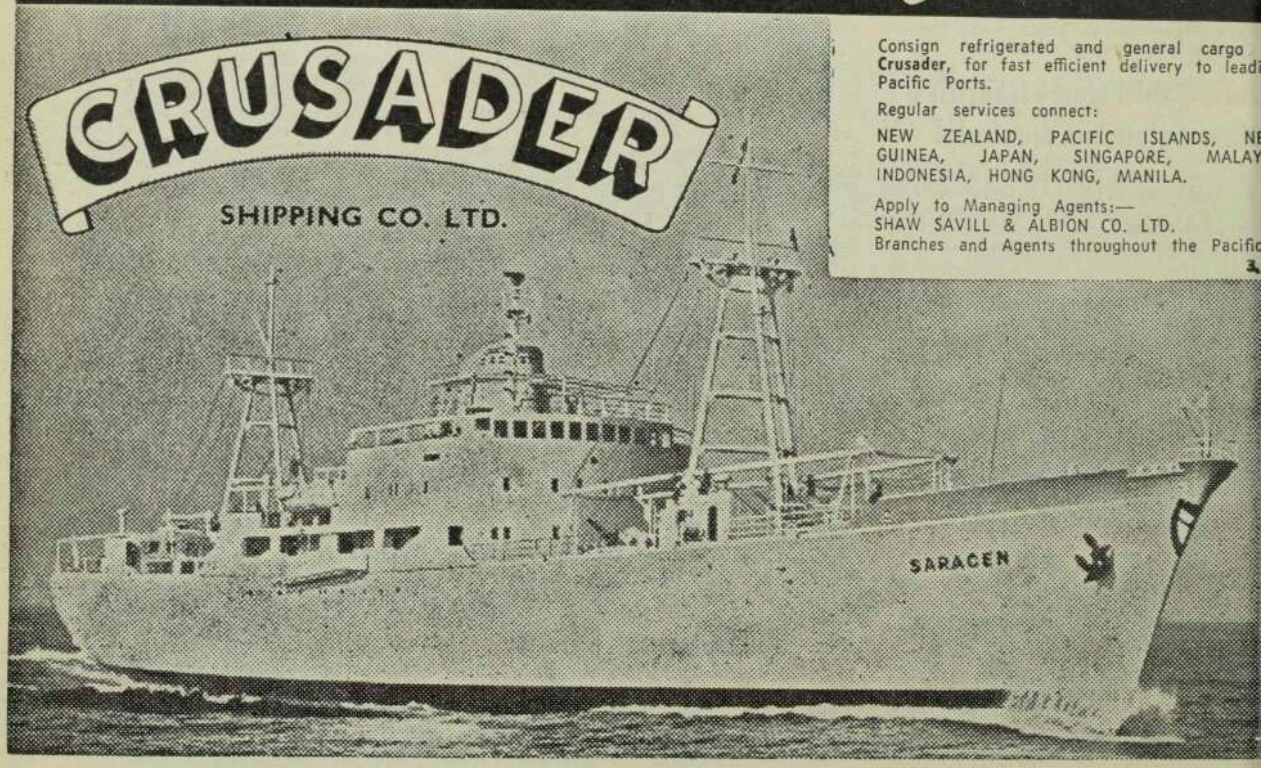
Mon., Wed. and Sat.: Sydney (
7 p.m.), Nadi (arr. 12.40 a.m.,
1.25 a.m.), Honolulu, San Franc
New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (
12.40 a.m., dep. 1.25 a.m.), Honol
San Francisco (extends to Vanco
alternate weeks; from Sydney, June
July 5, 19, Aug. 2, 16, 30, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York,
Francisco, Honolulu, Nadi (arr.
a.m., dep. 4.15 a.m.), Sydney (
6.30 a.m.).

The Pacific's Most Modern Cargo Fleet . . .



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Branches and Agents throughout the Pacific

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Thurs. and Sun.: San Francisco, olulu, Nadi (arr. 3.25 a.m., dep. a.m.), Sydney (arr. 6.30 a.m.).

San Francisco (service begins from ncouver alternate Sats.: June 22, July 20, Aug. 3, 17, 31, etc.), Honolulu, i (arr. 4.25 a.m., dep. 5.15 a.m.), ney (arr. 7.30 a.m.).

rnational Dateline is crossed be- Nadi and Honolulu.)

CANADIAN PACIFIC AIRLINES
ristol Britannia and DC8 Jet)

NORTHBOUND

t. (June 15, 29, July 13, 27, Aug. 24, etc.): Dep. Sydney 11 a.m. by annia for Auckland (arr. 4.50 .).

from Auckland, dep. 5.35 p.m. y Sat. for Nadi (arr. 9.40 p.m., 10.35 p.m.), Honolulu (arr. Sat. a.m., dep. Sun. 10 a.m. by DC8), ncouver, Amsterdam (arr. Mon. 2.25 .).

SOUTHBOUND

from Amsterdam, dep. 2 p.m. y Sat. by DC8 for Vancouver, olulu (arr. Sun. 10.35 p.m., dep. 11.55 p.m. by Britannia), Nadi . Tues. 7.20 a.m., dep. 8.05 a.m.), kland (arr. 12.15 p.m.).

ues. (June 11, 25, July 9, 23, Aug. 20, etc.): Dep. Auckland 1.05 p.m. Sydney (arr. Tues. 3.35 p.m.).

rnational Dateline crossed between onolulu.)

ralia-Fiji (or Am. Samoa) Hawaii-USA

Y PAN AMERICAN AIRWAYS
Intercontinental Jet Clippers)

NORTHBOUND

Thur.: Dep. Sydney 5 p.m. for Nadi . 10.45 p.m., dep. 11.30 p.m.), olulu and Los Angeles (arr. Sun., rs. 5.25 p.m.). Connections at olulu for San Francisco, Portland Seattle.

Dep. Sydney 5 p.m. for Pago Pago, Samoa (arr. 12.55 a.m., dep. 1.45 .), Honolulu and Los Angeles (arr. s. 5.25 p.m.).

SOUTHBOUND

Fri.: Dep. Los Angeles 8 p.m. Honolulu, Nadi, (arr. 4.15 a.m., rs., Sun., dep. 5 a.m.) and Sydney r. 7.20 a.m. Thurs., Sun.).

Dep. Los Angeles 8 p.m. for olulu, Pago Pago (arr. 4.10 a.m. ., dep. 5 a.m.) and Sydney (arr. a.m. Tues.).

rnational Dateline crossed between onolulu, and Sydney-Pago Pago.)

ralia-New Caledonia-Fiji-Tahiti-USA

TAI-Air France with DC8 Jet

Dep. Sydney 8.45 a.m. for mea (arr. 12.20 p.m., dep. 2.15 .), Nadi (arr. 5 p.m., dep. 5.50 .), cross International Dateline, eete (arr. Tues. 11.55 p.m., dep. 8.15 a.m.), Los Angeles (arr. Fri. p.m.). Connection by Boeing to treal and Paris.

Dep. Los Angeles 1 a.m., Papeete r. Sat. 6.15 a.m., dep. Sun. 1.40 .), cross International Dateline, ii (arr. Mon. 4.25 a.m., dep. 5.25 .), Noumea (arr. Mon. 6.30 a.m., 8.30 a.m.), Sydney (arr. Mon. 25 a.m.).

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.
Sat.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Wed., Fri.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 3.35 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.

AUSTRALIA-PACIFIC ISLANDS

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying-boats).

Return flight from Rose Bay base each Tues. and Sat. (with extra flight Thurs. as required); in June and July, Sat. only, plus Tues. July 2.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Sat.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Sun.: Dep. NI 2.45 p.m., Sydney arr. 6.45 p.m.

Sydney-New Caledonia

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.

Sydney-Papua-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, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 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

(Over)

● **PIM's shipping and airways timetables are correct to time of publication.**

UNION STEAM SHIP CO. OF N.Z.
LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

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Qld.-Papua-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. (June 10, 24, July 8, 22, Aug. 5, 19, 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. (June 12, 26, July 10, 24, Aug. 7, 21, 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. (June 15, 29, July 13, 27, Aug. 10, 24, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (June 16, 30, July 14, 28, Aug. 11, 25, etc.).

INTER-TERRITORY SERVICES

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.

Fiji-Am. Samoa-Tahiti

TEAL, with Electra 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.

Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon.: Dep. Suva 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., Suva arr. 7.20 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft

Sun., Thurs.: Dep. Nadi 5.30 a.m. for Auckland, arr. 10.15 a.m.

Sun., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

TEAL, with Electra 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., Thurs., Fri., Sat., Sun.: 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.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (June 13, 27, July 11, 25, Aug. 8, 22, etc.): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (June 15, 29, July 13, 27, Aug. 10, 24, etc.): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (June 22, July 6, 20, Aug. 3, 17, 31, 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.

Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (June 20, July 4, 18, Aug. 1, 15, 29, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m. Wed. (June 19, July 3, 17, 31, Aug. 14, 28, etc.).

Alt. Thurs. (June 20, July 4, 18, Aug. 1, 15, 29, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m. Fri. (June 21, July 5, 19, Aug. 2, 16, 30, etc.).

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.).

New Caledonia-NZ

TAI, with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.

Fri.: Dep. Auckland 5 p.m. for Noumea arr. 10 p.m.

New Caledonia-Wallis Is.-Tahiti

TAI, with DC4 Aircraft

Monthly service (second Sunday).

Sun. (July 14, Aug. 11, Sept. 8, etc.): Dep. Noumea 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.).

Tues. (July 16, Aug. 13, Sept. 10, etc.): Dep. Papeete 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.).

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)

Sat.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

Sun.: Dep. Auckland 10.30 a.m., arr. NI 1.30 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (June 18, July 2, 16, 30, Aug. 13, 27, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (June 19, July 3, 17, 31, Aug. 14, 28, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (June 11, 25, July 9, 23, Aug. 6, 20, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (June 12, 26, July 10, 24, Aug. 7, 21, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (June 11, 25, July 9, 23, Aug. 6, 20, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Kota Baru, arr. p.m.

Alt. Wed. (June 12, 26, July 10, 24, 7, 21, etc.): Dep. Kota Baru a.m. for Wewak, Madang, Lae, 5.05 p.m.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3

Alt. Tues. (June 18, July 2, 16, 30, 13, 27, etc.): Dep. Biak 6.15 Kota Baru, arr. 8.25 a.m., dep. a.m., arr. Lae 1.30 p.m.

Alt. Wed. (June 19, July 3, 17, 31, 14, 28, etc.): Dep. Lae 9.15 Kota Baru, arr. 12.15 p.m., d p.m., arr. Biak 3.10 p.m.

Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Alt. Wed. (June 12, 26, July 10, 24, 7, 21, etc.): Dep. Papeete 3.30 for Honolulu, arr. 9.05 p.m.

Alt. Thurs. (June 13, 27, July 11, 25, 8, 22, etc.): Dep. Honolulu 11.45 for Papeete, arr. alt. Fri. 5.20 a

South Pacific Airlines with Su Constellation Aircraft

Fri.: Dep. Honolulu 11 p.m., arr. Pa Sat. 8 a.m.

Sat.: Dep. Papeete 10 p.m., arr. Hon Sun. 7 a.m.

Details from South Pacific Air 311 California St., San Francisco, U

Tahiti-USA

TAI, with DC8 Jet Aircraft

Fri. and alt. Wed. (June 19, July 3 31, Aug. 14, 28, etc.): Dep. Pa 10 a.m. for Los Angeles, arr. 9.15

Sat. and alt. Thurs. (June 20, Ju 18, Aug. 1, 15, 29, etc.): Dep. Angeles 1 a.m. for Papeete, arr. a.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with Per Prince Aircraft

Between Western Samoa and Ame Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 7 2 p.m.; Mon. 7 a.m., 9.15 a.m., 2 Tues. 7 a.m.; Wed., Thurs., Fri., 9.15 a.m.

Dep. Pago Pago (Am. Samoa): Sun. a.m., 4.30 p.m.; Mon. 8.15 a.m., a.m., 3.15 p.m.; Tues. 8.15 a.m.; Thurs., Fri., Sat. 10.30 a.m.

Agents: Gold Star Transport Co. Apia; R. E. Pritchard, Pago Pago.

INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron an Drover Aircraft

Suva-Nadi-Suva: Two flights daily (V Fri. and Sun. morning timetable mins. earlier): Dep. Suva 8 a.m., Nadi 8.45 a.m., dep. Nadi 9.15 arr. Suva 10.05 a.m.; and dep. 3 p.m., arr. Nadi 3.45 p.m., dep. 4.10 p.m., arr. Suva 5 p.m.—all H flights.

Suva-Nadi: Dep. (Drover) Suva alt. 3.05 p.m., arr. Nadi 3.55 p.m. 19, July 3, 17, 31, Aug. 14, 28,

Nadi-Suva: Dep. (Drover) Nadi alt. Th 6.15 a.m., arr. Suva 7.05 a.m. 20, July 4, Aug. 1, 15, 29, etc.).

Suva-Labasa-Suva: Dep. 11 a.m. Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 Mon.

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Jra-Savusavu-Suva: Dep. 7.20 a.m., d.
- Savusavu - Labasa - Savusavu - va: Dep. 11 a.m. Thurs., Sat., Sun.
Jra-Suva: Dep. 7.20 a.m., Sun.
Labasa-Matei-Labasa-Suva: Dep. 11 a. Mon.
Matei-Labasa-Matei-Suva: Dep. 11 a. Fri.
Savusavu-Suva: Dep. 11 a.m., Wed.
ails from Fiji Airways, Ltd., Victoria , Suva.

French Polynesia

RAI, with DC4 Aircraft

ices to the Leeward Group (Isles e Vent), Society Islands.
Wed., Sat.: Dep. Papeete 8.15 a.m., latea arr. 9.05 a.m., dep. 9.35 a.m., ra Bora arr. 9.55 a.m.
Dep. Bora Bora 4.30 p.m., Raiatea . 4.50 p.m., dep. 5.10 p.m., Papeete , 6 p.m.
Sat.: Dep. Bora Bora 10.30 a.m., latea arr. 10.50 a.m., dep. 11.10 a.m., peete arr. 12 noon.
ails from RAI, Quai Bir Hakeim, e, or any TAI office.

Papua-New Guinea

Operated by TAA

MORESBY-LAE (Fokker Prop-Jet)

Tues.: Dep. Pt. Moresby 6.40 a.m., . Lae 7.40 a.m. (June 11, 25, July 23, Aug. 5, 19, etc.).

-RABAUL-LAE (Fokker Prop-Jet)

ues. Dep. Lae 9 a.m., Rabaul arr. 55 a.m. (June 11, 25, July 9, 23, g. 5, 19, etc.).
Ved.: Dep. Rabaul 10.10 a.m., Lae . 12 noon (June 12, 26, July 10, Aug. 7, 21, etc.).

PORT MORESBY-DARU (DC3)

ri.: Dep. Pt. Moresby 8.45 a.m. for ru, returning same day via Balimo, . 2.25 p.m. (June 14, 28, July 12, Aug. 9, 23, etc.).

IORESBY-WEST. PAPUA (Catalina)

Dep. Pt. Moresby 8 a.m. for Kerema, imuru, Kikori, Kerema, Pt. Moresby, . 2.50 p.m.
Thurs.: Dep. Pt. Moresby 7 a.m. for ru, D'Albertis Junction, Lake rray, arr. 1.25 p.m. (June 20, July 18, Aug. 1, 15, 29, etc.).
Fri.: Dep. Lake Murray 7 a.m. for ru, Pt. Moresby, arr. 11.40 a.m. ne 21, July 5, 19, Aug. 2, 16, 30, .).

MORESBY-EAST PAPUA (Catalina)

Mon.: Dep. Pt. Moresby 8 a.m. for marai, Esa-Ala, Samarai, Pt. resby, arr. 4.30 p.m. (June 17, July 15, 29, Aug. 12, 26, etc.).
n Mon.: Dep. Pt. Moresby 8 a.m. Samarai, Deboyne, Samarai, Pt. resby, arr. 4.30 p.m. (June 24, July Aug. 19, etc.).
n Mon.: Dep. Pt. Moresby 8 a.m. Samarai, Pt. Moresby, arr. 4.30 n. (July 8, Aug. 5, Sept. 2, etc.).

AE-MADANG-WEWAK-MANUS-VIENG-RABAUL SERVICE (DC3)

Dep. Lae 7.30 a.m. for Madang, ewak, Manus, Kavieng, Rabaul, arr. 5 p.m.
Dep. Rabaul 7.30 a.m. for Kavieng, anus, Wewak, Madang, Lae, arr. 4.05 n.
Dep. Lae 9 a.m., for Madang, ewak, arr. 11.55 a.m.
Dep. Wewak 6 a.m. for Madang, ae, 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 R., Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.
Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.
Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.
Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.
Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.
Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.
Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN-LAE (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Aropa, Wakunai, Buka, Rabaul, arr. 3.20 p.m.
Alt. Wed. (June 12, 26, July 10, 24, Aug. 7, 21, 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, Mt. Hagen, arr. 5 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. Mt. Hagen 6.30 a.m. for Banz, Goroka, 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

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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 Goroka, Madang, Momote, Madang, arr. 2.50 p.m.
Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Kavieng, Rabaul, arr. 3.15 p.m.
Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

Papuan Airlines Transport Ltd. ("Patair")

Local services operated in Papua by Papuan Airlines Transport Ltd. include:
Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.
Dep. (DC3—freight only) Pt. Moresby 10 a.m. for Kokoda, Pt. Moresby, arr. 12.20 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Bereina, Kairuku, Aroa/Rorona (opt.), Pt. Moresby, arr. 2.20 p.m.
Dep. (Piaggio) Pt. Moresby 6 a.m. for Tapini, Woitape, Pt. Moresby, arr. 8 a.m.
Tues.: Dep. (DC3) Pt. Moresby 6.30 a.m. for Popondetta, Pt. Moresby, arr. 8.30 a.m.
Dep. (DC3) Pt. Moresby 9 a.m. for Garaina, Lae, Garaina, Popondetta, Pt. Moresby, arr. 2.35 p.m.
Dep. (DC3) Pt. Moresby 9.15 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 5.50 p.m.
Dep. (Piaggio) Pt. Moresby 8 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10 a.m.
Dep. (Piaggio) Pt. Moresby 12.30 p.m. for Cape Rodney, Paili, Pt. Moresby, arr. 3 p.m.
Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.
Wed.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
Dep. (Piaggio) Pt. Moresby 8 a.m. for Baimuru, Erave, Mendi, Kagua, Erave, Pt. Moresby, arr. 3.10 p.m.
Dep. (Piaggio) Pt. Moresby 8 a.m. for Tapini, Woitape, Pt. Moresby, arr. 10 a.m.
Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona/Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.
Thurs.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Embi, Wanigela, Losuia, Popondetta, Kokoda, Pt. Moresby, arr. 3 p.m.
Dep. (Piaggio) Pt. Moresby 8 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10 a.m.
Dep. (Piaggio) Pt. Moresby 1 p.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 3 p.m.
Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.
Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.
Dep. (DC3) Pt. Moresby 10.30 a.m. for Gurney, Pt. Moresby, arr. 2.30 p.m.
Dep. (DC3) Pt. Moresby 3.30 p.m. for Bereina, Pt. Moresby, arr. 5.15 p.m.
Dep. (Piaggio) Pt. Moresby 8 a.m. for Tapini, Woitape, Pt. Moresby, arr. 10 a.m.
Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona, Aroa, Kairuku, Bereina (opt.), Pt. Moresby, arr. 5.20 p.m.
Sat.: 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 Woitape, Tapini, Pt. Moresby, arr. 10 a.m.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji**, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. T. B. £A123/12/6; S. £A124/10/9. **Samoa-London**, basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island**: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris**, Sydney), in May 1963, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., 96.5 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Selling, 13.725 francs to £Stg.

Dep. (Piaggio) Pt. Moresby 11 for Paili, Cape Rodney, Pt. Mor arr. 1.15 p.m.
Dep. (Piaggio) Pt. Moresby 3 for Rorona (opt.), Aroa (o Kairuku, Bereina, Pt. Moresby, 4.55 p.m.

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Noumea-Ouvea: Tues. dep. Noumea a.m. for Ouvea, Noumea, arr. 1.30 Sat.: Dep. Noumea 8 a.m. for Ou Noumea, arr. 10 a.m.
Noumea-Houailou-Koumac: Wed., Sat. Noumea 1 p.m. for Houailou and mac, Noumea, arr. 4.25 p.m.
Noumea-Isle of Pines: Mon., Wed., Sat. dep. Noumea 10.45 a.m. for of Pines, Noumea, arr. 12 noon. Dep. Noumea 8 a.m. for Isle of P Noumea arr. 5 p.m.

New Hebrides

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Tues.: Dep. Vila 8.30 a.m. for Tongoa, 9.05 a.m., dep. 10 a.m., Vila, arr. a.m. (with extension to Pentecost Santo on demand).
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Suva	91 5 0	175
Auckland	54 10 0	103 1
Christchurch	54 10 0	103 1
Wellington	54 10 0	103 1
Pago Pago	121 4 0	278
Honolulu	282 12 0	536 1
San Francisco	350 9 0	665 1
Vancouver	350 9 0	665 1
Papeete	181 5 0	344
Djakarta	155 0 0	294 1
Dili	79 10 0	159
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Papeete	114 10 0	217 1
Noumea	45 10 0	86 1
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Index to Advertisers

Acrow Pty. Ltd. 135
Adams Industries 26, 28, 37, 53, 75, 117, 125
Ansett-A.N.A. 12
Arnott, Wm. Pty. Ltd. .. 62
A.S.P. (Overseas) Pty. Ltd. 156

B.A.L.M. Paints Pty. Ltd. .. 90
Ballina Slipway & Eng. Co. 98
Bank of N.S.W. 35
Berger, Lewis & Sons (Aust.) Pty. Ltd. 24
Bethell, Gwyn & Co. Ltd. 145
Bish Ltd. 13
B.O.A.C. 84
Braybon Bros. Pty. Ltd. 16, 32
Breckwoldt & Co., Wm. .. 154
British Paints Ltd. 4
Brunton & Co. 29
B.P. .. 22, 80, 119, cov. iii
Byron Rural, John, Pty. Ltd. 18

Cadbury-Fry-Pascall Pty. Ltd. 63
Carlton & United Breweries Ltd. 96
Carpenter, Ltd. 42, 43, cov. iv
Cheoy Lee Shipyard 101
Colyer Watson (NG) Ltd. .. 57
Commonwealth Bank of Aust. 48
Crammond Radio Co. 82
Crusader Shipping Co. .. 148
Cummins Diesel Sales & Service (Aust.) Pty. Ltd. 110
Cystex 23

Demka Pty. Ltd. . .. 78, 79
Donald, A. B., Ltd. 47
Douglass, W. C. Ltd. 67

Ferrier & Dickinson Pty. Ltd. 102, 109
Fisher & Co. 60
Flick, W. A. & Co. Pty. Ltd. 30, 32

Franks Trading Co. Pty. Ltd. 124
Frigate Rum 52

Gilbey, W. & A., Ltd. .. 2
Gillespie Bros. Pty. Ltd. .. 64
Gillespie, R., Pty. Ltd. .. 1
Glaxo Labs (NZ) Ltd. .. 59
Goodyear Tyre & Rubber Co. (Aust.) Ltd. 120
Gopi Textiles & Industrials 74
Grocery Wholesalers Pty. Ltd. 73
Grove, W. H. & Sons Ltd. 30, 58

Haig, John & Co. Ltd. .. 131
Handi-Works Co. 58
Hastings, Deering Ltd. .. 130
Hellaby, R. & W., Ltd. 18, 64
Hong Kong & Whampoa Dock Co. Ltd. 104
Hyster Australia Pty. Ltd. .. 115

International Harvester Co. 126

Kanimbla Hall 131
Kennedy, Capt. W. L. .. 105
Kerr Bros. Pty. Ltd. 39
Kitchen, J. & Sons Pty. Ltd. 94
Kiwi Polish Co. Pty. Ltd. .. 52
Kopsen & Co. Pty. Ltd. .. 118
Kraft Foods Ltd. . .. 31, 69

Lane's Pty. Ltd. 56
Lawrence, Alfred, & Co. P/L 68
Lees Marine Ltd. 106
Lincoln Electric Co. (Aust.) Pty. Ltd., The 134
Love, J. R., & Co. Pty. Ltd. 113
Lysaght, John (Aust.) Pty. Ltd. 155

Malleys Ltd. 49, 127
Marcus Clark & Co. Ltd. .. 20
Massey Ferguson (Aust.) Ltd. 136
Matt Taylor & Co. 101
Matson Lines 144
Mendaco 23
Millers Ltd. 55
Mitzsumi, Jiro & Co. Ltd. .. 125
Morris Hedstrom Ltd. .. 10, 19
Moulded Products (A'asia.) Ltd. 133
Mungo Scott Pty. Ltd. .. 151

Nederland Line & Royal Rotterdam Lloyd 36
Nelson & Robertson Pty. Ltd. 107
Nestle Co. (Aust.), The 41, 116
N.G. Aust. Line 77
Nicholson's Pty. Ltd. 40
Nixoderm 23

O'Brien, Frank G., Ltd. .. 138
Oliver Australasia Pty. Ltd. 132
Ogden Industries Pty. Ltd. 129

P.A.A. 46
Pacific Islands Society .. 153
Pacific Islands Transport Line 145
Parke, Davis & Co. 114
Penfolds Wines Pty. Ltd. .. 44
Phoenix Shipbuilding & Engineering Co. Pty. Ltd. . 103
Piccaninny Manufacturing Co. 65

Qantas 34
Qld. Insurance Co. Ltd. .. 75

Rigby Ltd. 14
Ryson Rural Constructions Pty. Ltd. 54

Sanitarium Health Food Co. 72
Seward Ltd. 93
Shaw Savill & Albion Co. Ltd. 146
Shell Co. of Aust. Ltd., Th
Smith, Markwell Pty. Ltd.
Stapleton, J. T., Pty. Ltd.
Steamships Trading Co. Lt
Stewarts & Lloyd Pty. Lt
Sthn. Pac. Ins. Co. .. .
Sullivan Ltd. . .. .. .
Suttons Motors (Homebus

T.A.A. .. ..
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Tait, W. S. & Co. P/L .
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Taubman's Ltd. .. .. .
T.E.A.L. . .. .
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Watkins, Ivon Ltd. .. .
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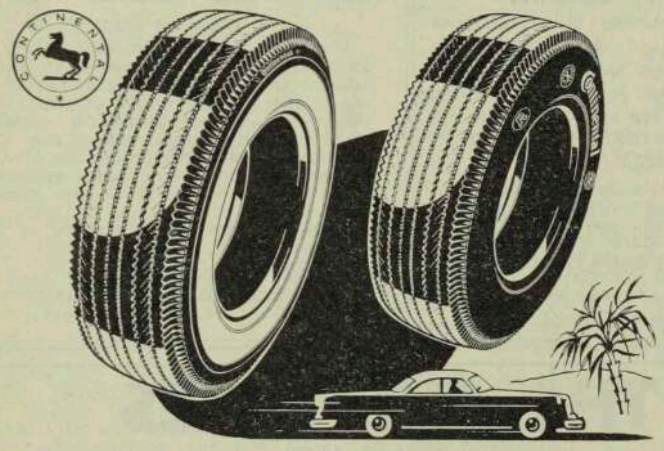
Yorkshire Insurance Co. Ltd
Yeast Co. of Australia Pty Ltd. .. ..



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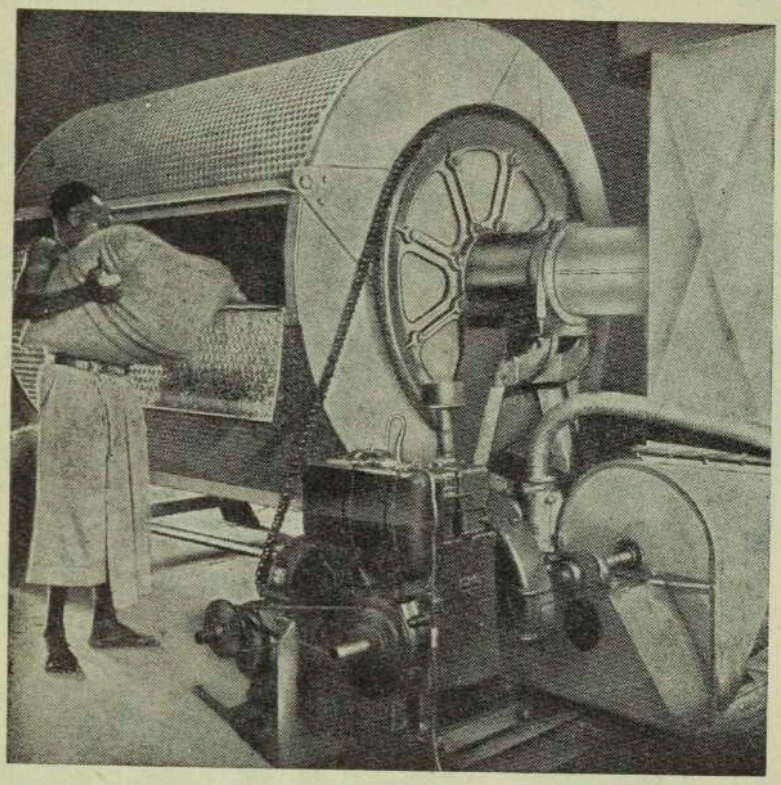

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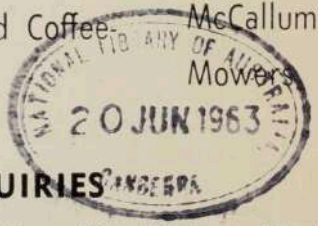

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