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FEBRUARY, 1964

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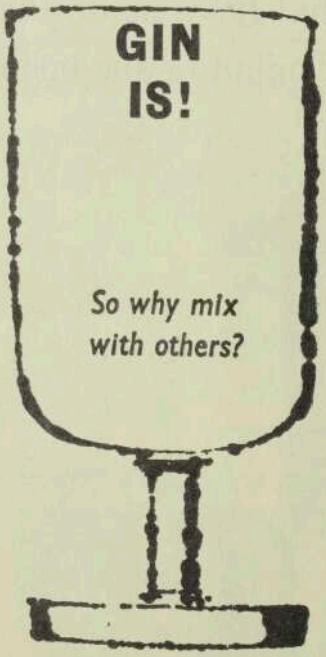
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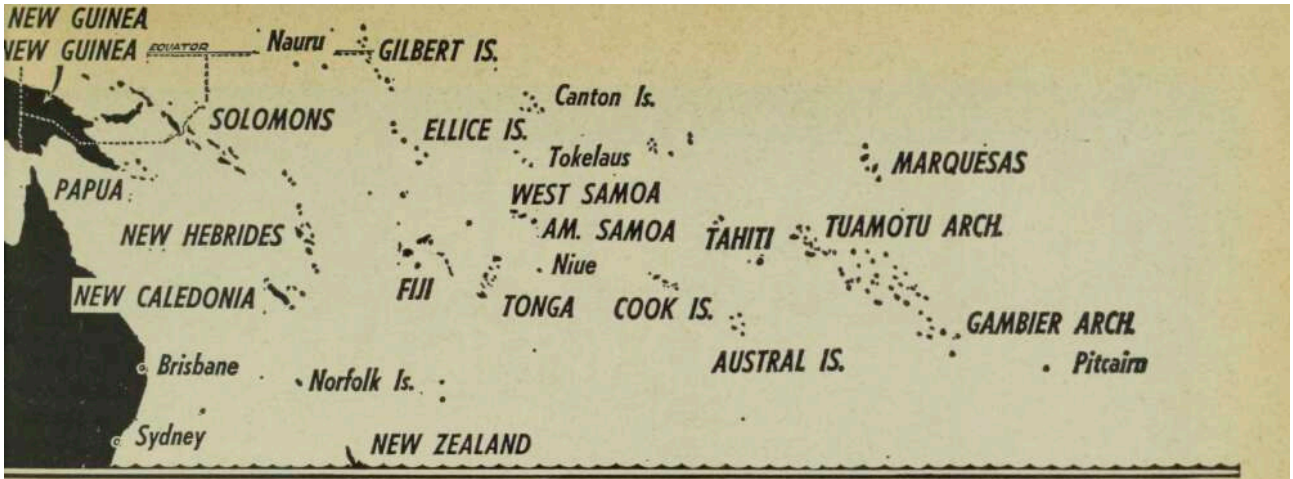
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OUR COVER: The last batch of Tonkinese in Vila, New Hebrides, to be repatriated to North (Communist) Vietnam sailed from Vila in the British liner "Eastern Queen" on December 24. Some of the departing "Tonks" were a lot less cheerful than those seen in the cover picture, as they left the New Hebrides with very uncertain feelings about the future. The "Eastern Queen" also repatriated the last Tonkinese from Santo. Photo: Reece Discombe.



l. 35. No. 2, FEBRUARY, 1964

PACIFIC ISLANDS MONTHLY

n This Issue

NERAL

Services in Record Mess 11
dneysider in London 57
-Shells for Captain Bligh 83
orts on Pacific Towns 91
TA Conference 114
w Year Honours 118
n to Beat Rhinoceros Beetle 122

OK ISLANDS

nders Survey Problems Ahead 55
otonga Hotel Proposal 63
ar Eclipse to be Seen at Manuae .. 85
ngaia Harbour Plan 97
ean Fishermen Lost 105

I

w Governor, New Political Plan .. 7
e for Sydney Show 15
g Wait for Air Passengers 18
een Mother to Visit Fiji 33
nforting Development Figures 35
ght of Slum Dwellers 37
cient Pottery Discovered 49
w Hotel Plans 65
ana Shipments 113
ord Sugar Season 123

NCH POLYNESIA

iti to be Scientific Centre 39
w Hotel for Punaauia 63
k on the Pritchard Affair 89
Many Ships for Papeete 99

BERT and ELLICE ISLANDS COLONY

le Station Up for Sale 8
w Life on Wagina for GEIC People 13
mmer in Unusual Accident 115

Ocean Island Labour Dispute 116
Butaritari High Chieftainship 116
Unexpected Bomb Found at Tarawa .. 116

LORD HOWE ISLAND

Flying Boat Leased 115

NEW CALEDONIA

Well-Known Chauffeur Retires 19
Dangerous Dependence on Mining 113
Severe Drought 113
DC4 Aircraft for French Navy 114
Air Taxi Service 115
Mining Research Bureau Closes 123

NEW HEBRIDES

Air Mishaps 13
Advisory Council Criticises Budget .. 25
The Battle for Influence 45
Pigeon Flies from Antarctic 113
New Buildings 123

NORFOLK ISLAND

Local Language 15
View on Finances 20
New Hotel Planned 63
Record Number of Air Passengers 116
Freight Rates 122

PAPUA-NEW GUINEA

300 Candidates for Election 9
Horrie Niall Elected Unopposed 10
Border Survey Not Yet Resumed 12
Two Air Mishaps 13
More Conus Gloria Maris Shells 15
Tragic George Ellis 17
Mushroom Madness 17
Big Rabaul Weddings 18

Ownership of Hotels 19
New "Wonder" Malaria Drug 39
Anger Over Housing Shortage 41
Complaints on Liquor 51
Plans for Fourth Moresby Hotel 53
Death of "Jimmy" James 71
The Tanks Go Through! 81
Fred Archer's Tankard 82
Rev. Ben Butcher's Book 87
Air Survey of Timber Stands 113
Aviation Statistics 114
Road-Building Figures 114
First Native Army Officers Home 115
Rabaul-Kokopo Telephone Service 116
Scheme May Underwrite Investment .. 121
Airline Tours 131

PITCAIRN ISLAND

New Education Officer 117

SOLOMON ISLANDS

Legislative Council Proposal 50
Oscar Svensen, Pioneer Planter 77
Start on Yacht Club 109
Copra Agreement With Japan 122
Rice-Growing Plan 123

TONGA

Overseas Tour for Prince Tungi 11
Tongans Deported from US 19
Radio Chief Leaves 56

UNITED STATES TRUST TERRITORY

Major Revision of Code 115

WEST NEW GUINEA

Book by Peter Matthiessen 87

WESTERN SAMOA

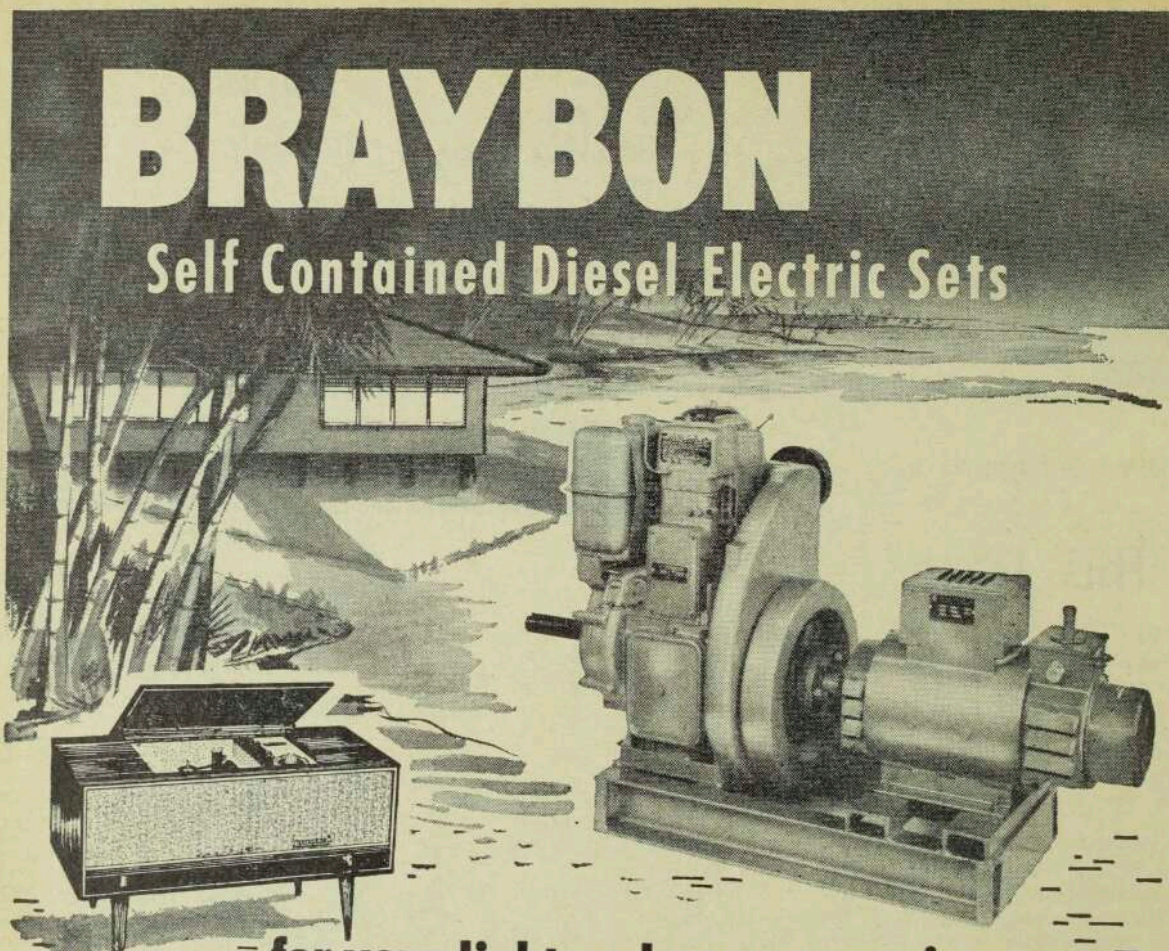
Prime Minister Holes in One 17
Harbour Plans for Apia, Asau 95
Regional UN Office 113
Tupau Tamasese Title Dispute 115
Legislative Assembly Election Plans .. 116
Break with Unilever 122

DEPARTMENTS: Commentary, 12; Tropicalities, 15; Letters to the Editors, 19; Territories Talk-Talk, 29; Magazine Section, 77; New Books, 87; Shipping, 95; From the Islands Press, 111; In a Nutshell, 113; People, 117; Commerce, 121; Deaths of Islands People, 129; Travel Talk, 131; Shipping and Airways Information, 134.

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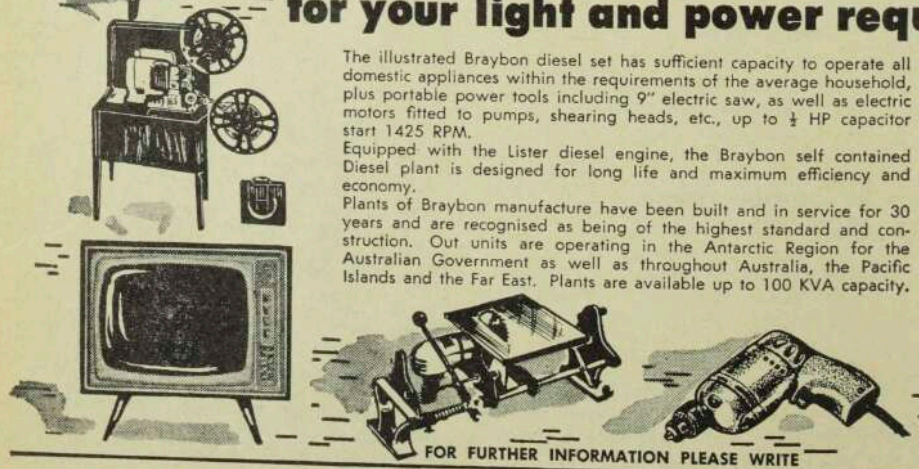


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Fiji Starts New Year With New Governor And New Political Plan

From a Suva Correspondent

Fiji has taken the first step towards internal self-government. On January 17 the unofficial members of the Legislative Council unanimously passed a resolution calling on the Government to introduce the "Member system" of government as soon as practicable. The official members, as is usual when constitutional matters are discussed, refrained from taking part in the debate, and also from voting.

Ratu K. K. T. Mara, a leading Fijian chief, who moved the motion, said "It will not be far-fetched to put it alongside the great Deed of Cession".



Fiji's new Governor, Sir Derek Jakeway, takes the oath of office administered by Fiji's Acting Chief Justice, Mr. Justice Hammett, in Suva on January 17. He is Fiji's 20th Governor since cession in 1874.

Photo: Stan Whippy

N Indian member, Mr. A. I. N. Deoki, who seconded the otion, said the occasion was one of e most momentous in the history Fiji.

Under the Member system the overnor will invite unofficial embers of the Executive Council undertake supervisory functions er groups of Government departents. There might be a Member r Natural Resources, a Member r Social Services, and so on.

The Members will have no ecutive authority, but all policy atters relating to their departments ill be referred to them. They will ve a big say in policy-making, and ill be expected to take an active terest in all aspects of the work the departments in their portfolio.

How It Works

Policy questions coming in from partments, which are at present alt with in the Secretariat, will be ferred to the Members.

They can take policy matters to e Executive Council, and they will expected to pilot through the gislative Council bills dealing with eir departments.

On appointment, Members will be quired to give an undertaking to cept collective responsibility. In e Executive Council they will be ee to express their views accordg to their conscience, but once the xecutive Council makes a decision e Members will be bound by it.

If they do not wish to be bound they will have to resign.

The Government would thus be able to reduce the official side of the Legislative Council. The official majority would always be available, but a number of official members would not be required to take their seats.

The Government, recognising that the work will take up a considerable portion of the time of Members, considers that a suitable salary will have to be paid to compensate them for loss of earnings. One unofficial member, privately, puts a suitable salary at £4,000 a year.

Ministers Eventually

The Government hopes that in time, the Member system will develop into a full Ministerial system with executive responsibility.

The Government plans to retain the posts of Colonial Secretary (who may become Chief Secretary), Financial Secretary and Attorney-General, and they would rank as Ministers. Thus there would be an executive or Cabinet of ex-officio, official and unofficial ministers.

However, that is a long way off, and a Ministerial system will only be developed in the light of experience of the Member system.

Although the unofficial members were unanimous in their vote at the January sitting, several of them held reservations. The European members were more or less content to go along with what the Fijians wanted.

But whether the Fijians really were unreserved in their view was also open to question. Two of them did not speak in the debate, and they were the two who barely two years ago expressed very strong views about the future.

Ratu Penaia Ganilau, one of the silent Fijians, startled the Legislative Council during the Budget debate in December, 1961, by saying: "When the time comes—and I hope the time will not come soon for some new form of Government to replace the present system—then I would like to say here that the Fijians would like the composition of the Legislative Council to be reviewed, and I would also like to have it recorded here that the running of this Colony must be handed over to the Fijians. By that I mean administratively and politically".

Ratu George Cakobau, the second silent Fijian, had at that time echoed Ratu Penaia's words.

He said in 1961: "I have nothing against independence; let independence come. But, when that independence comes—I should like

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CABLE STATION UP FOR SALE AT £75,000

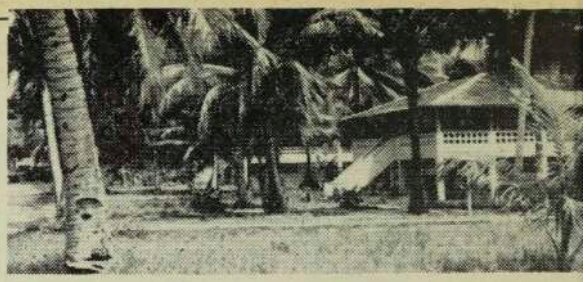
THE Fanning Island cable station, which became redundant when the final links of the new COMPAC cable were opened in December between Sydney and Vancouver, is up for sale for £A75,000 or the best offer.

The station is owned by Cable and Wireless Ltd., of London. It consists of instrument buildings and employees' houses on a 40-acre site. (Two of the buildings are seen in the accompanying photograph.)

As the cable station is on Crown land, anyone who buys it will have to negotiate a lease with the Gilbert and Ellice Islands Colony authorities, who administer Fanning Island.

The main drawback to buying the station is that it is a long way away from anywhere. Honolulu, the nearest big centre, is more than 1,000 miles distant to the north.

However, the isolation of Fanning Island and the fact that it has a big, shallow, fish-filled lagoon, could make the cable station attractive to businessmen who see



money in it as a potential away-from-it-all hotel. A similar defunct cable station—on Norfolk Island, which is 930 miles from Sydney—has already been turned into a hotel.

The last staff members of the station—10 European and about 50 Gilbertese—left the island in January for Christmas Island, from where they were to be repatriated. The last manager was an Australian, Mr. R. H. Payne. Originally, the staff comprised 31 European and 200 Gilbertese.

Fanning Island's only inhabitants now are the employees of Fanning Island Plantations Ltd. (a subsidiary of Burns, Philp) which has about 3,100 acres of land under coconuts. This property is not for sale

this recorded in this House—let the British Government return Fiji to the Fijians in the state and in the same spirit with which the Fijians gave Fiji to Great Britain".

Many Views

Acknowledgement that there were indeed many views beneath the surface was made by a European member at the January sitting, Mr. J. N. Falvey. He said, in effect, that the different viewpoints would become more obvious when the details of the system came to be worked out.

Fijian Ravuama Vunivalu said he had irrevocable proof that a foreign influence was at work in Fiji trying to create a wedge between the various races.

He said that people all over the world were asking why the Fijians did not want independence.

"My answer to that, my personal answer, is that with our growing population, the comparative lack of development of the land, and with more than 10,000 school-leavers every year, there is bound to be a blow up, however you like to interpret that term. It is bound to come", Ravuama said.

There will certainly be problems for the new Governor, Sir Derek Jakeway, in choosing his Members. By what yardstick will they be chosen? Presumably all racial groups will be represented.

General opinion in Fiji is that the Member system will at least give some indication of the capabilities of the people of Fiji to govern themselves.

The smaller Cook Islands adopted the system some months ago in preparation for full Cabinet government. Western Samoa went through the same system a few years ago, before independence, and Papua-New Guinea seems to be the next big territory to follow suit, although P-NG people are not nearly as advanced as those in Fiji.

Governor's Arrival

Fiji's new Governor, Sir Derek Jakeway, arrived in Fiji the day after the Legislative Council meeting, and in his first public statement, immediately after he took the oath, promised to do all in his power to help the Colony towards internal self-government.

"I believe that it is right that the people of the Colony should play a greater part in their own Government," he said. "I can assure you that I and the officers of my Government will do everything in our power to assist you towards this end, so that constitutional progress, in accordance with the wishes of the people of the Colony, may be to the benefit of all."

Sir Derek repeated that the Secretary of State for the Colonies, at present Mr. Duncan Sandys, intended to convene a constitutional conference in 1964 or 1965 to discuss with the representatives of the people of Fiji what form further constitutional progress towards interr self-government might take, wh still retaining the present strong lin with the Crown of which the peo of Fiji were so rightly proud.

Sir Derek, who has never been Fiji before, soon showed that he h done his homework. He knew great deal about the Colony and problems.

He described the 1964-68 develo ment plan as a "bold challenge".

"I am confident that the plan w bring material progress to the peo of the Colony and I assure you Government will do all it can speed up its implementation," said.

He warned that there might difficult times ahead, but he w confident that with goodwill a harmony between the various rac the difficulties could be surmount to the benefit of all.

Speaker's Welcome

The Speaker, Mr. Maurice Sco welcoming Sir Derek and La Jakeway, said it was the ardent desi of the people to co-operate with t new Governor for the good of t islands. He said it was fortuna there was someone of Sir Derek calibre and experience appointed guide and help Fiji over the peri of change.

Fiji felt she had special problem which had not occurred and did n occur in other Colonies, and tho problems demanded very speci consideration.

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300 Candidates For P-NG's First All-In Election

There were few surprises contained in the list of nominees for Papua-New Guinea's new House of Assembly when nominations closed on January 6. As expected, most of the old legislature's elected members have nominated for re-election, but few of the nominated members will seek to retain their seats.

ONLY two of the Legislative Council's elected members are not offering themselves as candidates, Mr. J. L. Chipper, of Rabaul, and Bougainville's Mr. Paul Mason.

Mr. B. E. Fairfax-Ross, Mrs. R. I. Bates, Fr. J. G. McGhee, Dr. Reuben Taureka, Mr. Ephraim Jubilee, Miss Alice Wedega and Mr. Maneto Kuradal are the seven nominated members from the old House who are not contesting their places.

Of these Dr. Taureka was the only surprise absentee from the list of nominations.

He is not standing because he wishes to pursue his career in medicine and nomination and election to the House of Assembly would have meant his resignation from the Public Service.

Surprise Absentee

Influential Kerema, Albert Maori Kiki, is another who has surprised by failing to nominate. It had been widely expected he would resign his position as an Administration welfare officer to contest the Lakekamu open electorate which takes in his home village of Kikori.

Most of the interest in the nominations has centred about those new to central politics, or those seeking to return to them after an absence.

For instance, there is Major Don Garrett, who is contesting the West Gazelle special electorate in an effort to return to the legislature after an absence of many years.

Then there's Wewak's elder politician Simogun Peta who is trying to return to the legislature after a similar respite from central politics.

Among those taking their first tilt at the House are the New Guinea Party's Mr. Charles Kilduff, a Port Moresby Barrister; Mr. Dennis (Junior) Buchanan, a light aircraft operator from Goroka who will oppose Mr. Ian Downs, and Koitaki planter Mr. Colin Sefton, who will have 11 opponents for the Moresby open electorate.

Three of the most intriguing nominations are those of former cult leaders Yali, of Madang, and Paliau, of Manus, and present leader of a cult on Buka, Francis Hagai. All are contesting open seats.

Paliau, formerly the leader of a troublesome magico-religious cargo cult on Manus in the immediate post-war years, is now the president of a Local Government Council.

Yali, from the Saidor area of Madang, is a former police sergeant and wartime Coastwatcher, who won a very big following after the war. He disappeared from the scene when sentenced to six years jail.

Already people in electorates surrounding the one that Yali will stand for have expressed disatisfaction because they will not be allowed to vote for their old leader!

Close observers say both Yali and Paliau are almost certain of election.

Francis Hagai is one of the leaders of the Hahalis Welfare Society on Buka Island, whose 3,500 native adherents refuse to conform to social tenets and want to run their lives independently of everyone else. They have created many problems for the Administration and for the missions. Hagai, too, has served a gaol sentence.

Cult Activities

Hagai is being opposed in the election by the leader of the Buka Local Government Council, Anton Kearei, who at one time was being openly accused on Bougainville of having himself been mixed up with cult activities. He at one time studied for the priesthood.

Perhaps the most closely contested electorates will be the Moresby open, the Central special, the Milne Bay open and the West Papua special.

In the Moresby open, Papua and New Guinea Workers' Association president Oala Oala-Rarua will contest the seat with three Europeans —Colin Sefton, Bill Stansfield and Tapini businessman John Martin— as well as four fellow Motuans and four Goilalas.

Before nominations were announced Oala-Rarua was considered a good thing. He had been endorsed by the Fairfax Local Government Council and a number of his likely opponents had assurred him they would not stand in opposition.

But the nomination list showed Hanuabadan Willie Gavera and three others had not kept their promises.

Mrs. Ana Frank Gaudi from Oala-Rarua's home village of Pari had nominated and so had Bill Dihm, a Seventh-day Adventist adherent from Kila Kila, and ex Sgt.-Major Daera Ganiga, of Hanuabada.

It now seems certain the Motuan vote will be split sufficiently to give either a Goilala or European candidate victory.

The Goilala area provides the Moresby open electorate with its biggest individual block of voters, 17,000. Already there has been criticism from both natives and Europeans on the definition of the electorate.

Anthropologist Dr. Murray Groves, who is visiting P-NG, says, "It will be tragic if the sophisticated urban people of Port Moresby in this election fail to get a voice in the House.

"For years they have tried to find a political outlet but each attempt has been frustrated. If they fail this time they will certainly blame the electoral system. They will



NOUMEA WEDDING: Miss Katherine Forsyth, daughter of Mr. W. D. Forsyth, Secretary-General of the South Pacific Commission, and Mrs. Forsyth, was married in Noumea on December 23 to Mr. Emilio Ortiz, an Air-France pilot, whose parents live in Nice, France. The reception was held in the Secretary-General's apartment at SPC headquarters. The couple are seen here just before leaving by air for Paris, where they will make their home.

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believe deliberate efforts have been made to keep their representative out of government."

In the Central special LMS missionary Rev. Percy Chatterton, who came to the Territory in 1923, seems to hold the best chance.

He is opposed by Baraina trade store owner and Catholic lay preacher Mr. Ron Brennan; Port Moresby barrister Mr. Charles Kilduff, the member of the New Guinea Party who recently contested (unsuccessfully) the West Sydney seat in the Federal elections; Mrs. Kay Ashcroft-Smith the wife of a Port Moresby public servant, Tapini planter Mr. "Andy" Anderson who was formerly an ADO, and Mr. Bert Pikett, a Sogeri businessman.

Before nominations were declared Mr. Brennan was thought to have the best chance because he looked likely to take the Goilala vote. But now, with Mr. Anderson sure to split the Goilala vote, Mr. Chatterton's position seems secure.

Senior Papuan politician Mr. John Guise will contest the Milne Bay open electorate with long-time Milne Bay businessman Mr. Bob Bunting, Mr. Asineru Dickson and Mr. Albert Munt.

Mr. Dickson, a Kwato Mission adherent who has worked with Administration for many years, is tipped to take a good slice of the votes John Guise may otherwise have expected. This could well put Mr. Bunting in a favourable position.

Mr. Guise himself recognises it's going to be a closely fought seat. He said in Port Moresby recently he would not be surprised if Mr. Bunting won.

Ex-Legislative Councillor Mr. Ron Slaughter, a Yule Island businessman, chose to stand for West Papua special in preference to the Central special electorate in which he would have opposed Mr. Chatterton.

He is opposed by Mr. Ronald Thomas Dalton Neville, who resigned his position as ADO at Tari to contest the seat. The concentration of voters in this electorate is around the area in which Mr. Neville has been well-known to the native people for a number of years.

Mr. Slaughter is scarcely known to the people of his electorate other than those who live on the coast.

Among those who were expected to nominate but didn't was Mr. Mick Leahy, pioneer planter. His electorate is the South Markham special, but it is understood he decided not to nominate against Lloyd Hurrell, the sitting member, who Mr. Leahy considers has done an excellent job.

Mr. Hurrell has two oponents—Markham planter Mick Casey and Kainantu hotel owner Graham Gilmore.

299 CANDIDATES FOR 54 SEATS

A TOTAL of 299 candidates will contest 54 seats in P-NG's new 64-member House of Assembly at the February-March elections. The remaining 10 members will be officials.

There are 61 European candidates, 31 of whom are contesting 10 special electorates for Europeans only. The remaining 30 will take their chances against 238 native candidates in the 44 open electorates.

Voting is on a common roll, P-NG's first, which contains almost a million names.

The 30 Europeans competing against native candidates in the 44 open electorates are:

Chuave: Brian Heagney. Esa'Ala Losuia: Jack Wilkinson. Finschhafen: Jack Smith. Fly River: Arthur Wyborn. Goroka: John Wells. Gulf: Keith Tetley. Gumine: Graham Pople. Hagen: John Colman, Keith Levy. Kainantu: Barry Hollaway. Kaindi: Bill Bloomfield, James Gould. Lakekamu: Kevin Kassman. Madang: Shirley Back. Markham: Bruce Jephcott, Tom Lae. Milne Bay: Albert Munt, Bob Bunting. Minj: Brian Corrigan, Ian Parsons. Moresby: Bill Stansfield, Colin Sefton, John Martin. New Ireland: Peter Murray. Popondetta: Cedric Siebel. Ramu: Watson Griffith Hall. Rigo-Abau: John Meikle, Scotty Uroe, Les Farley. West New Britain: Hans Wetzel.

Will Europeans Succeed?

The big question at present is whether any Europeans will succeed against natives in Open electorates.

Opinion on this question is divided.

Many Native Affairs officers say that where there are native candidates representing a number of tribal groups within one electorate the voting will be split enough to give a European candidate victory on the preferences.

But there are grave doubts that more than a fraction of native voters will use the preference system. Already John Guise's constituents have said they find the preference system too difficult to understand and that they will mark only one name.

The fact there are 299 candidates for the 54 seats means the electoral education campaign will be extended even further, believes Chief Elector Officer Mr. R. R. Bryant.

"This number of candidates wi have an important effect on th people's understanding of th election," he says.

Mr. Bryant says the number c candidates indicates the success c the electoral education campaig carried out in the field for the pa five months.

So far the election machiner seems to be working as planne although printing of the Commo Roll and electoral map is still u finished.

Electoral education patrols a now engaged following the route to be taken by mobile polling team to check the timetables drawn u in Mr. Bryant's office.

Before the first polling day, Fe ruary 15, mock elections will hav been carried out in more than 8,00 villages and hamlets.

He's First Man In!

Recipient of the blue ribbon as first elected member of the P-NG House of Assembly was Mr. H. L. (Horrie) Niall whose nomination for the North Markham special electorate was unopposed when nominations closed on January 6. His was the only electorate not contested.

Mr. Niall was, until the previous day, the Morobe District Commissioner. He had just handed over his post to Mr. Alan Timperley to go on retirement. He was given a remarkable farewell on New Years Dav when thousands of natives gave him a sing-sing.

Mr. Niall has been a P-NG Government officer since 1927, which makes him one of the real old hands. Besides his Parliamentary salary he will also be drawing a sum as adviser to a big New Guinea firm. Salary for an elected member of the House will be £950 a year, plus extra expenses during sittings, but it will be more if he is given the new post of Speaker of the House, which he has been tipped to get. There probably could not be a better choice.

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Air Services In Record Mess Following Row With France

The aviation row between Australia, New Zealand and France, which began in December with the cancellation of TEAL and Qantas traffic rights in Tahiti (*PIM*, Jan., p. 9), grew worse in January when further disagreements led to the cancellation of air services between Sydney and Noumea.

THE row has caused incalculable inconvenience, expense and loss f income to Islands people, as avellers have had to make costly, ound-about trips to get to their estinations; profitable air-freighted ade has been lost; and people in e tourist industry have lost many f their customers.

The services that have been ncelled were all weekly. They ere:

- TEAL's service from Auckland Tahiti via Nadi (Fiji) and Pago ago (American Samoa).
- The Qantas service from dney to Tahiti via Nadi.
- The UTA (formerly TAI) rvice from Sydney to Noumea, hich was part of UTA's round-the-orld service.
- The Qantas service from dney to Noumea.
- The UTA service between oumea and Auckland.

Two of the airlines affected—EAL and Qantas—are owned by e New Zealand and Australian overnments respectively. UTA is privately-owned French airline bsidised by the French Govern-ent.

The cancellation of the TEAL d Qantas services to Tahiti is a tback to people in Tahiti engaged the tourist industry. TEAL, hich had operated the service since 51, carried something like 100 ssengers to that island a month, d most of them spent at least a ek there.

On the other hand, the Qantas rvice to Tahiti, which was only augurated on November 22 and hich only lasted until the end of the year, had not had time to have much impact on Tahiti's tourist trade. But its potential as a carrier of tourists to Tahiti was considerable.

The cancellation of the Sydney-Noumea services means that people in New Caledonia dependent on the tourist trade for a living have been cut off from many of their potential customers.

It also means that people in New Caledonia wishing to travel to Australia and NZ must fly via Vila (New Hebrides) and Nadi (Fiji). New Hebrides people must also go via Nadi.

How long Islands people will have to put up with the present situation is anyone's guess as there is no sign yet that Australia, New Zealand and France can find a formula for patching up their differences.

Particularly in New Caledonia has there been a strong reaction to the cancellation of air services, with criticism being levelled equally against French and Australian Governments. It is felt there that the Territory has to suffer because of political disputes in high places.

However, the trade involved for all concerned is too great for the row to go on indefinitely.

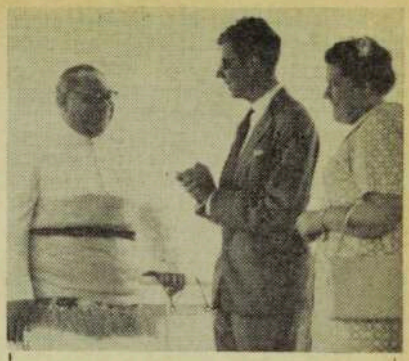
The main reason for the row is that Qantas was never happy with agreements made between Australia and France in 1960 which gave UTA an unequal share of trade into and out of Australia compared with the trade Qantas obtained into and out of French territories. Some observers criticise Australia for concluding the agreements in the first place and say the French were not to blame for this state of affairs.

Between 1960 and the end of 1962, UTA's Australian traffic was worth £2 million sterling while Qantas earned only £250,000 in French territory in the same period.

Australia therefore pressed for a more equitable arrangement and France, after much delay, suggested that this should be done at the beginning of 1962.

(Over)

NOUMEA SERVICES SOON: As *PIM* went to press, it was announced that weekly air services between Sydney and Noumea would resume "within the next few weeks". Qantas will operate a turbo-prop Electra on the route, and UTA will charter space on it.



OVERSEAS TOUR FOR TONGA'S PRINCE TUNGI

The British Commissioner and Consul in Tonga, Mr. E. J. Coode and Mrs. Coode (pictured above) were among those who farewelled Tonga's Premier, Prince Tungi, when he left Nukualofa on an overseas tour on December 26.

Prince Tungi was accompanied by his wife, Princess Mata'aho, and children, Prince Taufa'ahau and Princess Pilolevu.

The family was to separate in San Francisco—Prince Tungi and Prince Taufa'ahau going to Switzerland, where the young Prince will continue his studies; and Princess Mata'aho and Princess Pilolevu going to Houston, Texas, to stay with a former British Agent and Consul in Tonga, Mr. J. E. Windrum, and Mrs. Windrum.

On his return from Europe, Prince Tungi will make a 30-day tour of the US as guest of the State Department. He will then meet Princess Mata'aho and their daughter in Texas and they will all travel together as far as Honolulu.

From there Prince Tungi expects to go to Japan for the Tonga Copra Board to investigate the purchase of machinery for the manufacture of fibre board.

Princess Mata'aho and Princess Pilolevu will return to Tonga from Honolulu via Pago Pago.

During Prince Tungi's absence, his brother, Prince Fatafehi Tu'ipelehake, is Acting Premier. Prince Fatafehi is also Regent as a result of the absence in New Zealand of his mother, Queen Salote.

—Photo: August Hettig.

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The result was that in September last year France and Australia agreed provisionally that UTA should *not* have the right to pick up or set down passengers in Sydney on its Noumea-Paris service via Saigon. And Qantas was given traffic rights in Tahiti.

In a matter of weeks after the September agreement, France realised that UTA's loss of Australian traffic meant that its round-the-world service was uneconomical. It was, in fact, France's turn to realise that it had got the worst end of the deal.

Tahiti Rights

It therefore cancelled TEAL's Tahiti traffic rights partly, it seems, in the hope that this would induce Australia to come to TEAL's aid, and that when it did, UTA would be able to bargain for the return of traffic rights in and out of Australia. (The French action was also inspired, no doubt, by its desire to have something to exchange for trans-Tasman rights when Auckland's international airport at Mangere opens in 1965).

As Australia did not lift a finger to help TEAL, France (having learned that Qantas aimed to go through to Mexico) then cancelled the Tahiti rights of Qantas in the hope that a promise of their restoration would get UTA back into the profitable Sydney-Noumea trade.

But this move did not come off, either, for although Australia was willing to let UTA participate in the Noumea-Sydney trade, it was only on certain conditions.

The conditions were that both Qantas and UTA should maintain the Noumea-Sydney service with non-jet aircraft.

France agreed to this plan, but later stated that UTA did not have any non-jet aircraft to use. It therefore proposed that UTA should continue using jet planes, but with the number of passengers between Sydney and Noumea restricted to 35.

Australia turned this plan down as it would have meant that UTA would have continued its Sydney-Tahiti round-the-world service while France denied rights to Qantas in Tahiti.

But in an effort to keep the Sydney-Noumea service going, Australia put forward two new proposals to France. These were that:

- The September, 1963, air arrangements between Australia and France should be reinstated.
- Qantas should charter a non-jet aircraft to UTA so that both companies could operate a regional service between Sydney and Noumea with non-jet aircraft.

Pending a reply to these proposals the French authorities told Qantas on January 15 that no more Qantas flights were authorised between Sydney and Noumea.

At the same time, UTA's flights into Sydney were cancelled. However that airline is continuing its round-the-world service by calling at Darwin to refuel en route from Paris to Noumea.

FOOTNOTE: The Mexican Director-General of Civil Aviation, Mr. A. Acuna Ongay, said in Sydney on January 20 that Qantas had been granted the right to operate a service through Mexico to London. At the same time, a Qantas spokesman said his airline expected to start the service in September—preferably through Tahiti. If this was not possible, it would go through Honolulu.



BUILT FOR TWO: These two girls, Ann Hoare (left) and Beryl Christian, are riding what is believed to be Norfolk Island's first tandem. It was built by Ann's father from two old bikes.

COMMENTARY

Dictators Are Always Dictators

THOSE who remember the last visit of the United States Attorney-General, Mr. Robert Kennedy, to Indonesia could well be having misgivings about his recent peregrinations in South East Asia.

On his first visit to Indonesia, just at a time when Dr. Soekarno was stepping up his demands against the Dutch, he found that Indonesia "had a case" in West New Guinea. The rest is now history.

According to all reports, Mr. Kennedy is now inclined to think that Indonesia has another case for its "confrontation" of Malaysia. He is said, on his second visit with Dr. Soekarno (in mutually tolerant Japan), to have "fallen under the charm" of the Indonesian dictator and to be agreeably surprised to find him "so reasonable".

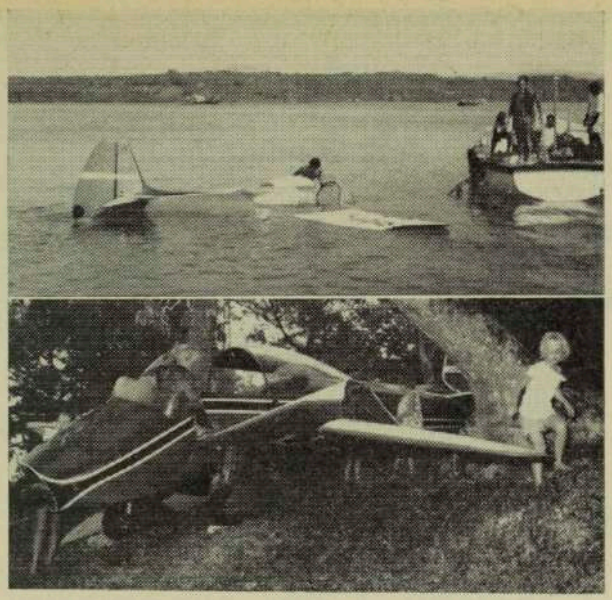
If there is any truth in this it may be excused on the score that both Mr. Kennedy and the United States are young in diplomacy and not much used to dictators. They seemingly have still yet to learn that the Dr Soekarnos of the world will pay lip service to just about anything so long as they ultimately get what they want.

What, after all is there to have a peace conference about? The trouble is of Indonesia's making and the only point at issue is whether Indonesia is to go on opposing the continued existence of Malaysia, or not. It is unlikely that Dr Soekarno will back down at this stage without handsome concessions from the other side, and more concessions to Dr. Soekarno now will simply mean more trouble for someone else, at some future date.

BORDER SURVEY NOT YET RESUMED

The Australian Minister for Territories, Mr. C. E. Barnes, said in Port Moresby in January that the Australian survey of the P-NG—West New Guinea border would not be resumed until it was known whether Indonesia would co-operate. He said there had been two recent incidents. On the first occasion Indonesians removed border markers put up by Australians, and on the second, an Indonesian patrol resisted an Australian attempt to restore the markers.

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The Vila Aero Club's Super Emeraude may be a complete write-off following its dive into Vila Harbour after colliding with power lines between Iririki Island and the mainland on December 24. The plane (seen above just after the accident) was piloted by Mr. Philip Delacroix and was carrying Mr. Claude Mitride as a passenger. Both men were picked up unhurt by a Burns Philp launch, which towed the plane to Iririki where it was beached. — Photos: Reece Discombe.

NEW LIFE ON WAGINA FOR GEIC PEOPLE

From a Special Correspondent

The last of the population of Hull and Gardner Islands in the drought-stricken Phoenix Group of the Gilbert and Ellice Islands Colony will settle into their new home in the Solomons in February.

THEY were to leave their islands in the Tonga Copra Board's latest vessel, the MV *Niuvakai*, in January. The 2,200-ton *Niuvakai* was chartered by the GEIC Government to make the move to Wagina Island in the Shortland group of the Solomons.

The Tongan vessel moved the first half of the population of the two islands in late November—early December.

Captain G. Douglas, GEIC Marine Superintendent, accompanied the first wave to see that all went well, and the second sailing was to be accompanied by Mr. W. F. Newton.

The village site clearing in the dense forest of Wagina looked tiny from seaward when the first wave arrived and some of the Phoenix Islanders on *Niuvakai* must have wondered what they were coming to. Once ashore, however, they found that there was enough room for every family to build its own home.

In the meantime everyone is living in "long houses", but the first lot of settlers have to build their own houses in time to move out of the long houses before the second wave arrived. After enough houses are ready, families will have to start clearing more bush for their gardens. It is going to be really hard work.

Although the Phoenix Islands have had fair rain over the last few months, and a few trees are starting to produce nuts again, the fact remains that a high proportion of the trees have died completely, and there is no doubt that the settlers can now look forward to a much better life in their new home.

The embarkation of the settlers went off well, in excellent weather. Vast quantities of timber and galvanised roofing, collected over the years, were included in the hold baggage, and some very mysterious objects which could have been anything from catalytic cracking units to artificial satellites, as well as large cooking pots with holes, were loaded.

Over 40 canoes were stacked in the hold on top of all this loot. The passengers themselves occupied the after tween decks (well ventilated with powerful blower and exhaust fans) with about a third on the hatch cover itself under a good awning.

Embarkation took almost 2½ days at Hull and one day at Gardner, while discharge was completed in two days at Wagina.

Good weather accompanied the whole exercise and everyone enjoyed the trip—including Nei Niuvakai, who was born on the voyage!

Air Mishaps In The New Hebrides And P-NG

The New Hebrides has been having more than its quota of aviation mishaps lately.

FIRSTLY, on December 24, the Vila Aero Club's Super Emeraude two-seater aircraft crashed into Vila Harbour (see pictures this page).

Then, during the first week-end in January, Mr. M. Thevenin, burst a tyre and damaged the propeller of his new Cessna plane while landing on his Pentecost plantation airstrip.

And finally, the Drover aircraft of New Hebrides Airways had magneto trouble (which caused much ado for little purpose) after an official party of four flew from Vila to Pentecost to inspect Mr. Thevenin's plane.

The "hoo-ha" over the magneto started when the Drover pilot, Mr. Paul Burton, radioed Vila on reaching Pentecost that the Drover had engine trouble and needed a new magneto.

A spare magneto was promptly rustled up and put aboard the Melanesian Mission launch *Patteson*, which sailed for Pentecost next morning.

Meanwhile, Mr. Burton made temporary repairs to the Drover engine, and decided to fly down to Vila to pick up the new magneto.

Leaving his four passengers at Pentecost, Mr. Burton got back to Vila about half an hour after the *Patteson* sailed for that island. The MV *Bourgoyne* was therefore sent after the *Patteson* to bring her back.

The *Bourgoyne*, however, was too slow to catch the *Patteson*. So the Patteson reached Pentecost with one magneto for the use of one plane that wasn't there.

Meanwhile, in Vila, Mr. Burton installed another magneto in his plane, flew to Pentecost, picked up his passengers, and brought them back to Vila.

Two P-NG Crashes

P-NG had two air crashes in January. On January 10, a helicopter carrying a Lands Department survey team, crashed into the Bismarck Ranges, about 300 miles north-west of Port Moresby, injuring the pilot; and on January 2, a single-engine Cessna, crashed into the sea off Aitape when its engine failed. The Cessna's pilot, Mark Dignam, was rescued by a native after he had been in the sea for six hours.

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Tropicalities







OT ANOTHER ONE! Mrs. Ann Appleton as the first, then there came Mr. George lwards, and now it's Mr. Harry Hoehler.

Though we don't profess to be conchologists, it seems to us that the experts ought to make a revaluation of the *Conus gloria maris* market. We have a sneaking suspicion that these rare shells are about as rare as coconut palms in Fiji.

YOU will remember the shells first got into the news a couple of onths ago when Mrs. Ann ppleton, of Rabaul, NG, found one id offered it for sale around the orld. The shell market was reported be in ecstasy over the discovery. But no sooner had this got some iblicity than George Edwards, of e Duke of York Islands, near abaul, revealed that he had a bigger id better *gloria maris*—in fact he id had it for five years. This ecimen is now in the Australian useum, Sydney, where Mr. Edwards nated it, amid more ecstasy.

It so happens that we were having talk in Rabaul the other day with e hero of the *Polurrian* disaster, st mate Harry Hoehler (who is rrently master of a small trading ssel) when he remarked that he, o, had a *gloria maris*.

Oh, no! we said. Not another one! Yes, said Harry, he had bought it nong other shells from a Bougain-lle woman at Teop Island "for a w shillings". He had recognised e shell after seeing a photograph one in the newspaper.

Harry's *gloria* is 5½ inches long—hich means it beats Mrs. Appleton's 3¼ inches and George Edward's ell at 4⅝ inches.

And that's not all. We pass on the details of a letter we got the other day from J. K. Aaron, C/- Methodist Mission, Teop, via Wakunai, Bougainville, which says, (we quote): "I would like to ask to whom these shells, the *Conus gloria maris*, are to be selled? We already got some and are ready to sell. I would appreciate very much if you could send me address of shell collectors or if you collect it by yourself I'll like to hear from you on return mail please".

Any *Conus gloria maris* shell collectors still interested are welcome to worry Mr. Aaron about it by return mail, please. We've got problems of our own.

Da Nufka Se Tow In Em Moo-oo—And All That

ALTHOUGH increasing air services are rapidly making Norfolk Island less and less remote from the outside world, the island is still sufficiently isolated and unstandardised to retain a language of its own.

This language, a mixture of Tahitian, West Country English, English baby-talk and degenerate English, is spoken by the descendants of the *Bounty* mutineers.

Among themselves, many of the islanders use the language almost exclusively; and their children are so fluent in it that their mainlander teachers are apt to despair at ever teaching them correct English.

One of these days, no doubt, an American university professor will hear about Norfolkese, and, endowed with a scholarship, will descend on the island with tape recorders and notebooks to write a thesis about it.

Meanwhile, Norfolk Island's Sunshine Club, which raises funds to care for the island's old people, has made a contribution towards the study of Norfolkese by including three pages of local words and phrases in a 54-page cookery book it has just published at 5/- a copy.

Here are a few samples of the language:

Da lettle sullen se wylie up in ar pine. (That little child is stuck in that pine.)

Yorlie how wawaha. (You are stuck up, i.e. conceited.)

Da nufka se tow in em moo-oo.

(Over)

LITTLE GRASS BURE IN THE WEST

Sydney people in March are to have a genuine Fiji bure on their doorstep.

IT will be exhibited at the famous annual Royal Easter Show, together with an English inn, a Japanese tea house and a Swiss chalet—part of a Qantas display.

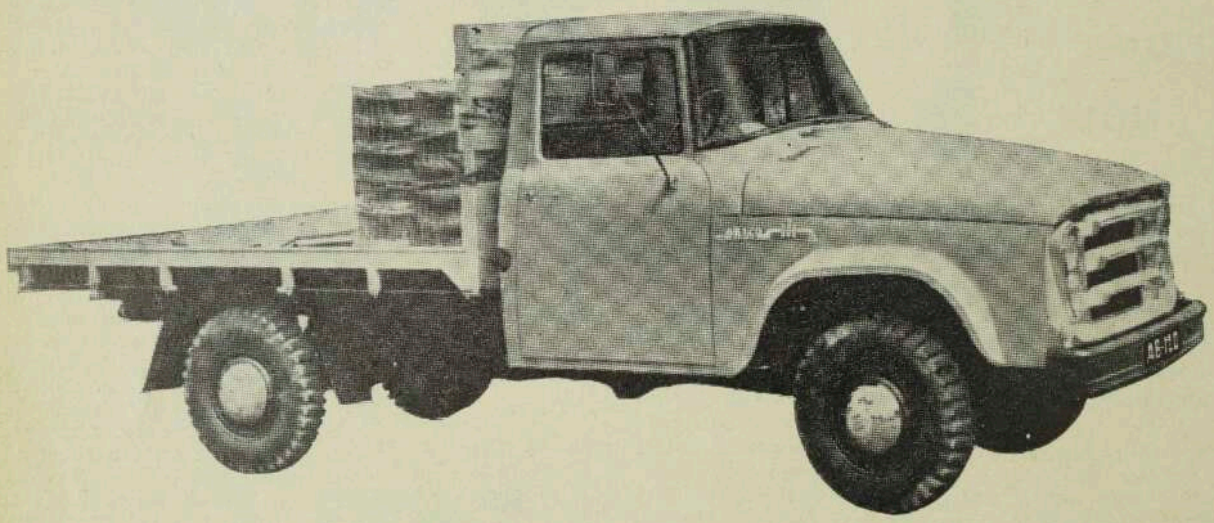
Fiji's Barry Philp has accepted the job of erecting the bure, and he tells us he will fly his top Fijian foreman to Sydney to do the job. Parts of the bure will be prefabricated in Fiji, and Sydney people will be seeing the real thing.

And to round off the Fijian atmosphere the Fiji Police Band will come over, too—thanks to the Fiji Government, the Fiji Visitors' Bureau and various local donors.

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That kingfisher has settled in the ax.)

The recipes in the Sunshine Club's ookery book mainly make use f fruits and vegetables common on lorfolk Island, such as avocados, ananas, chokos, guavas, passion uit, sweet potatoes, etc.

Some of the recipes have probably een handed down more or less un-hanged from the 12 Tahitian women ho accompanied the *Bounty* utineers to Pitcairn in 1790.

Quite a few of the recipes, anyway, ade our mouth water just reading em.

nother Side to the ragic George Ellis

ATROL Into Yesterday, the autobiography of Papua-New uinea's Director of Native Affairs, as developed into something of a est seller in Australia. Published nly three weeks before Christmas, ocks were soon exhausted in some laces. In New Guinea further upplies had to be air-freighted up. ow the publishers, F. W. Cheshire, f Melbourne, are negotiating to ublish the book in America.

Old New Guinea hands have ropped us a number of notes about arious tales in Keith McCarthy's ook, and most hope out loud that s success spurs him to further forts.

From the celebrated Edward aylor, pre-war District Officer, who ow lives in retirement in Ballina, SW, there comes a note about eith McCarthy's story on that agic Assistant District Officer, eorge Ellis. As McCarthy's book lates, Ellis was found shot dead ter leading his police in a utiny.

Writes Ted Taylor: "Keith is on e beam in sizing up George Ellis, ho was a most peculiar chap. But ere was another side to him. I new him exceptionally well, fficially and otherwise. He was one f my ADO's in New Britain and also Morobe in 1923.

"As a matter of fact Ellis was e first New Guinea officer to ntact the Kukukukus. This was the Upper Watut area near aindi in 1923, where he had a rap with them. I was District fficer at Morobe at this time.

"Ellis had a good World War I cord, and when free from official uties, when going through Rabaul on leave, he was a different an—a most charming, generous, ntertaining host, and quite a social lion at parties. 'Kassa' Townsend spoke well of him as ADO in the Sepik."

Let's hope Keith McCarthy's success also whets the appetite of some more budding New Guinea authors, so that they too can put on record the events and personalities of a time in New Guinea that has fast disappeared. 'Kassa' Townsend has gone, but Ted Taylor and Eric Feldt are two who could tell some good stories of those days. On the unofficial side, Fred Archer is one of a big band who would have something interesting to say on various aspects of Territory life.

Was Fiame's a Record?

Is Western Samoa's Fiame Mataafa the first Prime Minister to hole in one? Samoa's Finance Minister, Mr. Fred Betham, thinks he might be.

Mataafa and Betham were playing golf together in Apia on December 27 when the Prime Minister aced his No. 4 wood tee shot on the eighth 225 yard-hole. On the seventh, he had holed a long putt for a birdie.

The champagne shot was duly honoured with sparkling champagne at the 19th.

On the Trail of the Mushroom Madness

THOSE "magic mushrooms" of the New Guinea Highlands, have won a lot of publicity in Australia, since we last mentioned them in November—most of it nonsense.

"Mushroom madness" was first described 10 years ago by Dr. Marie Reay, now of the Australian National University, Canberra, who found that some Kuma natives of the Mini River who ran amok had attributed their behaviour to the eating of a mushroom-like fungus. People in that area eat the fungus all year round but only at a certain time of the year does the fungus cause temporary insanity, and then only in *some* people.

Dr. Reay had noted that the men seemed to have control of their actions and that, in fact, all their odd behaviour could have been designed as an occasional safety valve to let off their high spirits.

She told us in Canberra the other day (she will be in New Guinea again in February) that she

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. . . . Margaret Merril.

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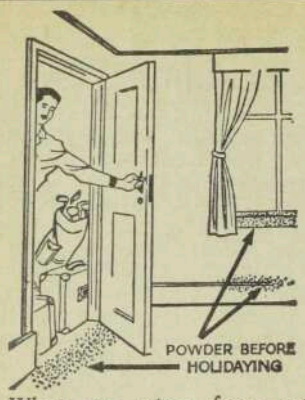
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THE BIGGEST: Rabaul, New Guinea, had its two biggest weddings ever within three weeks of each other in December. More than 1,000 guests attended the reception following the marriage of Vincent Chan, 22, son of wealthy Bernard Chan, to Helen Chan, daughter of Mrs. Chan Cheung. Later, 1,200 attended the reception which followed the wedding of Rabaul sportsman Jackson Seeto to Miss Lucy Yip (pictured above). Both Jackson Seeto and the bride's brother, Charlie Yip (at right, in picture) represented P-NG in the South Pacific Games.—Photo: Chin H. Meen.

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Head Office: The Wales House, 60 Pitt St., Sydney.

personally believes the mushrooms have nothing to do with these activities of the Kuma people.

Being a careful scientist Dr. Reay is not ready to be positive about this view without first having the mushrooms scientifically checked and the Kuma people looked at medically during one of their hysterical states.

The mushroom check is well on the way. Some overseas scientists, including an expert on the magic mushrooms of Mexico, gathered Highlands mushrooms towards the end of last year, collecting 400 local species, including a number previously unknown. They are still being analysed.

Dr. Reay was also among the Kuma at the same time but didn't see any further manifestations of hysteria. But next time something occurs, which is expected to be soon, some of the medical people are going to take a first-hand look!

He's a Tropical General

MAJOR-GENERAL J. S. Andersen, who has just been appointed to take command of the Australian Army's field force, the 1st Pentropic Division, has the tropics in his blood. He was born at Samarai, Papua, in 1912.

When we asked the Army for more details of his background, we found that the General's middle name, Strathford, gave the clue. His father was a sea captain who had planting interests on Strathford Island, which is in the Louisiade Archipelago of the Milne Bay District. The family lived there for many years.

And what, you ask, is the 1st Pentropic Division?

Briefly, it replaces the old-type Army organisation with its large formations and cumbersome structure. It's a new concept of a five unit organisation specially designed for tropical warfare. Its five battle groups are each capable of independent operation.

"Pentropic" is compounded from penta (from the Greek pente meaning five) and tropic.

There are two Pentropic divisions in the Australian Army.

Heel-Kicking in Nadi

ONE of the consequences of the Australia-NZ-France air row (see p. 11) is that people taking the round-about air route from Noumea to Sydney via Nadi have to kick their heels in the Nadi Airport terminal building until they make their connections—unless they have visas for Fiji.

One batch of 30 visa-less passengers spent 12 unhappy hours in the terminal building in January. There was quite a local stink about it but Officialdom *wouldn't* unbend and let them through those pearly gates to a nearby hotel.

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Ownership Of P-NG Hotels May Be Clarified Soon

Not much has been heard in cent months about the develop- ent of the situation created in ew Guinea last year by the re- ganisation of the group of com- nies called HAMAC Ltd. But ere may be some changes in 64.

A NUMBER of assets controlled by the companies within the AMAC group were disposed of in rious ways.

The most important asset probably s the chain of hotels—Cecil, Lae; broka Hotel; Wau Hotel—known Morobe Hotels Limited. This ntually came into the control of rns Philp interests, through a ceivership approved by the preme Court. The hotels have en well managed by BP nominees, d are definitely profitable; and it reported that the time is approach- when their profits will have ared up the Burns Philp debt, and y may pass into some other ntrol.

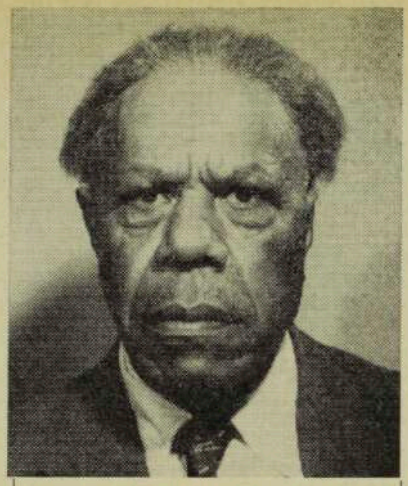
It is a complex situation.

It was reported last year that erests connected with Sangara mited and Sandy Creek Limited rmerly New Guinea gold-mining rporations) would come into the ture once the Receivership was charged; and that the well-known smopolitan Hotel, in Rabaul, is some way affected by the situa- n.

Interest in Sangara

Reports from New Guinea in nuary said that a Sydney finance rporation, which is under the rewd guidance of a man well- own in New Guinea, had recently quired a substantial interest in ngara and that he—or his com- ny — might presently appear, rough Sangara, as a party interested the future of the New Guinea tels.

New Guinea people, generally, pe that, from among these vague d hush-hush reports, some finite plan for the development of tels will emerge which can take re of a steadily growing volume business and tourist traffic. Some w hotels have taken shape in the rritory recently, but none on a ale likely to attract tourists.



Ernest Baoue.

Ernest's Homburg Went Along, Too

From Fred Dunn in Noumea

As much a part of the Noumea townscape as the cathedral, Ernest Baoue is posssessed of an Old World courtliness that would set him apart in any community.

Tastefully dressed in black and often wearing an elegant homburg, he looks like some superior civil servant or even the United Nations representative of some latter-day nation.

For 25 years, Ernest chauffered, nay, escorted the sisters of the Little Sisters of the Poor on their many daily rounds of Noumea.

Now, the inconveniences of age and the craziness of modern Noumean traffic have driven him into retirement, and Ernest, originally from a North New Caledonian tribe, has ceded the wheel to a younger man.

As an appreciation of his long service, the Mother Provincial of the Little Sisters recently took Ernest to Sydney for a visit.

It is Ernest's first trip to Australia, and for the next month or two he will stay at the Little Sisters' homes in Randwick and Drummoyne.

Ernest has taken his homburg with him.

LETTERS TO THE EDITORS

For Wandering Tongans, Home Life Was Humdrum

Sir,—PIM readers, especially those in Tonga, may be interested in the following report from the *San Francisco Examiner* of December 28. It tells of Tongan students who have reached this shore without immigration papers.

THEY were given all the chances of defending their cases, the Judge Monroe Kroll even offered to get them a lawyer without them having to pay. The Government has treated the boys very well indeed and has gone as far as it can to help them.

I am a US Immigration and Naturalisation Service interpreter here. I used to be with the Tongan Government as mechanical engineer, then with the Suva City Council as Superintendent of Parks and Gardens.

Here is what the *Examiner* says:

BACK TO LITTLE GRASS SHACKS: FUGITIVES FROM PARADISE MUST GO.

They had soft-sounding Polynesian names and were uncomfortable in jackets and trousers and their native Tonga was a world away.

They sat dejectedly at a deportation hearing here yesterday—four of 50 Tongans who entered the United States illegally in past months.

And government aides and newsmen at the deportation proceedings, who long had heard of Tonga as an idyllic South Pacific islands paradise, wondered: Why?

Why exchange the swaying palms, booming surf and easy living for a cold new world, far from where the trade winds blow?

The four up for deportation proceedings yesterday explained readily—but glumly through a United States Immigration and Naturalisation Service interpreter, Cecil G. Smith.

Tonga, east of Fiji and south of Samoa, they said, belied the blazing green South Pacific tourist posters. There were no opportunities, no advancement, just humdrum routine, collecting copra as their fathers and grandfathers had done.

The first names of the four showed

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the missionary influence of Tonga.

They gave their names as Maumalanga ("Attends Church") Metui, 24; Sailosi (the biblical name of Saul) Amalani, 25; Langi ("Heaven") Lui, 18; and Malanga ("Speaker of Sermons") Kanongata'a, 21.

Special Inquiry Officer Monroe Kroll ordered Kanongata'a deported, and continued the others to Monday. ..Of the 50 Tongans being rounded up by the Immigration and Naturalistion Service for entering illegally, most made it only as far as Honolulu. Fifteen reached the West Coast.

Of the 15, four were up for deportation yesterday; two have been deported; two, ordered deported, are appealing; seven are being sought, most of them in the Bay area.

Yours etc.,

C. G. SMITH

San Francisco,
California.

A Norfolk View on Finances

Sir,—I was recently shown the article in January *PIM*, "Fortunes go Begging on Prosperous Norfolk Island", by Robert Langdon. It is a pity your representative does not do the president of our Norfolk Island Council the courtesy of calling more frequently upon him—then it is possible such fatuous statements on p. 43 in respect to Government subsidies might be avoided. [. . . Unless Norfolk's tourist industry is developed, the island is doomed as a place to live on in anything but primitive fashion. In fact, without a Commonwealth Government subsidy (£32,500 last year) and without revenue from postage stamp sales (£23,500), Norfolk Islanders would probably have had to pack up long ago and move either to Australia or New Zealand]. Anyone who can add up can see we have been a good customer to Australia, having spent approximately £3 million in that market alone in the past 15 years.

Others can reasonably deduce from Australian statistics the Australian tax component within this sum, which is irrefutably not less than £600,000 revenue for the Australian Government and much of it foreign currency.

In twice that period, or 30 years, we had received a return in grants amounting to £566,476, a large portion of which has gone into the old colonial buildings and resumption of land for the wartime airstrip.

A glance at the 1960-61 Annual Report (for under 500 adults) shows that we are far from insolvent, having balanced expenditure from revenue without the "grant" and in addition had £81,923 accumulated funds to our name. Furthermore without the heavy "overheads" (salaries alone now exceed £50,000 p.a.) to a great extent brought about by Territories departmental requirements with which we are loaded we have never been near insolvent in recent times—your remarks therefore as to "packing up" are sheer idle nonsense.

I see other equally incorrect statements dealing with freight charges in the same article, and trust that this is not the commencement of another era of wild unfounded statements in your press.

Yours, etc.,

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Société Franco Océanienne, Papeete, Tahiti.
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(See advertisement on page 96.

SCHOONER MISSING IN EASTERN PACIFIC

Dr. James Sunseri, MD, of 1147 Delynn Way, San Jose, California, has written to PIM asking yachtsmen and others in the Eastern Pacific to be on the look-out for the 52 ft. schooner "Astrea", which left Puerto Vallarta, Mexico, on June 30 last year for the Marquesas and Tahiti and has not been seen or heard from since.

The crew members are: Phil O. Hayes, owner-skipper, aged 33; Jonathan Allen, 26; Allen's wife, Ruth Pyra Allan, 19; Jimmp Sunseri, 22, and Jerry Spatz, 20.

Dr. Sunseri says the "Astrea" may have been blown off course in French Polynesia, and may have been wrecked on an uninhabited island. He says a "substantial reward" will be paid for factual information on the whereabouts of "Astrea" and/or her crew.

In Reply to Mr. Syme

Sir,—Mr. Ronald Syme, wh corrects my spelling (*PIM*, Dec., 49) is apparently unaware that always use the Tahitian word *Pop* when referring to Europeans in m writing. In speech, however, I wou use the word of the local languag *Papaa* in Rarotongan, *Haole Hawaiian, Papalangi* in Samoa *and Alolangi* in Puka-Pukan. *Pop* has, for me, happy connotation However, if Mr. Syme insists, I w think of him as a *Papaa,* a wo that recalls early memories n altogether pleasant.

Noo Wakalelei,

JOHNNY FRISBIE HEBENSTREI
Popoville,
Dunedin, NZ.

P.S. I was tempted to write th note in Rarotongan but wanted be sure Mr. Symes got the poin Alas, perhaps even in English he w not!


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Advisory Council Slates New Hebrides Budget

The 1964 Condominium udget was withdrawn and re-ised after members of the New lebrides Advisory Council had rongly criticised it in a debate t the beginning of the seventh ession of the council in Vila in ecember. The Budget was pre-nted again later in the session.

ACCORDING to a local observer, there was a feeling of tension, en of apprehension, when members thered for the opening of the ssion. This, he says, was because ey had been staggered to see that e Budget was nearly £100,000 gher than that of the preceding ar, when they received their copies the Budget the previous week.

Some members felt so strongly out the increased figure that they ere all for rejecting the Budget ithout discussion.

However, after hearing the joint eech of the British and French esident Commissioners, which augurated the session and outlined e Budget proposals, and after lking the matter over at lunch nong themselves, the members cided that the responsible thing to was to discuss each Budget oposal critically.

The Resident Commissioners had ade it clear in their speech that ey knew that some of their Budget oposals would not be popular, and ey did their best to convince every-ne that all the proposed items of penditure really were necessary, and at the required revenue had to be und within the Group.

The Resident Commissioners' udget proposals not only included creases in revenue under various eads, but also new methods of sessing certain duties.

Export Duty

For example, a change was quested in the system of assessing port duty on agricultural products that duty should be calculated on true f.o.b. value determined as tactly as possible after the sale of e product.

This proposal evoked considerable scussion. No one was really posed to it, but it was criticised cause the change would produce a venue increase of about £8,000, which would mean a corresponding loss to producers.

The question of copra grading was also discussed at length. It was generally agreed that arrangements must be made and facilities provided to enable a system of grading to be introduced, and for copra of good quality to receive an adequate price.

The chief target for criticism was a proposal to institute a proportional trading licence similar to that in use in New Caledonia.

While it was recognised that this would apply in the first instance to the importing firms, it was agreed that the firms would automatically pass on the increased charges to consumers, and thereby raise the cost of living.

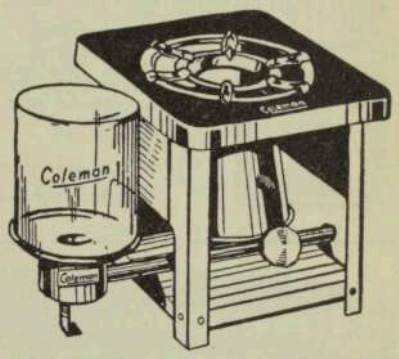
Discussion on the items of expenditure produced criticism against the votes in the Public Works estimate for the running of Condominium vessels, the cost of the recently-established copra research station at Santo, and the leave provisions for Condominium personnel.

As a result of the debate, the

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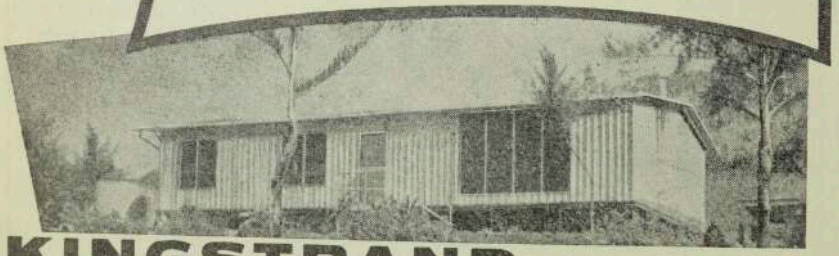
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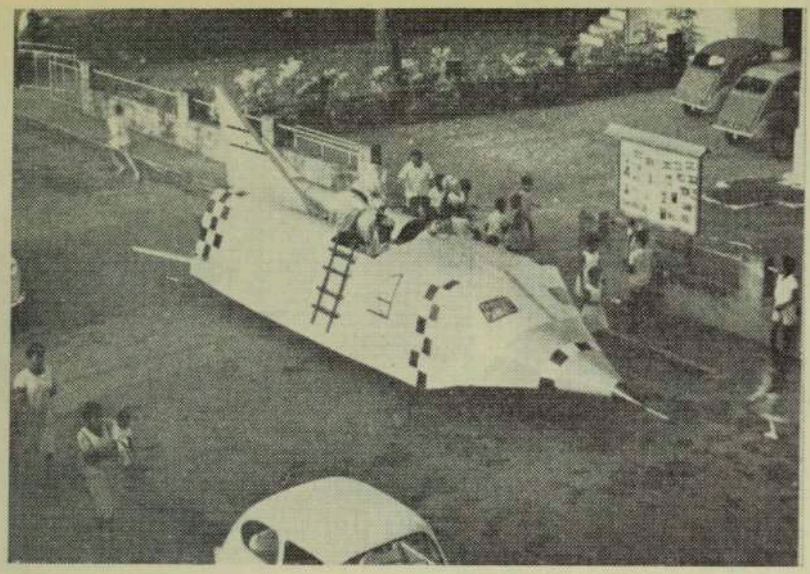
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SPACE SHIP IN VILA: Anyone in Vila seeing this vehicle from a distance at Christmas time would have been excused for thinking that the Martians had landed. However, a closer inspection would have revealed that Father Christmas had come to town in the space ship and that he was distributing toys freely. The whole business was arranged by the New Hebrides trading firm, Hebrida.

Photo: Claude Mitride.

udget was withdrawn and revised. he revised Budget included several conomies, and also provided for an ncrease in the education subsidy rom the proposed £36,000 to 38,000.

Changes in Budget

The revised Budget included the llowing changes:

● Export duty on copra will be harged at the rate of 5½ per cent. n the weight of copra landed in ne port to which it is shipped, instead f 6 per cent. on the amount shipped hich was subject to certain deduc- ons. This calculation will be based n the f.o.b. value of the copra and ot on the "mercuriale" as was reviously the case.

It is expected that if 34,000 tons f copra are exported in 1964 the ondominium will collect £Stg.8,000 ore in export duty that under the resent system. This amounts to 5/10½ a ton or A4½d a bag of opra. The method of collecting xport duty on coffee and cocoa will e changed in the same way.

● The number of businesses and rofessions which must pay licence es has gone up to 60. Most people ho used to pay a fee of £Stg.30 ill now have to pay £Stg.50.

● Anyone who imports or exports r the purpose of his business or rofession will need the new nporter's/exporter's licence. This ill cost £120. If the value of the cencee's exports or imports or both mbined exceeds £Stg.5,000 an dditional charge of 1.2 per cent. ill be made on the amount in excess f £Stg.5,000.

The additional 1.2 per cent. represents an addition of under 3d in the £ on the landed cost of imports.

● Import duty has been abolished on copra sacks, fencing wire, mosquito nets and netting; and the duty on tea, sugar, sawn timber, paint and other building materials has gone down from 15 to 10 per cent.

● Import duty has been increased by Stg.3/4 a litre on pernod and similar drinks and by A1/9 a bottle on whisky, gin, brandy, etc.

Import duty has also been increased on the cheaper brands of cigarettes but has been reduced on the dearer brands, so that the duty on all brands is now identical.

● Import duty on textiles has been adjusted so that all cloth will carry a duty of 20 per cent. The result is that the cheapest cottons will be about a penny (Australian) a yard dearer, and the good quality ones, threepence to fourpence a yard dearer.

● Port entry dues have been increased from fourpence (Sterling) to sixpence a net registered ton.

● Dog licences, which have not been collected for many years will be collected in Vila and Santo in 1964. The fee, previously Stg.10/- has been raised to Stg.£1.

Local councils will also be empowered to collect this tax outside Vila and Santo. One aim of this tax is to reduce the number of dogs in the Group.

● The vehicle tax for all vehicles has been increased by £Stg.10/- for 1964.

● Amusement slot machines, previously free of tax, will now be taxed at the rate of £Stg.35 for poker machines and £Stg.25 for pin-tables and games such as football.

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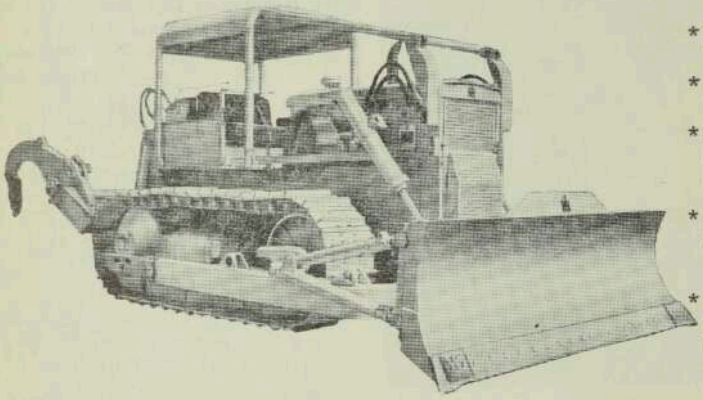
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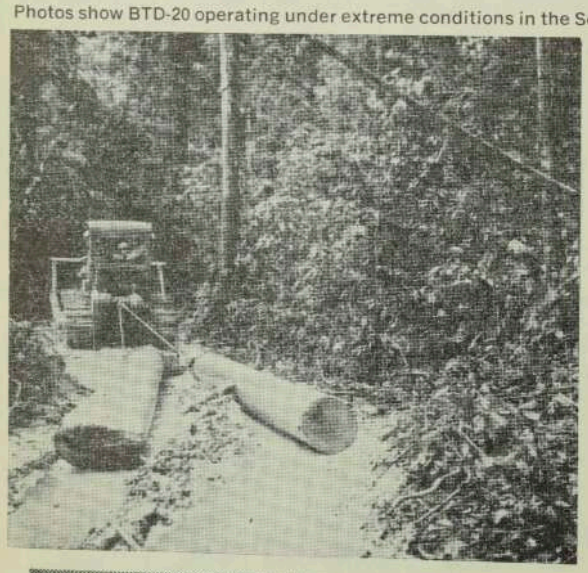
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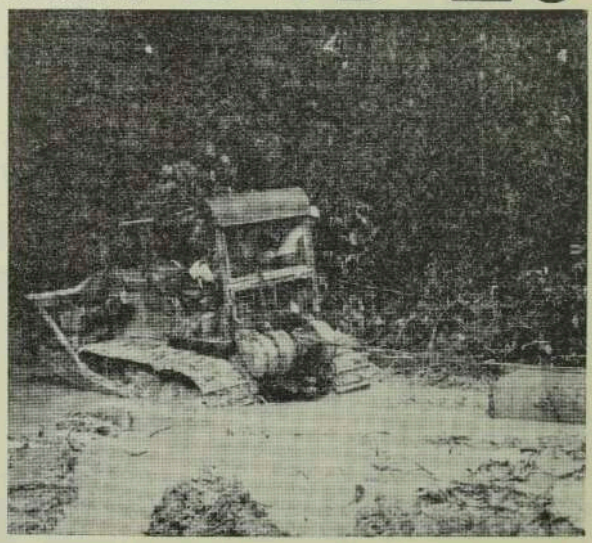


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TAHITI: Hintze & Company, Papeete.

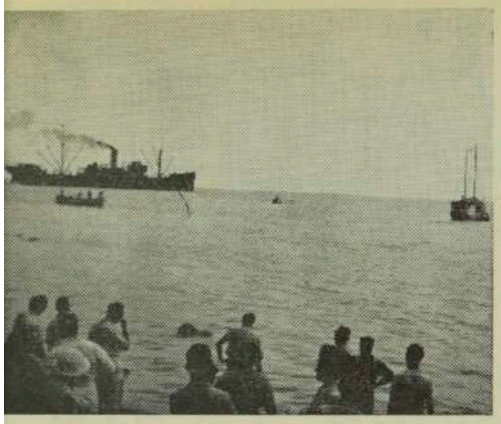
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These old photos from "Tolala's" scrapbook were taken in Rabaul during the 1937 eruption. They show residents on the beach at Nodup waiting to be evacuated to Kokopo aboard the "Montoro", seen at left. Among those seen on the beach in the righthand picture are (from left), R. Melrose, "Tolala", H. C. McPherson and M. Nagle. In the background in sun helmet is W. B. Ball, acting Police Superintendent.

Territories TALK-TALK

There is no doubt that being a hospital inmate has its advantages, as I have found out over the past few months. Between times of having injections and being meticulously tidied up for Matron's' inspections there is ample opportunity for reading and silent contemplation.

THE inimitable and understanding Stuart Inder paid me a visit round Christmas time and handed e Keith McCarthy's new book, *atrol Into Yesterday,* which I was ble to browse through quietly and oroughly enjoyed, though at times thought the writer when dealing ith certain incidents was inclined have "tongue on cheek".

I hope Keith follows his *Patrol* ith another volume, written when has retired from the Establishent, and needs not tread so warily. However . . . It is a valuable cord of conditions and events ring the pre-War II period in NG, giving a fair idea of the fficulties of administering the erritory under its own steam and ithout the generosity—to the tune millions of pounds—of the Australian taxpayer.

Nobody knows better than Keith cCarthy exactly what "working on shoe-string" entailed.

The illustrations were exceptionally od. I was disappointed, however, at he did not include some of his wn sketches and cartoons. J. K. Mc a natural-born black-and-white tist with a highly-developed sense humour and I hope in his next ok he will include some of his own awings and give the record a eater personal touch, for Keith is personality above all else.

I have in mind the several cartoons sketched for the eruption issues of *The Rabaul Times* back in 1937. One in particular created much amusement at the time. It was headed "Geographical Suggestion" and depicted New Britain's several volcanoes. The captions ran: "If we call this the Son . . . and this the Mother . . . and this the Father . . . and this the Daughter. . . ." Then, showing the recently erupted Vulcan, "Don't you agree this should be called the Bastard! (Nobody wanted it, you know)."

Apropos the Rabaul eruption I notice that Keith, in describing the

With Tolala

evacuation of the Rabaul population (p. 175) says: "The big *Macdhui* was called up by radio and was soon heading for Rabaul to lend a hand". Just to keep the record straight it was not the *Macdhui* but *Montoro* that was contacted somewhere around Kavieng, I think it was, and it did a wonderful job of work.

The Rabaul Eruption

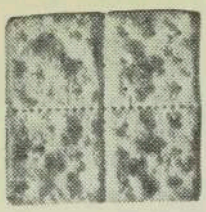
My authority for the correction is the first eruption issue of *The Rabaul Times,* which was a six-page folio roneoed issue which I arranged to run off at the Catholic Mission, Vunapope, and dated June 4, 1937. It contained a detailed description of the eruption and the events following. I quote a portion, which is of historical importance:

At approximately 1.30 p.m. (on the day following the eruption) after the Europen women and patients from the Namanula Hospital had embarked, a loud explosion, followed by dense clouds of black smoke, rising from behind Mount Mother, heralded the fact that another volcano had broken out, in the vicinity of the Matupi crater. This made the situation more serious as the dust from the clouds would fall directly on the township.

It was at this juncture that the "Montoro" hove in sight and the good ship was most welcome as she came along at full speed with lifeboats over the side and the master (Captain Mitchie) is to be congratulated for the prompt manner in which he quickly got into action and took on board the remaining Europeans and over 5,000 natives, men, women and children (to say nothing of dogs, baskets or a couple of cockatoos)!

The original number of natives had been greatly increased by the late afternoon owing to Matupi natives evacuating their island after the crater eruption.

By sundown the last boatload was on board and "Montoro" steamed out for Kokopo. It was on this vessel that many had their first meal for the day and the ship's staff worked with a will which was greatly




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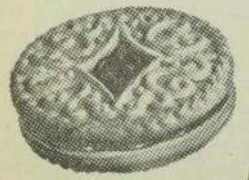

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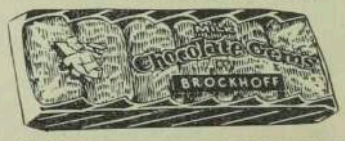
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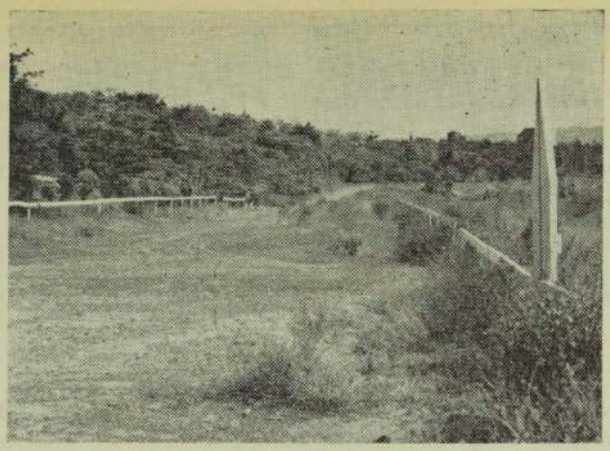
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ORGOTTEN: The abaul Amateur Turf lub has gone into ermanent recess nd the track is vergrown. The cost f feed, the short-ge of horses and ther problems all ntributed to the emise of the club, hich had been re-rmed after the ar in 1956. Natives e still contesting e ownership of the nd at Vulcan here the track is situated.

ppreciated by the tired, nerve-cked refugees.

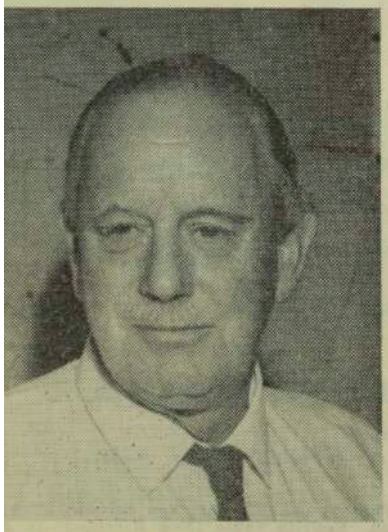
On Sunday evening the 'Golden ear' and the fleet of schooners rived off Kokopo where every eparation was made by the atholic Mission to receive the fugees and the patients from amanula.

The 'Montoro' arrived during the ening and stood off until the orning when the work of dis-nbarking commenced.

Shortly after the arrival of the Montoro' a meeting was held on ard, convened by District Officer augh and official arrangements ade for quartering, rations and the neral supervision of details. All cal stores were commandeered; ficials deputed to their various ties and some organisation brought bear on the situation which was serious one.

At 12.30 p.m. a Guinea Airways ane flew over the town, with Pilot Turner bringing His Honour the Administrator and Mr. C. R. Field (Director of Public Works) from Lae, where they departed at 8.35 a.m. After circling the town once a perfect landing was made on the new 'drome at Taliligap.

On his arrival His Honour decided immediately to proceed to Rabaul by the 'Induna Star' which left at 2.20 p.m..



Mr. Keith McCarthy.

This was the upheaval that started the cry: "Abandon Rabaul!"

But the town lived again, only to be bombed out of existence during the 1942-44 blitz, and yet . . . it rose again bigger and brighter than ever. Rabaul's experiences during its fifty-odd years have been unique and, at times, most uncomfortable. I know.

Let's hope its strenuous days are over now.

For Ald Lang Syne

An old-time friend dropped me a few lines from NG during Christmas and commiserated with me over my ailment and encouragingly told me not to worry if I were unable to write my usual *Talk-Talk*.

"You must not forget," he wrote, "we are now living in the future NOT the past of which you are so fond of recalling in your column. Don't forget but there are few now of your vintage in NG, nor are they particularly interested in what *has* been. They are concentrating on what *is to be*."

All very true no doubt; and yet there are still some old-timers, scattered far and wide, who derive a certain pleasure in travelling back along Memory's Trail recalling past incidents.

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YOUNGSTERS SHOW THEIR STYLE: Hagai Administration Primary School, Port Moresby, is the largest primary school in Papua-New Guinea, with an enrolment of nearly 1,000 children. The school operates staggered hours so everyone can receive an education. The Headmistress, Miss E. J. Walker, has been in the Territory since 1947. Here, some of the children at their end of the year break-up enjoy a dancing display, varying from traditional Papuan and Samoan dances to The Stomp.

—P-NG Official Photo.

om old-time Rabaul resident, Mrs. icy Brodie, whose artistic work d been well received in Paris and London (*PIM*, Dec., 1962, p. 1).

She hopes to return to Australia ortly and will probably settle in isbane. She had been travelling tensively on the Continent and is a en worker for the Toc H organisa- n. Her daughter Joan lives in baul, and son Ken is in the my. . . .

Another old NG link was Captain ugkist, making Christmas contacts th old acquaintances in NG whom met when he was Chief Officer on the NDL steamer *Bremerhaven* back in the 1930's.

He was writing from Port Swettenham, Malaysia, and is master of the NDL MV *Ravenstein*. His name, Klugkist, when translated from the German, means Wise Box, therefore, following an old German custom prevalent in NG in their time he was dubbed "Savvybox", the pidgin version. (I remember at one time I had a German medical assistant down in Bougainville whose name was Meer-Katz; his friends called him "Pussy belong salt water").

Ludwig Klugkist had an uncle, who was "Savvybox" also, and he was master of the NDL steamer *Coblenz* during the Pre-War I years, 1911-14. In those days the NDL steamers on the Sydney-Japan run called at Rabaul, Madang, Maron, Yap, Angaur, Manila and Hong Kong. (Maron was not among the "Forgotten Isles" 50 years ago)!

The nephew writes that recently he has received from his uncle's effects an album in which most of the *Coblenz* passengers had signed their names and he mentions E. P. Calder, J. B. O. Mouton, Karl Hoerler, Schoenian, Julius Englebrecht, Governor Dr. Hahl, G. Pralle, G. Taeufert, the writer Norbert Jacques and J. Mirow.

QUEEN MOTHER TO VISIT FIJI

Queen Elizabeth, the Queen Mother, will make a brief visit to Fiji early in February on her way from England to Australia to attend the third Festival of Arts in Adelaide in March.

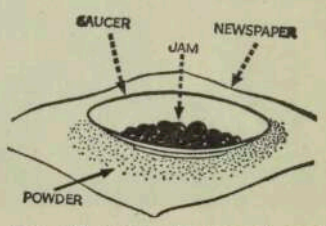
She is expected to arrive at Nadi about 9.30 a.m. on February 10 by Qantas jet, and to leave from Lautoka for Australia via New Zealand in the Royal yacht "Britannia" at 5 p.m. the same day.

An Unmentioned Detail

Much ink has been spilled in the Australian Press on speculating over the outcome of the Papua and New Guinea future House of Assembly: the manifold difficulties of the elections; the great step towards self-determination and a hundred other results beneficial and otherwise have all been high-lighted.

There is, however, one little (but all-important) point which I have not seen mentioned in this publicity campaign and that is the matter of the Royal Assent, which has been known to have been disallowed on occasions even in the best of circles, and the fact that there are many more native members as against "expatriates" won't alter the situation.

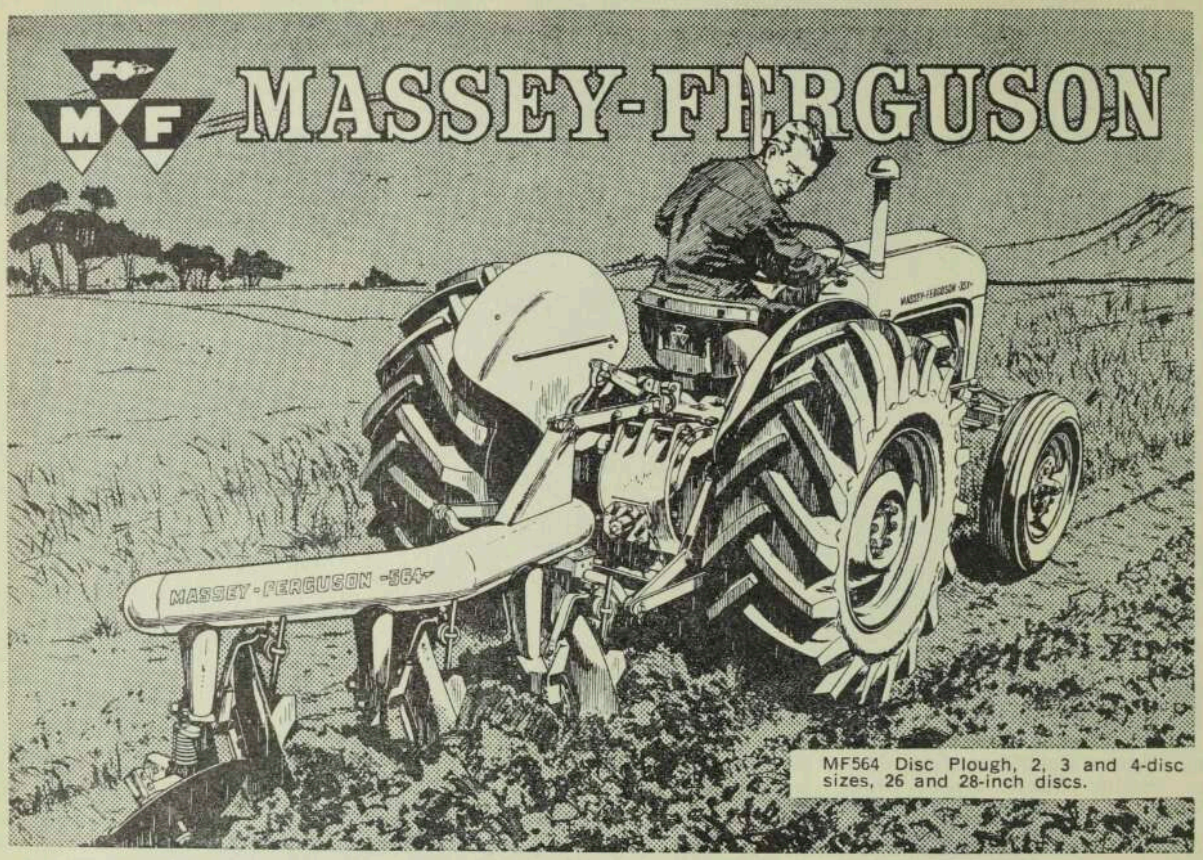
How the illiterate member for some Highlands constituency will react in such an event remains to be seen.



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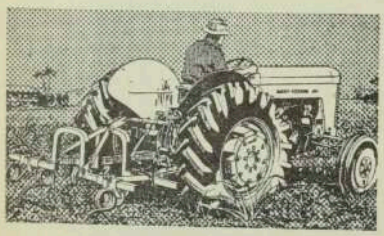
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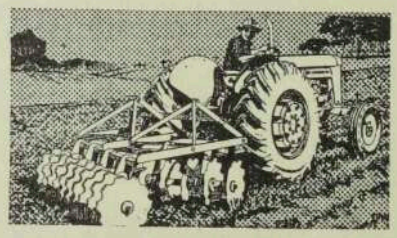


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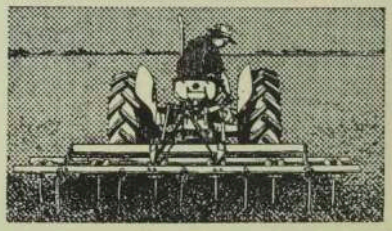
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omforting Development
igures For
iji's New Governor

Of all the documents which vaited the arrival of Fiji's new overnor (Sir Derek Jakeway), in nuary, none could have had greater terest and significance than a mmary of Fiji's developmental tivities prepared at the end of ecember by the Colony's Develop- ent Commissioner, Mr. Basil ogers.

HE past year has been one of some administrative and political sets in Fiji; but Mr. Rogers, arriv- g in mid-year from Africa, marched aight into the job. The Govern- ent generally appears to have given m plenty of co-operation, and the atistics speak for themselves.

Land development is vital to Fiji's ogress. As at the end of 1963 less than 785 farms had been bdivided, and farmers had started rk on most of them—360 in the rthern Division, 324 in the estern and 101 in Central.

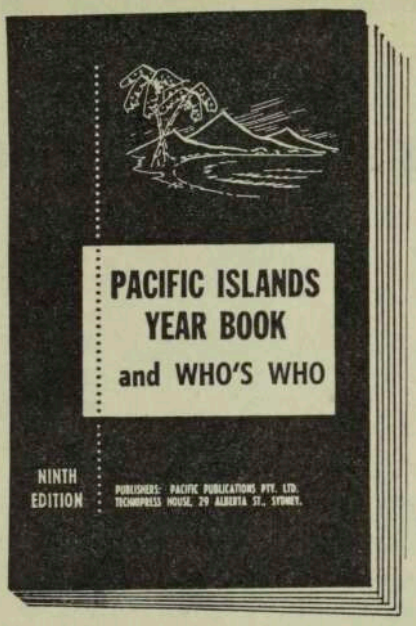
Encouraged by the coconut sub- ly, landowners have thinned and ared some 12,000 acres; new antings are in hand over 5,500 res; and there is replanting pro- eding on 1,500 acres.

There are plans for the establish- ent of the cocoa industry and a heme for a cocoa subsidy is before e Colonial Office.

Because land development is bject to both capital and enterprise ing available, there is an interesting scussion going on between the lonial Office and the International nk of Reconstruction and velopment. A bank man may soon to Fiji to investigate.

Wide Interests

Private enterprise by December s showing wide interest in Fiji— he new hotels were being planned constructed; a plan for a beef nnery was under consideration— t it involved some sort of promise at there would be beef to can; achinery has been ordered for a all pineapple cannery; new fruit lping machinery already installed Sigatoka was handling a passion- uit crop; Japanese interests are oposing to develop a copper mine Udu Point; plans for two plywood neer factories were under close nsideration; the Carpenter interests re inclined to accept Lord Silsoe's commendation and resume the



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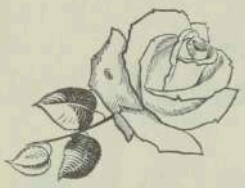
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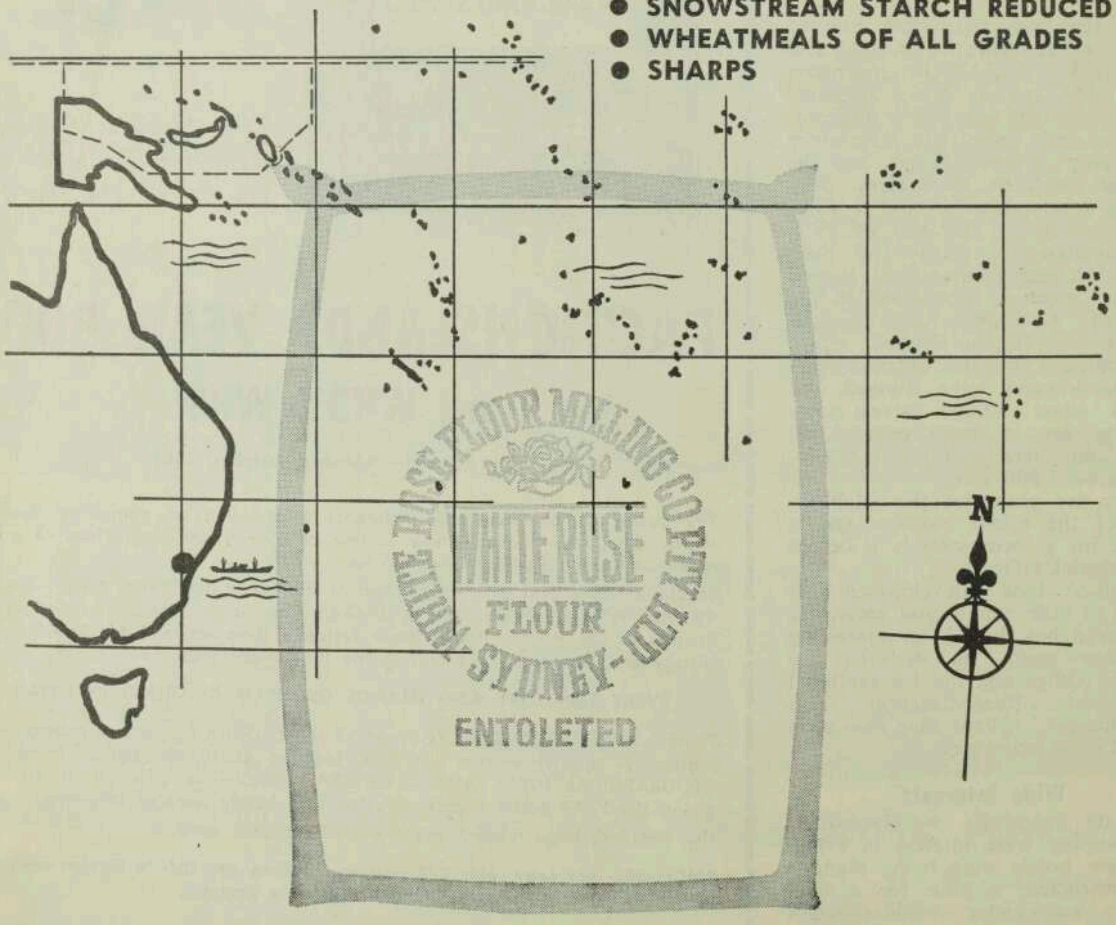
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anufacture of margarine; a rope ctory to handle Fiji's hemp pro- uction was under consideration; and he spectacular results of planting *inus Carribea* in Macuata" had ade a CDC paper pulp mill a ossibility—which in turn would of urse involve a heavy planting rogramme.

In addition, there still are distinct ossibilities of developing a Japanese shing industry, and an extended verseas market for bananas.

PLIGHT OF FIJI'S SLUM DWELLERS

The inevitable results of an ncrease in population that is ster than the development of country's natural resources is een now in Fiji, where there is n increasing tendency on the art of some sections of the eople to crowd together in sub- tandard houses.

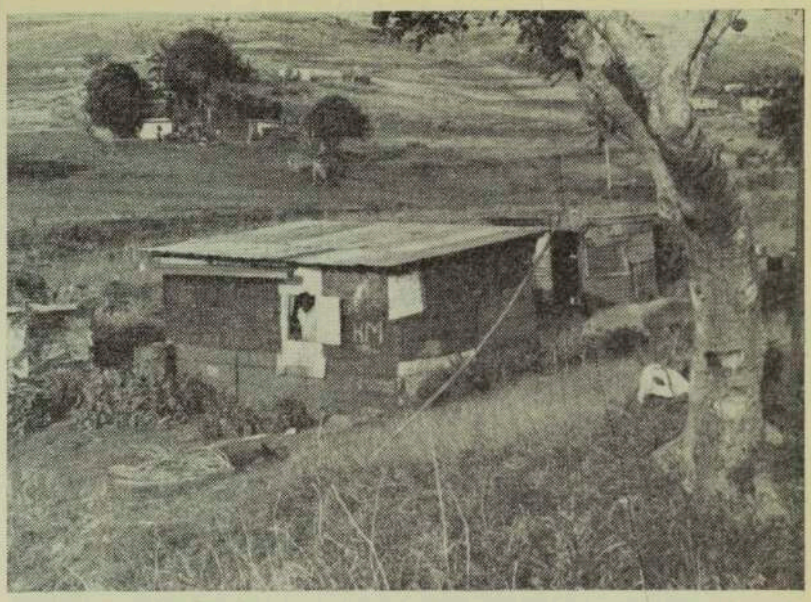
OR example, there is a consider- able settlement, mostly of Indians, ut beyond the public cemetery area Lautoka. All sorts of shacks have een built there. The people, mostly ndians, have "squatted" there without ght or permission, and it would be ifficult to shift them.

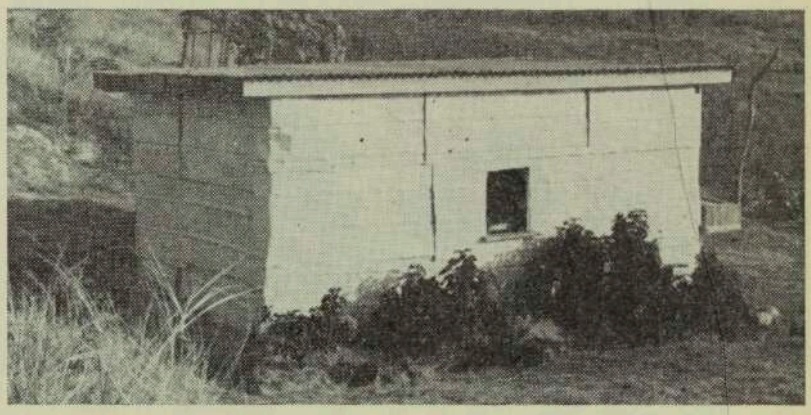
These photographs show the sub- andard type of houses which have een placed haphazard on this land. hile the houses, or shacks, are of ny material that came to hand, and ithout such amenities as water pply or electric light or sanitation, ey are for the most part clean and dy; and the swarms of children who ve there are well fed and well cared r.

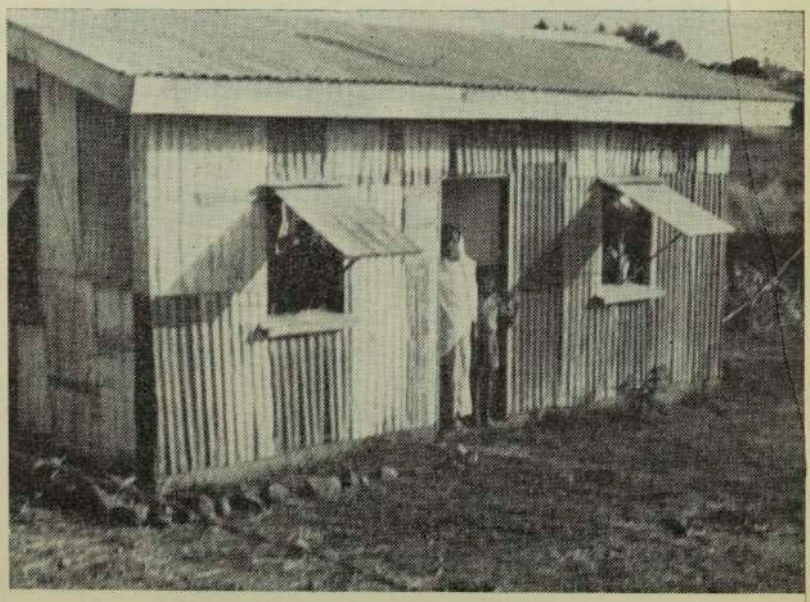
Most of the shacks appear to have od gardens nearby, and places for wls and, in some cases, pigs.

The Lautoka Town Council, co- perating with the Government and e canemillers, who own part of the nd, are trying to organise better ousing conditions, under better con- ol, for these people; but the ever- ncreasing population, with its roblems of unemployment or very w wages, tend to defeat all plans. t is said that there are at least ,000 people, mostly Indians, living in is sub-standard settlement.

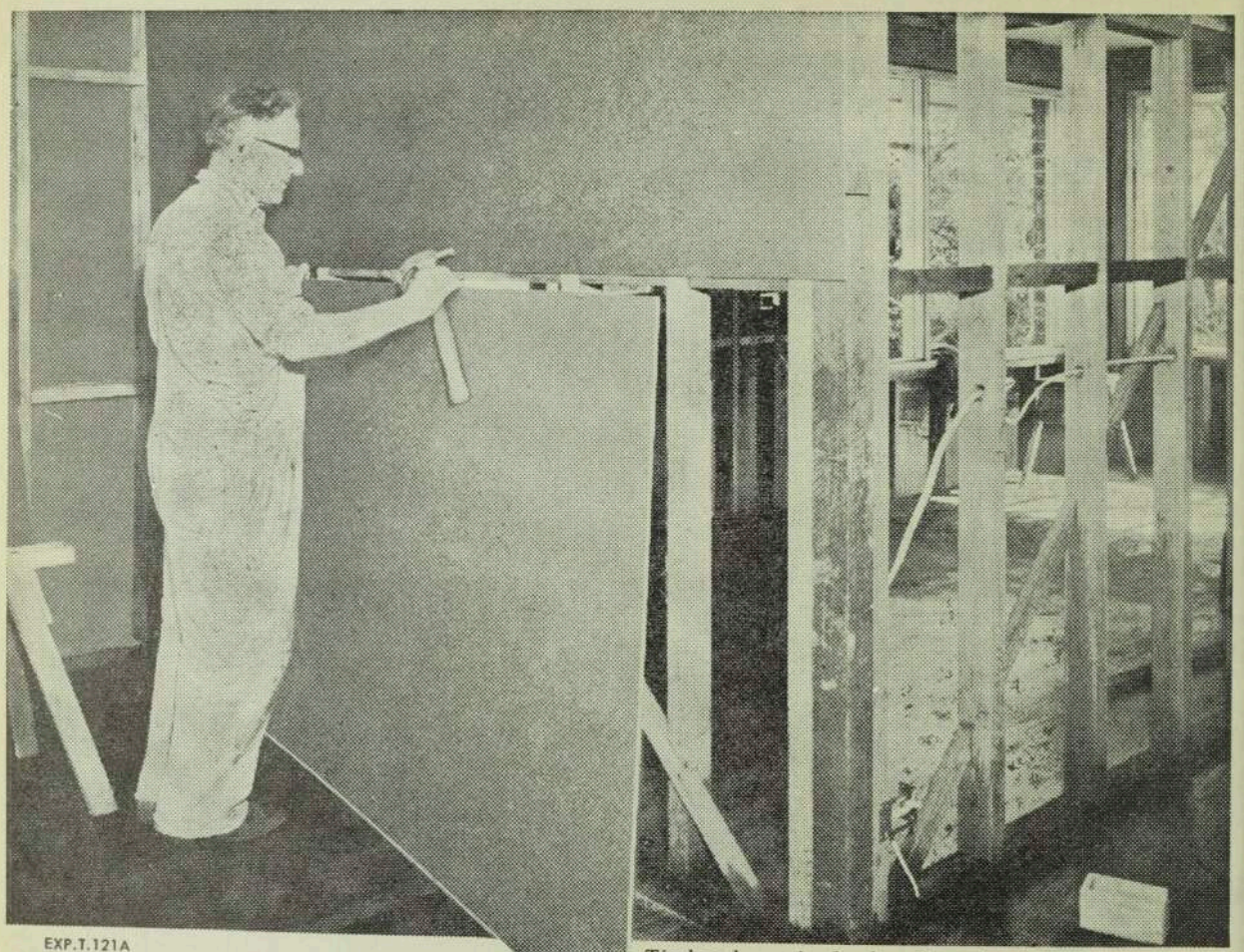
There are similar settlements in ther Fiji towns.







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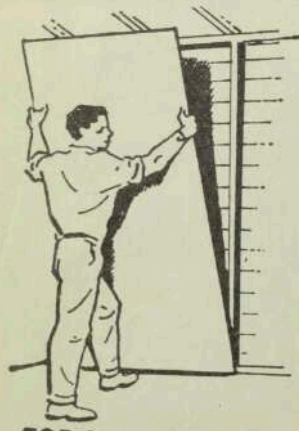


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New Hope Seen In "Wonder" Malarial Drug

A new drug, which may represent a major advance in the world fight against malaria, is soon to be given a field trial in New Guinea.

STATING this in Port Moresby in January the P-NG Director of Public Health, Dr. R. F. R. Scragg, said the trial would be conducted on Tolokiwa Island, 50 miles off the western tip of New Britain.

The Department of Public Health would conduct the trial in association with the American company which had developed the drug. The drug, known as C. I. 501, was administered by injection, and was designed to give protection against malaria for about a year. Present anti-malarials taken orally gave protection only for about a week.

Dr. Scragg said that one of the main objects of the field trial in the Territory was to determine exactly the length of protection given. The Tolokiwa trial would be one of four conducted throughout the world, and would begin in March.

The Health Department's Research Medical Officer for Malaria, Dr. K. Reichmann, who would be in charge of the trial, had been to the United States recently to discuss the trial with the company.

Dr. Scragg compared the probable importance of C. I. 501 with that of penicillin.

He said the introduction of the drug to Papua and New Guinea might mean that the present system of spraying against malaria-carrying mosquitoes could be abandoned. Widespread use of the drug could virtually eliminate malaria among the people so there would be none to be transmitted by mosquitoes.

The present widespread malarial eradication campaign in the Territory, using spraying and mass drug administration, started in 1961 after four years' preliminary work. The senior Malariology Specialist, Dr. J. J. Saave, said in January that at the end of June, 1963, a total of 386,000 people had been protected from malaria by these methods, or one of every six persons in the Territory.

At present, various stages of anti-malarial protection had been established for the people of the Milne Bay, New Guinea Islands region, also parts of the Sepik and the Eastern and Western Highlands.

On Kiriwina Island, in the Milne Bay District, where malaria eradication started in January, 1962, with spraying and mass drug administration, there had been no cases of malaria since May, 1963.

TAHITI TO BE "SCIENTIFIC CENTRE OF THE PACIFIC"

The French Minister in charge of Scientific Development, Mr. Gaston Palewski, announced in January that Tahiti was to be developed "as the scientific centre of the Pacific".

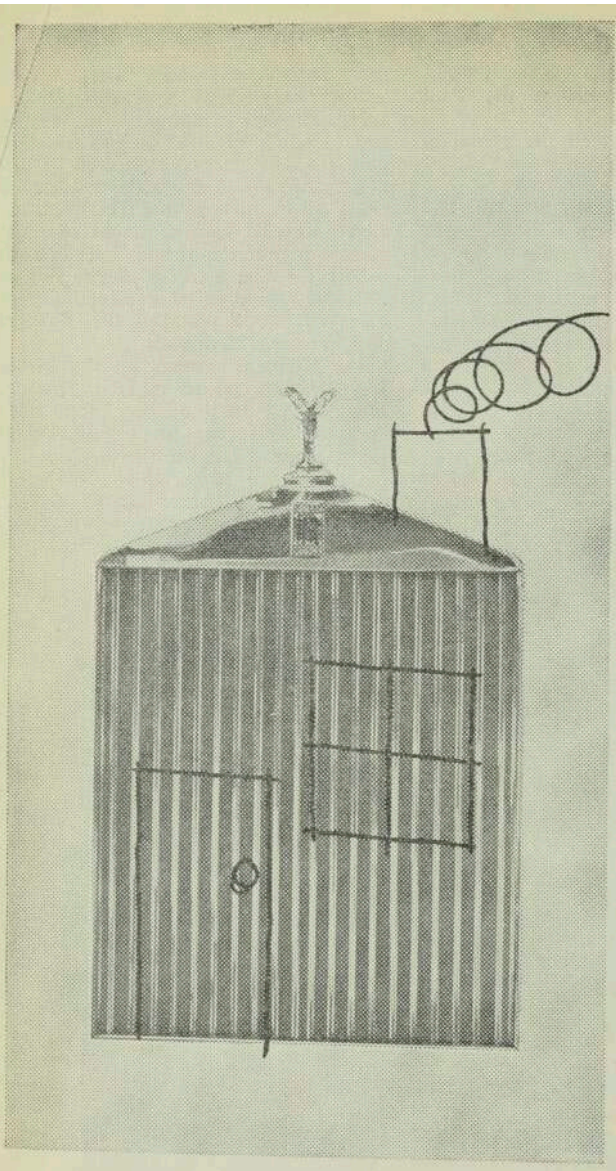
Mr. Palewski, who was on a tour of French territories in the Pacific, said a complex of scientific laboratories would be built and important work would be carried out in Tahiti. He gave no details.

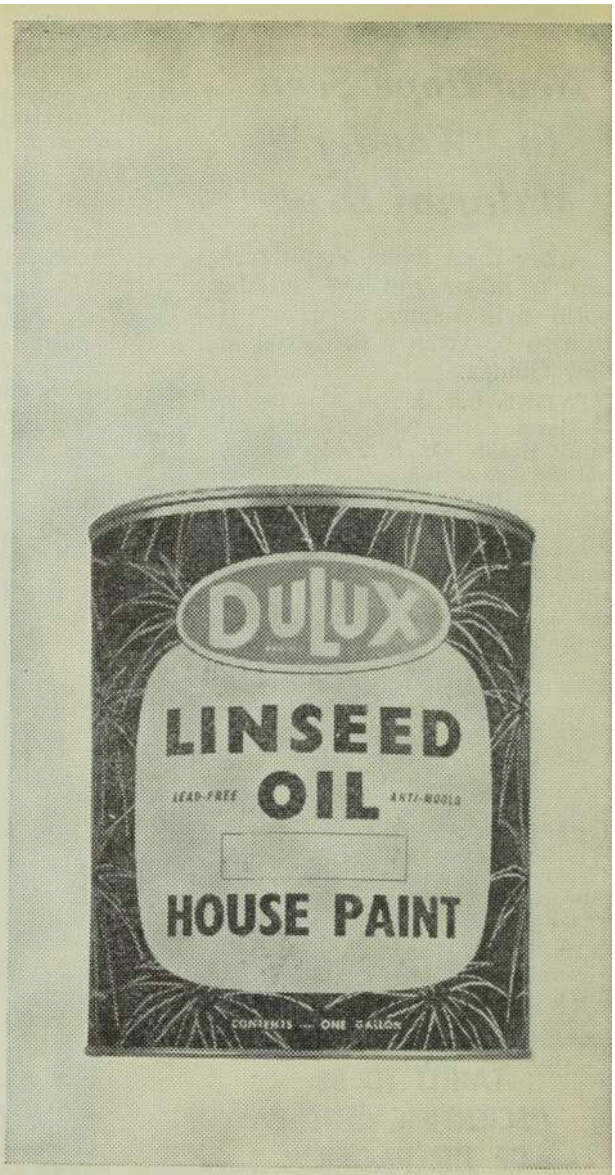
He said all branches of science would be represented, but the development would be planned so as not to interfere with the island's natural charms.

Mr. Palewski accompanied the French Defence Minister, Mr. Pierre Messmer, on an inspection of French nuclear test installations at Mururoa Atoll, 775 miles south-east of Tahiti.



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P-NG ANGER OVER HOUSING SHORTAGE

Papua-New Guinea Treasurer Mr. A. P. J. Newman was in for a torrid two hours when on the night of January 8 he walked into St. John's Hall, Boroko, Port Moresby, to face 100 of the Territory's angriest public servants.

HE had been invited there to answer questions on the Administration's plans for reducing the ever-growing list of its employees who are without permanent houses.

The meeting ended with allegations of "blatant dishonesty" and suggestions that the Minister for Territories be sued.

The Public Service Association had been asked to convene the meeting by the 76 dissatisfied home-seekers on the official housing lists. And to the last man the entire housing list turned up!

Public Service Association president Mr. Peter Lalor opened proceedings by saying the 76 on the housing list had 168 dependents and that if claims made by Department of Territories in its advertisements for staff had been fulfilled, there would be no one on the housing list with seniority dating to before mid-1962.

But in fact, said Mr. Lalor, there were 22 on the list who were employed prior to that date and who were still waiting for houses.

"Key" People

Yet numbers of other public servants were brought to the Territory with housing immediately guaranteed. If there were no such thing as "guaranteed accommodation" the position would be much better, he said.

Mr. Newman replied that there were two limiting factors—funds and building potential.

And he argued strongly that the private building contractors did not have the potential to undertake as much housing work as was required.

Mr. Lalor argued back just as strongly that this was not so.

PSA had been in touch with Chambers of Commerce throughout the Territory and each had ridiculed the suggestion the building pro-

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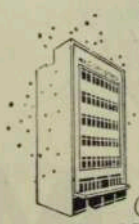
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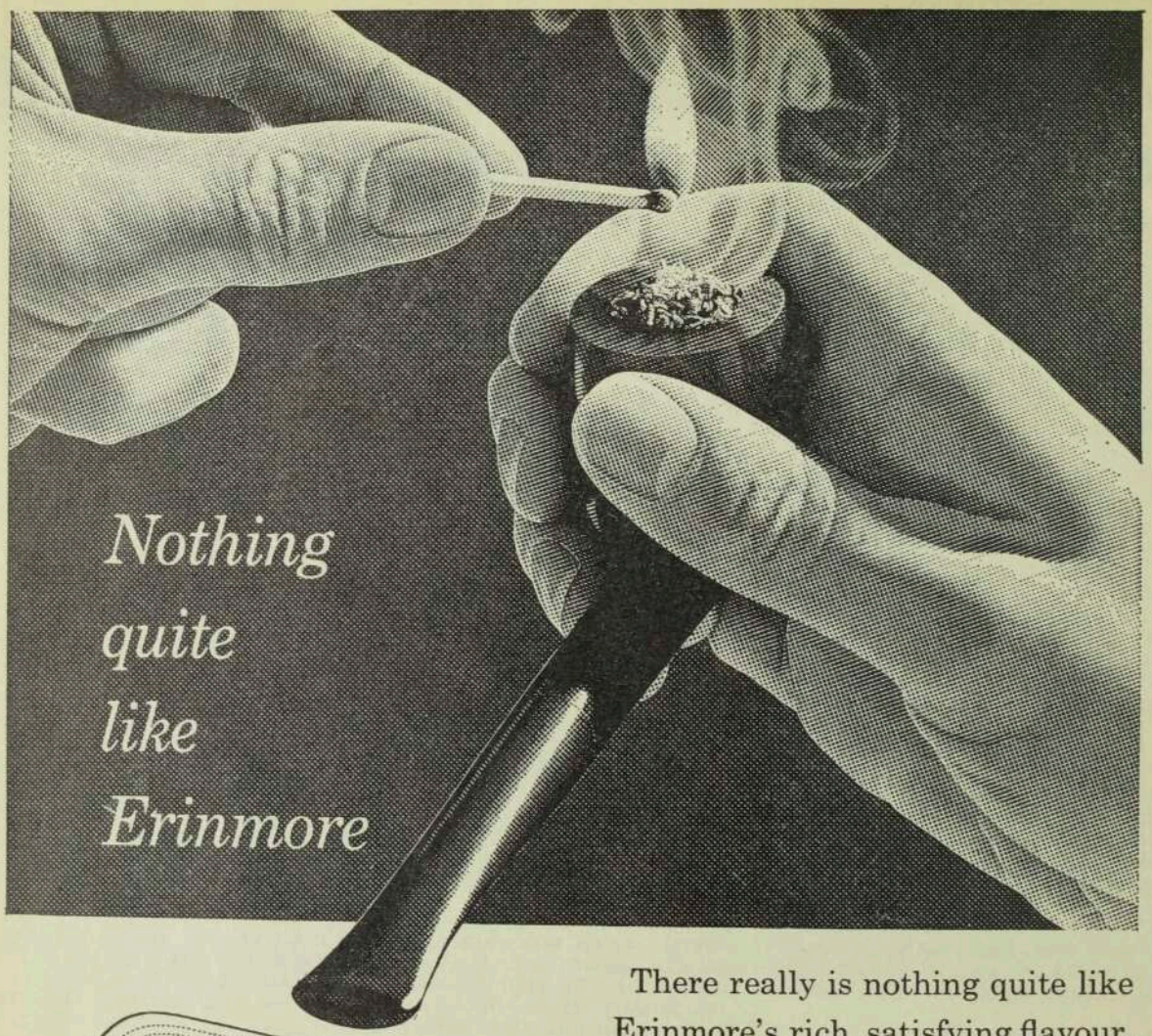
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gramme in each of their areas could not be handled by local builders.

A number of speakers asked Mr. Newman who declared "key" personnel, and if the policy of guaranteeing accommodation to certain positions to aid recruitment from Australia would be continued.

Only the Administrator made the decision about "key" personnel, Mr. Newman answered.

Disgruntled

The guaranteed housing policy had been created to bring to the Territory as soon as possible the engineers and draftsmen urgently needed by the two constructing authorities so they could expand their operation sufficiently to meet the increased demands being made on them.

He could not say whether this policy would continue.

"I just do not know," the Treasurer said. But he hinted he may oppose its continuance.

Twenty-one of the disgruntled home-seekers put their views to Mr. Newman and in every case said they felt they had been duped into coming to the Territory by Department of Territories advertisements and recruitment officers who were "either blatantly dishonest or plain ignorant."

Most speakers said recruitment officers told them to disregard the advertisements which said housing would be available after 18 months in the Territory.

One man, the father of five, said a recruitment officer told him, "You'll get a house well before that—anyway, leave houses are easy to find."

Mr. Newman said he would "speak most forcibly to the highest authority in efforts to have the position correctly represented."

Out of the meeting came three things:

- A resolution calling on the PSA executive to investigate the possibility of suing the Minister for Territories for false representation of the conditions of service in the Territory.
- An assurance from the Treasurer that 100 new housing units would be available in Port Moresby by the end of June.
- A PSA executive meeting with Territories Minister Barnes on Friday, January 10. However, this meeting did not take the matter any further.

The shortage of Administration houses in Port Moresby has had a tremendous effect on housing availability generally. Another factor in the present scarcity of houses to rent or buy is the presence of the 100-man US Air Force geodetic survey team based there.

In many cases the Americans are paying £40 a week for a house.

Many houses which a year ago were offered for sale at relatively low prices were withdrawn from the market when the Americans arrived and rented at high prices.

Administration officers say fewer leave houses are now being offered to homeless fellow officers. They say this is because of stories of damaged homes and belongings more and more officers are telling on their return from leave.

Few suggestions for easing the position were offered at the PSA meeting and other than the 100 new houses Mr. Newman promised there seems no solution to the problem for a long time.

People with many years' experience of the infamous housing list say that for every ten new homes offered only three names are struck from the housing list.

The other homes go mostly to approved transfers.

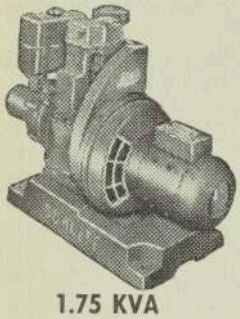
Similar situations exist in Madang (where PSA officials say the situation is desperate), Lae and Rabaul.

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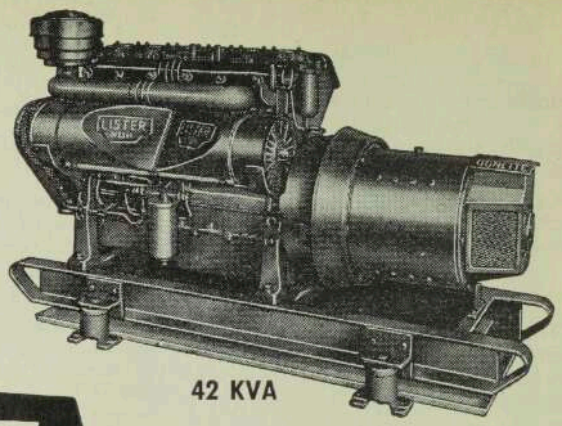
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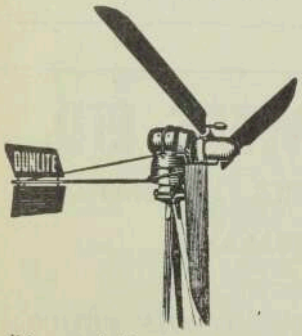
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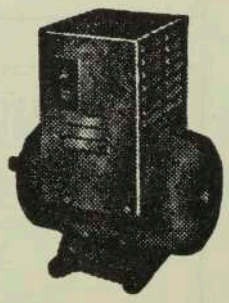
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The Battle for Influence In the New Hebrides

Tired Old Britain Marches Backwards, They Say!

France has completely renewed its Pacific policy and is giving all its Pacific people a new hope. The New Hebrides are stirring, and moving in the direction of France. "Tired" England, meanwhile, is marching backwards!

THESE are the views of the New Caledonian magazine *Corail,* in an article in its issue of November 28. The article is a commentary on one in *PIM* in September entitled "France Goes All Out to Win Influence in the New Hebrides".

The *PIM* article, by a staff writer, pointed out that although the New Hebrides was an Anglo-French Condominium, France was doing far more than Britain to influence the native people. It added that French interests there were expanding and consolidating.

The *PIM* article started a controversy which is still continuing. The points it made have been hotly disputed or enthusiastically cheered according to the position, nationality or outlook of people concerned.

The *Corail* article is headed: "*Pacific Islands Monthly* accuses France", and it states that *PIM* is disturbed "by the forces engaged by France" in the battle for influence in the New Hebrides against the "defunct empire of England".

After summarising the contents of *PIM's* September article, *Corail* says that the article's excesses, its insinuations and its statistics are "bitter proof" of Great Britain's present policy towards its old colonies compared with the new political approach of "presence Francaise".

Corail goes on: "Since the fanatical resistance of the Boers, the first to hold the invincible empire in check, British power has never stopped declining.

"What does Britain have left now? Fiji, Mauritius, the Virgin Islands, New Hebrides, West Samoa, a few bases, etc. . . . In short, nothing much. [The Virgin Islands are actually American possessions and Western Samoa is independent.—Ed., *PIM*].

"What is more, it does not try to do anything on the grand scale. Tired, dismembered, and humiliated after the Common Market talks, England is marching backwards. It creates federations, and gets out. . . .

"Meanwhile, France has completely renewed its Pacific policy. . . . It is giving all its people of the Pacific a new hope, a great confidence in the future. . . .

"A complete squadron will soon cruise in our waters; already there is talk of several battle ships like the *Clemenceau*. With the atomic base, there will undoubtedly be a reinforced military set-up accompanied by investments and metropolitan emigration propitious to the economic development of New Caledonia and Tahiti. . . .

"Aided by Paris, the (French) Residency in Vila is doing a great job with a dynamic and ambitious team. The Hebrides are stirring, and it is in the direction of France that they are moving. I believe we can congratulate ourselves on it, and the bitterness of the editor of the *Pacific Islands Monthly* prompts us to do this."

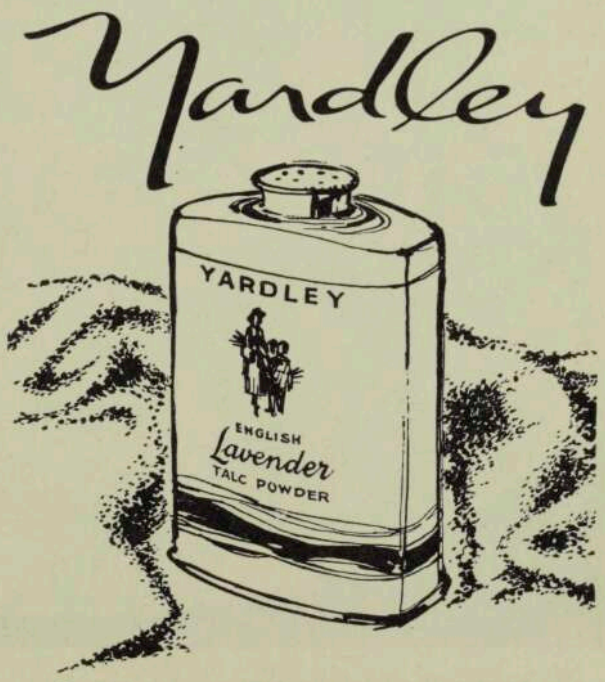
Mr. Lamberty's Views

Following publication of the *Corail* article, Mr. E. W. Lamberty, of Santo, New Hebrides, sent *PIM* a copy of a letter which he said he wrote to the editor of *Corail* but which the magazine had not published.

Mr. Lamberty also wrote *PIM* a letter in reply to Mr. D. J. Gubbay's letter on the New Hebrides which *PIM* published in November (p. 41).

Mr. Lamberty, who is neither British nor French—he was born in Holland—has been a planter in the New Hebrides since 1955.

During the war, he served in the French Foreign Legion in Norway and Africa, and won the Croix de Guerre and Silver Star. This war



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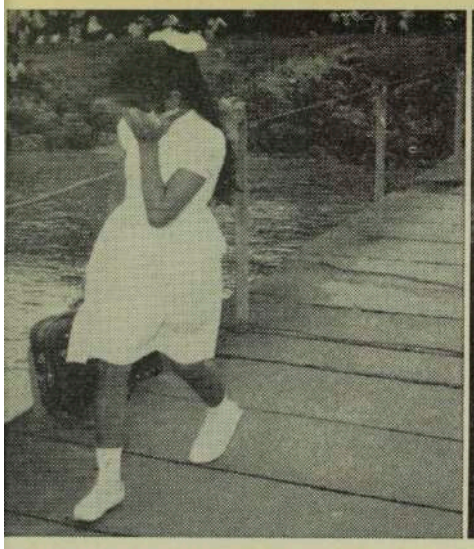


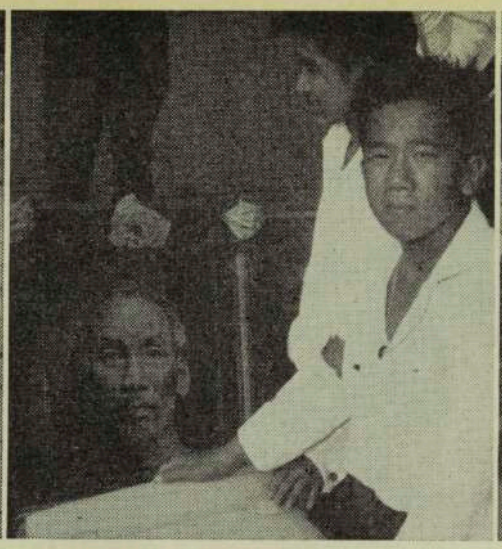
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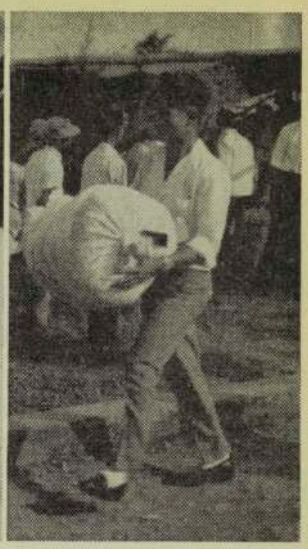
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ervice, he claims, has enabled him to get to know the French very well", and he makes no bones about stating that the French are "trying more and more to take the New Hebrides over".

"Short Memory"

Replying to *Corail*, Mr. Lamberty said in his letter to its editor that the magazine seemed to have a very short memory.

"It is thanks to the British Empire," he said, "that there is now a General de Gaulle in France. In 1940, he did not object to being lodged and fed by those same Britishers that he did not want in the Common Market in 1963.

"If New Caledonia rallied to de Gaulle in 1940, it was partly thanks to British help, and, above all, because the guns of the Australian cruiser *Hobart*, gave protection to Governor Sautot.

"In those days there was nothing to stop the British from taking absolute possession of the New Hebrides because the French had still not decided whether to say 'Heil Hitler' or 'Vive de Gaulle.' "

Mr. Lamberty said that the British had parted with their colonies in the grand manner, not like the French with kicks in the bottom.

"While Queen Elizabeth can always visit her former colonies," he went on, "I would like to see de Gaulle walk around in Indo-China, Tunisia, Morocco or Algeria."

Mr. Lamberty added: "If the New Hebrides are to count for their future defence on French squadrons, they would find themselves in a similar position to that of 1940 when the French Navy was so zealous that it was against the Allies".

Having told *Corail* what he thinks, Mr. Lamberty in his letter to *PIM* has some additional acid comments to make about Mr. Gubbay's views, which were published in November.

He particularly comments on Mr. Gubbay's statement that the "Australian and British navies have yet a lot to learn on peacetime social gatherings".

Mr. Lamberty writes:

"Having fought alongside these two navies during the last war and having received quite a few shells from the French Navy during the same war, may I state here that the French Navy has still yet to learn a lot about *wartime* activities.

"In 1940, in view of the French Navy's conduct, nothing prevented England from taking over the New Hebrides entirely. So looking back on those days, it is a bit out of place for the French Navy to try to impose on us now the 'presence Francaise'.

"Mr. Gubbay correctly stated that Mr. Ilo was also invited to London, but he forgot to mention that the French Government refused to let Mr. Ilo travel from Paris to London, but informed the British Administration that Mr. Ilo would have to go back first to the New Hebrides and then only could he travel to London.

"The British had offered to pay for all his supplementary expenses from Paris via London, but this was rejected by the French Administration.

"As for 'not thinking British or French', as Mr. Gubbay put it, it is a well known fact that it is nearly impossible for a Britisher to buy French land in the New Hebrides, and if one *can* get a lease from the Societe Francaise des Nouvelles Hebrides, one of their petty stipulations is that the French flag only may be flown on that land.

"It may be, as Mr. Gubbay said, that Australia has done little for the New Hebrides, but, after all, it is Great Britain's 'baby' and that Government has been, and still is, pouring a lot of money each year into the territory."

A Little Girl Cries As Last Viets Leave

The last load of Vietnamese to be repatriated to North Vietnam from the New Hebrides sailed in the British liner "Eastern Queen" at the end of December. The liner picked up 302 Viets in Vila and 72 in Santo. She also took about 180 from New Caledonia.

The pictures above, taken by Reece Discombe, depict scenes in Vila on December 24 as the Viets assembled at the Customs wharf to go aboard the "Eastern Queen". At right, a young man carries a bundle of possessions to the wharf; centre, a couple of youths display a portrait of the North Vietnam President, Ho Chi Minh; and left, a weeping girl covers her eyes with a handkerchief as she walks for the last time on New Hebridean territory.

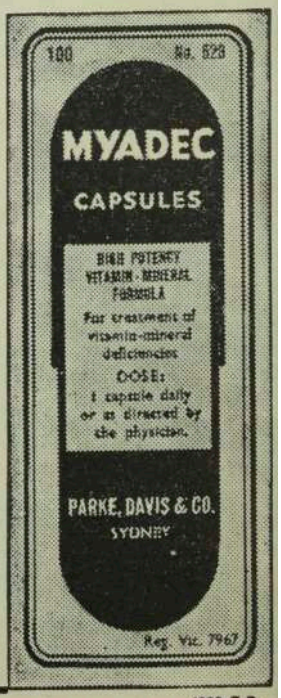
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New Light On Early Fiji

The discovery of pieces of pottery and other ancient craftwork in the sands at the mouth of the Sigatoka River, Fiji, leads Mr. J. B. Palmer, curator of the Fiji Museum, to advance a theory that at least that part of Fiji was populated by Polynesians about 500 BC.

HE is supported by Mr. R. C. Green, Senior Lecturer in Prehistory, University of Auckland, and Mr. Jack Golson, who is in charge of archaeology at the Australian National University, Canberra.

On an excavation expedition early in December, Mr. Palmer found pieces of a flat-bottomed dish, apparently rolled out on davo leaves, and other fragments moulded on a matting base.

The fragments were of clay mould with a coarse angular sand temper and were finished off by smoothing with the finger. Another piece was a hafted coal coconut scraper, which was, Mr. Palmer said, typical of Eastern Polynesia, and in particular of Mangareva in the Gambiers.

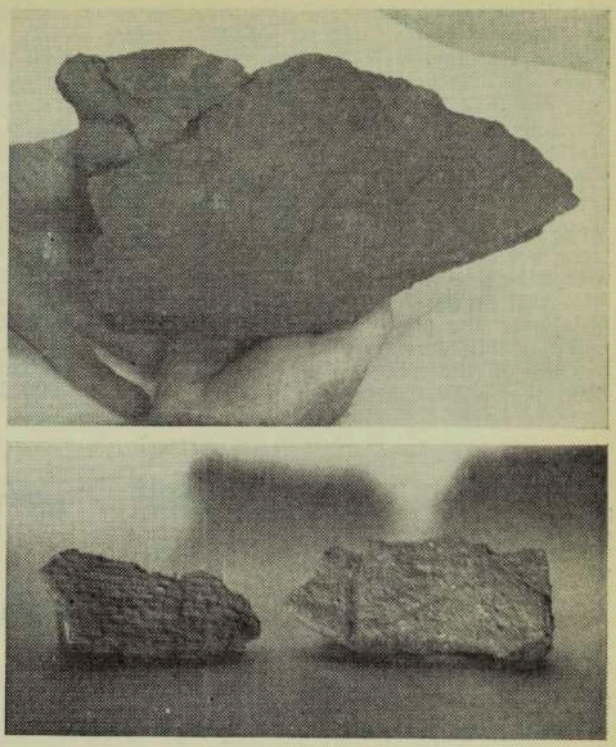
Mr. Palmer considers the flat-bottomed dish is too brittle to carry heavy weights of food, and thinks that such utensils were placed in front of a high chief, with the food then placed on it. It also could have been used for cooking over a slow burning fire.

The Theory

Elaborating on his theory that the area was populated by Polynesians on their eastern trek about 500 BC, Mr. Palmer said that in 1947 Professor E. W. Gifford, of the University of California, excavated at Navatu, near Nakiraki, and Vuda, near Lautoka, and found nothing similar to the Sigatoka discoveries.

Gifford, who wrote a book on archaeological discoveries in Fiji, put the date of his discoveries about 50 BC, working it out by the radio-carbon system.

Mr. Palmer suggests that his discoveries may mark one of the settlements of the Polynesians from either the New Hebrides or New Caledonia in Fiji, and thence to Tonga, for similar pottery has been found in all those island groups.



The piece of pottery (top) shows the marks of dalo leaves which were used as a base during moulding. The piece of clay on the left of the bottom picture shows a matting design, and the other piece depicts a Polynesian incised decoration. The three pieces were found at the mouth of the Sigatoka River, Fiji, and throw new light on Fiji's history.
Photo: Stan Whippy.

Dr. R. C. Suggs, a noted archaeologist from the United States, found pottery in the Marquesas which he dated at 120 BC, and said it was very close to pottery found in Tonga and other parts of the western boundary of what is now known as Polynesia.

Working back from the Marquesas from 120 BC and the time it would take the migrants to uproot themselves and seek new homes, Mr. Green tentatively arrived at a date of about 500 BC for inhabitation of the Sigatoka area, by Polynesians.

Mr. Palmer says that the significance of the discovery is not only in terms of Polynesian settlement, but for the first time a possible date of the entry of food plants, such as the coconut. There must have been coconuts to make the scraper necessary. In the dish mould, reassembled at Auckland, leaf impressions showed the possible introduction of bananas.

The Polynesians would have entered before the Melanesians.

Mr. Palmer plans to return to the Sigatoka sands on another excavation expedition. He went there originally because of reference to the area by Gifford, although Gifford only visited the site, and did not dig.

He said that Golson first called attention to the new theory about five years ago, and this has been elaborated by Green in a recent article.

Mr. Palmer said he suspects that



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the Polynesians touched the Yasawas or Lautoka before moving on to Sigatoka, although there is no evidence. He also thinks that when they left Fiji they touched somewhere in the Lau Group before going on to Tonga.

Big Population

Mr. Palmer also suspects there was quite a big population in the Sigatoka area, not only near the mouth of the river where he found his pottery, but also well up the Sigatoka Valley. He flew over the area recently as the guest of Fiji Airways.

One of the pilots, Captain Joe Rudenko, a Dutchman who was an amateur archaeologist in Indonesia before joining Fiji Airways, noticed on his regular flights over Fiji ancient agricultural terraces on hillsides in the valley.

When Mr. Palmer flew over, Captain Rudenko pointed out the terraces, and Mr. Palmer noted that they were similar to terraces in the New Hebrides and New Caledonia.

Mr. Palmer described the terrace finds as unique and very important. They indicated the presence of skilled agriculturists at an early date. They could be linked with the discovery of the pottery, and could also date back to about 500 BC.

The terraces were apparently fo earth conservation and to make th best use of rainfall. They were i steep spurs and in remote an apparently inaccessible spots.

Mr. Palmer said he would expec to find such terraces near the sea but not miles inland. An explana tion could be that the makers wer harried and pursued by other peopl

They could also reflect a perio when Fiji's climate was different. I they were agricultural terraces the could have been abandoned becaus of the climatic change.

Mr. Palmer plans to visit the are later this year to make an on-the spot investigation.

FOOTNOTE: Pieces of crockery adzes and ashes of fires of 1,90 years ago were dug up at Vailel Western Samoa, in December by M R. C. Green and an anthropologica team sponsored by the Aucklan University and Hawaii's Bisho Museum. Other finds include mound ranging from 20 to several hundre feet across on which Mr .Gree believes the ancient Samoans bui their houses. Mr. Green expect to be at Vailele for six months.

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Meeting On the BSI Political Steps

From a Honiara Correspondent

A LOT of people here ar interested in finding out ju what the general reaction is to th Government proposal to elect for th first time eight unofficial members t the Solomon Islands Legislativ Council.

Nobody really has much idea, bu there will be a testing of publi opinion in late January when a Selec Committee of the council sits i Honiara to take evidence from th public.

Individuals and representatives o large bodies have been invited t unburden themselves.

The decision to establish the Selec Committee was made in the Legisla tive Council in December, after ther had been protests from unofficia members who considered the term of reference for the committee wer too limited. The terms were no changed but there is a general hop that enough of the public's view wi be forthcoming to make the gathe ing of information worthwhile.

At present Legco members ar appointed.

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Saturday afternoon scene in one of Rabaul's two hotels. Only one European was drinking in this bar when the photo was taken. But it certainly doesn't seem overcrowded.

NEW GUINEA DRINKERS DON'T HAVE IT SO GOOD

From a Port Moresby Correspondent, and AAP-Reuter

Twelve months after the introduction of liquor to P-NG natives there are growing complaints in several areas about drinking conditions. People in both Rabaul and Port Moresby say that the towns have too many native drinkers and not enough bars to hold them.

RABAUL has two hotels and the Rabaul Town Advisory Council ays it ought to have a third, to- ether with licensed restaurants to ater for natives. The council has lso suggested that storekeepers hould be able to sell single bottles, or many native drinkers, who have o buy a carton, use all their wages nd often drink the lot in one sitting nyhow. Wives and children go ungry.

Tolai women have recently marched hrough Rabaul in protest against the rinking conditions. They said their ien folk should be taught how to rink intelligently or else they should e banned from drinking.

Rabaul police have had to crack own recently on methylated spirit rinkers and some suppliers have sug- ested that the spirit should be dulterated by the addition of quinine efore it is sold.

In Port Moresby, which has three otels for a population of 35,000 here has also been a request (to he Liquor Licensing Commission) or another hotel.

Sittings of the commission have ecently helped to bring many native rinking problems into focus, and hown many Europeans throughout he Territory that the drink problem s not as simple as it might first ave looked when prohibition was ifted in November, 1962.

The commission has heard applications for extra liquor outlets in large urban centres, aimed mainly at giving the native population greater access to alcohol.

During these sittings groups of native women have demonstrated against greater availability, and have demanded the reintroduction of native prohibition.

Police have told of increased "tribal brawling", increases in petty thievery, and attacks on police.

Missions have warned of the demoralising effects of alcohol on their converts.

Far Ranging

Police Commissioner Normoyle says, although serious incidents during the past year or so have been rare, the social effects have been far-ranging.

The basic wage rate in the Territory's urban centres is about £3 a week. A native base rate labourer or houseboy faced with the upkeep of a wife and two children plus a liking for alcohol has found the problem in many cases almost too much for him to bear.

In some cases wives and children have been neglected, essential items of clothing for families are just no longer available, and sometimes the wives and children have been forced to return to the villages so they can get enough to eat.

On the credit side there has been a growing awareness among the natives themselves of the effects of alcohol and a growing social consciousness brought about by its problems.

Native welfare associations have shown greater maturity in looking after the rights and interests of the people in their areas.

Moves have been made in some areas to get the base rate wage increased to cope with the growing cost of living, or the growing cost of "luxury" living.

Missionaries, and to a lesser extent police and welfare workers, believe the change has been too sudden for a relatively unsophisticated people to absorb without harm.

And they feel that as further licence concessions are granted in outlying areas the problem will grow.

But they readily admit that not to allow drinking rights would smack of "racialism".

Anti-Liquor, Anti-Smoking

IN New Guinea, as elsewhere in the South Seas, temperance societies are growing.

The most active temperance movement in P-NG, the Society for the Encouragement of Voluntary Abstinence, is soon to get a full-time secretary from Sydney, Pastor L. A. Dyason.

Already SEVA has two full-time employees, Mr. G. Maskelyne who

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. . . . Margaret Merril.

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works from Port Moresby, and Mr. R. Skerman based at Rabaul.

Both officers move among the people carrying out "liquor education campaigns", and encouraging abstinence.

Finance for the movement comes mainly from the Queensland Temperance Union, but the Administration supplements this income with an annual grant.

Discussion on the first day of the Papua Ekalesia Assembly (formerly the LMS) was devoted almost entirely to the drink question. Most Assembly members said they did not favour prohibition for church members, but were in favour of the continued encouragement of voluntary abstinence.

The Assembly referred to "dreadful" things that were happening in villages because of drink and decided that Administration should be kept fully aware of the hardship it was causing in many cases.

Assembly members supported the work of temperance societies.

Other societies are active in Tahiti, the Cooks, both Samoas, Tonga and Fiji. Generally they are affiliated with the Australian Temperance Society, whose secretary is Pastor E. H. Steed, of the Seventh-day Adventist Church in Sydney. Pastor Steed is also the Church's Director of Public Relations. The temperance societies are currently making a big drive for membership.

The Cook Islands Society recently organised a Temperance Week, another is promised for Western Samoa this year and there are plans to have one in New Guinea. In the Temperance Week in the Cooks a crowd of 3,000 to 4,000 people saw parades and demonstrations. One banner read, "Go Steedy on the Bush Beer".

Pastor Steed, who was present at the Temperance Week, and who later went on to Western Samoa, said Samoa's Prime Minister, Fiame Mataafa, as honorary president of the Samoa Temperance Society, had

PLANS FOR FOURTH MORESBY HOTEL

Papuan Airline Transport Ltd. has announced its intention to build a £160,000 hotel near the Port Moresby airport, which would give Port Moresby four hotels.

But an application to the Lands Board for the conversion of an agricultural lease already held by Patair to a hotel site has failed.

The board said it could not make a hotel site available in the area without giving other interested parties an opportunity to tender for it.

Manager of Patair, Mr. Cliff Jackson, has since said Patair is preparing an appeal against the board's decision and that he is confident of its success.

Latest development in the proposals has been an Ansett Transport Industries announcement that it was negotiating to join Patair in the project.

Following this announcement Mr. Jackson said it was now likely up to £250,000 would be spent on the hotel.

The idea of a hotel in the Six-Mile and Jackson's Airport area is popular with the 500 or so native workers who live in the area.

They say it would relieve the pressure on the Boroko Hotel, three miles closer to Port Moresby, as well as providing them with drinking facilities close at hand.

The Port Moresby police have not yet publicly disclosed their views on a hotel being sited in the area but are believed to be in favour of the principle.

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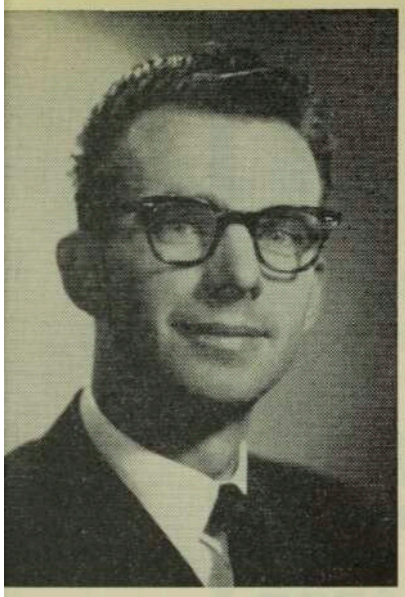
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Pastor E. H. Steed.

agreed not to serve any alcohol at any official or social function for which he was responsible.

The various temperance societies are also making a drive against smoking in the Islands, particularly in Fiji and New Guinea, where there are cigarette factories.

Pastor Steed said in January: "The tobacco firms are attempting to quickly expand their South Seas markets, for they know the axe will fall on cigarette smoking in the metropolitan countries because of the wide publicity about links with cancer. They are introducing cigarettes to thousands of new victims who haven't got enough education to understand scientific and medical aspects of smoking".

Samoan Home Brew

During the pre-Christmas period, Apia police made an all-out drive against home brewers and boot leggers.

The Commissioner of Police, Alphonse Philipp, said that raids were being made on an average of 50 premises each week and that illegal liquor was being found in half the raids.

"About 25 per cent. of the home brewers manage to destroy the evidence before the police can confiscate it," he said. The use of radio-telephones installed in police vehicles has proved a big help in these raids.

The Commissioner said he did not think that there was even one village in Samoa where some person was not brewing beer. He said brewing was on the increase and that recently many trading stations had started selling small amounts of Customs beer on the sly.

"The police are doing their best to see the law is carried out," he said.

Under Samoan law a Liquor Board issues "medicinal permits" for liquor on a basis of race, and finance and social position. Nobody can drink without a permit. It is generally acknowledged that the police are fighting a losing battle.

An official American Government report linking smoking with lung cancer, released in January, gave the anti-smoking drive in the Islands a helping hand. Prohibitionists made good use of it as a weapon.

In Fiji, Health Department officers said the best advice they could give was "don't smoke". They said they accepted that cigarette smoking caused lung cancer and other illnesses, as mentioned in the American report, but they also accepted the report of the Royal College of Physicians, published two or three years ago.

Officers said that in 1962 nine cases of cancer of the throat and lungs were admitted to Fiji hospitals.



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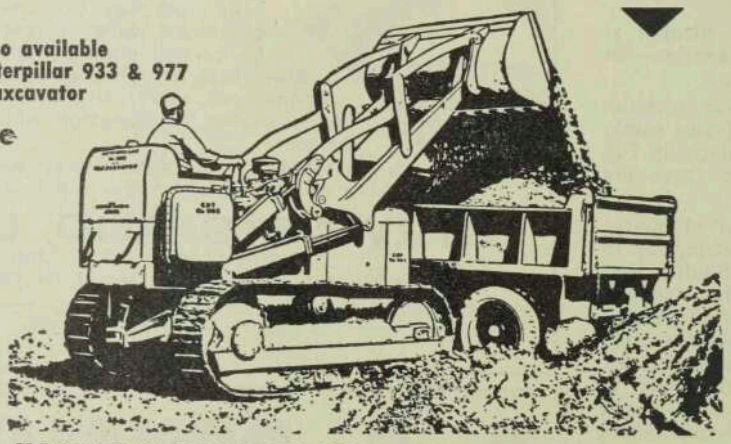
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COOK ISLANDERS SURVEY THE PROBLEMS AHEAD

From a Rarotonga Correspondent

Hard on the heels of the recent announcement that the Cook Islands are to have internal self-government in 1965 comes the New Look in politics in the Cooks.

ALMOST overnight comes the realisation that the art of administration requires a lot of skill when you have to carry out the details yourself. Somehow the problems become a little larger and the details a little more thought-provoking and urgent when the responsibilities are moved on to your own shoulders from a disembodied group of bureaucrats who owe allegiance only to bigger bureaucrats, and unsympathetic and stupid politicians, in Wellington.

It's only a short time since Western Samoa found itself in the same position, with the result that Samoa is easily the territory in the South Pacific most sensitive to criticism today.

On several occasions Prime Minister Fiame Mataafa has shown his displeasure at criticism of his Government's policies and has even threatened darkly to control the Press. Some of his Ministers support his views—some of whom were most vocal in their criticism of New Zealand policies when New Zealand had the responsibility of running Samoa.

Breathing Space

Breathing space is what the Samoan politicians—and many African politicians insist they want—breathing space, without criticism, in which to get their country working. But unfortunately they never say for how long they want their critics to pull their punches.

The realisation that there are wolves ready to tear into the policies of the emerging Cook Islands shone through every paragraph of the New Year message given to the people of the Cooks by the newly appointed Leader of Government Business, Mr. D. C. Brown (who is tipped to be first Chief Minister of the Cooks.) Mr. Brown asked for support.

He said:

"A transitional government is a government caught between two tides, the old and the new, the past and the future, and as the result of which it may either ride safely to shore on the incoming waves, or be dashed to pieces on the exposed edges of the reef.

"Now the Government which I have the honour to lead, has *neither wish nor any intention*, of breaking up on the reef of political failure.

"There is a parallel between us here today and our ancestors who left these shores 500 years ago.

"When the long canoes pulled out of Ngatangiia, they sailed into uncharted seas with no instruments of navigation other than the compass of faith and the chronometer of determination . . . a faith that even before the voyage began, it would end in success, and a determination to achieve that success.

Voices Raised

"But is it unreasonable to assume that when days and nights had passed without sight of the new homeland, there were not some voices raised to question the leaders? Those of faint heart, who argued that it would be better to change course, even to return to Ngatangiia? Or critics, who argued without offering a better

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plan? And some perhaps who even secretly coveted their leader's position?

"I think *it is* reasonable to assume that there were such people 500 years ago, because they are still with us today. But we are now in the more fortunate position of being able to chart a course with every expectation of reaching our destination."

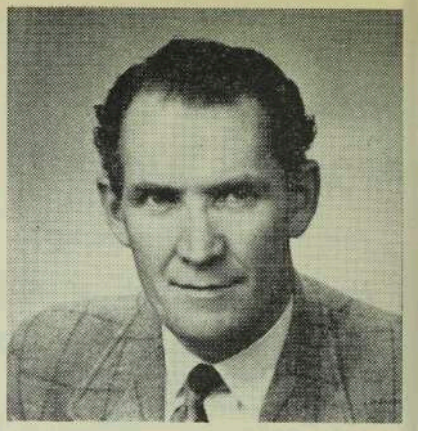
Mr. Brown said he felt the first duty of a government was to make work and a home available to all.

The Cook Islands would be operating on a limited budget and the problem was not how to spend money but on what to spend it. The more that was set aside for economic development the less there was to spend on social services and on agriculture.

The Government had never to forget the needs of the outer islands, and it was because of this he had selected in his Cabinet men representing the lower and northern groups.

Mr. Brown added that members of his "shadow" Government would speak once every month on the Cook Islands Radio about the work of the departments in their charge.

Mr. R. J. Dashwood, in charge of Health, Social Development, Broadcasting, Justice, Police and Prisons, made the first broadcast on New Year's Eve.



Mr. Geoff Haggett.

Man Behind The Call Of The Friendly Islands

From a Nukualofa Correspondent

Mr. R. Geoff Haggett, the man who has seen Station ZCO grow from a new baby to a lusty infant with a voice that can be heard for thousands of miles, goes back to New Zealand in late January.

HIS place as manager of the Tonga Broadcasting Commission will be taken by Mr. R. E. Lavin, who is a friend of Mr. Haggett.

Mr. Haggett arrived in Tonga in February, 1961. The new station was opened on July 4 that year.

As Tonga has no newspapers the radio station quickly became a vital part of local life. A considerable part of broadcast time is devoted to news, school broadcasts and Government and community service programmes.

But the musical programmes are noted for their brightness too, and as "The Call of the Friendly Islands", ZCO is listened to regularly in the Samoas, the Cooks, Fiji, the Gilbert and Ellice and New Zealand. As many as 5,000 letters have been received in a month from listeners.

ZCO, although Government-controlled, accepts advertising and the number of sponsors has been growing.

Apia businessman Mr. E. F. Paul left Western Samoa in mid-January for a five-week business trip to Australia and New Zealand.

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"Heil, Nkrumah! All the judges are safely in the White Maria"



"Wretched girl! Never whiten my doorstep again!"



"Alas, the white sheep of the flock"



"...no blackness like Bomo blackness! BOMO washes blacker!"

Sydneysider Goes Walkabout In London

ALL THE QUESTIONS IN BLACK AND WHITE



"Me? A racialist? Why, some of my best friends are whites!"

To get any sort of Press coverage in London you have to be eccentric, crazy, a freedom-fighter, a revolutionary or a retired call-girl. To be normal—and this applies to countries even more than to individuals—is to be out of it.

IN the past few weeks Australia has got a newspaper mention only twice—after the November 30 elections when most papers conceded about six double-column inches; and a few weeks ago when the editor of *The Tailor and Cutter* had something to say about the way Australian men dressed. (Some Aussies living in London rang him to suggest that he jump in the Thames).

New Zealand has fared even worse—about four single-column inches for their elections but a much more generous allocation when a young man in the South Island poisoned his girl-friend with a love-potion.

Even Malayasia and Soekarno, which have preoccupied Australasian newspapers for months, get only an occasional airing on page six. As far as the rest of the Pacific is concerned it could, for all the UK cares, have cracked off and fallen into the inky deep long, long ago.

In one way a few weeks in this country is a salutary process that shrinks all our problems Down Under to what *might* be their correct proportion.

No one in the UK, it appears, has ever heard of Papua-New Guinea so probably we are just kidding ourselves when we feel that the rest of the world is watching, agog, to see how Australia manages affairs in that Territory.

Kenya in the News

Nor is anyone here (outside the Colonial Office), aware that Fiji has population-land problems or, in fact, that it exists at all. The BSIP, G & EIC, New Hebrides, etc., are so far off the map to be completely unknown but even if anyone were aware that these blown-away specks of Empire were still intact, it isn't likely that the average Englishman would care.

But if the Austral-Pacific regions belong to the vast unknown, Africa gets the full treatment here. Pre and post independence in Kenya in mid-December filled the newspapers and radio-TV networks. Every utterance of that wily old fox, Jomo Kenyatta, has been reported verbatim; every twitch of his fly-whisk recorded on film and video-tape.

Kenyatta has, in fact, had a bigger and more sustained UK Press in 1963 than any other personality. It isn't that everyone has forgotten that, less than 10 years ago, he was imprisoned for his Mau Mau activities, either.

It is simply that this isn't held against him any more. It is, of course, traditional that native leaders in former British Colonies should have served some time in gaol, and Mau Mau crimes against Europeans now are apt to be lumped in with the other "natural nationalistic aspirations for self-determination".

Britain has already gone half-way towards taking the Kenyatta line that

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there weren't any Mau Mau terrorists —just "freedom fighters".

The art of turning the other Colonial cheek has been developed so effectively in Britain that not even the pro-Commonwealth *Daily Express* was unduly hurt when the British Government apologised to the Uganda Government, in December, because a group of British living in that former colony had had the "bad taste" to have a private, "Sanders of the River" party to celebrate Kenya independence and the shedding of the white man's burden.

The European has little credit in Africa these days. So little that BBC commentators, sent to Kenya to cover independence, were right on key when they referred sarcastically to the fact that of all the white settlers who were anti-independence two years ago, two-thirds still remain in the country.

White settlers still remain in Kenya because they can't get out. Their land, which is usually their only asset, is unsaleable under existing circumstances and they hang on in the hope that the Government might eventually acquire it for the resettlement of Africans.

Under new legislation, unless a farm is occupied it can be declared vacant and cut up for resettlement without compensation.

The BBC coverage of events in Kenya on the eve of independence was one of the Corporation's more lop-sided efforts. As a place where it is no longer possible to speak one's mind without fear of reprisals, and with the expulsion from Uganda of a dozen of the people who took part in the white man's burden party fresh in their minds, no white Kenyan was prepared to do more than a verbal shuffle when faced with a BBC microphone.

The man who came nearest to the truth was a spokesman for some hundreds of ex-servicemen settlers.

Guarantees Worthless

These are not old Imperialists from way-back, or third or fourth generation white Kenyans, but were encouraged by the British Government to take up land in Kenya only after the 1939-45 war. Numerous verbal guarantees were given these people—many of whom are still paying off their land—but the guarantees now don't appear to be worth a row of pyrethrum.

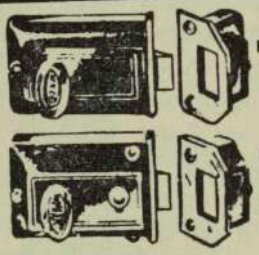
Because they have invested money and about 15 years of their lives in Kenya most are reluctant now to walk out and leave what they have created to fall into the laps of the expectant and ever-ready Africans.

This reluctance, easy enough for

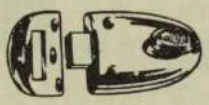
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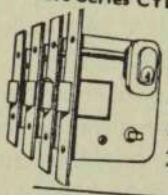


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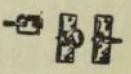
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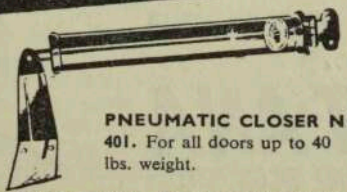


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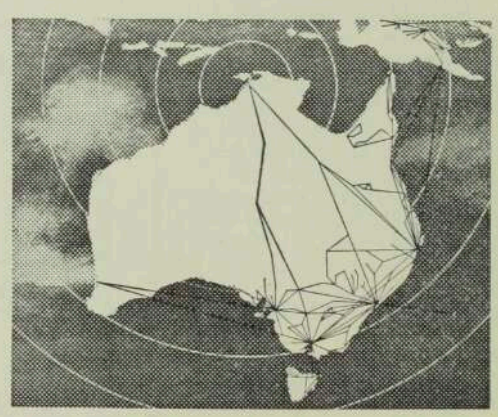


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other colonials to understand, is beyond the comprehension of most BBC commentators and apparently beyond the concern of the average stay-at-home Englishman who, these days, believes that everyone who was fool enough to establish himself beyond the British Isles is expendable.

In these last days of disintegration it's hard to understand how the British ever consciously acquired an Empire, anyway.

It must all have been, you'd think, a series of glorious and inglorious accidents, although 18th and 19th century weather might have had something to do with it.

Today the English need look like shapeless bundles of old clothes only when they venture outside in winter.

Inside, with the central heating and all the lights turned full up, you can dismiss the dismal, semi-liquid grey winter-world outside, where the thermometer pushes itself to the reluctant mid-thirties. But before central heating, winter must have been hell sheer enough to force even the home-loving English to cast an occasional thought away from their fog-bound island to places where the sun was less likely to set.

The Invasion

There must be some correlation between the present-day comforts of home, over-full employment and an affluent society and the complacency with which the Britisher watches his old empire fold up. In many respects, of course, his old empire has come to him.

As more and more countries throw off the "yoke of British imperialism", more and more West Indians, Africans, Indians and Pakistanis forsake the new freedom at home and crowd into the UK. There they take up the menial slack in buses, railway stations, hospitals and all public utilities.

Without them London services would grind to a halt. The white Englishman has now got over his first shock of this invasion and in the two years since I was last here, a proliferating stock of black-and-white jokes indicates that the peculiar British sense of humour is being brought to bear on the situation.

In Darkest London

One story goes that on the upper deck of a No. 9 bus all the customers were coloured, except one traveller. The West African conductor went up to the paleface and said: "Dr. Livingstone I presume?"

Then there's the one about the woman who asked the bus conductor —West Indian this time—just where she should alight for a certain street, He told her but she was still doubtful and asked the white Londoner sitting next her the same question—and got the same answer.

"Now," said the conductor, "you've got the answer in Black-and-White."

To celebrate Kenyan independence, the *Daily Express* came out with a whole series of cartoons—black variations on old, white English themes.

Maybe it is all a sign that, in the UK at least, it is again permissible to refer to the fact that some people are born white and some black and a hint that the sooner we get over being self-conscious over this fact the better.

Tailpiece on Fashion

LONDON girls' skirts get shorter and shorter and shorter and now reach barely to the top of the kneecap. In the kind of season that saw the Serpentine frozen over a week before Christmas this is apt to produce chilblains where chilblains have no right to be. To ameliorate the situation, boots have been getting higher and higher and higher and some now have knees built into them and go part way up the thigh, after the fashion of the Horseguards. Horseguards, however sit on horses; they don't attempt to walk in their yard-long boots.

Men's fashions have gone to the other extremity and the latest from Bond Street (if not exactly Savile Row) is the high fur (or beaver or astrakhan) hat—something like Mr. Khrushchev wears in a Moscow winter, with West African overtones.

There are more eccentrics to the square yard in London than anywhere else on earth and no where does the male wear outlandish fashions with more aplomb.

A friend of mine swears that he was walking down Bayswater Road one night in a slight fog when a blonde woman hove up out of the mist with a cheetah on a lead. When I asked him what he did, he answered like a true Londoner: "Nothing, I walked straight on."

The other day in the street, in daylight, I met a man with one of these tall, fur hats and a Chihuahua dog, like a large-sized rat, cuddled up to his neck between his shoulder and his hat. Unlike my London friend who did nothing about the cheetah but passed right on, I stood and stared. Now, more than ever in this country, it becomes increasingly difficult to distinguish the male—in his fur hat, high heels, long hair and fancy pants—from the female.

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New Hotels Point To Growing Importance Of Tourism

Proposals announced in December to build new hotels on Norfolk Island, Tahiti and Fiji, and an appeal from the Cook Islands Government inviting anyone interested to build one on Rarotonga (*PIM*, Jan. p. 8) have provided further evidence of the growing importance of tourism in the South Pacific.

THE new hotel at Norfolk Island will be built at Kingston. It will be of three storeys and will incorporate the ruins of two convict buildings, one of which is believed to have been the house of the Superintendent of Convicts, and the other, the house of a commissioned officer.

The prime movers in the hotel scheme are Mr. D. M. Fegan, a Sydney company director, and Mr. N. H. McIntyre, a solicitor in the Sydney legal firm of Parish, Patience and McIntyre. They propose to form a company, which will be incorporated on Norfolk Island, to build and run the hotel.

Their present plans are to provide accommodation for 60 guests initially, and to increase this eventually to cater for 100 guests. It is envisaged that the hotel will eventually have a staff of 20.

Preliminary plans for the hotel were prepared by Mr. Peter McCallum, an architect in the Sydney firm of E. A. and T. M. Scott. The plans were approved by Mr. Paul Hasluck just before he gave up his Territories portfolio in December for that of Defence.

Further plans will be submitted to the new Territories Minister, Mr. C. E. Barnes, before tenders for building the hotel are called in Australia and New Zealand.

Harmony

Mr. Fegan told *PIM* in January: "The Minister is concerned to see that the new parts of the hotel blend in with the old colonial buildings. But we have been given a free hand as far as the interior is concerned.

"It is proposed to retain the exteriors of the ruined buildings as nearly as possible in the state they now are.

"In the ruins of the Convict Superintendent's House, there are cooking ovens in the wall, and we propose to use them as a barbecue for serving meals at the side of a swimming pool which will be in an inside courtyard.

"On the ground floor we propose to have a room displaying historical relics; and in the ruins of the officer's house there will be what we have tentatively called The Tavern. This will be an intimate type of cocktail bar.

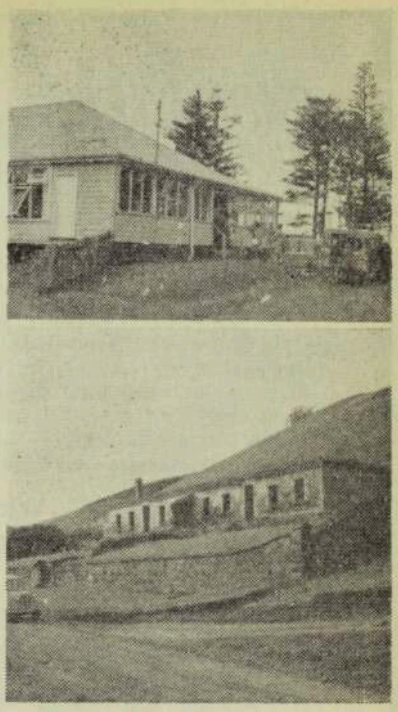
"On the main floor will be the tentatively-named Colony Bar—a big bar-lounge that will serve the dining room and the lounge itself.

"All bedrooms will have their own bathrooms (or showers) and toilets. There will be single rooms, double rooms and suites.

"Other features planned are a single-lane bowling alley and games room; and a big room suitable for conventions."

Mr. Fegan said the hotel would be favoured by having a golf course, beaches and places of historic interest handy; and by commanding a fine view.

"We also propose to develop marina facilities so that, weather



Top picture shows Norfolk Island's new Kingfisher Hotel, which was formerly the cable station. Below are the ruins of a convict building that will be incorporated in another hotel to be built on Norfolk.

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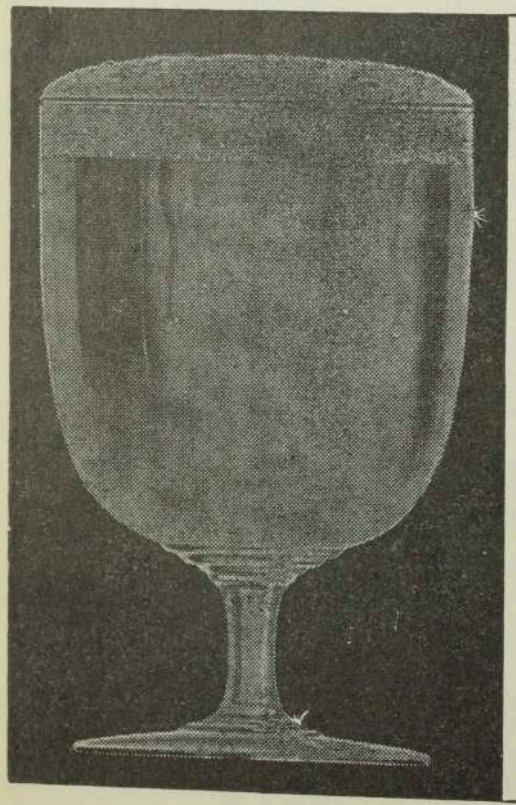
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permitting, people can go out and fish," he said.

Norfolk Goes Ahead

The building of this new hotel at Kingston will give Norfolk Island three hotels—the others being the Paradise Hotel (52 beds) and the newly-opened Kingfisher Airtel (70 beds). A private hotel, Glen Lyon, which can accommodate 20 guests, and a number of smaller guest houses and serviced flats complete the list of Norfolk's present hostelries.

It all amounts to a tourist boom for small Norfolk, which for years has had hopes of getting into the tourist market, but until the last year or two has had little success. It is unlikely now ever to look back.

Tahiti Hotel

The building of the new hotel in Tahiti will begin in May, and will be completed by the end of 1965. The hotel will be at Punaauia, about 20 miles from Papeete, and will have 160 beds.

Plans for building the hotel were announced in Papeete in December by Mr. Gerard Blitz, director-general of the Club Mediterrannee, a French travel club which offers cheap package holidays in various parts of the world to its 300,000 members. (The Club Mediterranee already operates a 160-bed hotel at Tiahura on the north-west corner of Moorea, Tahiti's sister isle).

Mr. Blitz said the new hotel would be built by the Societe Hoteliere du Pacifique Sud, in which the Club Mediterranee held 50 per cent. of the shares, and the Bank of Indo-China 10 per cent.

Rarotonga Proposal

In inviting inquiries from any person or group interested in the erection of a modern hotel of good standard in Rarotonga, the Cook Islands Government says:

"Rarotonga is regarded by almost all who visit it as one of the most beautiful islands of the Pacific. It is only 20 miles in circumference, but has mountains rising to almost 2,000 feet, bush-clad valleys and large expanses of lagoon surrounding practically the whole island.

"Boating, golf, bowls, tennis, football, sailing and swimming are available while the *hula* and drum dancing of these islands is known throughout the Pacific. The island exports large quantities of oranges, mandarins, tangerines and grapefruit as well as tomatoes and other tropical products.

"With a population of 9,000 people, Rarotonga serves the whole Cook Group of 15 islands spread over almost 1,000 miles of ocean and supporting 19,000 people.

"The Cook Islands Government at present owns the only hotel in Rarotonga. This hotel is situated within a short distance of the wharf and less than a mile and a half from the airstrip. It looks out across the sea.

"A weekly air service now operates from Western Samoa to connect with world airlines operating through Nadi and Pago Pago. In addition, the New Zealand Government steamer *Moana Roa,* which carries 40 passengers, operates a monthly service, while Matson ships call on the voyage south from Tahiti every three weeks.

"The Government would be prepared to consider the allocation of the present hotel site to enable a modern hotel to be built in its place. It would also consider making a substantial secured loan or the purchase of shares in such a project.

"Persons or companies interested should communicate with the Secretary to the Government, Rarotonga."

New Fiji Plans

The plans announced in December (*PIM*, Dec., p. 122) for another major development in Fiji's tourist industry are reported to represent the largest single investment in the

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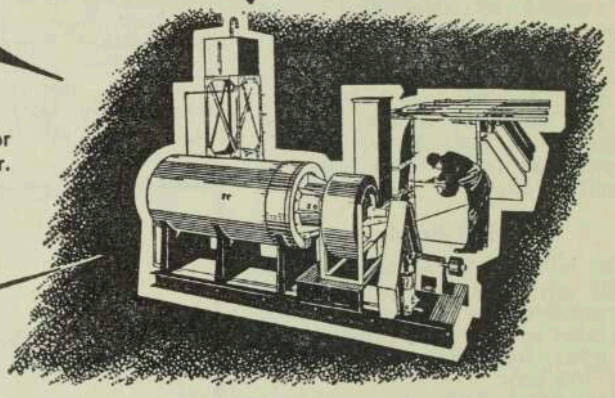
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industry, possibly in the region of a million dollars.

Fiji Resorts Ltd., a company registered in Fiji in November with a nominal capital of £100,000, will start a massive development programme on Yanuca Island, situated just off the south-west coast of the colony's main island of Viti Levu, about 40 miles from the international airport at Nadi.

Yanuca is in one of Fiji's most picturesque regions and holds everything visualised in the glossy-magazine descriptions of a South Seas tropical paradise—with tall, waving palms, fine white sandy beaches lapped by crystal clear water and tempered with a constant SE trade wind.

And the natives are reported to be friendly.

On about 50 acres of this island, the company proposes to build a first-class hotel with facilities for skindiving, waterskiing, sailing activities in a large adjacent lagoon, golf, tennis, bowls and horse-riding.

The company has engaged Mr. George Wimberly, of Honolulu, to prepare designs for the new project and the first drawings are already in Fiji for consideration.

Design of the hotel will incorporate much of the Fijian style of architecture with emphasis on the bure (thatched hut) lines, adapted to suit modern trends.

It will feature a large centralised hotel section with reception, catering and servicing sections, supported by beach chalets set among the coconut groves along the beaches.

Fijian Owned

The island is owned by Fijians in the area and leased to the company who, in consideration of a lease, are allowing for Fijian representation on the board of management as well as an equity holding in the company.

Several villages in the area will provide a source of staff and labour for the new project and the company visualises the employment of about 100 of them after training in the tourist hotel field.

Two directors of the company, Mr. Peter Slimmer and Mr. Patrick Doyle, are already closely associated with hotels in Fiji.

Both are actively engaged in the management of the Skylodge Hotel at Nadi airport (itself at present undergoing extensive alterations), and are major shareholders in its operating company, South Pacific Hostings Ltd., and also have interests in the New Mocambo Hotel.

These two hotels run at near peak occupancy figures.

No details of the financing of the Yanuca project were released but a Lautoka correspondent says it can be assumed that capital would be readily available from overseas, especially from the United States, where most of the finance for the Skylodge and New Mocambo originated.

Fiji's "Gold Coast"

Fiji's main island's south coast is rapidly becoming the "Gold Coast" of the Colony with Yanuca the third tourist resort project development announced in 1963.

The Reef Lodge at Korotogo is due to open soon, and will provide accommodation for over 50 in modern comfort.

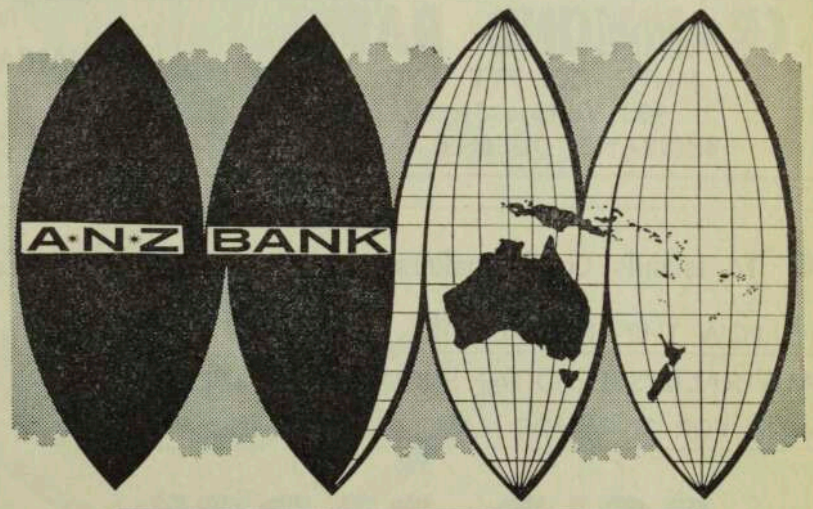
This is only about eight miles towards Suva from Yanuca, and another six miles further is the site of Barry Philps' Trade Winds Bay tourist project.

With the well-established Korolevu Hotel within a stone's-throw of them all, Fiji will be able to offer in the very near future four world-standard tourist resorts in the space of a few miles of coast-line.

Still in the offing is yet another project at Natadola, a few miles to the west of Yanuca, owned by Northern Hotels Ltd., who have toyed with the idea of developing the area for many years. It has one of the finest beaches in Fiji.

With a new Hotels Aid Scheme in the offing from the Fiji Government, the Colony's hotel development for the tourist industry seems assured for some time to come. But it will bring nearer the problem that the Government must face in doing something to improve the main roads in the area, which are now little more than dirt tracks.

Commented the Lautoka correspondent: "Probably the government takes the view that most of these new projects will have their own swimming pools and that the traveller can wash off the dust he's gathered en route simply by peeling off and diving in!"



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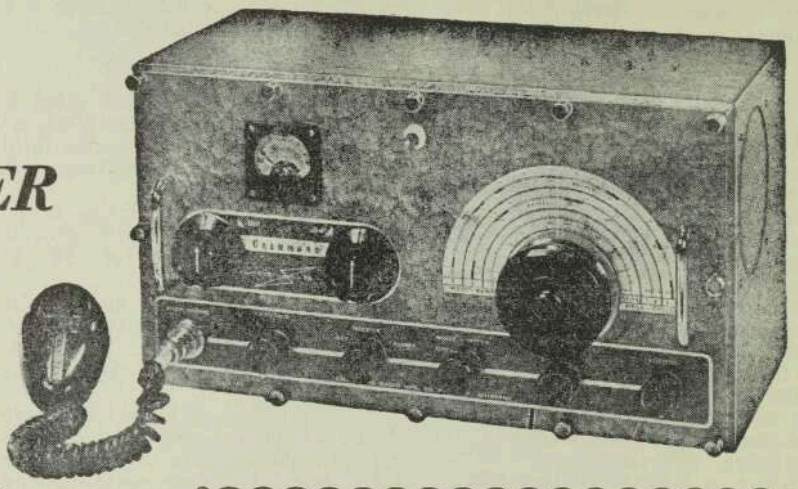
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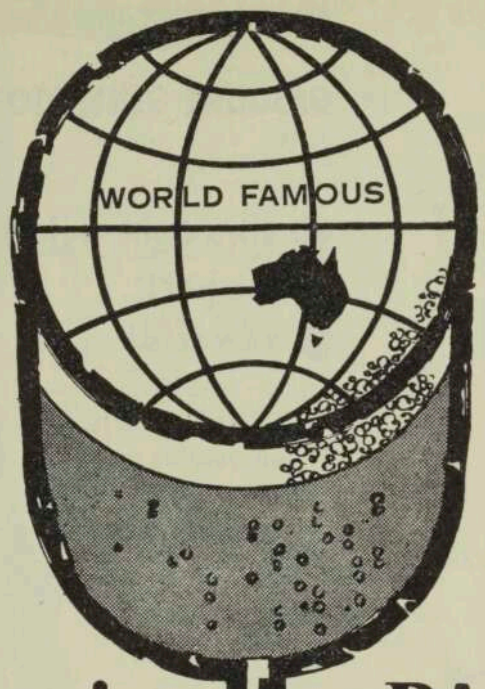
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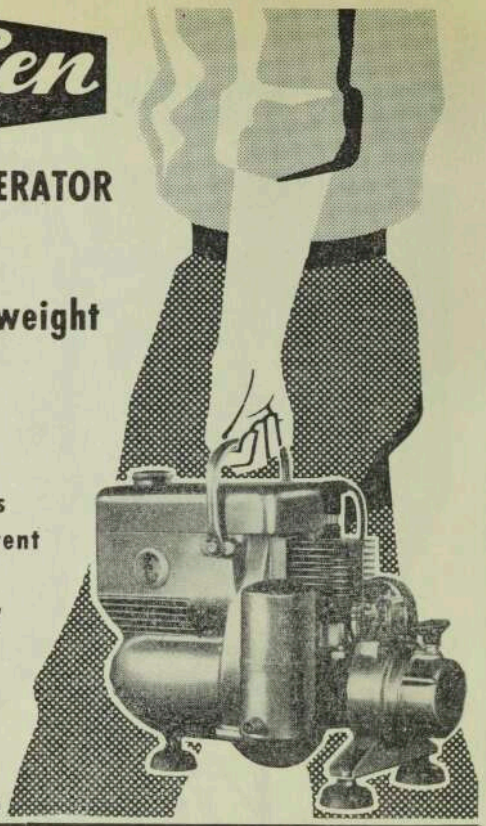
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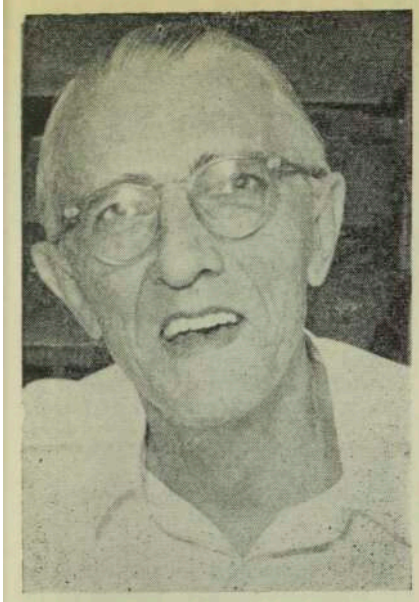
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GOOD-CITIZEN JAMES OF PORT MORESBY DIES AT 70

A friendly, clear-thinking man of plain commonsense and unquestionable probity, E. A. James was the kind of man who enriches any community in which he lives. He contributed very much to Port Moresby and, in his later years, to the Territory of Papua and New Guinea.

"JIMMY" James died in Brisbane in late December, aged 70.

Ernest Alfred James was a Londoner, and he gained his accountancy certificates in London before, at the age of 22, he joined the staff of Papua's very modest Treasury, in Port Moresby, in 1915.

He was not a man who was happy in close association with bureaucracy; but he stayed on there through the difficult World War I years, and the post-war period, before he left the Treasury in 1924 to put up his shingle as a public accountant and auditor. His practice was small—Papua then was a very small place—but he acquired accounts then which remained with him for the rest of his professional life.

All his life, Jimmy James was deeply interested in public affairs.

Someone had established a newspaper, *The Papuan Courier,* in Port Moresby, and the new public accountant learned that the "plant" —a few cases of type, an old flatbed press, a platen, and enough bits and pieces to produce a broadsheet, billheads and letterheads—was for sale.

Obviously there was mighty little profit in it; but here was a chance for a young man with ideas to sound an independent voice in a country run as a complete bureaucracy, under the dictatorial Hubert Murray .

So public-accountant James became editor-and-publisher James, and in the next 15 years, in that latter capacity, he became widely known.

He was no wild man of journalism —rather, he was a quiet and patient editor who knew how to keep up the pressure and bide his time.

His relations with Sir Hubert Murray, and the bureaucrats generally, were harmonious, and he gave the community the kind of publishing and printing service that it needed at that time, under those conditions.

He was a wise commentator, and he did much to shape the judgments of the bureaucrats. He made no fortune out of either his accountancy practice or his newspaper; but he was a leading and respected citizen.

The Japanese invasion in 1942 did not reach the main parts of Papua, but it completely disrupted the old Territory's life. Everyone incapable of bearing arms was sent away to Australia and the armed services took over everything, including all business premises in Port Moresby. That included *The Papuan Courier,* which they closed with some enthusiasm, for it was embarrassingly critical.

Evacuation

That period of evacuation—December, 1941-April, 1942—was marked by a period of civil confusion in Australia I never shall forget.

Thousands of people had been brought hurriedly from Papua and New Guinea, and dumped in Queensland and New South Wales; and few of these people had a fixed address, or any idea of how they were going to live, or what had happened to their relations and their property left behind in the Territories.

Literally overnight, the *Pacific Islands Monthly* lost the addresses of a very large section of its regular subscribers. Then, as more and more called at our Sydney office, we began to compile a register of evacuees. That gave me an idea.

We would form a Papua and New Guinea Residents Association, with an executive authorised to deal on

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behalf of the evacuees with Canberra, and all the numerous bodies which now were responsible for the administration of affairs in the occupied and non-occupied Territories.

The hundreds of evacuees who did not know what to do then, could carry their problems and questions to the Association, and the latter would represent them, as individuals.

We formed the Association and then we looked around for the kingpin—a chief executive officer who would sew up the organisation and get on with the job.

He was right at hand—Jimmy James—and in the next couple of years, in that capacity he did a splendid job. He should, of course, have been doing a war-time job in the Territories. But, as I have many times observed, military administrators are rarely bright; and so Mr. James was overlooked, and was available to do a job of incalculable value for the evacuees.

By 1945 the Japs were on the way home, and Canberra was applying itself to the problems of assessing and allocating war damage. Now, of course, officialdom could see Jimmy James, and he was a natural as Deputy Controller of the War Damage Commission, a job he held until 1947.

The plant of *The Papuan Courier*, at the war's end, was a heap of junk; and Mr. James made no attempt to re-establish his newspaper and printing business. He settled back in Port Moresby as the head of E. A. James and Co., public accountants, and he became the consultant and adviser of many corporations, and a director of several companies.

It was now that he developed his greatest public usefulness, as an elected member of the combined Territory's Legislative Council. He was in that post from 1951 and, if the electors had been consulted, he would have remained there until his death —for he could be depended upon always to speak out, literally without fear or favour, for the non-official classes.

He was one of a gallant little band of elected members who saw the shape being given to the future Papua-New Guinea by the Canberra planners and who, in season and out, fought these insidious advances.

Mr. James took his stand uncompromisingly in opposition to the method by which a Territory income tax was introduced, and, when that came into operation, he resigned from the Council, to the very great regret of all, including officials.

He now was in his late sixties; his Territory interests gave him a secure income; and so, to please his family, he gradually withdrew his residence from Port Moresby to Yeronga, Brisbane, where he died. Mr. James in 1919, married Miss Vera Bussell, who took a prominent part in Port Moresby's social life, between the wars. After she died, Mr. James in 1955 married Miss May Ross, who was associated with him in his more active days of public life, and who survives him. There was a daughter of the first marriage.

—*R. W. ROBSON.*

Many tributes by Territorians were paid to Mr. James in January.

The Administrator, Sir Donald Cleland, said Mr. James had represented the people of his electorate fearlessly and "with forthright alertness". He had made a substantial contribution to the Legislative Council.

The chairman of the Port Moresby Town Advisory Council, Mr. Craig Kirke, described him as "a loved and respected civic leader", whose efforts, "as with most pioneers", were not always recognised in his lifetime.

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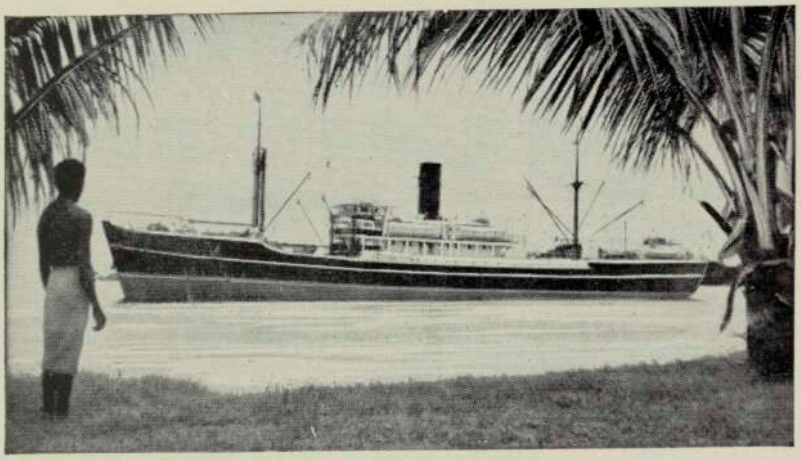
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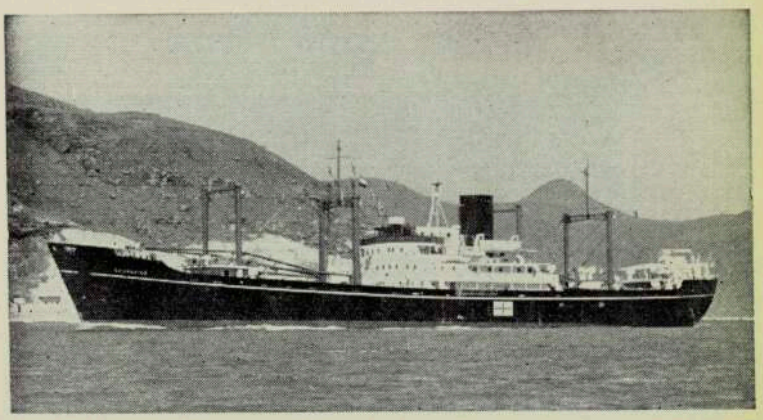
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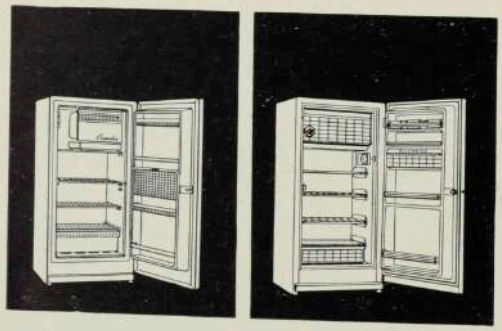
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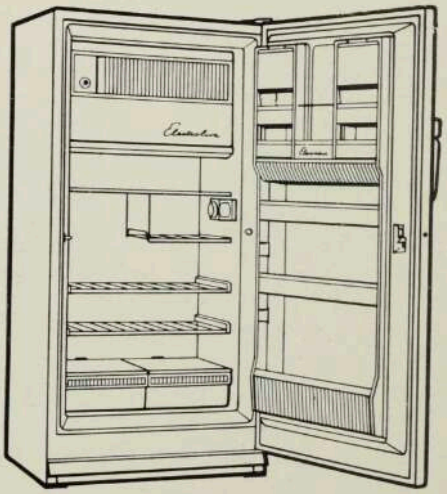
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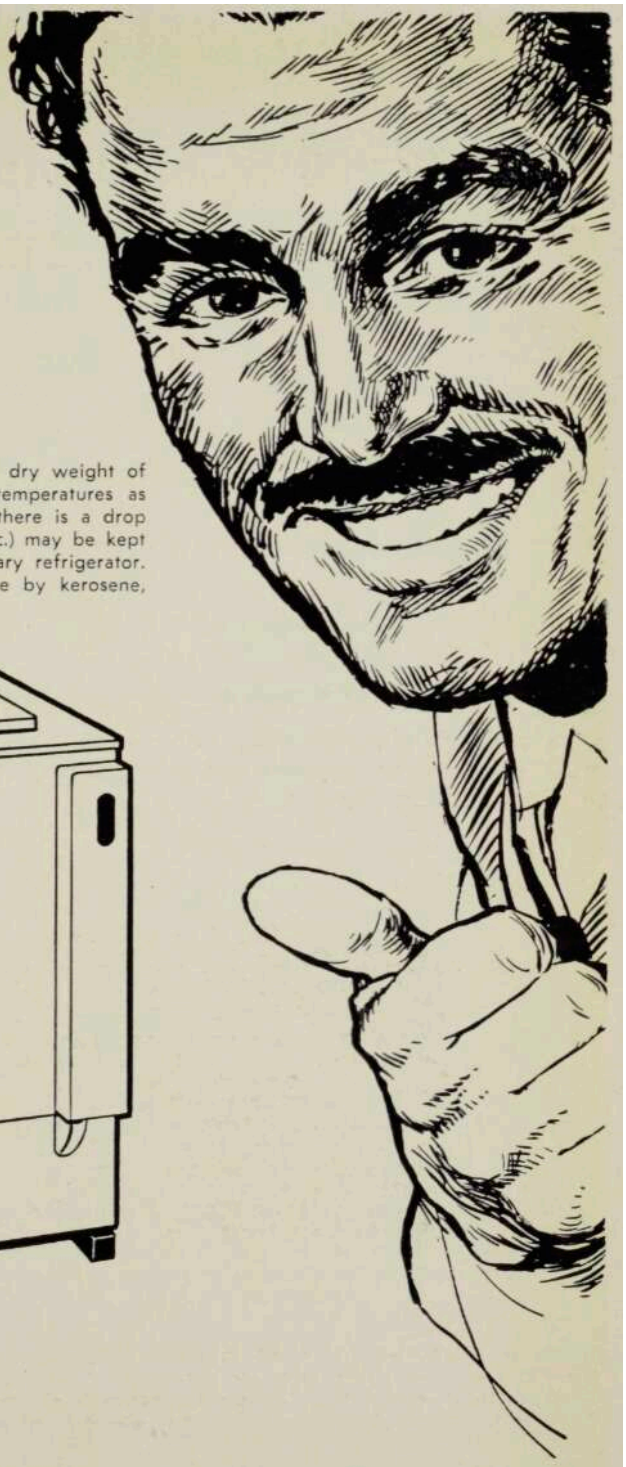
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NORWEGIAN SEA CAPTAIN PLAYED BIG PART IN DEVELOPING THE SOLOMONS

By a Staff Writer

When Captain Oscar Svensen, a pioneer planter in the Solomons, settled in those islands in 1888, he lived in a house on stilts 16 ft. above the ground as a precaution against attacks by the wild natives of the Group.

CAPTAIN Svensen's son, who, confusingly, is also Captain Oscar Svensen, told me of this aspect of his father's colourful past in January after he had read a paragraph in the "Yesterday" column of the December issue of *PIM*.

The "Yesterday" paragraph recalled that Captain Svensen, Snr., had died in Brisbane in November, 1943, at the age of 81.

It prompted Captain Svensen, Jnr. (who lived in the Solomons before the war, but who now lives in Sydney) to dig out some of his father's old papers and bring them into *PIM's* office in case we might be interested.

We certainly *were* interested, for they lifted the veil on a period of Solomon Islands history that very few people know anything about.

Among the papers that Captain Svensen, Jnr., produced were a tattered and yellowing clipping from a Brisbane newspaper of July 20, 1922, of an interview with his father, and a prospectus, issued in 1911, of Mamara Plantations Ltd., in which his father once had substantial holdings.

Life Story

These papers, together with the recollections of Captain Svensen, Jnr., enabled me to piece together the life story of Captain Svensen, Snr., who played a significant role in the development of the Solomons.

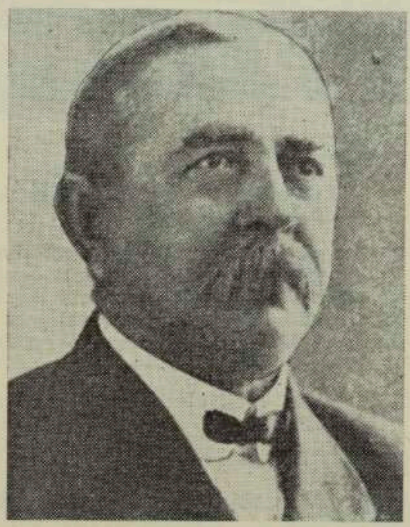
Captain Svensen was born in Larvik, Norway, in 1862. Of seafaring stock, he went to sea as soon as he left school, and by the age of 19 he was master of a vessel trading between the Baltic and North Sea.

In the early 1880's, adventure lured him to Queensland where he got a job on the newly-launched Government yacht *Lucinda*. He later worked for the Brisbane Steam Ferry Co.

His connection with the Solomons began in 1888 after he sailed to the Ellice Group in the schooner *Thistle* with a cargo of coal.

On the way back, the schooner called for a cargo of islands produce at Marau Sound, on the southern end of Guadalcanal (it was then spelt "Guadalcanar"), and Captain Svensen started trading, with his brother and a Mr. Nerdrum as partners.

The natives in the area had a reputation for fierceness—an ex-Government agent of a Queensland recruiting schooner having been killed there a short time previously—so Captain Svensen and his partners built their first house on stilts 16 ft above the ground.



Captain Oscar Svensen as he was after he had moved from the Solomons to Brisbane in 1912. In the Solomons, Captain Svensen was usually known as "Captain Marau" after Marau Sound where he established his first trading station.

Their trading station was established on Crawford Island in Marau Sound; and in the 40-ton ketch *Siskin*, they traded along the coasts of Guadalcanal, Malaita and St. Christoval, and out to the island of Sikaiana, getting copra, ivory nuts, and turtle shell in exchange for calico, knives, tobacco and other goods.

Only White Men

"When we commenced operations," Captain Svensen told the Brisbane paper, "there were in the Group Captain Sam Keating at Aola, who had a small schooner; W. Pope, who was employed by Captain Keating; Lars Neilsen, with a trading station at Gavutu; W. Macdonald, at Aola; and an old German named Voight on Neil Island. They were the only white men at the eastern end of the group.

There were no whites at Cape Marsh (Russell Group), but Sam Atkinson, with the schooner *Lady Ena*, traded from Marovo Lagoon. He was the only one at the western end.

"At that time Queensland and Fiji recruiting vessels were pretty frequent visitors, and nearly all of them called in Marau Sound. So we were not cut off from the world altogether.

"The first lot of copra we sent to Sydney brought £8/5/- a ton, and ivory nuts about £5. Freights to Sydney were £2/10/- a ton.

"The regular traders were the schooner *Thistle*, owned by Captain Hawkins, and a brigantine owned

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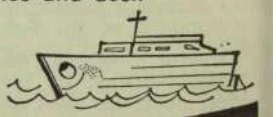
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The natives of the Solomons were still wild and woolly (and something like this) when Captain Svensen established his first trading station in the Group in 1888.

by Kelly and Woodhouse, and sailed by Captain Rosin.

"We had little trouble with the natives, but we took strict precautions against surprise.

"One boat's crew did get killed in New Georgia. They went ashore to get water and had to go a little way into the bush. The natives ambushed and killed them.

"That was the only misfortune of the kind which happened in connection with our trading. We never went ashore except on Savo and one or two other well-known places without an armed boat's crew."

Brother Died

Within six months of their landing in the Group, Captain Svensen's brother died. Then a brother of Mr. Nerdrum joined the partnership, but he also died within six months. Finally, in 1897, Mr. Nerdrum became tired of life in the Islands and sold his interest in the partnership to Captain Svensen.

Meanwhile, in 1896, the British Government had proclaimed a protectorate over the Solomons—and it was in this year that Captain Svensen and his partner started Kaukau Plantation.

"When we went to the Solomons," Captain Svensen recalled in 1922, "it was with the intention of starting as planters in addition to trading, but having very little capital, we could not do anything for a few years.

"In 1896, when we started Kaukau Plantation, our plan was to grow coconuts, with Liberian coffee as a catch crop. Coffee beans were worth 45/- a cwt. at the time, and the Liberian coffee grew to perfection on the coastal country.

"We got seeds from Ceylon and had 30,000 to 40,000 young plants in the nursery ready for planting out. We also had 150 acres of land cleared and partly planted in cocoanuts.

"The manager of the plantation was a Swiss from New Caledonia, generally known as 'Joe'. A party of natives came down and killed him and two boys on the plantation.

"The remainder of the boys cleared out to the head station at Marau Sound, and informed us of the attack. The matter was reported to the Resident Commissioner (Mr. Woodford), and a number of traders joined him in an expedition to deal with the perpetrators of the crime.

"Two of the coast natives who instigated the murders were arrested, and one got shot while trying to escape. The other was tried and hanged. An attempt was made to get to the bushmen who had done the actual killing, but they got warning of the party and beyond burning a few houses, nothing was done."

After this affray, Kaukau Plantation remained idle until 1900. Meanwhile, Captain Svensen bought two properties on Guadalcanal from the insolvent estate of Kelly, Williams and Woodhouse, of Sydney. These properties were Aola (150 acres) and Lunga (40,000 acres).

In 1900, an American, Alec Rabeuth, who had joined Captain Svensen as partner, planted the whole 150 acres at Aola with coconuts; and in October of that year began planting the Lunga property.

"Those two plantations," Captain Svensen recalled in Brisbane, "were actually the first two continuous ones started in the Solomons. We had previously planted coconuts on the island of 30 acres in Marau Sound, and also on the small island of Gavutu, while a small island had been also planted in Rubiana (now spelt Roviana) Lagoon; but they were only around trading stations to keep them clear.

"In the meantime, I had extended the trading business and had bought the island of Gavutu (near Tulagi) where I made my head station. I also bought Ugi trading station from the trustees of the Stevens estate, after the death of Charley Ohlsen, and established trading stations at Santa Ana, Santa Cruz, Rubiana, Leueneuwa, and in the Shortlands.

"At that time I exported more than half the produce of the Group, for I had the larger part of the trading in my hands.

"To carry on the work I had the schooners *Sikiana*, 80 tons; *Leueneuwa*, 80 tons; *Ruby*, 30 tons; *Lily*, 20 tons; *Viking*, 12 tons; several cutters and some boats.

"Gavutu was the main distributing and collecting centre for all my trading.

"I started planting coconuts on Kaukau again, and in addition to Aola and Lunga plantations, I bought land from the native chiefs at Pepesala in the Russell Group, and commenced planting there.

Only Other Plantations

"In 1904, the only other plantations in the Group were Sam Atkinson's at Awa in the Shortlands, and Norman Wheatley's at Rubiana.

"In 1906, I sold out the whole of my trading and planting business to Levers Pacific Plantations Ltd. as a going concern, and Gavutu became the headquarters in the Group for that firm.

"Just at that time a number of traders entered into planting. W. Pope started a plantation at Domma, on Guadalcanar; Fred Erickson began in the Russell Group; Joe Binskin at Baga; and Frank Wickham at Gizo.

"Darbyshire arrived in the Group in 1905 and started Penduffryn, on Guadalcanar, on land he bought through me. Afterwards Harding joined him as a partner, but they

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were only a few years in the Group when they sold out to the Solomon Islands Development Company."

After selling out to Levers, Captain Svensen started another plantation at Santa Ysabel near Maringe Lagoon; and, with a partner called J. T. d'Oliveyra, he bought a plantation on Guadalcanal from the Melbourne Solomon Islands Pty. Ltd. With additions, the Guadalcanal property afterwards became known as Mamara Plantations Ltd.

In 1910, Captain Svensen sold the Santa Ysabel property, which had been partly planted with coconuts and rubber (*Hevea brasiliensis*), to a Brisbane company called the Solomon Islands Rubber Plantations Ltd. In the following year, another Brisbane company bought Mamara Plantations Ltd. as a going concern.

Captain Svensen then owned only Domma plantation, which he had bought from W. Pope; but he was the main shareholder in and a director of the two companies which bought the other two properties.

He left the Solomons in 1912 to settle in Brisbane, and was made Norwegian Consul there in 1918. In 1927, he was awarded the Royal (Norwegian) Order of St. Olaf, 1st Class, for his services as Consul.

Married

Captain Svensen was married in 1900 to Miss Henriette Schroder, a Norwegian girl, and they had seven daughters and one son. Captain Svensen's widow, who is now in her eighties, still lives in Brisbane; while one daughter, Inga (Mrs. Ernie Palmer, of Gizo) keeps the Svensen "flag" flying in the Solomons.

One of Mrs. Svensen's treasured possessions is a 400-year-old grandfather clock which was sent out from France by the Marist Mission as a gift to her husband for helping the mission to gain a permanent foothold in the Solomons.

Although the Marists tried to establish themselves in the Solomons as far back as 1845, it was not until 1898—with Captain Svensen's help—that they managed to do so permanently.

The first Marist station was at Gavutu, an island owned by Captain Svensen, but a transfer was soon made to his Aola property on Guadalcanal.

Later again, Captain Svensen bought the small islet of Rua Sura from the natives, and the first missionary, Father Bouillon, was installed there. From Rua Sura the present Marist Mission stations in the Solomons were eventually established.

Captain Svensen also has the honour of being the first person to plant tobacco in the Solomons. This tobacco still thrives and is smoked by the natives.

Another crop that Captain Svensen experimented with successfully was cotton. After trying several varieties with indifferent results, Captain Svensen and his partner d'Oliveyra developed a hybrid of No. 2 and a Sea Island variety which by 1922 was widely known in several cotton-growing countries.

Called Mamara after the property where it was developed, the hybrid yields a fine, silky cotton, with a staple not quite as long as Sea Island. It is a heavy bearer and grows to bushes not more than five feet high.

Other crops that Captain Svensen raised successfully were vanilla, broom millet and maize (which produced three crops a year, and was profitably exported to Sydney).

But all crops were sooner or later dropped in favour of coconuts, which proved by far the most profitable.

One aspect of Captain Svensen's career that he never enlarged on much was his discovery of copper ore in the Solomons. According to his son, who saw the samples many years ago, it assayed very high.

"I know where my father found this copper," Captain Svensen, Jnr., says, "but I'm not telling anyone, as I hope to exploit the deposit one of these days myself."

Captain Svensen, Jnr., lived in the Solomons from 1933 to 1940 looking after his father's interests in Solomon Islands Rubber Plantations Ltd., Mamara Plantation Ltd. and the Domma property.

During the war, he was an officer in the Solomon Islands Labour Corps.

Captain Svensen, Jnr., and his sisters inherited their father's Solomons interests on his death in 1943. These interested were sold to Mr. R. C. Symes in the early 1950's.

THE TANKS GO THROUGH!

An Epic of Sanitary Administration

Dedicated to all those stalwart young men of Native Affairs who seem so worried about their Agency Function of installing tanks.

THE officials of New Guinea are a dedicated band
Who fertilise with toil and sweat a harsh and rugged land,
Though some can't carry cigarettes and some of them get canned
Their devotion is stupendous, their morale is simply grand;
But one problem is endemic, from Mount Hagen to the sea,
From Aitape to Bougainville, from the Fly to Morobe:
It fills with care their strenuous days, and sleeplessly at nights
They ponder on the Plumbing, and whose job it is by rights:
Is it Health or is it Comworks? from DC to APO
They are waiting for direction, for a lead where they should go:
When they get it, won't they show us! and a grateful people's thanks
Shall roll along a Sepik lined with lovely Septic Tanks!

BUT a lead is what they wait for from the folk in Moresby Town:
Who will raise the banner boldly, daring high authority's frown?
With Gunther as our leader and Kaad as handyman
We will see that every hamlet gets a nice new garbage can,
Till Horry Niall at UNO can point with glowing pride
To Australia's cultural effort, all those Tanks by Sepik side!
With Gunther man bilong im Tank, bigpela numba won
We shall revel in the dawning of a self-determined sun;
Then no longer undeveloped nor a prey to UNO's scorn
A newer flag shall be unfurled, the newest nation born;
We shall blazon on our banners as a symbol of our rank
A brightly gleaming emblem, a Million-gallon Tank!
While a new and mighty anthem sings the pride of P-NG,
From two million throats reverberates from Goroka to the sea:
It will write a glorious chapter in the page of history
When WHAT ABOUT THE PLUMBER? shall set the People free!

TANCRED

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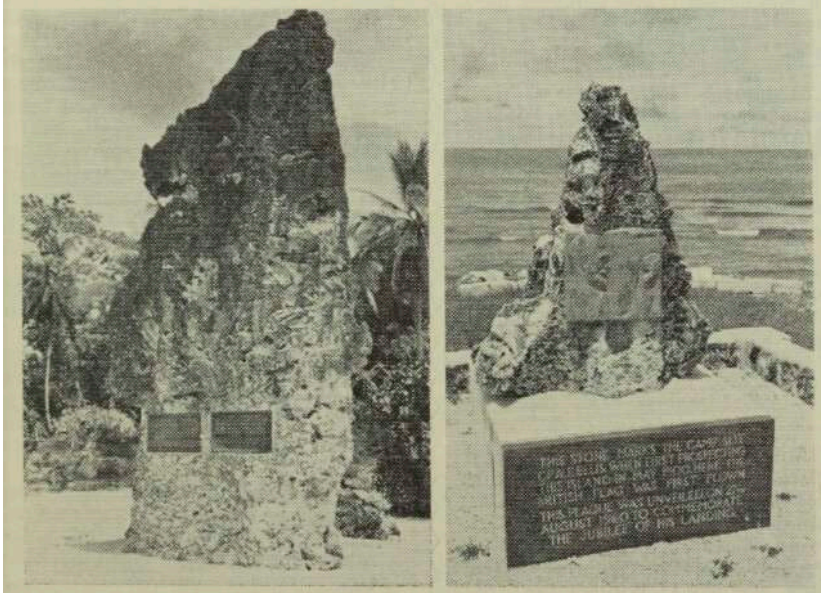
NEW GUINEA: This bronze eagle, now at Mount Hagen, was on the grave of Curt von Hagen, a German pioneer of NG, who was killed near Madang by a native. The eagle was lost for a time during the war. Looking at it is Highlands planter Lloyd Hurrell.

FIJI: This stone cairn and plaque is in one corner of Albert Park, Suva, where Sir Charles Kingsford Smith's plane "Southern Cross" put down during the first Pacific air crossing. The aircraft passed over this spot before alighting.

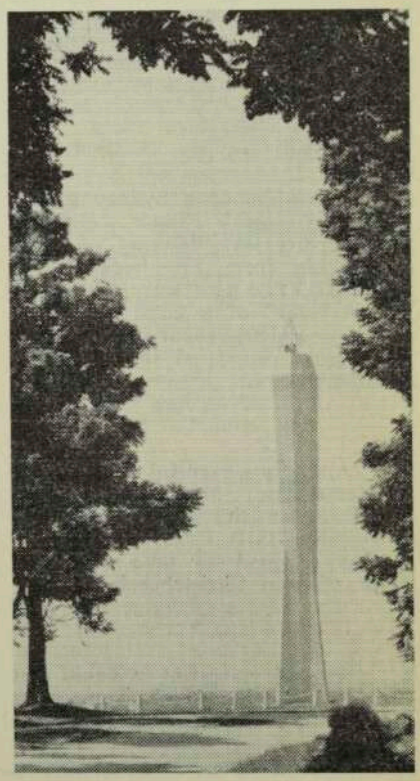


Pacific Memories

NEW GUINEA: This lighthouse in Madang, is also a memorial to those coastwatchers who gave their lives behind the Japanese lines during the Pacific war.



OCEAN ISLAND: These two rough blocks of stone commemorate (left) the war dead, including the native people who were forcibly removed from Ocean Island by the Japanese and who died in exile, and European officials who were murdered, and (right) the camp site of Sir Albert Ellis when he was first prospecting Ocean Island in May, 1900. At that spot the British flag was first flown.—Lower photos: Australian News and Information.



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When PIM was published in February, 1944, Australia and New Zealand had just signed an agreement which provided for joint action on all matters arising out of war or post-war conditions affecting their common interests. Such matters included defence, trade, air transport, migration, etc. The two countries also agreed to work in harmony with a South Pacific Regional Council, which was to be established.

Yesterday

OTHER items in the issue of *PIM* of 20 years ago were:

Australian troops had overcome strong Japanese resistance in the rugged country above the Waria River on the New Guinea mainland and had made gains in the Ramu Valley.

* * *

After heavy attacks by US aircraft carriers and warships, American forces began invading the Marshall Islands on February 1, 1944.

* * *

With the departure of American troops, Western Samoa's boom prosperity was on the wane. Reporting this, *PIM's* Apia correspondent said: "There is less war work, less laundry and less purchasing of curios; and the prospects are that, owing to the Pacific war moving to remoter regions, things will become worse —or rather, return to normal in the near future".

* * *

According to a Sydney report, the Colonial Sugar Refining Company was thinking of withdrawing from Fiji because war conditions and "the bad behaviour" of a large section of Fiji's Indian sugar-growers had severely dislocated the sugar industry there.

* * *

After four eventful years as the Melanesian Mission's medical officer at the central hospital, Fauabu, BSIP, Dr. J. D. Thomson had resigned to take a private practice in Christchurch, NZ.

* * *

An announcement in Tahiti that Miss Alice Levy had given Queen Pomare's Bible to a committee to sell for the benefit of the Fighting French War Fund caused such a fuss that the priceless volume was withdrawn from sale. The Bible, the first copy of the book to be printed in Tahitian, was presented to Queen Victoria by its translator, the Rev. Henry Nott, in the 1830's. Queen Victoria, in turn, presented it to Tahiti's Queen Pomare. Later, no one knows how, the Bible passed out of the hands of the Pomare family and, eventually, into the hands of Miss Levy.

* * *

Two boys and two girls, the children of British residents in Fiji, were drowned on a picnic in Nukualofa. The children were members of a party of 30 boys and girls who were returning to Fiji from New Zealand for the Christmas holildays. The children were: Pamela Corbett, 11; Patricia Brown, 13; Peter Gittins, 11; and David Small, 9.

* * *

The Allies dropped 722 tons of bombs on Japanese posts in the New Guinea area on two days in February, destroying 67 planes and between 50 and 100 large barges.

* * *

Solomon Islanders could literally smell out the Japanese, not only in their bivouac areas, but coming along a trail, according to an American officer at a "South Pacific base". "Without native help, we would not get far", the officer claimed. "They can spot with certainty a trail and say if it is Japs who have used it, and how long—two hours, or two days —before".

MAGAZINE SECTION



TALE OF A TANKARD

Old New Guinea-hand Fred Archer, formerly the owner of Jame Island, off the coast of Buka, Bougainville, and now a Rabaul resident, tells the tale of a silver tankard.

IN the picture above, the tankard is held by Giwa, who is also part of the story.

Fred Archer took the tankard to New Guinea in 1932 when returning from leave in Australia. It had been in his family for generations, but it was considered an unimportant possession, and it was suggested to him that, as it had a hinged lid on it, it should have its uses as a receptacle for shaving water in the mornings.

When it was cleaned up and its marks stood forth clearly, it began to look as if it had both antiquity and some value. A check made by an expert in antiques brought the information that it was probably a Charles II tankard, made in London in 1666, and that it was 20 ounces of silver.

The maker of this tankard had also made an historic christening font now in St. Paul's Cathedral. So greater care was then taken of it!

When the Japanese swooped down and took Rabaul in January, 1942, things began to look serious, and so Fred Archer one night buried the tankard, some other valuables and a quantity of silver coins, with the aid of a trusted servant named Ugi, and soon after left for Bougainville

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SEA-SHELLS FOR "BREADFRUIT" BLIGH

Although most people are familiar with Captain Bligh's part in the mutiny on the Bounty and of his subsequent career as Governor of New South Wales, it is not generally known that Bligh lived the last five years of his life in London and that there are two memorials to him there.

One memorial is a plaque on a building in Lambeth Road; the other is Bligh's tomb (pictured) in Lambeth Churchyard.

After Bligh returned to England from Australia in 1810, he lived in a manor house at Farningham, Kent. But on the death of his wife in 1812, he sold this house and moved to London.

His London home was at what was then called No. 3, Durham Place, but it is now No. 100 Lambeth Road. The house is almost opposite the Imperial War Museum which, as the Bedlam Hospital, was being built in 1815 during Bligh's occupation.

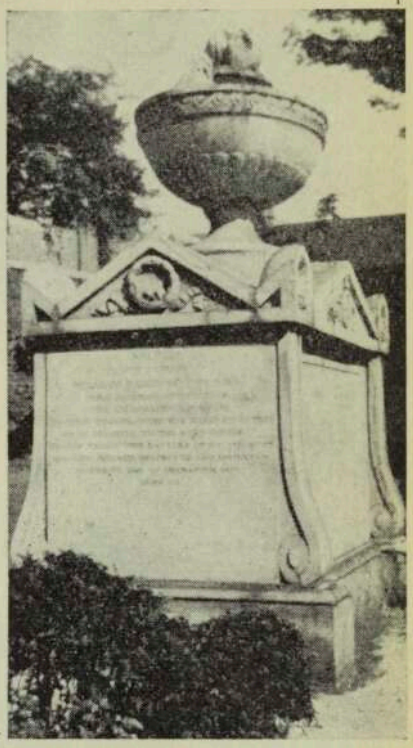
The plaque on the wall of the house, commemorating Bligh's residence, was placed there by the London County Council.

Bligh was promoted to the rank of Rear-Admiral while he was living in Kent, and he became a Vice-Admiral in 1814. He died in 1817.

Bligh's tomb in Lambeth Churchyard is close to the London residence of the Archbishop of Canterbury. After a long period of neglect, it was repaired in 1888; but one handle of the Greek urn surmounting it has, unfortunately, been broken off.

During one of the coldest days last winter, I visited the tomb and was surprised to find that an attractive necklace of white sea-shells had been placed on it.

Who made this touching little gesture, I wonder? A visiting Tongan sailor, perhaps? Or was it a descendant of one of the mutineers who sailed away to far-distant Pitcairn? —R. A. LEVER.



mountains, which seemed to offer advantages and to be more healthy than Buka. The servant decided to stay with his family on Buka and take a chance.

After the surrender of the Japanese forces at Sohano, Buka Passage, in September, 1945, at the end of the fighting, Fred at once sent a native scout to contact Ugi, and in a couple of days he came along—lame, sick and sorry, and covered with sores, but still alive.

He had been accused of sending information through Japanese lines to the Bougainville Coastwatchers, and had been marked for execution but had, by a lucky break, escaped that.

Frightened

Ugi told Fred that he still had some of the articles buried, and all the cash, but had lost the tankard somehow. He had been frightened to leave the plant on the island and so had dug it up and taken it to a fresh hiding place on Buka itself. He was quickly attended to by Army doctors, and fed properly and given food to take back to his wife and family. A few days later he came back with most things that were buried, but the tankard could not be traced.

Its whereabouts remained a mystery until one day a patrol near Buka saw a naked pikinini sitting in a small stream, scooping up sand with a blackened and squat utensil and emptying it out again. The clank of the lid as it closed drew attention to it. It was the tankard.

Former Glory

A payment of some tobacco and print to the pikinini and its mother made both happy, and the tankard came back. The former Jame boss boy and his wife—Siarua and Giwa—were with Fred at the time and Giwa cheerfully set about cleaning the vessel and restoring its former shine, as it had been one of her house jobs to look after it in its pre-war days. Finally it stood forth in its former glory, and very little the worse for its wartime adventures.

A brief mention in *PIM* about that time of the incident caught the attention of former war correspondent William Courtney, and he made a story out of it for the London *Daily Mirror*.

In this article he referred to "the descendants of Fred Archer being able to add another chapter to the tankard's long history". (To this Fred took exception and wrote William Courtney, pointing out that he was a bachelor and had always led a reasonably respectable life)!

Recently, Fred took the tankard to Sydney to find out more about its worth, and referred it to well known Sydney authority on old silver, Mr. Stanley Lipscombe.

He pronounced it to be a genuine Charles II tankard in a good state of preservation and probably now worth some £500 or more.

Another Tankard

Strangley enough, Mr. Lipscombe had another silver tankard in his possession that was made by the same London silversmith in 1685. Mr. Lipscombe placed the two tankards side by side on a table at his rooms, and remarked how unusual it was that these two—made in England in different reigns—Charles II and James II—should come together in Sydney nearly 300 years later.

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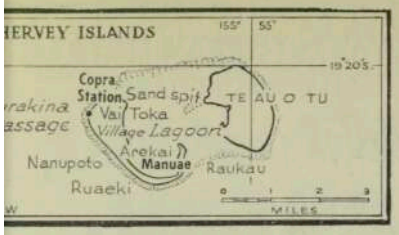
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SOLAR ECLIPSE WILL PUT TINY MANUAE ON THE MAP

By a Staff Writer

Manuae, a tiny atoll in the Cook Islands, which has not been the scene of a single newsworthy incident since Captain Cook discovered it nearly two centuries ago, will be a centre of intense scientific interest next year.

ON the morning of May 30, 1965, a total eclipse of the sun will be visible from Manuae—and, for all practical purposes, from nowhere else.

Because astronomers and other scientists are always interested in viewing total solar eclipses, the Cook Islands Administration has already received many inquiries about setting up observatories on Manuae; and it is expected that several advance parties of scientists will visit the island before this year is out.

Manuae is 124 miles north-east of Rarotonga. It is one of two islands in a group known as the Hervey Islands, the other being Teau-O-Tu.

Captain Cook gave the group the name Hervey Islands in September, 1773, in honour of Captain Hervey, later Earl of Bristol, and a Lord of the Admiralty. Unable to find an anchorage, Cook did not land; but he revisited the islands on his third voyage to the Pacific in 1777.

Manuae (528 acres) is about three miles long and is shaped like a fish hook. A lagoon two miles wide separates it from Teau-O-Tu (996 acres) which is a kidney-shaped island about two miles long by one wide. There is no passage into the lagoon, but boats can reach the western (outer) extremity of Manuae via an indifferent channel called Turakina Passage.

For many years, the Hervey Islands were controlled by the Ui Ariki of Aitutaki, who appointed caretakers until about 1890. The islands were then leased to John Strickland.

Later, the lease was held by the Manuae Plantation Company, of Melbourne, with the A. B. Donald company acting as agents.

To 1961, about 85,000 coconut trees had been planted on the two islands, and they yielded 170 tons of copra a year, worth up to £14,500. The islands were then bought by the Manuae Development Co-operative Society Ltd.

Soon after the co-operative took over, a nursery for coconut palms was started, and so far about 7,500 new plants have been raised. The co-operative is now trying to obtain the Rennel nut, or the even better Malayan nut, as these have a much greater kernel weight than those now planted.

The co-operative's programme for 1964 includes some modern ideas on manuring, an all-out effort for a record production, new plantings in the nursery and plantation, and further research in copra drying.

According to the *Cook Islands News*, the co-operative's committee believes that Manuae can serve as the study centre for all copra-producing islands in the Cook Group, and that "it will do all in its power towards research into better methods which can help the coconut and copra producer earn a better income".

Regular Service

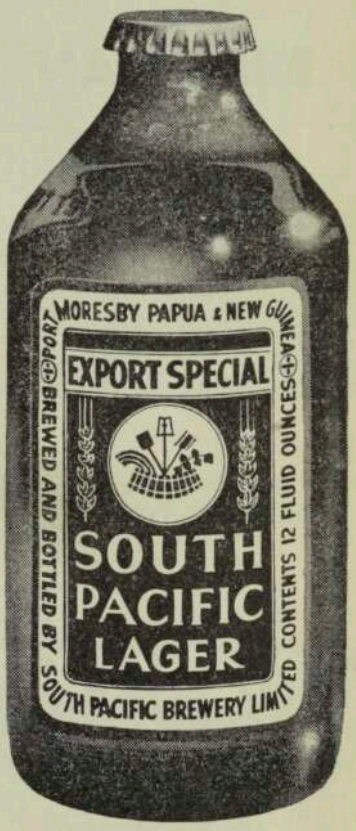
Because of its increasing importance as a copra producer, Manuae will soon be serviced regularly by the three new Class A1 vessels that are being acquired for inter-island trading in the Cooks.

Manuae might then develop into a tourist resort, as even now, picnics or longer stays on Manuae can be arranged by the co-operative society on application to the Secretary, PO Box 100, Rarotonga.

It doesn't seem a bad sort of a place for a holiday, anyway. Its climate is described as "mild, equable and almost Mediterranean". The mean annual temperature is 74.5 degrees. And the island is well and truly away from it all.

At the latest count, there were 27 buildings on Manuae—but no hotels.

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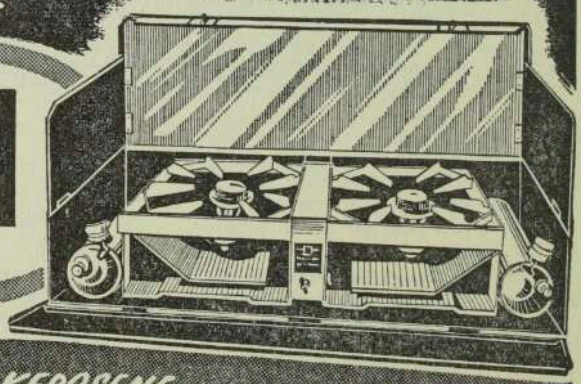
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THE MONTH'S NEW READING

LIFE AMONG THE HEADHUNTERS

The man who took over from martyred missionary James Chalmers, killed by the headhunters of the Papuan Delta 63 years ago, and who lived with the same cannibals for the next 30 years, has now produced his own record of those early days.

IT will be a surprise to many that the Rev. Benjamin T. Butcher is still alive and able to add his own significant contribution to the recent spate of New Guinea stories, but at 86, Ben Butcher is still a man of vitality and enthusiasm. He lives these days in the Blue Mountains area outside of Sydney and visits Sydney regularly—the last time in December to attend the funeral of his old friend H. Leonard Murray, a former Administrator of Papua.

Leonard Murray wrote the foreword to Ben Butcher's book, *We Lived With Headhunters,* but missed seeing the book by only a day or two.

James Chalmers, Oliver Tomkins and 11 Papuans who were with them, were killed in 1901, when Mr. Butcher was in an English theological college. He had known both men personally and decided that their deaths were a challenge to him so he volunteered for service with the London Missionary Society.

When he arrived in 1905, Dr. W. G. Lawes was still in the country and Sir Hubert Murray's arrival was still two years off.

He picked himself a headquarters among the Delta swamps of Aird Hills and with virtually nothing but his enthusiasm he set to work to bring The Message to cannibals who had never before seen a white man —and some who had eaten the last white man they had seen.

He gives the day-to-day details of his methods of winning confidence. He shows clearly time and again that his common-sense and his propensity to treat the savages as human beings who have much to impart as well as much to learn won him more friends than enemies.

It was sufficient in that area in those days merely to make friends, for consolidation could come much later. He was no narrow-minded Bible basher, but a man who thought he could help and who helped in practical ways—by building boats and houses; by setting up small industries and in agricultural pursuits.

One can't help comparing *We Lived With Headhunters* with the biography of another famous missionary of those days, the Methodist William Bromilow, of Dobu, whose book *Twenty Years Among Primitive Papuans*, published in the 1920's, was a disappointment to fellow missionaries who had hoped Bromilow could impart the methods behind his success. But Bromilow's book was ghosted for him, and the essential details were lost. Butcher's story is not lost.



Rev. Ben Butcher.

Old Ways Are Gone

For Pacific students, not the least of the points of interest in Ben Butcher's book are his descriptions of the old ways and old ceremonies which have now (inevitably, says Butcher) died out through the influence of the white men. He seldom spoke up against any of these old ceremonies but preferred to put them to his own use. As a result he may well have been the only white man to have been invited to the Buguru ceremony of the Delta, in which a a bride, the night before her marriage, was taken by numerous men of the village entitled to enjoy her charms because of various kinship ties.

Ben Butcher warned against this ceremony—telling the natives that because of VD passed on by Europeans they ran the risk of wiping themselves out. And this is what almost happened in that particular area.

We Lived With Headhunters will go down on the list of Pacific books which have to be on the bookshelf because of their significance.

The Dinkum Oil on Australia

If you want to know the story behind The Man with the Donkey or the Flying Pieman or the Death of Ned Kelly; if you've forgotten the traditional words of The Overlander, On the Road to Gundagai; if you want the good oil on Buckley's Chance or how they came to be called Drongos, or what the Rum Rebellion was; if you want to know anything at all about the yarns, ballads, legends and traditional anecdotes of Australia, then Bill Wannan's *The Australian* is a good book to have on the shelf.

It's filled with old Australian corn, gathered together over the years from thousands of sources, and all credited, even when they are Trad.

The first edition of Wannan's collection was brought out 10 years ago, but this fourth edition is revised, enlarged and better than ever. Apart from being prime bedside reading, the book should help to settle many arguments.

(THE AUSTRALIAN. Rigby Ltd. 25/-.)

UNDER THE MOUNTAIN WALL, by Peter Matthiessen, is a chronicle of the day-to-day life of the Kurelu people of West New Guinea's Baliem Valley, written by a

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member of the Harvard-Peabody Expedition there in 1961.

Matthiessen, who lives on Long Island, is a writer not a scientist or a missionary, and his skilful, at times beautiful prose, results in a book of a higher literary merit than Ben Butcher's or any other book on the Territory one can call to mind.

But, oddly enough, this excellence is something of a handicap, for one wonders at times whether the book is as much a literary exercise as an accurate account of life among the Kurelu.

Day-to-Day Life

That is certainly not to dispute the descriptions of the burial and mourning ceremonies, of births and marriages, of the continual tribal warfare and pay-pack murders, of the making of weapons and of the agricultural pursuits of a stone age tribe with no previous contact with the white man (which is why this group was chosen for study by the expedition).

The reputations of all connected with the expedition are such to guarantee that an honest evaluation was attempted and in fact made of the considerable material collected.

But one wonders whether the personalities of the tribe, and particularly the detailed descriptions of the reactions of those taking part in the local battles, were rounded out by literary licence to make fragmented episodes into a satisfying story.

The lingering death of the slain boy, Weake, for instance, whose little body was riddled with spear wounds. Was the author present during this time, that he could so painstakingly detail the harrowing story of his fight for life (and if so, did he, one wonders, offer some medical help?). If the detailed picture was built up from stories of informants then surely he must have used his literary licence a little freely?

The Peabody expedition included young Michael Rockefeller, who after the main expedition had finished its work went on to his mysterious death in the Asmat region of the south coast. Many of his photographs and an unfinished map are used to enhance the excellent production of *Under the Mountain Wall*.—SI.

(WE LIVED WITH HEADHUNTERS. Hodder and Stoughton. 27/-. UNDER THE MOUNTAIN WALL. Heinemann. 43/6.)

They Died For No Military Purpose

The history of the final campaigns of the Australian Army in World War II, by Gavin Long, follows the high tradition set by Dr. Bean in his histories of World War I. There is again the meticulous attention to detail, the descriptions of actions with the names of the principal participants and the numerous maps showing details of the terrain which make the whole action understandable.

IN the previous volumes, the history of the campaign is told in chronological sequence, but these final operations took place in scattered areas — Bougainville, New Britain, New Guinea and Borneo— making this impossible, so the accounts are given of each campaign separately.

Reading of them, the accounts of the guerillas under the well-known names of Paul Mason, Eric Robinson, Seton, Fairfax-Ross, Skinner, Bridge, Ashton, are of great interest to Islands readers.

An evaluation of Paul Mason will be read with a chuckle by those who knew him and his methods, and the importance of these operations will be noted. This is the first time that these actions have been recorded and their story is overdue.

In addition, there is an account of the formation of AIB and its responsibilities, which appears for the first time.

The volume gives some account of the comparative numbers of troops of the various Allies engaged in the Pacific war and shows that Australia was doing more than its share, in addition to more than breaking-even in supplies under lend-lease.

In view of this, the question arises of whether the aggressive operations against the by-passed Japanese in New Guinea, Bougainville and New Britain should have been undertaken at all, and this is discussed.

The historian points out that it is not his duty to give the verdict, but he sets out the evidence for and against.

The whole matter is bound up with the question of command, and this, too, is set out. It seems that in military logic, Blamey should not have tried to wear both the hats of Land Forces Commander, SWPA, and Commander-in-Chief, Australian Army.

On MacArthur assuming command of the area, Blamey was appointed to the command of land forces, including American, but MacArthur did not use an integrated staff as Eisenhower did, so that American

Portrait Gallery of Bushrangers

Bushranging hasn't really died out in Australia as everybody knows; these days they merely do things differently. Bill Wannan's new book, *Tell 'em I Died Game*, puts firmly on record the stories of the traditional bushrangers, from "Black Caesar" to Jack Bradshaw (the last of the notorious outlaws), and does a better job of it than any previous book on Australian outlawry.

With the stories go all sorts of information and ballads from contemporary records, and illustrations galore. There are even fine, detailed drawings of the firearms of the times.

Australian bushrangers differed from the outlaws of the American West, who reigned for a brief 30 years or so. Bushranging was rife in Australia for most of the nineteenth century, and most of the continent, not just one area, knew the taste of it.

The origins of Australian bushranging, says Wannan, were in a convict system which bred a unique kind of desperado who, years after the convict system had disappeared, liked to think he had something in common with the supposedly chivalrous highwaymen of England, the Turpins and Duvals.—SI.

(TELL 'EM I DIED GAME. Lansdowne Press, Melbourne. 37/6.)

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nd Australian forces suffered a eparation from the top.

For that matter, Blamey did not se an integrated staff for his com- nand of land forces, either. olitically, MacArthur preferred to se American forces for the libera- ion of the Philippines, leaving the ustralians to take over the peri- neters in the New Guinea area.

He did not require any aggressive ction to be taken, being content to t the Japs "wither on the vine", but llotted more forces than were fficient for this purpose.

Blamey's contention was that these apanese forces might recover their ffensive power; that Australian oops, left merely holding a peri- neter would lose their aggressive ualities and that it was necessary push out against them. (He anted it both ways in his reasoning —how the Japanese would retain eir own aggression was not xplained).

The war historian does record rom time to time that the troops ere "browned off", knew they were ghting a battle which would make o difference to the end of the war, onceding that their bravery and fficiency under these conditions was orthy of the highest praise.

The Borneo operations fall nearly nder this description, but not quite. hen they were planned, it was not nown when the Japanese would urrender, and had operations con- inued until the next year the oil nd the ports might have been useful.

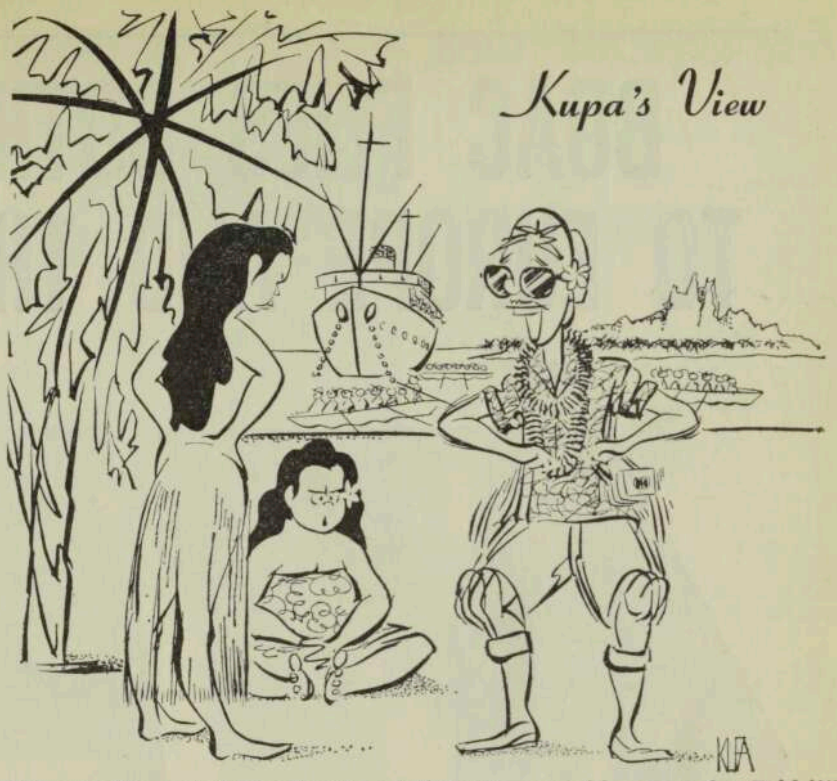
But, in all, it can be said that more han 1,000 Australians were killed for o military purpose.

A by-product of these campaigns as the rescue of many prisoners of ar, civilians and natives who were uffering hardship as a result of apanese occupation.

Most, if not all, of this could ave been done without the hard ghting, by using AIB and ANGAU arties operating from the perimeters, his releasing troops for more pro- uction, which was badly needed.

The lesson of the command tructure seems to be that we are small country in population and esources, and will always be a lesser lly. Under these circumstances, it s better to have one homogenous orce under our own commander, ho will act under the commander ppointed by the predominant artner.—*ERIC FELDT.*

(THE FINAL CAMPAIGNS. Australian War Memorial. Our copy from Angus nd Robertson Ltd. 35/-.)



"He says it's called The Twist and that it's something new for Tahiti!"

Lively Account Of Battle For Power In Tahiti

No European Powers have ever gone to war against each other over the possession of any of the islands in the South Pacific. But back in the 1840's, England and France came very near to it.

THE trouble started when two French Roman Catholic priests landed on Tahiti in 1836 with the idea of establishing a mission.

Tahiti at that time had not been claimed by any foreign Power, but English Protestant missionaries from the London Missionary Society had been established on the island, except for a short break, since 1797.

In those 40 years, they had become the island's lawgivers and advisers to Tahiti's Royal Pomare family; and one of them, George Pritchard, who occupied the mission station at Papeete, the chief port, was a man of considerable influence.

Not surprisingly, the missionaries were jealous of the important positions they held and of the sway they held over the natives. So when the French Catholic priests arrived, they did not take kindly to what they regarded as an invasion of their preserve.

More than that, they got the Tahitian sovereign, Queen Pomare IV, to order the priests to be expelled; and when the priests refused to go, they saw to it that they were thrown out.

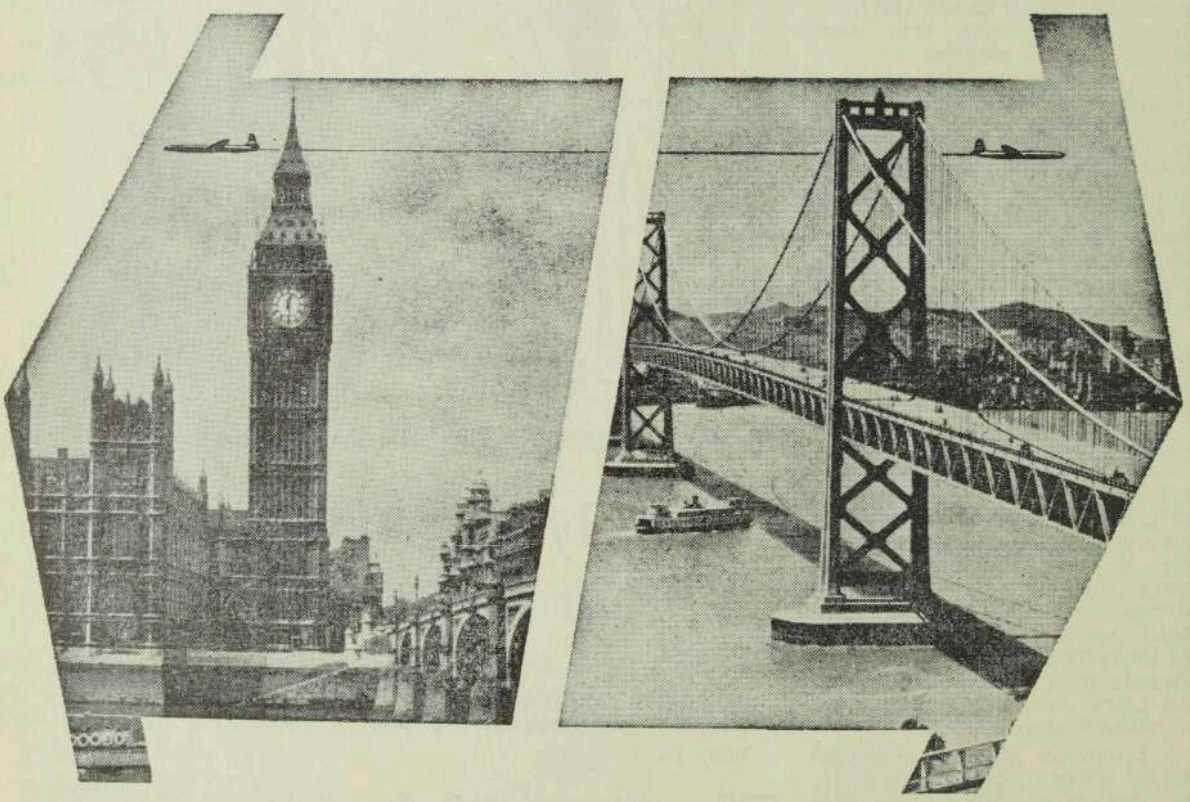
It happened, however, that the priests had been staying in the house of a Belgian merchant called Moerenhout, who, besides being a Roman Catholic, was Consul for the United States.

Moerenhout, in his official capacity, wrote a highly-coloured account of the priests' expulsion to the French Consul-General in Chile, and, he, in turn, passed on the story to the French Government.

The result was that the French

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Government sent a gunboat to Tahiti to exact "a full reparation" for the scandalous treatment" towards its priests. This the gunboat's commander obtained.

He also bullied Queen Pomare into signing a treaty of perpetual friendship with France, and into accepting Moerenhout as French Consul—Moerenhout having been dismissed from his American consular post after Pritchard had laid a complaint about him.

A short time later, Pritchard got himself appointed consul for Great Britain; and from then on, he and Moerenhout did their durndest to get Britain and France, respectively, to make Tahiti a protectorate.

Britain, however, was not in the least interested in tiny, far-off Tahiti; and as France was, the French naval officer Du Petit-Thouars had no difficulty in 1842 in concocting sufficient excuses for taking Tahiti under France's wing.

Pritchard happened to be absent from Tahiti at this time. But when news of Du Petit-Thouars' action



Queen Pomare IV.

reached him in Sydney, he persuaded the captain of a British gunboat to take him home post haste.

The captain of the gunboat, one John Toup Nicholas, was so scandalised by the methods Du Petit-Thouars had used to justify his establishment of the protectorate that he took it on himself to stay in Tahiti for the next five months to protect the Queen—he being firmly convinced that the British Government would not recognise the French action.

But Toup Nicholas guessed wrong. Although the British Foreign Secretary admitted that the protectorate had been established through a combination of "corrupt intrigue and intimidation", he ordered British naval officers and Pritchard to accept the protectorate as a *fait accompli*.

The Foreign Secretary's letter to Pritchard was still on its way to Tahiti when Pritchard was involved in an incident that landed England in real trouble.

This was in 1844 when the French, having kicked Queen Pomare out and having declared Tahiti a French colony, arrested Pritchard for allegedly inciting the natives to insurrection.

Pritchard was locked in a blockhouse and kept incommunicado for several days. Finally, the French delivered him to a British man-of-war on condition that he was taken out of the Society Islands and never brought back.

When Pritchard eventually reached England and told the story of his arrest and deportation, Englishmen got so angry that they were all for going to war and wiping France off the map. Frenchmen, for their part, felt very much the same way, and for a week or two, it looked as if war was inevitable.

But after much diplomatic manoeuvring between Britain and France, a settlement honorable to the British Government (although not to many members of the French Parliament) was agreed upon, and war was avoided. . . .

It is this story of the 19th century struggle for power in Tahiti that Charlotte Haldane, an author of several biographies, tells in her book *Tempest Over Tahiti*. She tells it very well, but certainly not for the first time as her dust jacket blurb claims.

However, Miss Haldane's book *is* the first full-length account in English of this famous Anglo-French squabble, and it is well worth a place on the shelves of South Pacific history specialists.—RL.

(TEMPEST OVER TAHITI. Published by Constable, London. 37/3. Our copy from Thomas C. Lothian Pty. Ltd., 1 Fleming Place, Melbourne.)

The Handy Facts Of English

THE FACTS OF ENGLISH, is, we were rather astonished to read, the first reference book of English ever to be produced especially for Australia. If it is, the authors, Donald Ridout and L. H. Christie are entitled to pat themselves on the back for producing such a practical and intelligent book as the first one in the field.

Mr. Ridout is a successful writer of English text books and Mr. Christie is Senior English Master at Scotch College, Melbourne, and between them they offer clear, easy to find guidance on the main points of our language likely to require checking by every day users. They have in fact produced something of a condensed simplified Fowler, with a number of additions of their own, including a useful selection of Australian slang terms.

The authors are not pedants, with grim views on splitting infinitives. "If by splitting an infinitive", they say, "we can avoid awkwardness and ambiguity, we are perfectly justified".

The book lists numbers of words, similar in meaning or spelling which are regularly used, and outlines their accepted usage (which, the authors point out in their practical way, is not necessarily the original meaning).

(THE FACTS OF ENGLISH. F. W. Cheshire. 21/-.)

Reports On Pacific Port Towns

PUBLICATION by Bishop Museum Press, Honolulu, of the results of a symposium presented at the Tenth Pacific Science Congress, on Pacific port towns and cities, is of special interest to the many people confronted with the problems of urbanisation.

The nine papers were edited, with a foreword, by Alexander Spoehr, Chancellor of the East-West Centre, University of Hawaii.

The papers include: Pacific Island Towns and the Theory of Growth, by Cyril Belshaw (University of British Columbia); Noumea, New Caledonia, by Jean Guiart (Ecole Pratique des Hautes Etudes, Sorbonne); the Urban Fijians of Suva, by R. R. Nayacakalou (London School of Economics); Papeete, Tahiti, by Douglas L. Oliver (Harvard University); Aspects de la Configuration Ethnique et Socio-economique de Papeete, by Michel Jullien (Office de la Recherche Scientifique et Technique d'Outre-Mer); Urbanisation in the Tahitian Household, by Paul Kay (Harvard University); A Preliminary Report on Chinese Social and Economic Organisation in the Society Islands, by Richard Moench (Harvard University). The price is $3.50.

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MAGAZINE SECTION

The Latest In Brief

VENUS HALF-CASTE, by Leonard Mann. An unglamourised story of life in a big Australian city seen through the eyes of a part-Aborigine girl. As Australia's race-relation problems, within her own shores, are virtually nil in comparison with other countries, it's a story that could have been more easily placed in Notting-hill Gate, London or the American South.

(Hodder and Stoughton Ltd. 22/6.)

BUSHRANGER OF THE SKIES, by Arthur Upfield. It was first published in 1940 and now reprinted but the passage of time hasn't dated this typical Napoleon Bonaparte story. If anything, Upfield was a bit ahead of his time as the villain of this pre-war piece was already riding the Central Australian range in a light aircraft. On the whole, good outback Australian stuff.

(Angus and Robertson Ltd. 18/9.)

CONQUISTADORS IN NORTH AMERICA, by Paul Horgan. The story of the colonisation and exploration of the North American continent by the Spaniards. In the 200 years after Columbus they conquered Mexico and sent expeditions into what are now California, Colorado, Arizona, and Texas. Others got as far north as Kansas and as far east as Tennassee.

(Macmillan. 31/-.)

BLIZZARD AND FIRE, is an account of a year at the Australian base at Mawson, Antarctica, told through letters home by John Bechervaise, who was in charge of the Australian scientific expedition there in 1959. It is an interesting chronicle, helped with good pictures. Mr. Bechervaise is at home with words, and many things happened that year for him to write about, including two fires and a decent blizzard or two.

(Angus and Robertson. 27/6.)

THE GIRLS OF SLENDER MEANS is the latest by English writer Muriel Spark, who has given us some weird, but excellent, short novels, including *The Ballad of Peckham Rye*. In her usual airy-fairy style Miss Spark tells the story of the odd collection of girls and the old maids who live in a London hostel during the war. It is a slight tale, not much more than a short story, and perhaps it is just a little too slight and a little too short for the price. Better value next time, please Miss Spark.

(Macmillan, London. 21/9.)

THE SHADY TREE started out to be a book by that remarkable Australian bushman and raconteur Bill Harney, but he hadn't finished the job when he died at the end of 1962. His friend, newspaperman Douglas Lockwood, finished the job for him, and in fact rewrote the early chapters, too. He did the rewriting not because Bill Harney couldn't write a good book—he certainly proved often enough that he could—but because Lockwood knew he couldn't recapture Harney's style. The result is that these stories of Harney's outback life are neither Harney nor Lockwood, but the book is good reading for all that.

(Rigby Ltd. 30/-.)

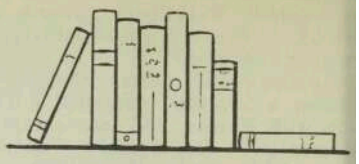
For Those Who Play The Game

All Australians and most New Zealanders buy books on cricket and this month there are two more to add to the collection—the late A. G. (Johnnie) Moyes' *The Changing Face of Cricket*, and Don Bradman's *How to Play Cricket*.

The Don's book is about the art of cricket—batting, bowling, fielding—explained by a man who ought to know. Excellent for schoolboys especially. There are plenty of illustrations.

Johnnie Moyes' book (which has a foreword by Sir Donald) is a distillation by Moyes of his personal experiences of the cricket greats and his knowledge of the historical characteristics of the game. A chatty book full of interest for fans.

(THE CHANGING FACE OF CRICKET. Angus and Robertson, Sydney. 27/6. HOW TO PLAY CRICKET. Rigby Limited, Adelaide. 15/-.)



Something For The Smaller Fry

FIRES and Fireman, by Carol Odell, is a story in pictures and text for older children wanting to know just how the Australian fire brigades do their job. Many of the illustrations are Press photographs of real fires and help tell a graphic story of the fire brigade at work. It is ideal for the school library.

(FIRES AND FIREMAN. Angus and Robertson Ltd. 21/-.)

COLIN THIELE has written an unusual tale about *Storm Boy*, who lives on the wild sandhills near the Murray River's mouth, South Australia, and who befriends a pelican named Mr. Percival. Black and white drawings by John Baily are in sympathy with the wild and lonely background. Early teens will find it fascinating.

(STORM BOY. Rigby Ltd. 17/6.)

FROM the same publisher as *Storm Boy* comes an unusual picture book in the Alcheringa TV Series called *The Boomerang-Maker*. It is the work of Frank and Betty Few—Frank Few is Walt Disney's photo correspondent in Australia—and the brief text and the full page photographs illustrate the making of a boomerang by Nambruk for his two children, Kirri and Jeenga. This book is good stuff for anybody old enough to be read to.

(THE BOOMERANG MAKER. Rigby Ltd. 15/-.)

ONE Sunday Morning Early is a book of modern verse for the children by Irene Gough, prettily illustrated by Noela Young. It's for all ages. There are poems about Tabbies, The People Upstairs, Our House and Adelaide, and one called Jets. It goes:

Listen-listen
The planes go over!
(Silent the bees
In the clouds of clover)
Faster than sound,
Miles in the sky
Like bees about Heaven
The bright jets fly.

(ONE SUNDAY MORNING EARLY. Ure Smith, Sydney. 19/6.)

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MAGAZINE SECTION

WHEN SYDNEY PEOPLE NEARLY STARVED

In the past 13 months or so, ohn Cobley, a Sydney doctor, as achieved a kind of fame that alls to very few people in Aus-alian journalism. He has had is name in the paper—Sydney's *Daily Telegraph*—every day.

THE reason for this unusual distinction is that the *Telegraph* as been serialising a book which he ompiled on Sydney's first year. The ook, *Sydney Cove 1788*, is a ascinating day-by-day record of life n Australia's first settlement. It was ompiled by setting down, under the ate on which it occurred, every appening noted by every con-emporary author, then deleting the edundancies.

Dr. Cobley has now published a econd volume along exactly the same ines as the first, the only difference eing that the new volume, *Sydney Cove 1789-1790*, covers two years in oughly the same number of pages s were needed for 1788.

300 Lashes

The years 1789 and 1790 were not ood years to be in Sydney.

From about the middle of 1788, here had been anxiety over pro-isions; and by 1789, the food hortage was so serious that everyone vas put on short rations. By 1790, he colonists were almost starving.

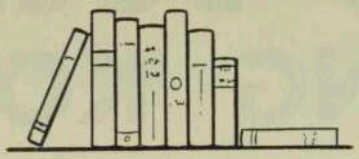
The food ration in 1790 was so ow that the convicts could only be ut to work in the mornings, and he theft of food was such a serious ffence that offenders were punished vith up to 300 lashes.

Relief finally came on the evening f June 3, 1790, when the transport *Lady Juliana* hove in sight. The xcitement that her arrival caused vas set down by the diarist Captain Watkin Tench, of the Marines, in ne of the most moving passages in he early literature of Australia.

Sydney Cove 1789-1790 is a warm, human document besides an invaluable reference book; and it is good to know that Dr. Cobley has decided to continue compiling his daily records of life in Sydney down to March, 1803, when Australia's first daily newspaper started.—RL.

(SYDNEY COVE, 1789-1790. Published by Angus and Robertson. 50/-.)

Best Of The Paperbacks



THE TREND IS UP, by Anthony West, is described as a block-buster from America—a "powerful and urgent novel about people living and loving on a great wave of good fortune". They had no real love so naturally they were all mixed up. (Four Square; 7/6).

FOR ESME WITH LOVE AND SQUALOR, by J. D. Salinger, is about his odd Glass family, who are a crowd of neurotics as far as anybody over here can tell, although they apparently have a big following in America. If you missed hearing just how Seymour suicided, then the story is here. (Four Square; 4/-).

HARRISON HIGH, by John Farris, has sold a million copies—presumably because it deals with life in the raw at an American co-educational school. Night-time necking results in day-time study problems. (Four Square; 5/6).

THE DROUGHT, by John Creasy, science-fiction thriller, with the usual missing scientist, and a world drought as the spur for the forces of good to find him before it is Too Late. (Four Square; 4/-).

THE OCTOBER COUNTRY, by Ray Bradbury, is more science-fiction, this time in a series of short stories. Bradbury fans will enjoy it. (Four Square; 4/-).

A FOREST OF EYES, by Victor Canning, is espionage stuff—dangerous mission, a Yugoslav island, beautiful girl, etc. Well-written, moves fast. (Four Square; 5/6).

THE SKY AT NIGHT, by astronomer Terry Maloney, is a practical guide to astronomy and the mysteries of the sky, written for amateurs. Illustrated, it's a handy book to own, especially for cruising yachtsmen. (Four Square; 5/6).

THE DISMISSAL, by Jurgen Thorwald, is the true story of a famous German surgeon, Ferdinand Sauerbruch, whose patients died on the operating table because he was deranged. By the author of *The Triumph of Surgery*. (Four Square; 5/6).

EXIT DYING, by Harry Olesker. More murder, more sex, in New York. (Four Square; 4/-.)

THE STARS ARE DARK, a Peter Cheyney thriller which has been selling well now since 1943. (Fontana; 4/-.)

THE HOLLOW, by Agatha Christie, with detective Hercule Poirot solving a murder at a swimming pool. (Fontana; 5/6.)

BLOODY SUNDAY, by James Gleeson, is another true story, this one about the Irish "troubles" and the Sunday in 1920 when British secret service agents were massacred in Dublin. (Four Square; 4/-.)

WORLD WITHOUT DREAMS, by Rodney Garland. The call-girl business, as a novel. Setting, London. (Four Square, 4/-.)

BONY AND THE KELLY GANG, by Arthur Upfield, wherein some modern Kellys set themselves against authority in the NSW hills. (Pan; 4/-.)

DEATH AT THE BAR. A vintage Ngaio Marsh (1939) but one of her best-known numbers. (Fontana; 5/6.)

(Fontana and Pan distributed by William Collins (Overseas) Ltd.; Four Square by Tudor Distributors Pty. Ltd., Sydney.)

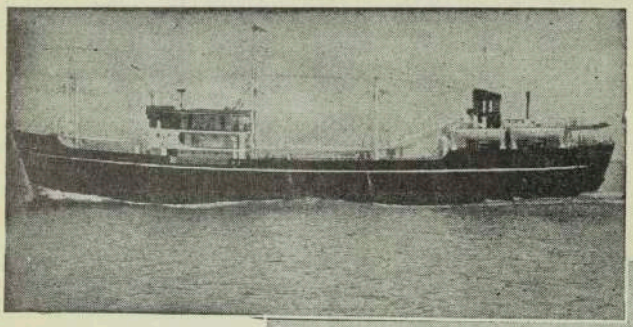
PAPERBACKS FOR THE YOUNGSTERS

Paperbacks for the youngsters are the latest idea—and a very good one. There are many stories for children which lend themselves to this cheaper treatment. Straight-out adventure tales don't all require expensive paper and bindings and high-class illustrations.

COLLINS (OVERSEAS) LTD. in January and February released in Australia the first batch of titles in the Armada Paperback series, selling for 4/-. (In Britain they sell for 2/6.) Authors include Capt. W. E. Johns, Enid Blyton, Monica Edwards. There are for instance more than 20 titles available in the "Biggles" series by Johns and another dozen or so by Enid Blyton. The paperbacks have coloured covers, good clear type and most have black and white drawings.

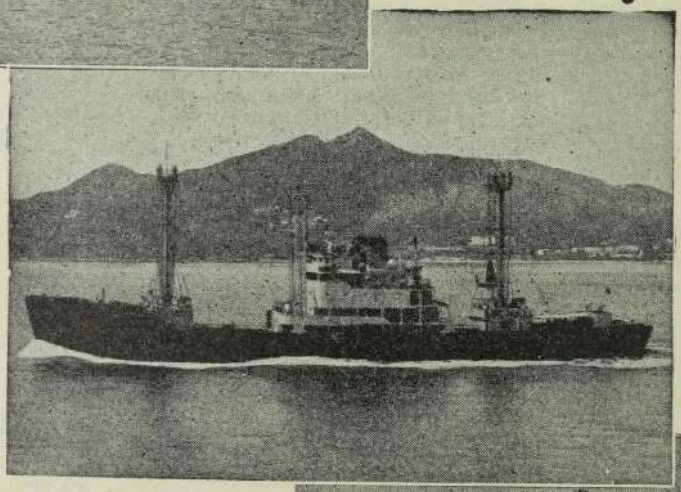
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TAIKOO DOCKYARD HONG KONG



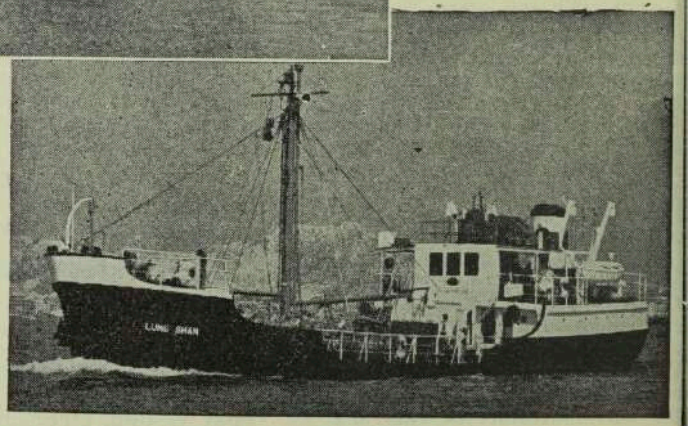
SHIP AND ENGINE BUILDERS AND REPAIRERS
(DOXFORD AND SULZER LICENSEES)
SALVAGE OPERATORS

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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Pacific Shipping And Cruising Yachts

Samoa Gets Cracking On New Harbours

With the departure from Apia on Christmas day of UN technical expert, Director of Works B. Claussen, for New York, the long dreams of deepwater harbours for Apia and Asau, Western Samoa, entered the first stage of reality. In New York he signed a letter of intent with the firm of Merrit, Chapman Scott for construction to start early in the New Year.

THE final decision was taken two weeks earlier as a result of an offer by the New Zealand Government to guarantee a £1,000,000 loan for Samoan harbour development raised on the New Zealand money market.

As a result of this offer Western Samoa will be able to borrow the money at a substantially lower rate of interest and easier repayment terms than an offering from the United States where Works Minister, Mr. F. C. F. Nelson, tried to negotiate finance last September.

It is generally felt in official circles in Apia that it was the negotiations for finance in the U.S. that prompted New Zealand to come forward with its offer, largely as a matter of self-respect.

"After all," said one politician, "it doesn't look too good for a country only two years independent to be starting a £1,000,000 harbour project, when nothing was done for the previous 42 years under NZ administration."

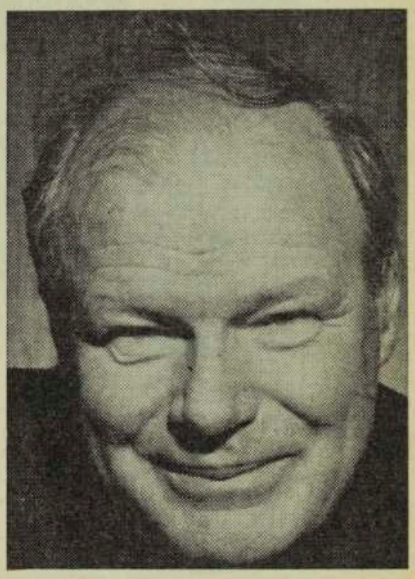
The harbour project will be a joint venture of two U.S. firms, and Fletcher Construction Co. from New Zealand. Total cost is estimated at £1,200,000 and the wharves are expected to be finished within 22 months after the signing of the contract. Of the total cost, Samoa will pay only £200,000 until the wharves are actually in use.

"This is unquestionably a major step forward in our development and will have a tremendous impact on the success of our first five-year development programme," said the Minister of Finance, G. F. D. Betham.

It is now expected that the full five-year development programme will be implemented in 1965.

In The News This Month

rago	Lady Stirling
ruligo	Malawai
strea	Mandalay
trolabe	Margaret
tom	Marinero
oussole	Mayflower
raeside	Milos
rnside	Neptune
arla Manus	No. 2 Jinam
Est La Vie	Oceanien
harles H. Gilbert	Paisano
olorado del Mar	Pamir
ook	Phoenix
rewcut	Red Boomer
ythera	Remuera
anae II	Rendy
awn Mist	Saint Briac
olphin II	Saracem
ora	Sari Marais
unkerquoise	Sun Dancer
ndeavour	Tahiti
uphrate	Te Aroa
urope	Thorsisle
olden Hind	Townsend Cromwell
uglielmo Marconi	Valkyrie
a Raillеuse	Valrosa
ady Lee	Yanawai



Captain Villiers.

● "COOK'S TOUR" PLAN: Captain Alan Villiers, who hopes to retrace the first Pacific voyage of Captain James Cook, will outline his plans at the Pacific Area Travel Association conference in Sydney in March.

Captain Villiers, a veteran of the last big sailing ships, plans to build a replica of Cook's *Endeavour*, to be sailed from England to Australia in time for the 200th anniversary of Cook's discovery of the east coast of Australia.

Captain Villiers has written several books on ships and the sea. Recently, he prepared a comprehensive feature on Australia for the *National Geographic Magazine*.

He has assisted in an advisory capacity in the production of several films, and he commanded the whaling ship *Pequod* for the filming of "Moby Dick".

Several years ago, he sailed a replica of the *Mayflower* from England to the United States.

● FRENCH SHIP AT NORFOLK: The French naval vessel *Dunkerquoise* called at Norfolk Island in December in the course of an oceanographic survey. Her skipper, Commander Brossett, declared open ship for two hours and invited residents aboard for an inspection. The same evening, he entertained a large party of residents on board.

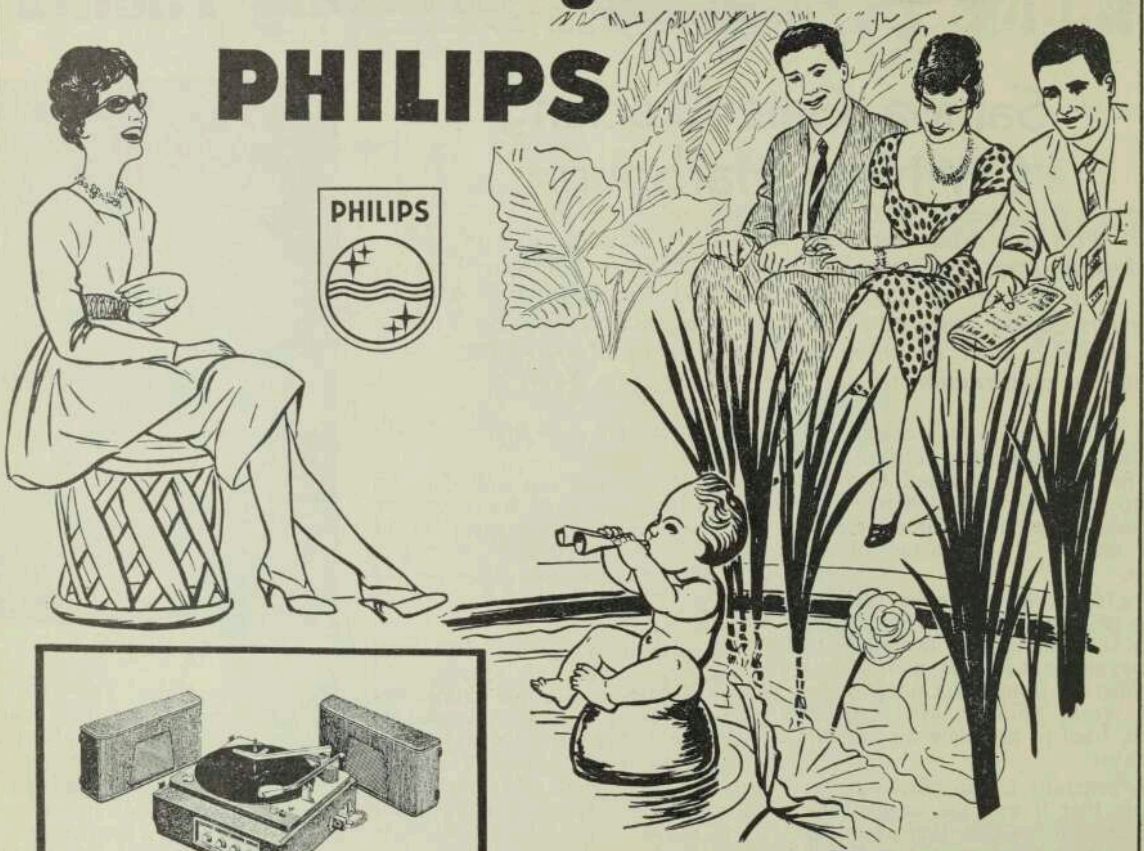
● FIRST VISIT TO SUVA: The sleek Italian luxury liner *Guglielmo Marconi* made a big impression on Suva on December 27 when she arrived from Tonga on her maiden voyage. The vessel is of 28,000 tons.

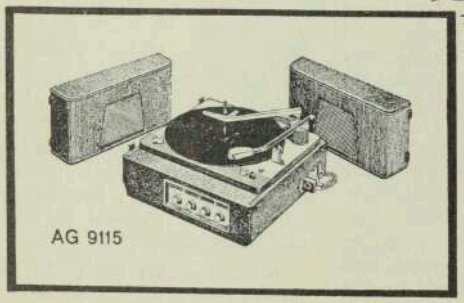
Aboard her as navigational adviser

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on the bright side of life:

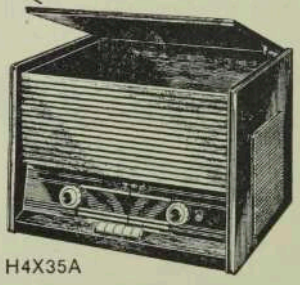
PHILIPS

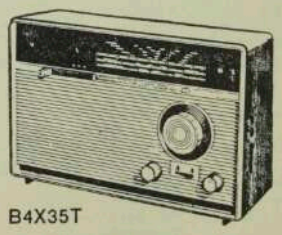



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PHILIPS *for lasting value*

For Philips' Agents/Distributors, see page 20.

PACIFIC SHIPPING

vas the Suva Harbour Master, Captain E. James, who had flown to Tonga the previous day.

The *Marconi* carried 1,700 passengers, mostly Australians, and also Marconi's widow, Marchioness Cristina Marconi, and daughter Elettra.

It was the first call by a Lloyd-Triestino Line vessel to Suva.

Captain Francesco La Rosa said he short Pacific cruise was such success that if more time could e found between the express Italy-Australia run, other cruises to the slands were possible.

● SAFETY WITH NEW LIFE-ACKET: A new life-jacket made to specification set by the British tandards Institution after 18 months' esearch, turns an unconscious man n to his back in five seconds.

It supports his head, keeping the nouth well clear of the water, and nclines the body backwards. The urvivor is presented face on to he approaching waves, and rides vith them. In this way his body notion never gets out of phase with he waves and his head is not ngulfed.

All this is achieved by the cientific distribution of the buoyancy vhich must total a minimum of 30 b. The life-jackets take no more han 30 seconds to put on and ecure.

Two British firms are to produce he jackets. They are RFD Company, Cattershall Lane, Godalming, Surrey, nd the Vacuum Reflex Ltd., 2C Handbury Road, London, N.17.

● MISSION SHIP LOST: The 40 ft Methodist Mission ship *Mandalay* was wrecked on January 2 on a reef at Pigeon Point, Bougainville.

The *Mandalay* was sailing between Aropa Plantation and Kieta, on Bougainville, when she ran aground ust before daylight.

First reports said nine Solomon Island native crew members and four passengers, all believed to be natives, fought their way ashore through heavy seas when the ship stuck fast on the reef. No one was hurt.

A later report said there were 18 people on board.

The ship took a heavy pounding from seas before help arrived from nearby plantations and an attempt was made to beach her.

However, she could not be pulled right up on to the beach so it was decided to strip her.

Her engine and many fittings were removed before the waves finally broke her up.

The *Mandalay* was a famous New Zealand racing ketch about 30 years ago.

The Methodist Mission operated her between Bougainville and the BSIP.



This anchor, which belonged to La Perouse's ship "Boussole", has been on the sea bed at Vanikoro for 176 years. Vila marine salvage expert Reece Discombe discovered and photographed it in about 40 ft. of water in 1962. He hopes to bring it to the surface soon. (See below.)

● LOAN FOR MANGAIA HARBOUR PLAN: The Cook Islands Executive Committee has approved an interest-free loan of £3,300 to the Mangaia Island Council to improve the harbour of that island.

The sum of £2,100 will be available for the deepening of the harbour, while £1,200 will be allocated for a concrete road alongside the harbour.

The Island Council will raise the harbour levy from 2/6 to 5/- a ton, and will place a charge of 3d on each case of produce leaving the island. This will enable the loan to be paid off at an annual rate of not less than £500.

As primary production on the island, particularly pineapples, is increasing, a better harbour will be of much benefit.

Mangaia, the southernmost island in the Cook Group, is 110 miles south-east of Rarotonga.

● SEARCH FOR MORE LA PEROUSE RELICS: Vila engineer and marine salvage expert Reece Discombe left Vila by ship for Vanikoro, BSIP, early in January to make yet another search for relics of the French navigator La Perouse, whose ships *Astralope* and *Boussole* were wrecked at Vanikoro in 1788.

Discombe has made four previous trips to Vanikoro for La Perouse relics, the last two being in 1962. On his first trip in 1962—in June—he discovered what he believed to be the wreck of the *Boussole* while diving in 40 ft. of water on the outer edge of Vanikoro's reef.

In the following December, he retrieved a lead ingot from this site which positively confirmed his belief, as the ingot bore the same arsenal markings as ingots recovered from the *Astrolabe*. Discombe thus solved a 174-year-old maritime mystery, as no one had previously been completely sure that *Boussole* had been wrecked at Vanikoro.

Among the objects from the *Boussole* that Discombe has seen and photographed on the sea bed are brass wheels, lead ingots, iron rods and six anchors ranging in length from eight to 15 ft. Discombe hopes to raise some of these objects during his current trip.

With the aid of two metal detectors, he also plans to make a search on land for relics of La Perouse's expedition. Quite a number of such relics, including coins and musket balls, have been found at Vanikoro over the years, particularly at Peu, the headquarters of the Kauri Timber Company.

The relics at Peu were apparently

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Seen at every port

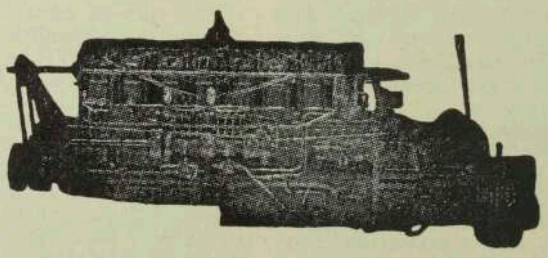
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eft there by survivors of the *Astro-abe* and *Boussole*, who lived on the sland for several months after their hips were wrecked. These men cut lown a number of trees in the icinity to build a boat and eventu-lly sailed away in it. They were ever heard of again.

Although the search for La erouse relics will be the most in-eresting part of Discombe's visit to anikoro, his main object is to alvage a cargo of brass that was ettisoned from the ship *Milos* several ears ago. On this mission, he will e partnered by Mr. Geoffrey Seagoe, f Vila, whose son Laurence, a ydney University student, will also o along.

Messrs. Discombe and Seagoe have hartered the inter-island vessel *Neptune* for their salvage job. The *Neptune*, a steel vessel which can arry up to 30 tons of cargo, norm-lly freights cargo between Vila, maе, Tongoa, Ambrym and Male-ula.

● FLOATING GASWORKS: The MV *Arago*, a 500-ton ship which was pecially built in France two or three ears ago for carrying butane and ropane gas, and ammonia in bulk, as gone into service between Aus-ralian and Pacific Islands ports. She ill call at Sydney, Brisbane, North ueensland ports, Papua-New Guinea, ew Caledonia and the New ebrides. The ship's Sydney agents re F. H. Stephens Pty. Ltd.

● CHAIN OF ACCIDENTS: The ell-known inter-island trading vessel *arla Manus*, which was looked on y some people as the pride of New ritain, was wrecked five miles from abaul on December 27 while trying o help another vessel, the *Margaret*, hat had gone aground.

The *Margaret*, in turn, had gone ground 100 yards from the shore hile trying to rescue the 70-ton anding barge *Dolphin II*, belonging o Nonga Sawmills, which had napped her deep water moorings nd had drifted on to the reef op-osite the sawmills.

The *Margaret*, which is owned by he Catholic Mission at Kavieng, ame to grief when a tow rope con-ected to the *Dolphin II* fouled her ropeller as she tried to drag the arge free on December 26.

When the *Carla Manus* went to the id of the *Margaret*, her propeller as also fouled by a tow rope that ad been connected to the *Margaret*.

At this point, the similarity in the tories of the two vessels ends, for n December 27, the *Margaret* managed to get off the reef with the



Captain "Frog" Evans.

help of about 50 natives and her own power, but the *Carla Manus* did not.

Mechanics later began dismantling the engine with the idea of beaching the *Carla Manus*. Although badly damaged, it was hoped that she might sail again.

The *Carla Manus*, of 78 tons gross, is owned by Mr. Jack Thurston. The ship is uninsured. Mr. Thurston valued her at £25,000. See picture of stranding on p. 109.

PACIFIC SHIPPING

● "FROG" EVANS RETIRES: Captain J. H. Evans who has been a fixture around Madang, New Guinea, for the last nine years retired as Harbour Master and Pilot on January 11. Before Madang he was stationed at Rabaul and at one time had the job of liquidating the Administration's inter-island fleet of trading vessels — a post-war nationalistic brainstorm of the late Eddie Ward, then Territories Minister.

Captain and Mrs. Evans were to leave for Hong Kong in mid-January on MV *Milos*, and will then spend about a year in Europe before settling in Western Australia.

● TOO MANY SHIPS FOR PAPEETE: Ten or 12 years ago, the arrival of a ship in Papeete was such a novelty that half the population used to go down to the waterfront to stand and stare whenever one tied up. In those days, Papeete averaged about one ship a week as Tahiti then had no tourist traffic worth mentioning, and the world's shipping fleets were still under strength following the war.

Nowadays, with the development of Tahiti as a tourist centre and as a forward base for technicans for the Mururoa nuclear testing site, Papeete gets so many ships that they now attract little attention—except when there are so many of them that there is no room for them to tie up.

This was the situation several times over Christmas and the New Year. On Saturday, December 21, for

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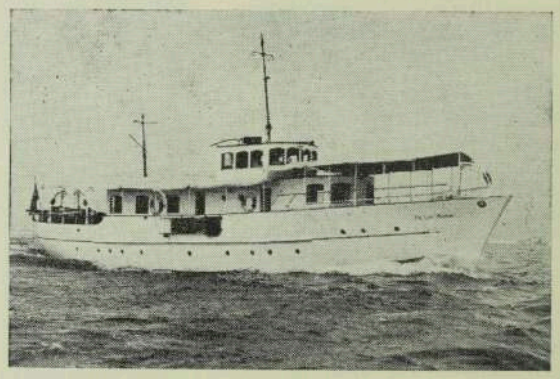
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xample, there were five ships in ıe harbour together — *Thorsisle, aracem, Euphrate, Oceanien* and *emuera* — and only room for three f them at the wharf.

Later in the month, the port was ill so crowded that the Shaw, Savill nd Albion liner *Southern Cross*, hich was due to put into Papeete ith 1,170 passengers, was forced to ive Tahiti a miss. She went straight n to her next port, Suva, where she pent two days instead of her usual ne.

News that the *Southern Cross* was o stay two days in Suva caused some ild rumours in Suva before she actu-lly got there. It was said that, in uture, the liner would not call at apeete, that she would stay longer ı Suva, and that the change in chedule had something to do with olitics, etc.

However, the master of the outhern Cross, Captain A. H. Baber, oon killed the rumours on his rrival in Suva.

"We didn't call at Papeete for the imple reason that there was no erth available," he said.

Captain Baber said his ship left he United Kingdom a day behind chedule and, after leaving Panama, the port authorities at Papeete radioed to ask if the *Southern Cross* could arrive a day earlier than planned.

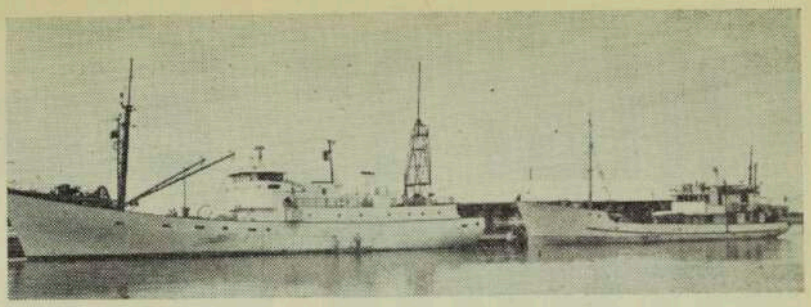
"When I said this was impossible, I was told that there would be no berth available for us at Papeete," the captain went on.

"When we arrived off Papeete, a Matson liner and a cargo vessel were already at the main berth and another ship was berthed at the old wharf.

"I was asked if I could anchor out in the stream and let the passengers come ashore, but, as there was not sufficient swinging room if I had anchored, I had to decline.

"We took two passengers and mail on board and then sailed for Suva."

The captain added that when he made an announcement to the passengers that they would not be putting in at Papeete, many of them expressed disappointment, and said they

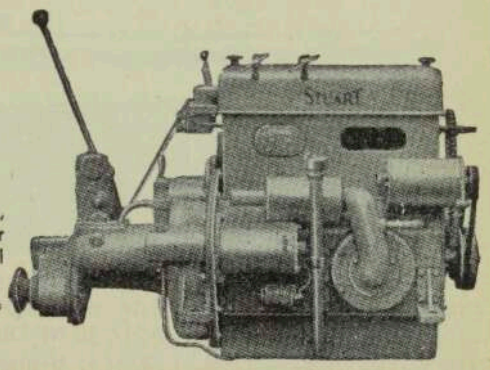


IN HONOLULU: "Townsend Cromwell" (left) a new 158 ft., all-steel ship built for the Honolulu area, Bureau of Commercial Fisheries, US Fish and Wild Life Service arrived at her home port of Honolulu on Christmas Day. She was built in Morgan City, Louisiana, at a cost of $1.2 million. Tied up behind the "Townsend Cromwell" is the "Charles H. Gilbert", another vessel of the Bureau of Commercial Fisheries which returned to Honolulu on December 13 after a 10-week South Pacific cruise to study tuna in the waters around the New Hebrides, New Caledonia, Fiji and Samoa.—Photo: Warren Roll.

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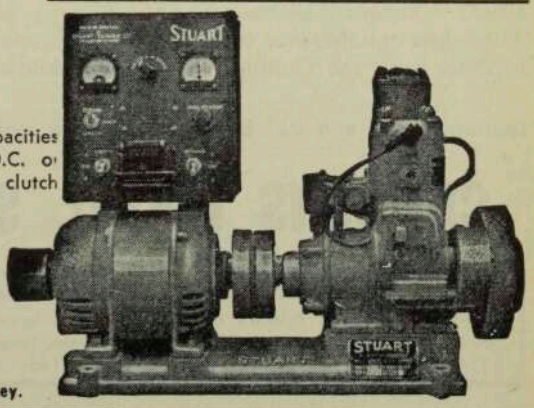
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PACIFIC SHIPPING

had been looking forward for a long time to a visit to Tahiti.

Such disappointment will probably be expressed by quite a few more cruise passengers before the next couple of years are out. But by the end of that time, everyone should get a look in again.

The end of 1966 is the scheduled completion date for a £2¾ million plan to develop Papeete's port facilities (*PIM*, Dec., p. 95). The plan envisages the construction of 2,000 additional feet of wharf space.

● SUVA REEF MISHAP: Mr. Tim Hurley's motor ship *Malawai* escaped almost undamaged after spending nearly 12 hours on the main Suva reef early in January.

The ship, commanded by Captain Luke, was entering the main Suva passage when she went aground with a full load of timber. Her cargo was unloaded at low water, and she got off the reef when the tide came in again.

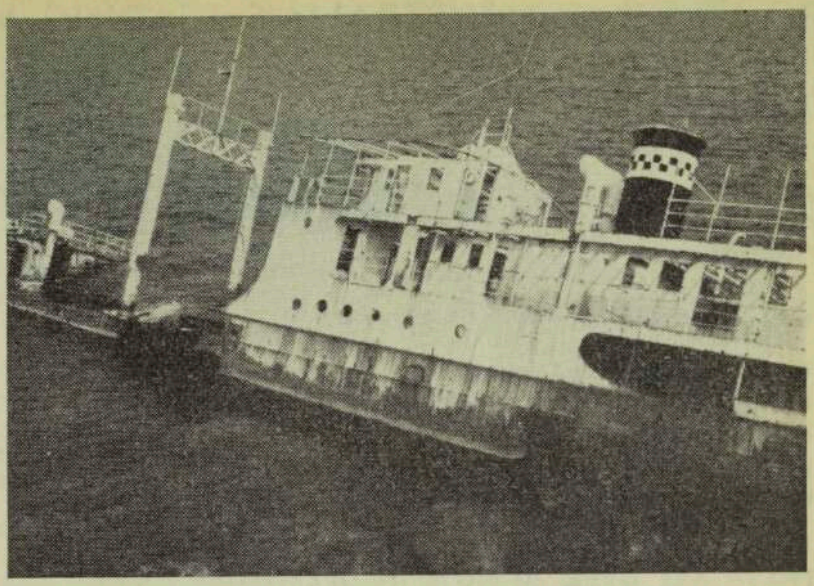
● BURNS PHILP SHIP SOLD: The *Burnside*, BP's 24-year-old passenger-freighter, which has been operating a service between Sydney and Singapore, was sold recently. It is understood that the sale price was in the vicinity of £120,000 and that the buyers are Asian interests.

The *Burnside* was seen in New Guinea once in a while—when BP ships on the regular New Guinea run were in dock. She operated the Sydney-Singapore service with the BP motorship *Braeside*, which will continue the service alone.

Waterside gossip in January was asking just how long the *Braeside* would continue alone because one ship is not a service. Originally, three BP vessels operated this service, and two were not enough to keep it going strictly to schedule.

● IN INTER-ISLAND SERVICE: The MV *Rendy*, owned by James P. Curry, of Apia, Western Samoa, has begun a weekly service between Apia and Pago Pago, American Samoa. Captained by Chief Toleafoa, the *Rendy* arrives in Pago each Monday morning and leaves for Apia the same afternoon. She is licensed to carry 62 passengers plus general cargo.

● MUSEUM PIECES: Honolulu is currently in the grip of "museum piece" fever—two famous ships of the sailing era being given a new life there. One ship is the *Falls of Clyde*, the other is the *Essex*.



The *Falls of Clyde*, which is to be restored and re-rigged as she was when she was launched in Glasgow in 1878, was saved from being used as a breakwater in Canada last year after shiplovers in Hawaii and the mainland United States subscribed $18,950 to buy her (*PIM*, August, p. 99). On being restored, she will become part of the Bishop Museum.

The *Falls of Clyde* arrived in Honolulu, November 17, towed by the Navy tug *Moctobi*. Her rusty hull, peeling paint and rotting superstructure were all that many of the several hundred persons who greeted her could see, but many on the restoration committee could already see her as the sleek sailing vessel of the Indian trade and a fledgling of the Matson Line. When restored, she will be the only four-masted, full-rigged ship afloat.

The other museum piece, the *Essex*, is being built at Kapalama ship repair yard in Honolulu. She is being modelled on the lines of a New Bedford whaler of a century or so ago, and will be 70 ft long with a beam of 17 ft.

Designed by Naval architect Ernie Simmerer, the *Essex* will lack only a bottom. She will be permanently berthed on concrete at the new Oceanarium of Sea Life Park, Makapuu Point, now under construction.

The completed hull will make its one and only voyage through Honolulu streets on a house-moving rig.

Visitors boarding the *Essex* will go below to concrete "holds" where portholes will enable them to view marine life.

FOOTNOTE: The original whaler *Essex* was stove in and sunk by a whale while fishing near the Equator, north of the Marquesas Islands, in 1820. The ship's crew, fearful of putting into the cannibal Marquesas, made for the coast of South America, some 3,000 miles away, in three boats. On reaching Henderson Island, near Pitcairn, some of the crew refused to go on. Those who did were eventually reduced to drawing lots to decide who should be killed for food. The crew of one boat, which reached Valparaiso, gave news of the men who had stayed on Henderson Island, and a British ship, the *Surry*, picked them up en route to Sydney. The story of the *Essex* was later the basis for Herman Melville's novel *Moby Dick*.

On the Rocks

Many people in Fiji affectionately remember the Burns Philp motor vessel "Yanawai" which, for a long time, ran very efficiently on the Suva-Vanua Levu-Taveuni service. She was later transferred from Fiji to the New Hebrides and, shortly afterwards—in March, 1962—she was caught in a sudden storm off the inhospitable coast of Aoba. Unable to get her engines started, the vessel dragged her anchors until thrown against the rocks where she was holed. This photo shows how she looks now.

—Photo: Rob Wright.

● FOR NEW GUINEA TRADE: The 340-ton motor vessel *Darega*, which was formerly engaged in the

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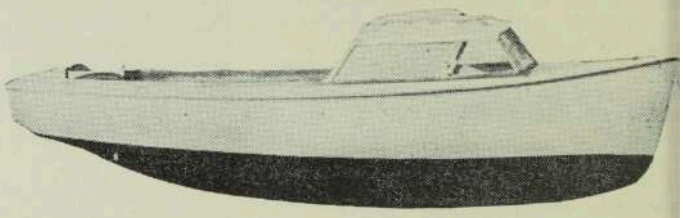
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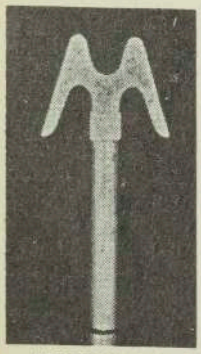
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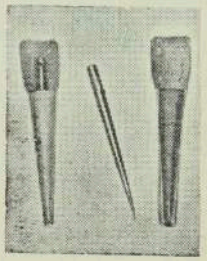


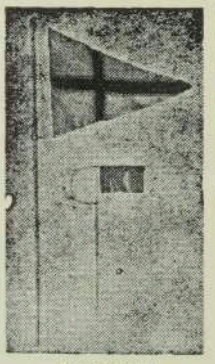
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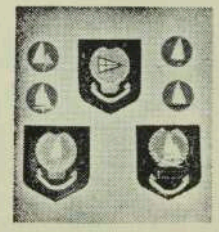


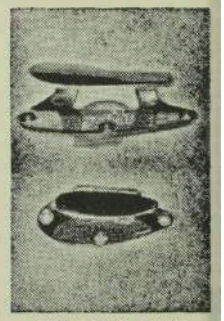
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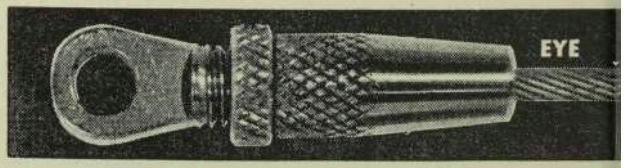
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ss Strait trade, has begun trading tween P-NG ports.
She arrived in Port Moresby from elbourne on January 11 with a ew Zealand author, Barry John ump, who had been rescued, half rving, from an island off the North eensland coast.
Darega sailed for Rabaul with a rgo ex-Melbourne on January 14. e is skippered by her owner ptain R. H. Houfe, of Frankston, ctoria.

● FISHING BOAT DRAMA: An ensive air-sea search in January the waters around Rakahanga, ok Islands, failed to locate the ew of a Korean fishing boat which s wrecked 25 miles off Rakahanga December 28.
The search began after two sea- n from the fishing boat got ashore Rakahanga after swimming from raft. The wrecked boat was the san-based *No. 2 Jinam*, which was der charter to a Japanese fishing mpany operating out of Pago go.
The two survivors are Moon In- e, an apprentice engineer, and ung Miung-Jin, the ship's engineer, o reached Rakahanga on New ar's Day.
Because of language difficulties, y were unable to give a coherent count of what had happened until interpreter was obtained about week later.
Meanwhile, on January 3 (Fiji e), the RNZAF sent a flying-boat m Laucala Bay to search for other vivors. No trace of any ship- ecked men was seen.
Early in the following week, two nderlands from Laucala Bay and ps in the area made a further, successful search after the two rvivors had given a clearer account what had befallen them through interpreter.
The survivors said that their ship d sunk early in the morning of cember 30 and that the crew of had escaped on a bamboo raft. is was 1 ft under water when 23 men were on it, so glass ats were attached to it to give it oyancy.
The raft drifted to the NNW side Rakahanga and early next rning the men on the raft saw kahanga and Manihiki.
They rigged a sail of raincoats and ile some of them paddled, others am alongside towards Rakahanga.
About 11 a.m. on December 31, two survivors and two others t the raft wearing life jackets and rted to swim towards Rakahanga. e two survivors arrived about 8 n., but the other two apparently



The loss of the Korean tuna boat "No. 2 Jinam" about 25 miles from Rakahanga in the Northern Cook Islands in December recalls the epic voyage earlier last year of the "Te Aroa", a 17 ft. boat, which was blown off course while making the 20-mile crossing from Rakahanga to Manihiki. More than two months later, the "Te Aroa" reached Erromanga, New Hebrides, about 2,200 miles away. Three of the seven men who were in the boat at the beginning of the voyage survived. This picture shows the "Te Aroa" just before she left Manihiki for Rakahanga last August on a food-gathering mission. It was on the return voyage that the vessel was blown away.—Photo: J. Murray Henderson.

drowned on the way. The survivors said that the only equipment on the raft consisted of two or three rubber capes. There was no food or water, and no fish hooks. All the crew were wearing singlets and shorts.
The RNZAF was somewhat handicapped in its searches for survivors because there are no

PACIFIC SHIPPING

refuelling facilities at Manihiki (about 20 miles from Rakahanga), where the flying-boats stayed overnight each time they went out. After leaving Laucala Bay they had to stop at Satapuala, Western Samoa, to refuel.

● DISMISSED FROM SURVEY SHIP: Commander Frank William Hunt, captain of the naval survey ship HMS *Cook*, was found guilty of two offences under the Naval Disciplinary Acts and was dismissed from his ship by a Royal Naval court martial in Singapore in January.
The court also severely reprimanded the captain, a member of the Order of the British Empire with 22 years of surveying experience.
Commander Hunt was found guilty of negligently hazarding HMS *Cook* and causing her to be stranded on a coral reef off Fiji on October 1.
He was acquitted of two other charges of failing to take prompt action to trim or lighten the ship after she was stranded, and of failing to order the maximum boiler power available in his first attempt to get the ship clear after she had stranded.

● MAIL LAUNCH FOR BSIP: The BSIP Marine Department's new fast mail and passenger launch, *Aruligo*, which arrived from the United Kingdom in December, is quite a speedster. During her trials she did up to 15 knots. She will be used between Gizo Government station and the airfields at Munda and Barakoma.

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Cruising Yachts

● *SUN DANCER*, 36 foot yacht, s at Thursday Island early in nuary with a crew of four young rmans on their way to New Guinea a crocodile shooting expedition. Skipper and navigator is Arthur nkhoff, lone sailor, wanderer and venturer, who lost his 30 ft cutter *lty* after hitting Wharton Reef, ne 250 miles north of Cairns, last ne. (*PIM*, August, p. 107.)

Menkhoff, on that occasion, was o on his way to do some crocodile oting. With him were two ntrymen whom he had met in irns a short time before. They l pooled their resources for the codile-shooting expedition.

Menkhoff left his home port of vious expedition are with him on s one. They are Siegfried tschaulat, 31, and Horst Kasber,

The fourth member of the party ped them raise the money to buy *Dancer*.

Menkhoff, left his home port of mburg in April, 1961. He was ompanied by a friend to Panama, from there he sailed alone to irns via the Galapagos, Pacific nds and New Zealand.

When *Salty* struck Wharton Reef, nkhoff and his companions had ucky escape as they were 15 miles m shore, and when they loaded ne gear in the dinghy and set for it, they were almost immedi- ly swamped by a wave and the ghy went to the bottom.

Remembering the numerous sharks y had seen about the reef, the men am hurriedly back to *Salty*, ich had remained with a foot or o of freeboard above the water.

Next day, the *Port Leeuwin*, which ses that way once every four nths to tend an unmanned light the reef, picked them up.

● *LADY STIRLING*, a large w Zealand yacht, was at Lord we Island early in January and s due to return home about the ddle of the month. Also at Lord we over the holiday period was a lney yacht, *Dawn Mist*, or some h name, whose crew of three— ording to *Signal*, the island's neoed news sheet—"became quite opular as a result of their general haviour".



Lorrin Smith and Nick Mikami aboard the Tahiti ketch "Tahiti" in Honolulu in December.—Photo: Warren Roll.

● *TAHITI*, 30 ft Tahiti ketch, with owner Lorrin A. Smith and crew member Nick Mikami, arrived in Honolulu 32 days out of Papeete on November 5, 1963.

Smith bought the *Tahiti* in 1951 and has made a total of 10 round trips to the South Pacific. He was in Auckland in 1956. Of the 13 boats he has owned, he built all but the last three.

Nick Mikami, his crew, is the only Japanese yachtsman to have circled the globe under sail. He did this aboard Dr. Earle Reynolds' *Phoenix* in the 1940's. The voyage took three years. Nick was also aboard the *Phoenix* when Dr. Reynolds sailed her into the H-bomb testing zone in 1958.

● *C'EST LA VIE*, Lyall Price's 23 ft sloop, reached Brisbane from Tahiti in December. Crewing was Nobett Torea, of Tahiti.

● *ST. YVES D'ARMOUR*, 70 ft French fishing yawl, arrived in Sydney on January 15 on a voyage round the world that began at Etel, Brittany, in 1960. On board were Robert le Serrec, 36, his wife Raymonde, 34, their daughters Annaich, 7, and Gwenole, 3, and a son, Yves, 2; and two American crew members, Marcus Rinderman, 36, and Douglas Fraser, 23.

The two youngest children of Mr. and Mrs. le Serrec were born in ports during the voyage—Gwenole at Casablanca, and Yves at Nassau. Both were taken to sea when only a few weeks old.

The *St. Yves d'Armour* was in Suva last November. She then went on to New Caledonia before sailing to Sydney.

Mr. le Serrec planned to stay in Sydney a fortnight and then go on to Brisbane. From there, he will return to France via Indonesia, South Africa and the Azores.

● *RED BOOMER*, 42 ft Fremantle ketch, arrived in Port Moresby in December and will stay until some time in July. Aboard are skipper Bob McNeil, his wife Yvonne, and daughter Yvette. They are accompanied by John Drew, also of Fremantle, and Miss Colleen Dewhurst, of Colac, Victoria.

Mr. McNeil says *Red Boomer* will remain in Port Moresby until after his wife's second baby is born in June. Meanwhile, all aboard except Mrs. McNeil have taken temporary employment with the Administration.

● *SARI MARAIS*, 45 ft ketch, single-handed by Royce Hubert, of Portland, Oregon, arrived in Port Moresby in December. Mr. Hubert is on a cruise round the world. The cruise started in the Virgin Islands in May, 1960, and, in the Pacific, has taken in most island groups south of the Equator.

● *EUROPE*, 75 ft French yacht with a crew of four, arrived in Tahiti early in January in the course of a cruise round the world. The yacht, which is registered in St. Malo, began the cruise in Monaco and has visited the Balearic Islands, Gibraltar, the Canary Islands, Barbados, the Antilles, Trinidad and Curacao. The crew will pay their way (they hope) by making television and movie films, and writing articles and a book.

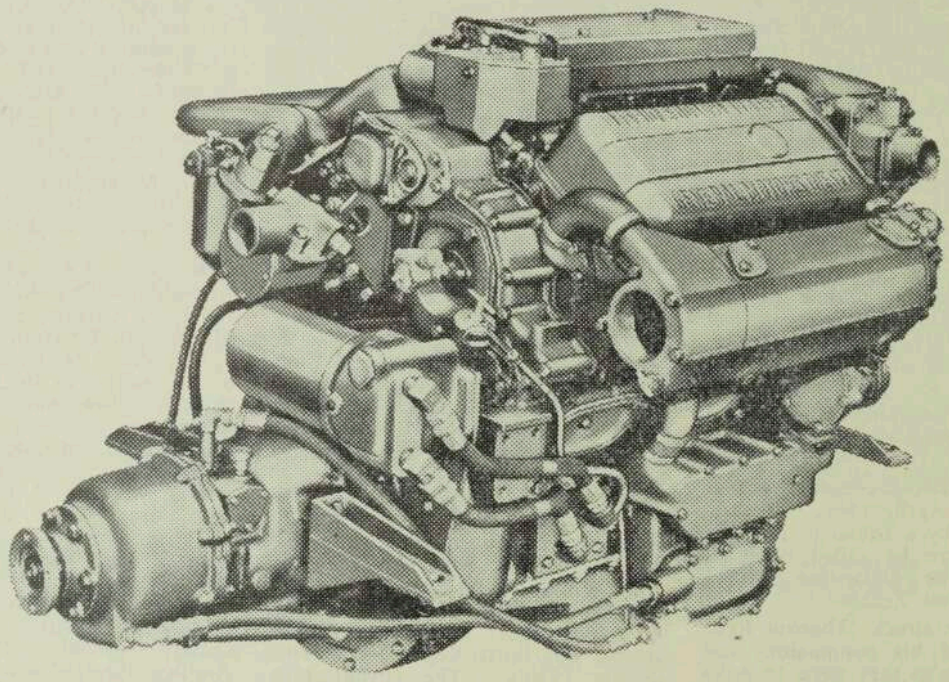
● *CYTHERA*, Mr. Peter Fenton's 50 ft steel yacht, which was stolen from Lord Howe Island last April and which was damaged at Norfolk Island when the *Colorado del Mar* collided with her in arresting the thieves, has been repaired in Sydney. Mr. Fenton, his wife, and daughter Penny are living on the yacht at Rushcutters Bay. Mr. Fenton is trying to raise funds to fight a writ of £10,000 issued by the owners of the *Colorado del Mar*.

● *VALKYRIE*, John Goetzche's 32 ft ketch, which we last reported in Suva in August, reached Whangarei, New Zealand, via Kadavu, on September 21. A month later, a correspondent reports, she looked like being there for some time.

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● *LA RAILLEUSE,* a French ketch, which was dismasted in November gales near Cocos Island off the Gulf of Panama, completed repairs at Pedregal, North Panama, and left for Easter Island the day after Christmas.

The yacht, skippered by Eric DesChamps, is under charter to Dr. Francis Mazier, a French anthropologist, author and adventurer, whose books have been published in English as well as French. After researches and film taking at Easter Island, *La Railleuse* will go on to Tahiti for July's Bastille Day celebrations.

Others on board are Dr. Mazier's lovely Tahitian wife Tela, who is a French movie star and correspondent for a Paris magazine; the yacht's engineer, Bob Terry; Georges, a French crew member; and Puck, a dog.

● *DORA*: A Christmas card, handed to an Ecuadorean warship in the Galapagos Islands, and mailed from Guayaquil, Ecuador, has brought us news of the 47 ft French yawl *Dora,* sailed by Josef, Madeleine and little Brigitte Merlot.

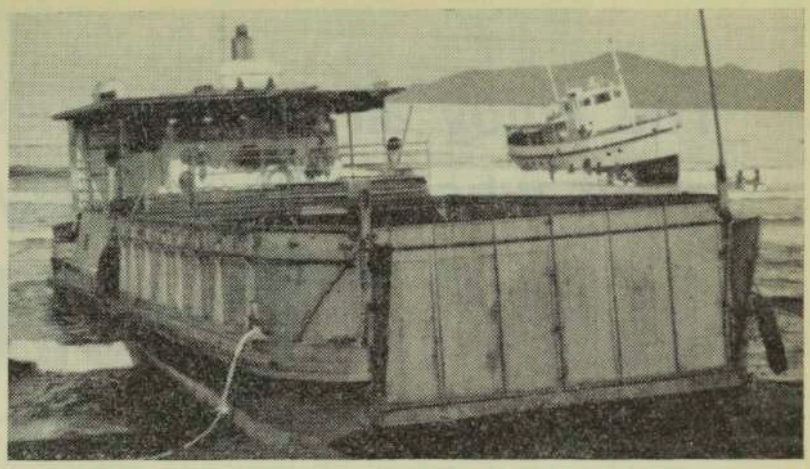
Dora, which crossed from the Mediterranean, through the West Indies and the Canal, "gunkholed" along the Gulf of Panama and the Pacific coast of Colombia and Ecuador before heading out with the Humboldt current to the Galapagos. She plans to leave there shortly for French Oceania, then on around the world.

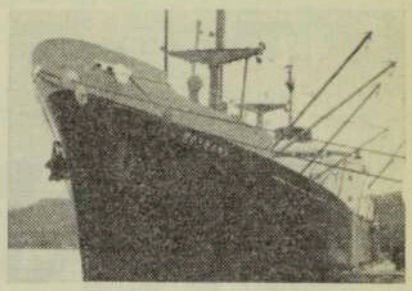
● *PAISANO,* 61 ft ketch, from Princeton, New Jersey, passed through the Panama Canal recently en route to Tahiti.

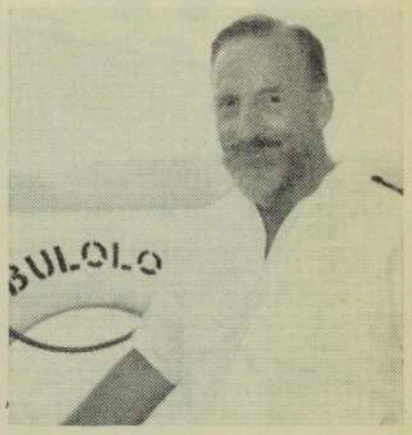
Other yachts which have cleared Balboa for South Pacific ports in recent months include the *Danae II,* of France, with the Goche family bound round the world from Dakar; and the 46 ft ketch *Saint Briac,* of Cannes, France, with Didier and Bernadotte Depret on a circumnavigating honeymoon.

● *GOLDEN HIND,* 36 ft ketch with Lyle and Norma Graham, and their teenage sons Michael and Lee, were reported in Balboa, US Canal Zone in December, after spending just over a year cruising in the South and North Pacific. During their cruise, the Grahams visited the Marquesas, Tuamotus, Society and Cook Islands, Samoa and Hawaii.

Lyle and his sons are keen to go on another cruise as soon as they can







THE RABAUL SCENE: The barge, "Dolphin II", ashore near Nonga, Rabaul, with the "Carla Manus" seen at the rear, stuck on the reef. "Carla Manus" has since been abandoned. See p. 99. Centre picture shows the MV "Roybank", latest of the long line of Bank vessels, seen on her maiden voyage to Rabaul. She is air-conditioned and was built in Belfast. Below, new master of BP's 6,600 ton "Bulolo", Captain Brett Hilder, on his first visit to Rabaul in regular command of her. During Christmas Day at sea later it was noted that Father Christmas' beard looked very much like the one normally worn by Captain Hilder.

salt a few dollars away, but Norma says she has had enough.

● *CREWCUT,* 23 ft cutter, with Dennis Lobb, 21, and Yvonne Dahl, 20, reached Rabaul in January on a cruise through the Islands that began in New Zealand last March.

Mr. Lobb, a shipping clerk of New Plymouth, NZ, built *Crewcut* himself in his own backyard. With Miss Dahl, he has sailed the cutter to Lord Howe Island, Sydney, up the Australian coast to Cairns, then on to Samarai, Lae and Rabaul.

The pair are planning to visit the Solomons next, and possibly the New Hebrides and New Caledonia before returning to New Zealand.

● *LADY LEE,* 42 ft ketch of Long Beach, California, is reported to be heading for the South Pacific soon with Fred and Doris Murphy.

● BETTER SAILING WEATHER HOPED FOR: The High Commissioner for the Western Pacific, Sir David Trench, laid the foundation stone of Honiara's Point Cruz Yacht Club in January, and the Rev. Canon C. E. B. Wood blessed the stone after it had been laid.

The commodore of the club, Mr. C. D. Wright, said at the ceremony that the club had been formed as a meeting place for people with common interests in yachting and marine matters. The members, themselves, had carried out most of the work on the club site, except for the concrete foundations and floor.

The club now had enough money from donations and interest-free loans from members to complete the building.

Heavy rain fell throughout the stone-laying ceremony, and Sir David Trench, declaring the foundation stone well and truly laid, said that although he knew nobody would mind getting wet, he wished the club better sailing weather in future.

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KR373

From the Islands Press

WESTERN SAMOA must have had more reports (on it by experts) per head of population than any other country in the world, but the percentage actually implemented must be proportionately smaller than any other country.

Voters must be a little tired of paying for reports which only gather dust in Ministerial offices. —*Editorial in "Samoa Bulletin", Apia.*

WITH the coming of 1964, there are more things to consider, more things to hope for in American Samoa.

Big hopes are set on tourists for 1964, but too little has been done to prepare the place and people. The next 12 months should be filled with activities on hotels, development of sightseeing spots, and the training of administrative and guiding personnel.

And there should be thoughts about the society. The rising rate of marriages is being met by an increased rate of divorces. As more and more youngsters find jobs, patrons of the local bars increase. — *Editorial in "Samoa News", Pago Pago.*

I HAVE been living in New Zealand for a few years and I am able to tell you what I know about living conditions there as far as our Niuean friends are concerned.

If one of them wants to own a house, he has to work jolly hard to get it. There are taxes and rates of all sorts to pay. For example, you have to pay for water, electricity, gas, etc. That is not all. You have to furnish the house at a heavy cost.

To live in rooms and flats at rental costs is even dearer, especially for married people with children.

True enough, wages are much higher than what you get here in Niue, but the cost of living is very high indeed.

Here in Niue, you can gather a few sticks for firewood, cook your own food, ride your own bicycle to work, with no house tax and no water rates to pay.

What would be your choice? To stay on the island where life is easy or to go away and live in another country where you earn good money and have to spend it all on debts, etc.?—*Letter from M. D. Fasi in the "Niue Newsletter".*

DURING the Christmas and New Year holidays, parents are often tempted to join drinking, dancing and picnic parties day and night, leaving baby and small children for bigger children to care for.

To Mum and Dad it's a grand Christmas celebration, but to the children it's a misery. . . . It is not only unfair to the children, it is also breaking the LAW.

The Cook Islands Protection of Children Ordinance, 1954, says: "Any person, who, having the custody, control or charge of a child, being a boy under the age of 14 years or being a girl under the age of 16 years, wilfully ill-treats, neglects, abandons or exposes in a manner likely to cause such a child unnecessary suffering or injury to its health, is liable to imprisonment for one year or to a fine of one hundred pounds".—*Public notice in the "Cook Islands News".*

SOME people have suggested the name Paradesia to be the name for Papua-New Guinea. Well, it sounds very nice . . . but I should say Australia is not called Koalaland because it is the land of Koala bears.—*Letter from Sam Na'aru in the "South Pacific Post", Port Moresby.*

DEAR CUSTOMERS: Please accept our apologies for the rather inferior quality of the current batch of potatoes. Mind you, we have had worse—but it must be rather annoying to have to throw quite a chunk of each potato away.

Fresh potatoes have always been a problem here. We either carry them or we don't—but we feel we should, because they are an important part of our diets.

Much as we have experimented —with the help of scientific institutes in Australia (CSIRO) and UK—we have not been successful in finding a way to keep spuds reasonably fit for periods exceeding six to seven weeks.

The potatoes you are eating now are eight weeks old and showing signs of age.

As you know, we are having slight birth pains in connection with our direct Australia-Tarawa shipping service. — *Advertisement inserted by the GEIC Wholesale Society in "Colony Information Notes", a GEIC newsletter.*

NOT many people in Fiji are likely to have missed the significant point that the adoption by the Legislative Council of the proposed "member system" came only a day before the arrival of the new representative of the Sovereign. [The new Governor, Sir Derek Jakeway, arrived in Fiji on January 18].

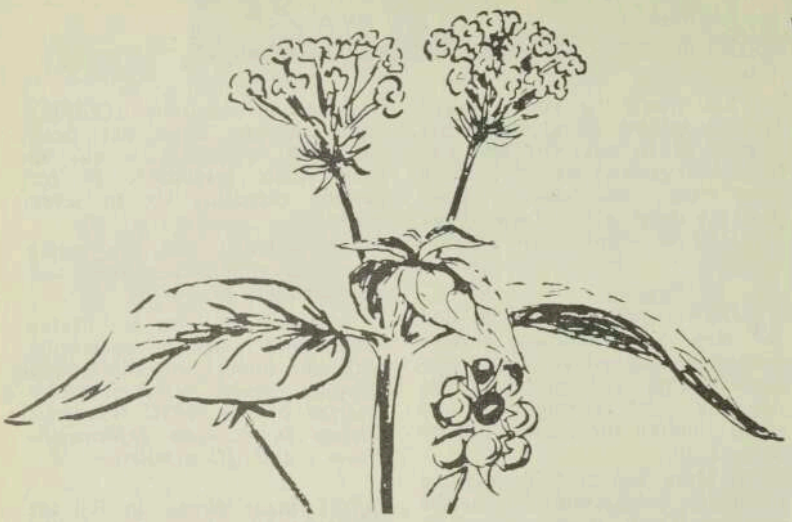
In the last year or two Fiji has acquired a certain degree of celebrity overseas as "the British Colony that insists on remaining a colony".

It cannot be questioned that many people of all races have come to a realisation that in the circumstances of the world of 1964 changes must come, but it is equally certain that the responsible people of the Colony are implacably opposed to being arbitrarily pushed into political paths which reason and instinct tell them would lead to disaster.

There is no place in Fiji for people like the Sukarnos, the Jagans and the Nkrumahs, who have played ducks and drakes with their unhappy countries till such terms as "liberation" and "independence" and "self determination" have ceased to have any real meaning.

Regardless of race, the average man-in-the-street looks on the "member system" as the thin end of the wedge of internal self-government — an admirable objective as long as it involves no trend towards an over-riding of factors which make Fiji unique among dependent territories.—*Editorial in "The Fiji Times".*

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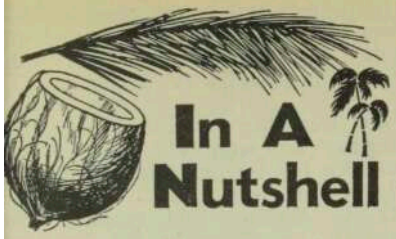
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In A Nutshell

● The dangerous dependence of New Caledonia's economy on the mining industry has again been demonstrated by export figures released recently for the first 11 months of 1963. They show that New Caledonia's mineral exports for the period were worth more than £15 million compared with only £340,000 for agricultural products (mainly coffee and copra). The mineral exports included nickel ore, chrome ore, iron ore and smelted nickel in various forms. Australia bought iron ore to the value of more than £275,000.

● The British Trust for Ornithology has written to thank a New Hebridean police constable for reporting the finding of a dead Cape pigeon, with a ring on its leg, at Tanna last September. The bird, a kind of petrel, was ringed as a nestling last February by the British Antarctic Survey at Signy Island in the Antarctic. The British Trust heard about the bird after the constable took it to the British District Agent, Mr. John Leaney. The Trust said the report was the most important it had ever had from the Pacific.

● Shipments of bananas from Fiji to New Zealand in 1963 totalled 196,299 cases, valued at about £230,000. In the previous year, the number of cases was 149,934.

● The first helicopter survey of timber stands in Papua-New Guinea has been completed in the Gogol River area, near Madang.

Carried out by normal methods, the survey would have taken at least six months. Using a helicopter, the Department of Forests completed it within 10 days.

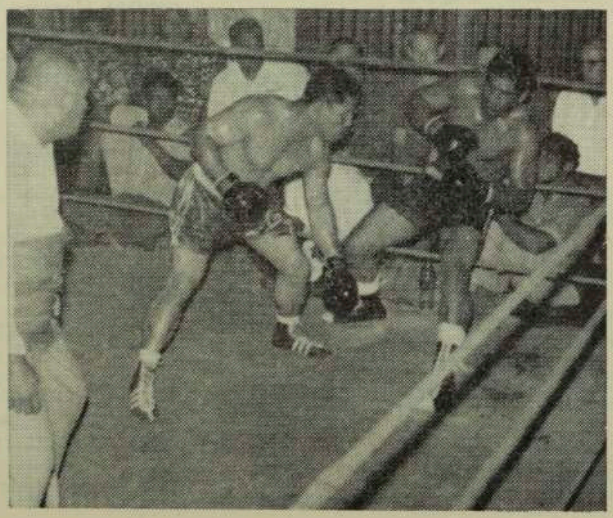
About 130,000 acres were surveyed.

Forestry officers estimate that the area contains about 150 million super feet of Kwila, a very durable hardwood. Tenders for the area will be called by the Department this year.

● New Caledonia was in the throes of a severe drought in January. As a result fires were raging in many country districts; water restrictions were in force in Noumea; part of the generating equipment at the Yate River hydro-electric station was shut down for lack of water; and meat was expected to become scarce.

● UN official Harry Spence hopes to have the new Regional UN Office for the South-West Pacific established in Apia in late March. Two UN people will be on his staff; the rest of his staff will be recruited locally. In addition to the 10 UN technical experts already at work in Western Samoa in agriculture, education, health, public works and statistics, another eight UN employees will be at work in the territory in 1964.

These will include a senior development economist, a fiscal economist to make a 3-4 months study of taxation



IN THE RING: Tongan heavyweight boxer George Mahoni returned to Nuku'alofa from Auckland in December to take up a challenge by another local heavyweight, Paula Ta'ufo'ou. But Mahoni (left) was always in command, and beat Ta'ufo'ou on a TKO in the 10th round. — Photo: Hettig.

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and government revenues, a teacher-training expert, and two tropical agricultural instructors.

● More than 400 travel men from 27 countries will converge on Australia in February and March for the 13th Annual Pacific Area Travel Association Conference and Workshop.

They will join 200 Australian delegates to discuss all aspects of travel in the Pacific in what will be one of the world's biggest tourist forums ever held.

The conference runs from March 2 to 6 at the Menzies Hotel, Sydney.

A PATA Workshop will precede the conference at the Southern Cross Hotel, Melbourne, from February 27 to 28.

(PATA is an organisation to develop, promote and facilitate travel to, from and within the areas of the Pacific. Its members represent 23 governments, 27 airlines, 10 shipping companies, 299 travel agencies, 90 hotels, 23 publishing houses and 40 other firms and organisations with travel interests in the Pacific.)

● Reporting statistics on the regular air services in Papua-New Guinea for the year ended June 30, 1963, the Chief Statistician, Mr. C. L. Walters said recently that regular air routes in the Territory now totalled 12,615 miles.

During 1962-63, aircraft had flown nearly two million miles, he said.

Planes were in operation for almost 15,000 hours and carried more than 103,000 passengers.

The aggregate distance flown by these passengers on Territory routes last year was over 24 million miles.

● During the 1962-63 financial year, 600 miles of vehicular roads were built in Papua-New Guinea. This increased the total trafficable roads to 7,092 miles in all parts of the territory.

The districts with the highest mileages are Eastern Highlands, 1,027 miles; Sepik, 834; Morobe, 823; and Central District, 814 miles.

● The French Navy in the Pacific was due to receive a DC4 aircraft in January. The plane will be based at Tontouta (the international airport that serves Noumea). An announcement said the plane would be used "for transporting troops and for carrying the High Commissioner and other important officials on missions." A second DC4 for the Navy is expected later in the year.

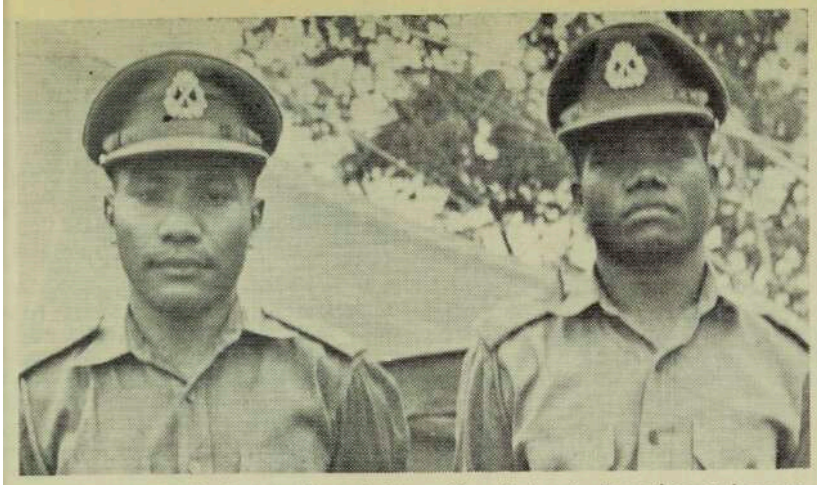
● A move which may lead to the establishment of a Pacific Province of the Anglican Church was made at a recent meeting of the South Pacific Anglican Council held at Honiara, BSIP. The council comprises representatives from the Dioceses of Poiynesia, Melanesia, New Guinea and the Torres Strait Mission of the Diocese of Carpentaria.

The formation of a Pacific Province, which has been mooted for many years, would co-ordinate the work of the dioceses and would be more realistic for them in dealing with the development of the South Pacific Anglican Church.

● The Registrar of Co-operatives in the Gilbert and Ellice Islands Colony, who has accumulated a large stock of handcrafts, including model canoes, new types of fan and mats from the Southern Gilberts, has hopes that the Colony will develop a profitable export trade in these articles.



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HOME FOR A SPELL: Back on leave in Papua-New Guinea in December, and accepting congratulations for having made history, were 2nd Lieutenant Ted Diro and 2nd Lieutenant Patterson Balive, who are the first P-NG natives to graduate as commissioned officers of the Australian Army (PIM, Jan. p. 10). Both are aged 20. Diro comes from Rigo, Papua, and Balive from a village near Talasea, New Britain. The two officers will soon return to Australia for further training, but at the end of the year they expect to be posted back to the Pacific Islands Regiment, which up to now has had all European officers.—Official P-NG photo.

● Airlines of NSW will put a new flying-boat into service between Sydney and Lord Howe Island next Easter. The new aircraft, a Sunderland, was secured on lease from the Royal New Zealand Air Force in December and will replace the *Pacific Chieftain*, which was wrecked in a storm at Lord Howe last July. A party of Ansett engineers visited Lord Howe Island in early December to salvage portions of the wrecked flying-boat for use in the conversion. After salvage operations were complete the remains of the aircraft were towed out to sea for disposal.

● Three small New Hebridean girls, all aged about five, were drowned at Santo just before Christmas when they went in for a bathe in the Segond Channel. They were apparently swept away by a current. One child was the daughter of Mr. Timothy Bila, senior clerk in the British District Agency, Santo.

● A boy, who was swimming with his girl friend in the lagoon at Tarawa, GEIC, was involved in an unusual accident recently. The two lovers were supporting themselves on floats from Japanese fishing nets when the girl dived under the boy and released the float she was holding. The float shot up through the water and smashed the float supporting the boy. The result? The boy's abdomen badly gashed by broken glass and a stitching job for the Colony Hospital.

● The discussions between the two factions disagreeing over the conferment of the Tupua Tamasese title in Western Samoa resulted in a stalemate, and the case has been filed with the Lands and Titles Court for settlement. It is expected to be reached soon.

● New Caledonia's internal air line, Transpac, which recently celebrated its eighth year of service and carried its 100,000th passenger, has begun an air taxi service with light planes.

The service is available to a number of centres in the country that have no air strips capable of using the regular de Havilland Herons and Dragons, which compose the Transpac fleet.

The planes Transpac is using in the taxi service are a Morane Rallye and a Piper Cherokee. A two-motor plane capable of carrying five passengers is to be added to the fleet during the year.

● The first major revision of the Code of the United States Trust Territory of the Pacific Islands is being made in Saipan, Mariana Islands. The High Commissioner, Mr. M. Goding, has called for a major revision and reorganisation of the laws of the Trust Territory to meet the social, economic, and political development of the people of Micronesia.

● The people of Papua-New Guinea speak one-quarter of the

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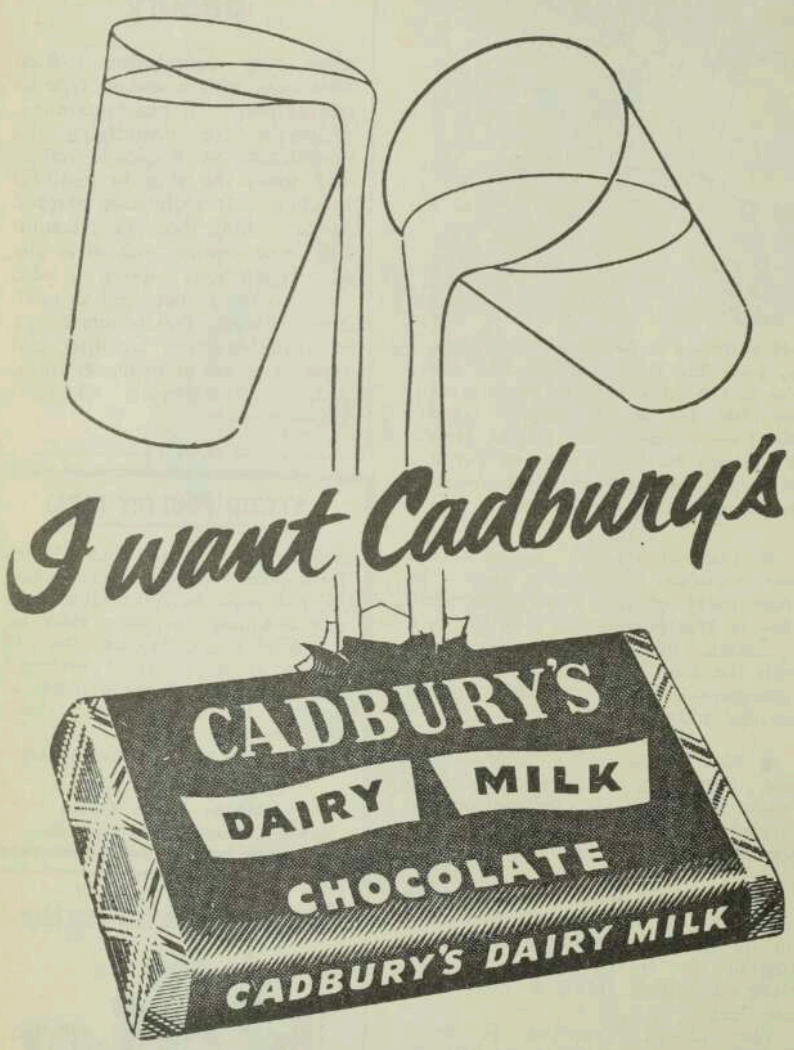
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world's known languages, according to the Rev. Leo Buckman.

Mr. Buckman, who is secretary of the British and Foreign Bible Society for Papua Guinea, said this in an address at the Port Moresby Rotary Club recently.

He said there were more than 700 known languages in the Territory, not including dialects or place talk. Of these, only 36 had been translated.

● Following an explosion of a 4½ oz pressure can of "Perfect Net" hair spray in Brisbane in January, causing burns to a young woman, the spray was withdrawn from sale in Australia and in Papua-New Guinea stores. Apparently some of this size can were faulty. A chemical reaction resulted in the production of hydrochloric acid.

● At the end of December, serious labour disputes among the phosphate workers at Ocean Island were reported officially to be threatening the economy of the GEIC. The Phosphate Commission and GEIC labourers had reached a deadlock over conditions.

● So bad is the telephone service between Kokopo and Rabaul, NG (a distance of 23 miles) that the Kokopo Town Council in January unanimously agreed to request that last year's fees be refunded to subscribers. One councillor said he had found it quicker to drive to Rabaul and back than get a phone call through.

● A dispute over the succession of High Chieftainship at Butaritari, in the GEIC, has been resolved by the GEIC Resident Commissioner, Mr. V. J. Andersen, after a visit. The islanders have agreed to abandon the hereditary system, and lands formerly owned by the High Chief will be distributed.

● Workmen erecting an aircraft beacon at Betio, Tarawa, were shocked to find a 450 lb unexploded bomb near Police Headquarters. An appeal was made to the RNZAF to send up a bomb disposal expert to deal with it.

● Elections for Western Samoa's Legislative Assembly will be held on April 4. Electoral rolls will close on February 7. Parliament will be dissolved on February 8, and nominations for the elections will close on February 28.

● Increased air services brought a record number of 371 passengers to Norfolk Island in December. Of these, 201 came from Australia and 170 from New Zealand.

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People

DUE to the initiative of Fiji Government Archivist Mr. A. I. Diamond, Sydney's Mitchell Library is to obtain the original journals of Commodore James Graham Goodenough, who played an important role in the early history of Fiji. The journals, which fill nine volumes, date from May, 1854, to August, 1875, when Commodore Goodenough was mortally wounded by a poisoned arrow in the Solomons.

After Mr. Diamond had learned that the Goodenough journals were in the possession of his granddaughter, Miss Cecilia Goodenough, in London, he wrote to the Mitchell Library suggesting that the library's London agent should get in touch with her.

The result was that Miss Goodenough presented the journals and other papers of her grandfather to the library. The library has now decided to make a microfilm copy of them for the Fiji Central Archives in appreciation of Mr. Diamond's initiative and assistance.

* * *

Mr. J. H. Forster, accompanied by his wife, was due to arrive at Pitcairn Island from New Zealand on December 30 to take over as Education Officer and Government Adviser from Mr. S. A. Kinder. Mr. Kinder had held the job for the previous two years, during which his wife gave birth to a son, David, who has the honour of being the only "outsider" to be born on Pitcairn for about 50 years.

* * *

Mr. J. M. G. Halsted, the new British Council representative in Fiji, arrived in Suva in December. He had served at Rangoon for the previous two years. Earlier, he served in Hungary, Pakistan, Ethiopia and Iran. He joined the British Council in 1947.

* * *

Dr. R. R. Nayacakalou, 36, has become the first Fijian to be made a lecturer at Sydney University. He has been appointed lecturer in anthropology, but he will not take up his appointment until March next year as the university has agreed to his being seconded by the Fiji Government for a year after he leaves Hawaii in February.

Dr. Nayacakalou is at present a visiting scholar at the University of Hawaii, where he is doing research into urbanisation and other social changes in the Pacific.

He graduated from the University of New Zealand as Bachelor of Arts in 1952 and gained his degree of





SYDNEY VISITORS: Recent visitors to the Polynesian Association in Sydney, while holidaying in NSW, were this happy group (top) from Norfolk Island — Richard Snell, Denis Reilly, Miss Trudy Christian, and George Le Cren and (below) Mr. and Mrs. J. A. Foster, of Suva. Mr. Foster is a solicitor's clerk in Fiji.—Tele-Photos.



Beautiful hair styles are now being made to look more attractive with the "Peek-in" Glow of beauty. The rich delightful translucence you see when looking into the depths of amber or a precious stone—it is not a glitter—not a shimmer or polish, but something far more beautiful. It is a glow that enables you to look into the hair and see its loveliness at depth.



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Dr. R. R. Nayacakalou.

Master of Arts with first-class honours in anthropology in 1955.

Last year he received the degree of Doctor of Philosophy at London University.

He has specialised in the social anthropology of the South Pacific area and particularly in problems of social and economic change. He has written occasional articles for *PIM*.

* * *

There was one knighthood for South Pacific British territories in the New Year Honours List, and the list generally was smaller than in other years. The knighthood went to Mr. Justice Alan Mann, Chief Justice of Papua-New Guinea since 1957 (Knight Bachelor).

Other honours for Papua-New Guinea were: Mr. B. E. Fairfax-Ross, MLC and businessman (CBE); Dr. Joan Refshauge, recently retired from the P-NG Department of Health (OBE); Rev. David Ure, secretary of the LMS and Papuan Ekalesia (OBE).

The list for the Western Pacific High Commission area comprised Mr. A. L. Abraham, former BSIP Police Chief (OBE), and MBE's for Mr. M. Burabeti, a GEIC magistrate; Mr. I. T. Uriam, Senior Copra Inspector in the GEIC; Mr. Geoff Wilson, for many years manager of Burns Philp in the New Hebrides and now manager of the company's Labasa, Fiji, branch; and Mr. Keith Woodward, Assistant Secretary of the British Residency in the New Hebrides. The British Empire Medal was bestowed on Mr. Esau Hiele, a BSIP Higher Clerical Officer.

The Fiji list comprised Mr. D. M.

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N. McFarlane, Suva barrister and solicitor and former Mayor of Suva (CBE); Mr. D. T. Lloyd, Director of Lands since 1955, and Mr. L. R. Martin, Suva businessman and first chairman of the South Pacific Games Council (both OBE's); and Ratu Timoci Vosailagi, paramount chief of Nadroga; Mr. Freddy Ieli, District Officer, Rotuma; and Mr. Abdul Lateef, Suva barrister and solicitor (all MBE's).

* * *

Mr. Charles Birchmeier as from January has become Officer-in-Charge of the South Pacific Commission's Publications Bureau in Sydney, and Editor of Commission publications. The Publications Bureau is a new title given an amalgamation of the SPC's Sydney Literature Bureau, its Editorial and Publications Officer and its Sydney Office. Mr. Birchmeier has been with the Sydney Literature Bureau since 1955.

* * *

Former Rabaul (NG) barrister and solicitor and MLC, Mr. Dudley Jones, has now settled down in a new practice in Townsville, Queensland. Islands residents still seek his services. He has been briefed to go to the Solomons in February on an interesting law case there.



Planning a visit to Western Samoa, where their son, Michael, is engaged to marry Miss Calmar Annandale, of Apia, are Mr. and Mrs. L. Betts of Sydney, here photographed at a Polynesian Association gathering.—Tele-Photos.

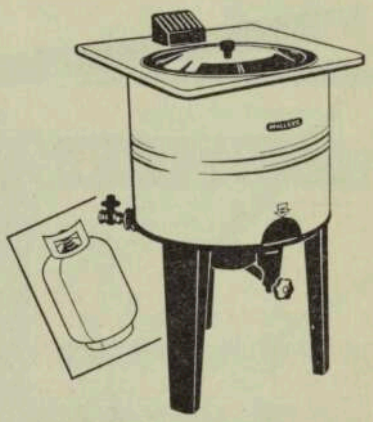
Mr. C. R. Lambert, who retired as Secretary to the Department of Territories in November, has agreed to temporarily continue in the post to help the new Minister for Territories, Mr. C. E. Barnes, become acquainted with the Department. Mr. Lambert accompanied Mr. Barnes to Port Moresby in January when Mr. Barnes made his first visit to the Territory since his appointment.

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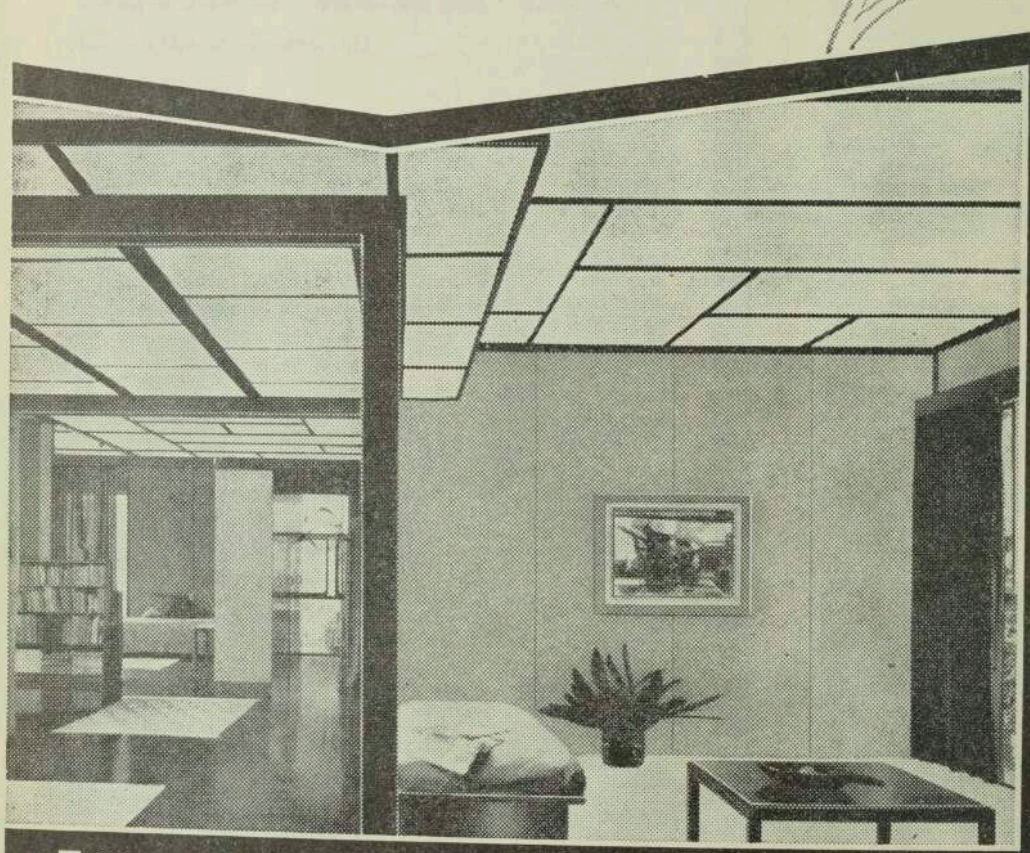
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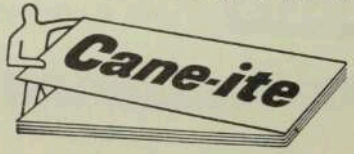
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Pacific Commerce and Produce

New Scheme May Underwrite Some P-NG Investment

Legislation now being framed in Canberra may go part-way towards underwriting some Australian investment in Papua-New Guinea.

THE proposals were outlined in the policy speech of Mr. John McEwen, Deputy Prime Minister, Minister for Trade and leader of the Australian Country Party before the 1st Australian general elections on November 30. Mr. McEwen has since amplified the proposals.

It is proposed that manufacturing and commercial activities established overseas, including Papua-New Guinea, by Australian companies will be insurable by the Government against non-commercial risks—that is, war risks, riots, nationalisation, confiscation and similar perils that, all too often, have overtaken private enterprise in newly independent Asian and African countries since World War II.

The scheme will be similar to those already operated by the Governments of the United States, Germany and Japan in respect of their own nationals. It is proposed (although all proposals will have to get Cabinet approval before being presented to Parliament), that cover for about 80 per cent. of new capital investment will be available at a premium of about ½ of 1 per cent.; and that loss of remission of earnings up to 10 per cent. of capital invested will also be insurable at a further ½ of per cent.

Who Benefits

Primarily, the insurance scheme will be for new Australian investment overseas and it will be based on the premise that manufacturers will amortise their investment over approximately 20 years.

Manufacturers already established in overseas countries may come into the insurance plan also but each case will be considered individually. If, for example, a manufacturer has been established overseas for a dozen years and has been earning good profits, it might be considered that the manufacturer's own amortisation arrangements give him sufficient protection.

The main idea behind the scheme is to provide outlets for Australian exports—e.g., an Australian woollen mill in Pakistan would consume Australian wool; or an Australian flour mill in Fiji would consume Australian wheat. To this extent the insurance plan is an extension of various incentives given by the Australian Department of Trade (now to be called the Australian Department of Trade and Industry), to Australian exporters in the last two or three years.

What is new about the proposals is the inclusion of Papua-New Guinea. Before an Australian manufacturer can set up a manufacturing plant abroad he has to have the approval of the Australian exchange control section of the Treasury and this gives the Commonwealth Government final discretionary powers over what manufacturing industries are set up overseas.

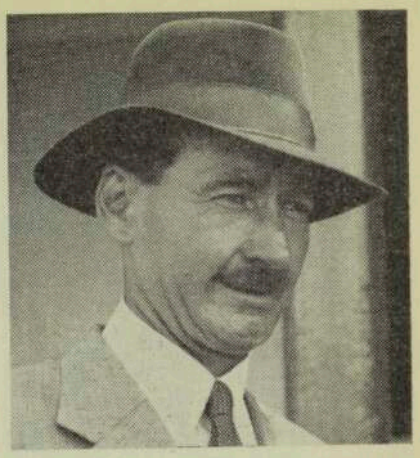
Papua-New Guinea, however, comes within the Australian currency bloc and the Commonwealth Government has no control over the individual who wants to set up any sort of business whether it be a milk bar or a cement factory.

Some Points Not Known

Whether something will be written into the proposed legislation giving the Commonwealth Government power to choose which new investors in P-NG it will insure and which it will not is not known at this stage.

Old-established private enterprise in the Territory will be on the same footing as old-established Australian enterprise anywhere else overseas: each case will be considered on its merits.

Because of the possibility of self-government in P-NG, and all that can mean these days, the Territory has been in the economic doldrums for the last four or five years. The new insurance scheme, when it comes into operation, will at least remove most of the risks and most of the excuses Australian manufacturers have had for not setting up branches in P-NG.



Mr. C. E. Barnes.

The new insurance scheme will be administered by the Overseas Export Insurance Corporation, of the Australian Dept. of Trade and Industry. In late January Departmental officers were working on the new scheme prior to submitting proposals to Commonwealth legal draughtsmen who are already working at top pressure on new legislation promised during the last election campaign.

As the new insurance scheme was part of Mr. McEwen's policy speech, and as such is provided for in the next Budget, it is expected that the new legislation will come before Parliament in the next session and be in operation by the second half of this year.

Questions about security of investment in Papua-New Guinea were asked the New Minister for Territories, Mr. C. E. Barnes, when in January he made his first visit to P-NG since his appointment.

He replied that P-NG offered far more stability for outside investment than either South America or Africa. In Asia there were not so many investment opportunities, with the exception of Malaysia.

Mr. Barnes said the future of P-NG must be based on its agriculture and the big problem was markets.

There were markets to the Territory's north, particularly in Red China and Japan. The standard of living was increasing in these countries.

He said important exports to the north in future years could be beef and timber as well as copra and other tropical products.

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BSIP To Sell More Copra to Japan

THE 1963 contract between the BSIP Copra Board and the Mitsui Company for the sale of 3,000 tons of Protectorate copra was completed in January when the MV *Herbjorn* loaded the last 350 tons for Japan.

The manager of the Copra Board, Mr. D. S. Corner, said that the contract with Mitsui for 1964 had not yet been signed, but it had been verbally agreed with the company that the Board will sell 5,000 tons of copra FOB in the Solomons to Mitsui this year. The price agreed for 1964 is 2/6 sterling per ton higher than the 1963 contract price.

The overseas copra market price had remained firm at 198.5 dollars from December 20 until January 3, the latest date for which the Copra Board had received quotations.

Copra production in the Protectorate in 1963 amounted to 25,199 tons. This is a record year, 1,500 tons over last year's production and 1,300 tons over the former production record in 1962.

Western Samoa Breaks With Unilever

IN a major marketing decision, the Western Samoa Copra Board announced at the end of 1963 that it was not going to renew its five-year-old contract with Unilever, London, but that it was going to sell the bulk of Samoa's copra production during 1964 on the open market.

The decision was taken following discussions in London in September by Secretary of the Copra Board, Herman Thomsen, with UK buyers.

Mr. Thomsen said that Samoa considered that the terms of the contract, which was negotiated in 1957, were out of date. He said the break was made because Unilever refused to consider improved prices and higher premiums on quality, which had been asked for by Samoa.

He said that he got the impression during his London discussions that Unilever was close to acceptance but held back only through fear of the effect increases for Samoa might have on other Pacific suppliers.

Up till the break, Unilever had been buying Samoan copra under contract at prices based on the sale of Philippines copra on the London market. During 1963, Western Samoa sold in UK 3,200 tons on the open market and 5,500 tons to Unilever. The returns throughout the year were better on the open market.

"Western Samoa's copra has established its reputation as good copra in the United Kingdom and on the Continent, and it is much in demand. I do not anticipate any trouble disposing of all our copra on the open market — in the United Kingdom, Europe or elsewhere," said Mr. Thomsen.

He said that in the light of the Silsoe report on the copra industry in Fiji recommending a more unified voice in South Pacific produce marketing, it was possible other territories might later follow Samoa's example.

Mr. Thomsen recommended marketing unification in 1961 when, in a report to the Financial Secretary in Samoa, he said he felt the Unilever attitude was close to exploitation of underdeveloped countries.

The only contract made by Samoa for 1964 has been for the supply of 3,500 tons to Abels in New Zealand. The Bank line freight agreement has also been renewed at an increase of 22/6 a ton to 187/6.

Samoa's 1963 exports of copra were 14,997 tons valued at £850,000. This compares with 12,805 tons worth £645,907 for 1962. Mr. Thomsen attributed improved production figures to the higher local buying price based on £62 a ton at the end of the year.

Total banana exports for the year were just over 685,000 cases compared with 760,835 cases for 1962.

Cocoa production, which reached 5,258 tons worth £1,165,802 in 1962, was expected to be down.

New Plan to Beat Rhinoceros Beetle

DR. Charles Peterson Hoyt has been made manager of the joint United Nations Special Fund and South Pacific Commission project aimed at controlling and eventually eradicating the coconut pest *Oryctes rhinoceros* and related insects.

The SPC's Secretary-General, Mr. W. D. Forsyth, announced this in January.

Dr. Hoyt, an American, is a graduate of Stanford University, California, and since 1955 has been with the South Pacific Commission as Entomologist in charge of its rhinoceros beetle project.

He has worked in Malaya and Africa as well as in the Pacific.

The new joint project has been conceived as an expanded and accelerated attack on rhinoceros beetle and similar pests in the South Pacific.

These seriously threaten the copra industry both in territories where they are established and in others to which they they could spread.

The new project, which will g under way almost immediately, r sulted from an approach by the SP to the Special Fund of the Unite Nations three years ago.

The Special Fund has allocate $558,000, which will be matched b the five participatng Governments c the South Pacific Commission (Aus tralia, France, New Zealand, th United Kingdom and the Unite States), which between them will cor tribute $344,000 in cash, while th Governments of New Zealand an Western Samoa will provide service and facilities equivalent to $75,000

The project will be based o Western Samoa and will be sprea over five years.

Norfolk Freight Rates

BURNS PHILP'S shipping depart ment was a bit upset in Januar over a statement in *PIM* for tha month that the freight rate betwee Norfolk Island and Australia i £17/10/- a ton. The figure wa given to a *PIM* writer on Norfol Island, but BP's say the correc figure is £12 a ton for general cargo

The Stock Market

SYDNEY SALES PRICES

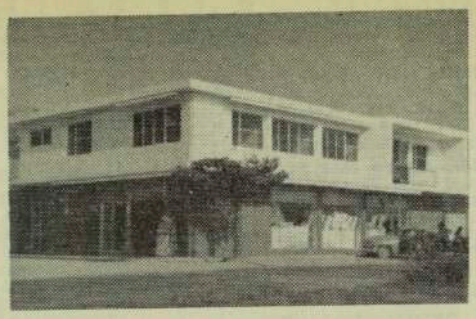
	Dec. 19	Jan. 20
Bali Plantations . .	5/9	6/3
Burns Philp	86/3	99/-
Burns Philp (SS) .	56/-	61/-
Choiseul Pintn. . .	92/-	89/-
C.S.R. Co.	75/3	80/-
Dylup. Plantations .	7/6	10/-
Fiji Industries . . .	14/6	17/1
Hackshall's	18/9	19/6
Kerema Rubber . .	2/11	3/9
Koitaki Rubber . .	15/7	17/6
Lolorua Rubber . .	8/6	8/9
Makurapau Pintn. .	4/9	4/6
Maribol Rubber . .	5/6	6/6
Pacific Is. Timbers .	2/3	2/4
Palgrave	2/9	2/6½
Plantation Holdings .	3/5	3/6
Queensland Insurance	118/-	107/6
Rubberlands	5/-	3/6
Sandy Creek	6d	6d
Sangara	10d	9d
Sogeri Rubber . . .	7/3	7/6
Sthn. Pac. Insurance	32/6	33/6
Steamships Trading .	14/-	14/9
W. R. Carpenter . .	32/6	36/-
Watkins Consolidated	3/3	3/1

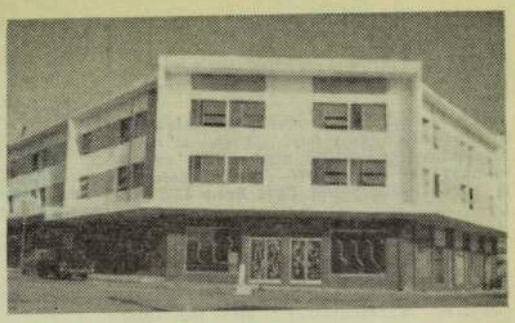
OIL AND MINING SHARES

	Dec. 4, 1958	Dec. 19, 1963	Jan. 20, 1964
Emperor . .	b9/-	s7/6	s7/6
Loloma . .	b30/-	s20/6	s20/6
Bulolo G.D.	b32/-	s51/-	s62/-
N.G.G. Ltd.	b2/3	s2/10	s3/-
Oil Search .	b9/9	s2/-	s2/1
Ent. of N.G.	s11d	s3d	s3d
Pac. I. Mines	—	b5/5	s6/-
Ditto Opt. .	—	s3/5	s3/7
Papuan Apin.	b4/6	s6/2	s6/-
Placer Dev.	b91/-	s230/-	s235/-
Timor Oil .	n.q.	s10d	s10d

Sydney Stock Exchange share price index for "Ordinaries" on Jan. 20 was 374.46, on December 19, it was 357.92.

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NEW LOOK: Vila, New Hebrides, is getting quite a modern, well-groomed look about it these days as new buildings go up here and there. These two, in the main street, are (left) Societe Hebrida's self-service store, which opened late last year, and (right) the new Hotel Vate, which will be open for business early this year.

Photos: Reece Discombe.

ecord Fiji Sugar Season: rospects Bright for 1964

THE Fiji cane crushing season which ended on January 9 established a record. The four mills, at autoka, Rarawai (Ba), Labasa and enang (Rakiraki), crushed 2,336,894 ns of cane. The previous record as 2,313,102 tons in 1959.

The output of raw sugar was about 00,000 tons, about 20,000 tons ore than the previous record set 1959. At a conservative estimate e 1963 crop will be worth £15 illion, for the British Commonealth Sugar Agreement price, under hich Fiji sells about 130,000 tons f raw sugar, is more than £F50.

And the world price is much higher than the Commonwealth price, and has been for more than 12 months.

The world sugar market is a seller's market now, and looks like staying that way, at least until the end of this year. Another record crop, barring a hurricane or some other natural disaster, is in sight for Fiji this year, and with a world demand for sugar for several reasons, no sharp drop in prices appears likely.

Cuba cannot recover from the 1963 hurricane for another two years at least, if ever. Brazil has had a bad drought, and Australia lost a lot of sugar in a bad fire at a terminal at Townsville last year. Those are just some of the factors which will help to keep prices in sellers' favour for 1964 at least.

South Pacific Sugar Mills Ltd., a subsidiary of the CSR Co. Ltd., which operates the four mills in Fiji, said that the 1963 crop had been well cultivated and more fertiliser than ever before had been used. Farmers and harvester gangs had kept up a steady supply of cane to the mills, except for one brief spell of wet weather.

The four mills crushed continuously since May 9, and all are now preparing for the 1964 season. SPSM is now engaged on an expansion programme which will enable even bigger tonnages of cane to be crushed in future.

The tonnages of cane crushed at each mill in 1963-64 was:

Lautoka, 1,084,927, finished January 9; Rarawai, 735,512, finished January 7; Labasa, 364,515, finished January 5; Penang, 151,940, finished November 24.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ ANK and BANK OF NZ. Australia on iji,** basis £100 Fiji: Buying, £A111/2/6; elling, £A113. **Fiji-London,** basis £100 ondon: B, £110/15/-; S. £112. **NZ-Fiji,** asis £100 NZ: B, £111/11/9; S. 110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. . B. £A123/12/6; S. £A124/10/9. **Samoaondon,** basis £100 London: B. £99/7/6; . £101/10/-. **Samoa-NZ,** basis £100 NZ: . £100; S. £100/10/-. **Samoa-Fiji** basis 100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank uotes exchange rate **Australia-Norfolk sland:** 5/- per £A100.

PAPUA-NG. — COMMONWEALTH BANK Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, avieng, Madang, Wewak), **BANK OF SW** (branches: Port Moresby, Lae, Bulolo, abaul, Madang, Samarai, Goroka, gencies: Wau, Boroko, Kokopo), **ANZ ANK** (Port Moresby, Lae, Rabaul) and **ATIONAL BANK OF A/ASIA.** Port loresby, Lae) quote exchange rate ustralia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific rancs (CPF) are used in New Caleonia, New Hebrides, and Fr. Polynesia. **RENCH BANK (Comptoir National 'Escompte de Paris,** Sydney), in Nov., 963, quoted: Selling, Noumea, 196 Pac. rancs to £ Aust.; Papeete 196 (nom.) ac. francs to £ Aust.; 247 Pac. francs o £ Stg., 96.5 Pac. francs to US $; loumea 18 Pac. francs to 1 French ranc (conversion rate: 1 Pac. franc quals 0.055 French franc), Paris-London: elling 13.711 francs to £Stg.

Bureau Closes

THE Bureau de Recherche Geologique et Miniere (Bureau of Geological and Mining Research), a French Government organisation which has been working in New Caledonia since 1952, is ceasing activities in New Caledonia and also in Tahiti. Reasons given are "economic".

Some 87 employees (engineers and labourers) will be affected. Engineers in New Caledonia and Tahiti will return to France.

The organisation has done a tremendous amount of work in New Caledonia. Prospecting has been done in nearly every corner of the territory.

BSIP Rice Plan Gets Under Way

THE Commonwealth Development Company in Honiara, BSIP, has leased 115 acres of land near Ilu, and intends to use 45 acres for dry rice, 45 acres for wet rice, and the rest for planting oil palms.

The manager, Mr. R. Johnson, said recently that about 30 acres of land had already been ploughed for dry rice planting; a tractor is expected from Fiji within the next few weeks to pull up stumps.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £61/10/- per ton; FMS, £60/-/- per ton; Smoke-Dried, £59/-/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Jan. 20 prices were: HAD £F56/15/-, FM £F54/5/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in January was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc.

NEW HEBRIDES:—The latest copra price available was approximately £41/-/- (8,200 Pac. francs). French price at that time was 955 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Price for first quarter, Jan.-Mar., 1964, is £NZ61/0/1 1st grade, £NZ59/15/1 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Jan. 20 was £Stg.208/15/- per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on Jan. 21 reported: Quote No. 1: In store, Rabaul, export quality £210 per ton, or on wharf Sydney, according to quality: £220-£230; quote No. 2: Best quality, on wharf Syd., £235-£240, in store, N.G. ports, £220 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Jan. 8, were: Grade 1, £Stg.215; grade 2, £Stg.205, f.o.b., Apia.

COFFEE.—P.-N.G.: January 21, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/6, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on January 7 as Kenya AA £Stg.391 - £Stg.465, A £Stg.361 - £Stg.445, B £Stg.361- £Stg.405, C £Stg.361- £Stg.376; Bugisu AA £Stg.375, A £Stg.365, B £Stg.345; Tanganyika AA £Stg.375, A £Stg.365, B £Stg.345; Uganda Robusta (standard) £Stg.320.

PEANUTS. — P.-N.G.: Sydney agents reported Jan. 21—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/7 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Jan. 16 was: No. 1, RSS, Spot, 63 Straits cents per lb (21.97d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Jan. 16: White and yellow label processed, standard packs 30/-, green label 29/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 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 quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on January 21 by Sydney independent shell agents were Sound £750, D £500, E £300, EE £190 (in store Sydney). **Cook Islands Penrhyn** £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Jan. 21 indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £90-£95 per ton, f.o.b., Papuan ports; **N.G.**—£90, c.i.f., Sydney; **B.S.I.**—£90-£95, f.o.b., Honiara. No. 2.—**Papua**—£110 per ton; **N.G., B.S.I.**—£100 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Jan. 21: No. 1: £283 per ton, f.o.b., Islands port. No. 2: £300 (best quality), on wharf, Sydney; or £305 f.o.b., Islands port.

CROCODILE SKINS.—On January 21 Sydney buyers quoted for 12 in. and over first grade quality as follows: **P.-N.G.**—24/6 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 16/- per in. **B.S.I.** 24/6 (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port, £95 del. Sydney or Melbourne.

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, Jan. 18, Philippines, in bulk, $196.75 US (equal to £Stg.70/6/-) per long ton, c.i.f., UK/Nth. European ports. Malayan, 1% oil, NQ. UK/Nth. European ports. CEYLON: NQ.

Coconut Oil: LONDON, Jan. 18, Ceylon, 1% in bulk £Stg.104/15/- per ton, c.i.f., UK/North European ports. Straits, 3½%, NQ c.i.f.

Rubber: LONDON, Jan. 16, c.i.f., RSS No. 1 Spot, 19¼d Stg. lb, April c.i.f. 19-9/16d Stg. lb, Jan. c.i.f., 18⅞d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

TRADING NOTES

FACTORY FOR LAE: Concrete Industries (Monier) Limited is to open a new plant at Lae this year. The company's managing director, Mr. K. B. C. Milburn, announced this in December. He said two subsidiaries—Concrete Industries (NG) Pty. Ltd. and Monier Quarries Ltd.—already operated quarries and a plant at Port Moresby.

The Port Moresby plant manufactures concrete pipes, masonry blocks and precast concrete building components.

Mr. Milburn said the new plant would start producing reinforced concrete pipes and then develop other products "as the occasion and demand arise".

PACIFIC ISLAND MINES LIMITED: Negotiations on a joint venture operation at Misima are in progress, according to a January report from the company. Since completion of the Umuna adit, surface and underground operations have been resumed.

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Who put the cat in the cat-cracker?

This is hardly the right kind of cat for a cat-cracker — a cat-cracker being an important piece of oil refinery plant for making better petrol. The word "cat" is short for catalyst, a material which "cracks" heavy molecules and produces a petrol of high anti-knock quality.

Shell, as a rule, use an aluminium "cat" in the form of very fine powder like talc — tons of it—and out of Shell's cat-crackers come highly refined, super-charged ingredients which help make Super Shell the crack-a-jack petrol it is.

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DEATHS OF ISLANDS PEOPLE

Mr. J. D. Stevenson

Mr. John D. Stevenson, an executive engineer in the Fiji Public Works Department, died at Suva on December 29 at the age of 57. He had been stationed at Labasa as District Engineer.

Mr. Stevenson went to Fiji in 1946 from Sydney, where he had held a position with the Water Board. He held posts in various districts before he was posted to Labasa in 1954.

Mr. J. H. H. Millett

Mr. John Horatio Hamlet Millett, Australian-born, but who had a long career in Fiji commerce, died at Auckland on Christmas Eve at the age of 83. He had been in ill-health for some time.

Mr. Millett arrived in Fiji in November, 1907, to work for A. M. Brodziak and Co. Suva immediately attracted him so he decided to stay there, and two years after his arrival he married a Miss Reading, a member of a well known Suva family.

He became a member of the Suva Municipal Council and as chairman of the Works Committee, laid the foundation of development which was to follow later. A shrewd businessman, he saw to it that the council used the public money to the best advantage. He tackled drainage and street and footpath construction as priorities and took steps to put in hand permanent works to replace the old system of patching up.

Mr. Millett was also a pioneer of the Suva power system, an undertaking which, today, returns a handsome profit each year to the Suva City Council.

Mr. Millett had had a lot of experience on Australian goldmining fields, and soon became interested in the possibilities of a gold industry in Fiji when he found gold colours in a creek to the west of Suva Harbour.

In the early days at Vatukoula he pegged out a claim and worked a mine there for some time. He also prospected extensively along the Waimanu River, and for Australian interests inspected areas at Mt. Kasi and Yanawai.

Later in his life Mr. Millet imported a herd of 60 Jersey cattle to set up the dairy industry at Navua after the sugar mill there closed. Butter from that factory won a second prize at a show in Hawaii and was placed third, behind Holland and Britain, at a London exhibition.

He helped to establish the banana export industry which, in its heyday, was sending 200,000 cases a month to Australia and New Zealand.

Mr. Millet played a prominent part in the foundation of the Defence Club at Suva and the Suva Bowling Club.

To later generations in Fiji, Mr. Millett was best known as licensee of the Melbourne Hotel, which was built in 1881 by Mr. John Reading, his wife's father.

Mr. Millett left Fiji several months ago, planning to live in Australia. He visited two of his sons there and then went to New Zealand, where two daughters and another son live. His wife died about 18 months ago.

Mr. M. H. Helsen

Mr. Maurice H. Helsen, well known in South Pacific commerce for many years, and a former French Consular Agent in Fiji, died in Fiji on January 21 aged 54.

Mr. Helsen was born in London of French parentage and joined Burns Philp (SS) Co. Ltd. at Vila in 1937. The next year he went to the company's Wallis Island branch, and in 1945 he was transferred to Apia. He served in Vavau in 1947.

From 1948 to 1950, Mr. Helsen was at Levuka, and in 1950 he became manager of the Suva branch. In Suva, Mr. Helsen joined the board of Burns Philp (SS) Co. Ltd., and boards of associate companies.

He left Burns Philp in 1960 to take up coconut planting at Wainunu, Vanua Levu.

Mr. Helsen served one term as president of the Suva Chamber of Commerce, and it was he who suggested that a Federation of Chambers of Commerce be formed in the Colony. That body is now the recognised leader of commerce in Fiji.

Mr. Helsen is survived by his widow and three daughters, Mrs. Margaret Scrivener (Sydney), Mrs. Gaetane Michael (Suva) and Miss Aliane Helsen, who is at school in Auckland.

Sister Marie Leaute

Sister Mary Leon Leaute, of the Missionary Sisters of the Society of Mary, died in mid-December at Tanagai, on Guadalcanal in the Solomons, at the age of 79.

Born in France, Sister Mary Leon made her religious profession in September, 1906, and in December of that year arrived in the Solomons and never returned to her homeland.

Fifty-four years were spent in the Protectorate, and three of the war years in New Caledonia. For 33 years she was at Tangarare, and 18 years were spent at Visale. Sister Mary Leon spent her last three years at Tanagai, near Honiara, as she was not in good health. She was buried in the missionary cemetery at Visale.

Mr. Bruce Francis

Mr. Bruce Francis, the son of Mr. and Mrs. C. G. Francis, of Rere Plantation, in the Solomons, died suddenly in Sydney on December 20 from a cerebral haemorrhage. He had lived at Rere Point for a number of years and had many friends in the Protectorate.

Mr. E. A. James

The death occurred in Brisbane in late December of Mr. E. A. James, widely known P-NG businessman and former MLC. See p. 71 for a tribute.

Miss Ida Emily Leeson

The death occurred in Sydney on January 22 of Miss Ida Emily Leeson, who was well known to Pacific scholars as Mitchell Librarian from 1932 to 1944 and later as librarian at the School of Pacific Administration in Sydney. She was 78.

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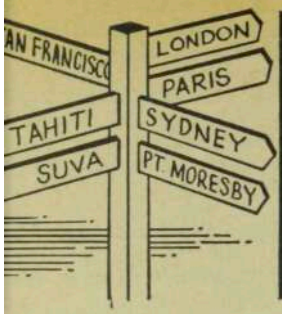
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TRAVEL TALK

Seeing P-NG The Easy Way

Are you one of those people who would like to have a look around Papua-New Guinea without going to the bother of making detailed hotel and travel arrangements? If so, then either of two big Australian airlines operating there, Ansett-ANA and TAA, can help you.

BOTH airlines offer escorted tours in P-NG which enable travellers see the country "without tears". Ansett-ANA has so far organised ne tour for this year and another ill probably be announced later. AA has plans for five.

The Ansett-ANA tour, which lasts ne days and starts in Sydney on pril 23, is of particular interest to ustralian ex-servicemen who fought New Guinea in World War II.

The TAA tours are each of 16 ays, and start in Sydney on May 15, ily 10, July 24, August 28 and eptember 11.

Ansett-ANA Tours

The nine-day Ansett-ANA tour osts £160/17/6 tourist class and 171/2/6 first class. These figures clude full accommodation and ghtseeing tours. Details of the our are:—

April 23: Leave Sydney by air for ort Moresby.

April 24: Arrive Port Moresby to ay at the Papua Hotel on the nights f the 24th, 25th and 26th. Visit ative markets and villages.

April 25: Dawn service at omana War Cemetery followed by nzac Day march.

April 26: Visit Sogeri rubber lantation and Rouna Falls; have nch at Rouna Hotel; visit Kokoda rail.

April 27: Leave Port Moresby at a.m. for Lae; arrive 8 a.m. ourney by road to Bulolo; have nch at Pine Lodge Hotel; inspect Klinkii pine plantation, plywood actory, etc., and stay overnight at Pine Lodge.

April 28: Full day tour to Wau. See gold sluicing and dredging en route. Visit McAdam Park, etc., and return to Bulolo.

April 29: Leave Bulolo by road for Lae, arriving there in time for lunch. Afternoon free. Stay overnight at Hotel Cecil, and on next two nights.

April 30: Harbour drive in Lae, visits to cocoa plantations, botanical gardens, etc. In afternoon, visit Lae War Cemetery.

May 1: Free.

May 2: Leave Lae by air for Sydney.

For those who would like to stay in New Guinea a week longer, Ansett-ANA has arranged an extension tour costing £61/10/-. This includes air travel and accommodation only. Details of the extension tour are:—

May 2: Leave Lae by air for Rabaul, arriving at noon. Afternoon free. Stay overnight and on night of the 3rd at Ascot Hotel.

May 3: Sightseeing in Rabaul.

May 4: Leave Rabaul by air for Lae to connect with flight to Madang. Arrive Madang at 10.55 a.m. Afternoon free. Stay overnight at Madang Hotel.

May 5: Morning free in Madang. Leave by air at 2 p.m. for Goroka, arriving 2.45 p.m. Stay this and next night at Goroka Hotel.

May 6; Free.

May 7: Leave Goroka at 3.50 p.m. for Lae, arriving 4.40 p.m. Stay overnight at Hotel Cecil.

May 8: Leave Lae at 9.15 a.m. by air for Sydney.

TAA Tours

The approximate costs of the 16-day TAA tours will be £231 for first class air travel and £221 for tourist class. The figures include the costs of accommodation and sightseeing trips.

All the TAA tours will begin in Sydney on a Friday, and all follow the same schedule. Highlights of the tours are:

1st day (Friday): Leave Sydney by air at 9.45 p.m. for Port Moresby.

2nd day: Arrive Port Moresby, have morning tea at Hotel Papua, and go on by air to Lae.

3rd day: Launch cruise from Lae to Salamaua and return.

4th day (Monday): Morning visit to cocoa plantation; afternoon tour of Lae, including war cemetery and gardens.

5th day: Leave Lae by air for Goroka. In afternoon, visit passion-fruit factory and native village. Stay overnight in Goroka.

6th day: In Goroka. Visit native market. Fly from Goroka to Madang.

7th day (Thursday): Launch cruise of Madang Harbour.

8th day: Morning tour of Baitabag. Leave Madang by air for Mt. Hagen.

9th day: Visit native market and attend native sing-sing in Mt. Hagen.

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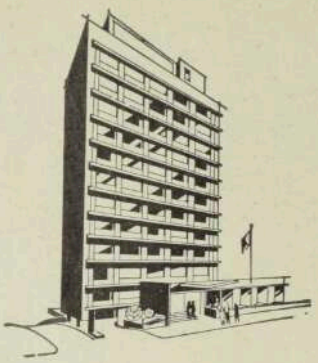
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10th day (Sunday): Road trip t Baiyer River, including visit t mission station.

11th day: Visit Mt. Hagen coffe plantation. Fly from Mt. Hagen t Lae.

12th day: Leave Lae by road fo Bulolo, stopping en route at Gabensi village.

13th day (Wednesday): Visi Klinkii pine mills in morning; mak round trip by road to Wau in after noon.

14th day: Fly from Bulolo t Port Moresby, and transfer to Hote Papua. Afternoon tour of area in cluding native market.

15th day: Tour to Rouna Falls.

16th day (Saturday): Fly fron Moresby to Brisbane and Sydney.

Off The Beaten Track In New Zealand

AS in any other country with growing tourist industry, it i now pretty difficult to get off the beaten track in New Zealand.

Most of the tourism is orientated to the visitor with a limited amoun of time at his disposal, who naturally goes for the big-name tourist spots.

Foremost amongst these, of course is Rotorua—a must on any tourist's itinerary. As a thermal region where anyone is likely to have a boiling mud pool or a geyser at the bottom of the garden it is well worth the price of admission.

But tourists with more discrimination, time and imagination will find a lot in this Rotorua district apart from spouting steam, boiling water, churning mud, and reek of sulphurated-hydrogen, and the Maori native life that goes with it.

Rotorua is the centre for a chain of lakes that come in all sizes, shapes and colours.

Around some of these is some of the loveliest natural bush scenery in the Dominion—thick rain-forests of rimu and beech with a solid underbrush of ferns, vines and shrubs that, as reserves, have survived the axe of the pioneer pakeha who has converted most of the rest of the country into lawn-like farms.

One of the most attractive of the Rotorua lakes is Okataina, about 15 miles in distance and a century in time from Rotorua.

The lake, with the surrounding forest-clad hills, was given as a reserve by the Maori owners to the Government about 80 years ago and the area has remained completely unspoiled. The only human habitation is the Okataina Tourist Lodge, owned and operated by the Beamish-White family.

The Lodge can accommodate 12,

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single and double rooms each with h, etc., and central heating. commodation and meals cost und £NZ3/15/- per person per .

There is a cocktail bar and the pitality is of the personal family d.

The lake has some of the finest ut fishing—its rainbow trout raging 6-7 lbs.

Both fly and trolling fishing is mitted and gear, licences, boats l tuition are available at the lodge. The Lodge also hires out a fleet drive-yourself speedboats or row-boats; and a 40 mph cabin-iser is available for short cruises /6 per person for 20-25 minutes). The drive-yourself speedboats (two ters) cost 22/6 a half hour; four ters, 40/- per half hour. Water ing is 30/- per half hour (includ-gear).

Motor boats for trout fishing can hired at £3/10/- per day; and a ve yourself cabin cruiser at £6 per .

Until two years ago the Lodge l a fine sandy beach at its front or. But due to one of those torua underground mysteries, the el of the lake has risen about feet since then.

This has demolished the beach, which is the Lodge's souvenir shop, and is laying bare a number of relics of the Maoris who inhabited the islands and foreshores before they moved out 80 years ago.

Bookings and inquiries for Lodge accommodation, boats, fishing, water skiing and casual meals can be made at any time by phone from Rotorua by asking the exchange to put you on to Beamish-White, Lake Okataina. Postal address: Beamish-White, Lake Okataina, Rotorua, NZ. (All currency quoted is NZ).



Try Moscow En Route To Europe

SOUTH Pacific travellers looking for a change on their next trip to Europe might consider flying by way of Moscow. It can be done direct from Sydney on the one airline, Air India.

An Air India Boeing 707 flies from Sydney to Moscow each week leaving Sydney at 10.30 a.m. on Wednesdays. Economy class, round trip fare from Sydney to London, via Perth, Singapore, Madras, Bombay, Delhi and Moscow is £A589. From Fiji the flight would cost you £A653.

You would need to travel by one of the other airlines on the Nadi/Sydney sector, although this won't always be so as Air India is expected this year to extend its services to Fiji, where quite a number of its present passengers originate. The only other airline on the Delhi/Moscow sector is the Russian one.

One of the advantages of Sydney-Moscow-London flight is the easy access to the Scandinavian countries.

You don't need a visa in the Soviet Union these days unless you intend to stop over more than 24 hours, but visitors' visas are not hard to get, as there has been a considerable thawing of the Cold War, and the Soviet is actually welcoming visitors.

Hotel tariffs in Moscow range from a daily £A6 to £A16, depending on standards and the time of the year.

N&R
NELSON & ROBERTSON

ANNOUNCEMENT

We are pleased to advise our many friends throughout the Pacific Islands that we have recently been appointed Booking Agents for all major Airlines and Overseas Passenger Vessels.

PASSPORTS, TRAVEL AND HOTEL BOOKINGS ARE ALL ARRANGED WITHOUT CHARGE

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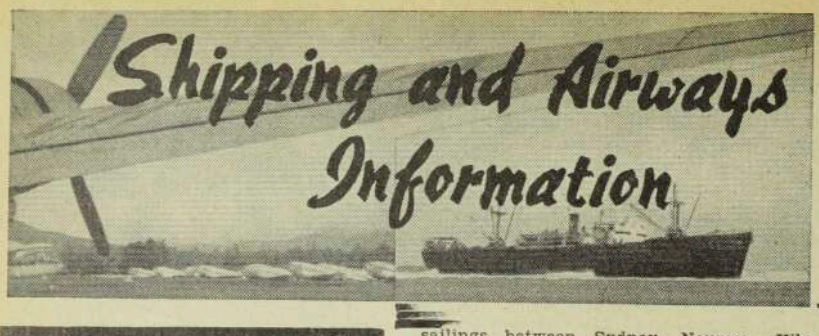
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197 Clarence Street, Sydney,

OR

Our Territory Agents: RABAUL TRADING CO. LTD., LAE—MADANG—RABAUL

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● 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.

SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailing: Feb. 20 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana Mar. 6 (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.

Next sailing from Sydney: Mid-March (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

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 Taiohoe, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Oceanien: Papeete Apr. 15-18, Vila Apr. 25-26, Noumea Apr. 27-30, arr. Sydney May 3.

Tahitien: Papeete May 17-20, Vila May 27-28, Noumea May 29-June 1, arr. Sydney June 6.

Next outwards voyages, ex-Sydney:

Oceanien: Dep. Sydney May 5, Noumea May 8-11, New Hebrides May 12-18, Noumea May 19, Papeete May 25-29, Taiohae June 1-6.

Tahitien: Dep. Sydney June 6, Noumea June 9-12, New Hebrides June 13-19, Noumea June 20, Papeete June 26-30.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Feb. 28, Mar. 20.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

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.

Northern Star: From Southampton (UK), via South Africa at Sydney Mar. 4-6, Wellington Mar. 9-11, Suva Mar. 15, Papeete Mar. 19-20, thence via Panama to Southampton, arr. Apr. 13.

Southern Cross: From Southampton (UK), via Panama, Tahiti Mar. 27-28, Fiji Apr. 2, Wellington Apr. 6-8, arr. Sydney Apr. 11, thence via South Africa to Southampton, arr. May 18.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar and Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) carrying cargo only, make a regular three weekly voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailing: Colorado del Mar from Sydney Feb. 21 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports. Next Sydney sailings: Mar. 12, Apr. 24 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-Papua-New Guinea

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: Feb. 25 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Feb. 22 (approx.).

Bulolo sails about every six weeks Sydney, Brisbane, Pt. Moresby, Samara Lae, Madang, Rabaul, Samarai, P Moresby, Brisbane, Sydney. Next Sydne sailing: Mar. 3 (approx.).

Montoro sails from Melbourne fo Sydney, Brisbane, Pt. Moresby, Samara Rabaul, Kavieng, Wewak, Madang, La Pt. Moresby, Sydney. Next Sydney sailing Mar. 10 (approx.).

Burnside and Braeside sail abou every four weeks from Sydney fo Singapore and call (if cargo induce ment offering) at Pt. Moresby (Papua and Indonesian ports. Next Sydne sailing: Braeside Mar. 7.

Details from Burns, Philp and Co. Ltd. 7 Bridge Street, Sydney (B 0547).

Soochow: Leaves Sydney about every four weeks for Brisbane, Rabaul Kavieng, Madang, Lae, Pt. Moresby Sydney. Next Sydney sailing: Mar. 1 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai Lae, Madang, Rabaul, Sydney. Next Sydney sailing: Feb. 28.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 8 Spring Street, Sydney (BU 4701).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Feb. 28 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Feb. 21 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: Dep. Melbourne Feb. 14, Sydney Feb. 21, Brisbane Feb. 24, Pt. Moresby Feb. 29, Lae Mar. 5, Madang Mar. 7, Rabaul Mar. 10.

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 Hong Kong via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NZ ports.

elos: From Hong Kong and Manila, Rabaul Mar. 9-10, Madang Mar. 12, Lae Mar. 13-15, Brisbane Mar. 21, Sydney Mar. 23-25, thence laide and Melbourne.
ilos: From Adelaide and Melbourne, Sydney Mar. 13, Brisbane Mar. 16, ice Rabaul, Lae, Madang, Hong Kong, ila, Madang, Lae, Rabaul, Honiara, ikoro, Brisbane, arr. May 2, Sydney, laide, Melbourne.
etails from Wilh. Wilhelmsen Agency, Bridge St., Sydney (BU 6301).

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hina Navigation Co. Ltd. vessels ing and Anshun call at Pt. Moresby, ua, on their way north from Sydney Hong Kong. Next vessel:
nking: Dep. Sydney Feb. 22 for Bris- e Feb. 24-25, Pt. Moresby Feb. 29- r. 3, thence Manila and Hong Kong.
etails from Swire and Yuill Pty. Ltd., nts, 8 Spring St., Sydney (BU 4701).

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ominion Navigation Co. Ltd. (UK) sels maintain monthly service between ney and Japan (via Manila, Hong g and Keelung), return via Guam Rabaul.
eorge Anson: Dep. Sydney Mar. 7, Brisbane Mar. 9, Manila Mar. 21, g Kong Mar. 24, Japan Apr. 2, Guam 13, Rabaul Apr. 18, Sydney Apr. 25.
rancis Drake: Dep. Sydney Apr. 8, Brisbane Apr. 10, Manila Apr. 22, g Kong Apr. 25, Japan May 4, am May 15, Rabaul May 20, Sydney y 27.
etails from H. C. Sleigh Ltd., 115 k Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's anje sails irregularly from Sydney for rope, via NZ, Papeete and Panama nal; occasionally calls are made also Suva.
Next northbound Tahiti call: From dney, at Papeete June 13-14.
Last voyage, to be removed from vice.
Details from Royal Interocean Lines, 261 orge St., Sydney (2-0573).

Sydney-(or NZ)-North America

Cargo vessels operated by the Union eam Ship Co., maintain two-monthly rvice across the Pacific, from Mel- urne and Sydney to Vancouver and USA rts. Occasionally calls are made at nning Island.
Waihemo: Dep. Sydney mid-March pprox.) for Fiji (opt.) and Vancouver.
Details from Union Steam Ship Co. of Z Ltd., 247 George Street, Sydney 0528); or other branches and agents.

urope-Tahiti-New Caledonia BSI-P-NG-West NG

A regular service from the Continent d UK, via Panama, to Tahiti, New aledonia, BSI, P-NG and West NG is erated jointly by Nederland Line Royal utch Mail and Royal Rotterdam Lloyd.
Schelde Lloyd (NL): From Continent d London, arr. Papeete Mar. 2, Noumea ar. 10, Honiara Mar. 13, Pt. Moresby ar. 16, Rabaul Mar. 19, Lae Mar. 20, adang Mar. 22, Alexishafen Mar. 23, ewak Mar. 24, Kota Baru Mar. 25, lak, Manokwari, Sorong.
Details from Royal Interocean Lines, 61 George St., Sydney (2-0573).

DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAIEI", Voy. No. 14

JAPAN January 11
GUAM February 9
APIA February 23
PAGO PAGO February 24
***NUKUALOFA** February 27
LEVUKA March1-2
SUVA March 3
LAUTOKA March 4-5
***NOUMEA** March 9
VILA March 12
SANTO March 13
***HONIARA** March 17
JAPAN March 31

* *Subject to inducement.*

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

NEXT SAILING

M.V. "DAISEI MARU"

The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE" **TOKYO: "FUNEDAILINE"**

AGENTS:

GUAM: Atkins and Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Corp.

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Europe-Tahiti-New Hebrides-New Caledonia-Australia

Messageries Maritimes cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Velay Mar. 3 (Noumea Mar. 18); Ventoux Apr. 6 (Noumea Apr. 15).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Iraquaddy (Papeete July 17, Vila July 24, Noumea July 26, Australia Aug. 2).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Cloon calls at Lautoka Mar. 1, Suva Mar. 2; Van Noort calls at Lautoka Mar. 27, Suva Mar. 28.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

● **PIM's shipping and airways timetables are correct to time of publication.**

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.

Herbjorn: From Japan and Hong Kong, due Kavieng Feb. 12, Rabaul Feb. 15, Wewak Feb. 18, Madang Feb. 21, Lae Feb. 24, Pt. Moresby Mar. 2, Vila Mar. 5, Suva/Lautoka Mar. 9, Noumea Mar. 15, thence to Japan, arr. Apr. 5.

Chungking: From Japan and Hong Kong, due Kavieng Mar. 11, Rabaul Mar. 14, Madang Mar. 17, Lae Mar. 20, Pt. Moresby Mar. 29, Santo Apr. 2, Vila Apr. 5, Suva/Lautoka Apr. 8, Noumea Apr. 14, thence to Japan, arr. May 3.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

Japan-Samoa-Tonga-Fiji-N. Cal.-N. Heb.-BSI

The Daiwa Navigation Co. Ltd. runs a regular service from Japan, calling at Guam, Apia, Pago Pago, Nukualofa (opt.), Levuka, Suva, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Current voyage: Daiei dep. Japan Jan. 21, returning Mar. 31.

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 Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: May 10, Apr. 7.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Feb. 25, Mar. [illegible].

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 voyages:

Port Adelaide: Dep. Auckland Mar. [illegible] for Noumea Mar. 7, Pt. Moresby Mar. 11, thence Singapore, Pt. Swettenham, Manila, Hong Kong and Shanghai (inducement).

Port Montreal: Dep. Auckland Mar. [illegible] for Guam (arr. Mar. 19) and thence on to Japan.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel.: 30-310

The Pacific's Most Modern Cargo Fleet . . .

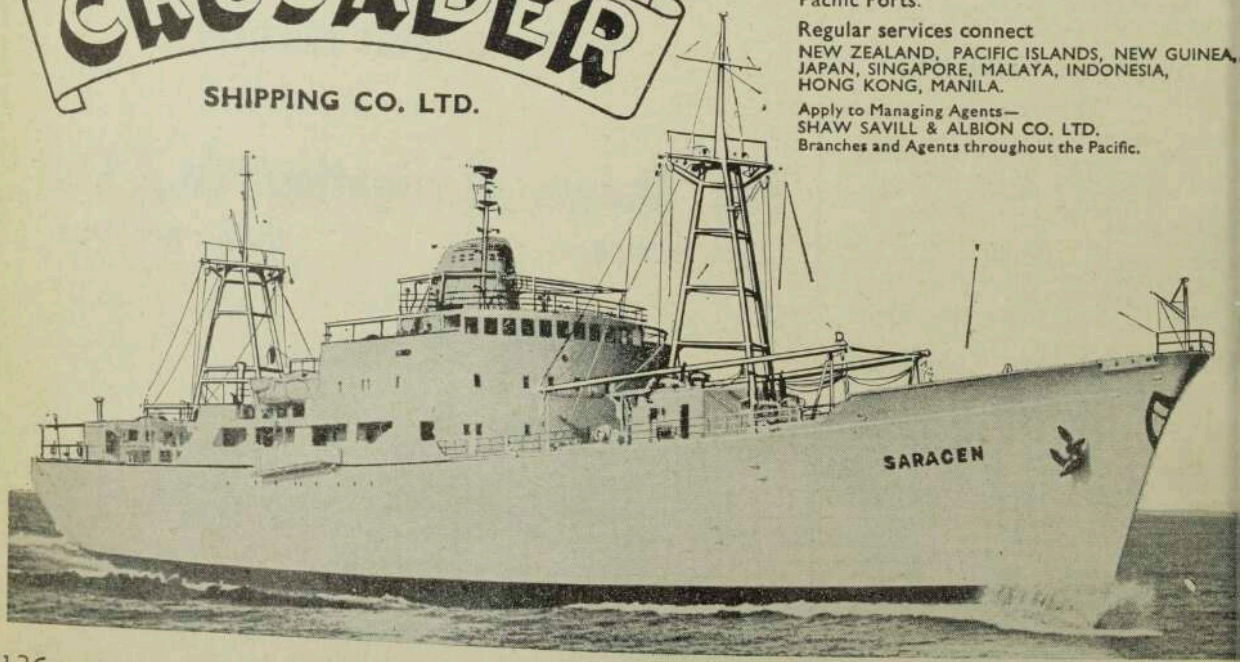
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CRUSADER SHIPPING CO. LTD.

Consign refrigerated and general cargo by *Crusader*, for fast, efficient delivery to leading Pacific Ports.

Regular services connect
NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAYA, INDONESIA, HONG KONG, MANILA.

Apply to Managing Agents—
SHAW SAVILL & ALBION CO. LTD.
Branches and Agents throughout the Pacific.



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Australia-NZ-Fiji-Canada-USA

		ORCADES	ORIANA	CANBERRA	ORIANA
)NEY	depart	Feb. 19	Mar. 6	May 3	June 21
CKLAND	arr/dep	Feb. 22	Mar. 9	May 6	June 24
'A	arr/dep	Feb. 25	Mar. 12		June 27
NOLULU	arr/dep	Mar. 1	Mar. 16	May 12	July 1
NCOUVER	arr/dep	Mar. 6-7	Mar. 20-21	May 16-17	July 5-6
FRANCISCO	arr/dep	Mar. 9-10	Mar. 23-24	May 19-21	July 9-10
ANGELES	arr/dep	Mar. 11	Mar. 25	May 22	July 11
NOLULU	arr/dep	Mar. 16	Mar. 29	thence via	thence via
'A	arr/dep	Mar. 23	thence	West Indies	West Indies
CKLAND	arr/dep	Mar. 26	to UK*	to UK	to UK
)NEY	arrive	Mar. 29			

* Via Far East and European ports, arr. Southampton May 3.

ails from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
FRANCISCO	depart	Feb. 27	Mar. 18	Apr. 12	May 3
ANGELES	arr/dep	Feb. 28	Mar. 19	Apr. 13	May 4
RA BORA	arr/dep	Mar. 7	Mar. 27	Apr. 21	May 12
PEETE	arr/dep	Mar. 8-10	Mar. 28-31	Apr. 22-24	May 13-15
ROTONGA	arr/dep	Mar. 11	Apr. 1	Apr. 25	May 16
CKLAND	arr/dep	Mar. 16-17	Apr. 6-7	Apr. 30-May 1	May 21-22
)NEY	arr/dep	Mar. 20-23	Apr. 10-13	May 4-7	May 25-28
UMEA	arr/dep	Mar. 26	Apr. 16	May 10	May 31
'A	arr/dep	Mar. 28	Apr. 18	May 12	June 2
'AFOOU	arr/dep	Mar. 29	Apr. 19	May 13	June 3
GO PAGO	arr/dep	Mar. 29	Apr. 19	May 13	June 3
NOLULU	arr/dep	Apr. 3-4	Apr. 24-25	May 18-19	June 8-9
N FRANCISCO	arrive	Apr. 9	Apr. 30	May 24	June 14

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, rating between NZ and UK, via ama, make a call every two months Tahiti, northbound and southbound. Next northbound voyage: Ruahine, . Wellington Feb. 22, due Papeete . 27.
Next southbound voyage: Rangitoto m London, due Papeete Feb. 26.
Details from NZ Shipping Co. Ltd., stomhouse Quay, Wellington, NZ.

Crusader Shipping Co. Ltd., Wellington, , makes a call every two months prox.) at Papeete on north-bound ages of its West Coast Nth. American vice. Next voyage: Knight Templar . Auckland Mar. 21 (approx.), at peete Mar. 27 (approx.).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a go and passenger service between kualofa and Fiji (Suva, Lautoka, ington, Rotuma) with MV Aoniu. Calls also made as required at Apia (W. moa) and Pago Pago (Am. Samoa). rn-round in Suva is usually two days, d the Agents there are W. R. Carpenter iji) Ltd.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained Conference vessels, sailing at regular nthly intervals out of London, via nama, for Apia, Suva and Lautoka, thell, Gwyn and Co., Ltd., act as Load- Brokers in London.
Next sailings, ex-London: Feb. 27, ar. 26.

UK-Papua-NG-BSI

Bank Line operates a direct service from rope to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Forresbank: From Continent and London, arr. Pt. Moresby Feb. 27, Samarai Feb. 29, Lae Mar. 2, Madang Mar. 4, Wewak Mar. 5, Rabaul Mar. 8, Honiara Mar. 12.

Marabank: From Continent and London, arr. Pt. Moresby Mar. 20, Samarai Mar. 23, Lae Mar. 24, Madang Mar. 27, Wewak Mar. 29, Kavieng Mar. 31, Rabaul Apr. 1, Honiara Apr. 5.

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 Mar. 5 (approx.); Ventura Mar. 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 south-bound voyage. Next Papeete calls: Pioneer Glen Mar. 11; Pioneer Surf Apr. 8.

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 Feb. 20, Los Angeles Feb. 24, arr. Papeete Mar. 6, Pago Pago Mar. 12, Apia (open), Suva Mar. 19, Noumea Mar. 22, Pago Pago Mar. 27 for Los Angeles, arr. Apr. 9, San Francisco Apr. 12.

Thor I: Dep. San Francisco Mar. 27, Los Angeles Apr. 1, arr. Papeete Apr. 11, Pago Pago Apr. 17, Apia (open) Apr. 21, Suva Apr. 25, Noumea Apr. 28, dep. Pago Pago May 5 for Los Angeles, arr. May 18, San Francisco May 21.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

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.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Australia-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, Feb. 14, 28, Mar. 13, 27, Apr. 10, 24, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats.: Feb. 15, 29, Mar. 14, 28, Apr. 11, 25, etc.), Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Feb. 22, Mar. 7, 21, Apr. 4, 18, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).

Alt. Tues. (Feb. 18, Mar. 3, 17, 31, Apr. 7, 21, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.35 p.m.).

(International Dateline crossed between Nadi-Honolulu.)

Australia-Fiji (or Am. Samoa) Hawaii-USA

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

NORTHBOUND

Sat., Thurs.: Dep. Sydney 5.30 p.m. for Nadi (arr. 11.20 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles, arr. Sat., Thurs., 5.15 p.m.

Mon.: Dep. Sydney 5.30 p.m. for Pago Pago (arr. 1.50 a.m., dep. 2.35 a.m.), Honolulu and Los Angeles (arr. 5.15 p.m.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 8 p.m. for Honolulu, Nadi (arr. 4.45 a.m., Thurs., Sat., dep. 5.30 a.m.), and Sydney (arr. Thurs., Sat. 7.45 a.m.).

Sat.: Dep. Los Angeles 8 p.m. for Honolulu, Pago Pago (arr. 4.45 a.m., dep. 5.30 a.m.), and Sydney (arr. 8.20 a.m. Mon.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.20 p.m.

Sun.: Dep. Brisbane 1 p.m., arr. Auckland 6.55 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Mon., Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

Tues., Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's

Tues., Turs., Sun.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.m.

Sat.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

Mon., Wed., Sun.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 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 6.45 p.m.

Wed., Thurs., Fri., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.

Wed., Fri., Sun.: Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m.

Sat.: Dep. Sydney 9.45 a.m., arr. Auckland 3.30 p.m.

Sat.: Dep. Auckland 4.30 p.m., arr. Sydney 6.35 p.m.

Thurs.: Dep. Auckland 8 p.m., arr. Sydney 10.05 p.m.

Wed., Fri.: Dep. Sydney 12.30 a.m., arr. Auckland 6.15 a.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.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's

Mon., Tues., Wed., Thurs., Fri., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.

Daily, except Sat.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m.

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

● PIM's airways schedules are arran alphabetically from point of depart under five main headings: Tra Pacific Services, Australia-New Z land, Australia-Pacific Islands, In Territory Services and Internal S vices.

Tues., Sat.: Dep. Sydney 12.30 a.m., a Wellington 6.25 a.m. Dep. Wellingt 8 a.m., arr. Sydney 10.20 a.m.

Wellington-Brisbane

TEAL, with Electra Mk. II

Sun.: Dep. Wellington 9.15 a.m., a Brisbane 12.05 p.m.

Sat.: Dep. Brisbane 2.15 p.m., a Wellington 8.35 p.m.

Wellington-Melbourne

TEAL, with Electra Mk. II

Sat.: Dep. Wellington 8.45 a.m., a Melbourne 11.45 a.m.

Fri.: Dep. Melbourne 12.30 p.m., a Wellington 7 p.m.

AUSTRALIA-PACIFIC ISLAND

Sydney-Brisbane-Honolulu

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. ever Sat., arr. Brisbane 6.15 p.m., de Brisbane 7 p.m., arr. Honolulu 7.3 a.m. Sat.

SOUTHBOUND

Weekly from Honolulu, dep. 2.30 p.m every Sat., arr. Brisbane 7.30 p.m Sun., dep. Brisbane 8.15 p.m., ar Sydney 9.35 p.m.

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying boats).

Return flight from Rose Bay base ever Tues. and Sat. Departure time fro Sydney is dependent on time of hig tide at Lord Howe Is.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Fri.: Dep. Sydney 8 a.m., arr. NI 2.4 p.m. Flight extends NI-Auckland-NI (See "Inter-Territory Services").

Sun.: Dep. NI 2.15 p.m., Sydney arr. 6.1 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, Fridays and Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 9.45 p.m., arr. Brisbane 11.50 p.m. Dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., arr.

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Brisbane 11.35 p.m., dep. Brisbane 12.25 p.m. Sat., arr. Pt. Moresby 6 a.m., dep. Pt. Moresby 6.45 a.m., arr. Lae 7.45 a.m.

sett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 9.45 p.m., arr. Brisbane 11.45 p.m., dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

SOUTHBOUND

sett-ANA: Dep. Lae Wed., Fri., Sat., Sun., 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.10 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

A: Tues., Thurs., Sun. dep. Lae 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.15 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

Sat.: Dep. Lae 9.30 a.m., arr. Pt. Moresby 10.30 a.m., dep. Pt. Moresby 11.15 a.m., arr. Brisbane 4.30 p.m., dep. Brisbane 5.05 p.m., arr. Sydney 7.10 p.m.

Qld.-Papua-New Guinea

A. with Fokker Friendship Prop-Jet

. Mon.: Dep. Townsville 12.50 p.m., Cairns, arr. 1.45 p.m., dep. 2.50 p.m., arr. Pt. Moresby 5.10 p.m. (Feb. 17, Mar. 2, 16, 30, Apr. 13, 27, etc.).

. 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. (Feb. 19, Mar. 4, 18, Apr. 1, 15, 29, etc.).

CAIRNS-PT. MORESBY-CAIRNS

sett, with Fokker Friendship Prop-Jet

t. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Feb. 22, Mar. 7, 21, Apr. 4, 18, etc.).

t. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Feb. 23, Mar. 8, 22, Apr. 5, 19, etc.).

INTER-TERRITORY SERVICES

Fiji-Am. Samoa

PAA, with DC7C Aircraft

un.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 p.m. Sat.

on.: Dep. Pago Pago 4 p.m., cross International Dateline, arr. Nadi 6.10 p.m. Tues.

Fiji-Am. Samoa-Tahiti-NZ

TEAL, with Electra Mk. II.

un.: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m. 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. Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.

NOTE: Pago Pago/Papeete/Pago Pago ectors will terminate after the operation x Papeete Feb. 10.

Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon. and alternate Thurs. (Feb. 20, Mar. 5, 19, etc.): Dep. Suva 9 a.m., Nadi arr. 9.40 a.m., dep. 10.25 a.m., Vila arr. 1 p.m. Next day (Tues. or Fri.) dep. Vila 8 a.m., Santo arr. 9.15 a.m., dep. 9.45 a.m., Honiara arr. 1.40 p.m.

Wed. and alt. Sat. (Feb. 22, Mar. 7, 21, etc.): Dep. Honiara 6.45 a.m., Santo, arr. 10.40 a.m., dep. 11.10 a.m., Vila, arr. 12.25 p.m., dep. 1.10 p.m., Nadi, arr. 5.45 p.m., dep. 6.30 p.m., Suva, arr. 7.15 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft

Sat., Thurs.: Dep. Nadi 6 a.m. for Auckland, arr. 10.45 a.m.

Sat., 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.

Thurs., Sat.: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.

Sun., Wed., Fri.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.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. (Feb. 27, Mar. 12, 26): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Feb. 22, Mar. 7, 21): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Feb. 15, 29, Mar. 14, 28): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m., dep. Nukualofa 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. (Feb. 27, Mar. 12, 26, Apr. 9, 23, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Feb. 26, Mar. 11, 25, Apr. 8, 22, etc.).

Alt. Thurs. (Feb. 27, Mar. 12, 26, Apr. 9, 23, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (Feb. 28, Mar. 13, 27, Apr. 10, 24, etc.).

New Caledonia-Fiji-Tahiti-USA

UTA-Air France with DC8 Jet

Wed.: Dep. Noumea 9.25 a.m. for Nadi (arr. 12.10 p.m., dep. Thurs. 1.50 a.m.) cross International Dateline, Papeete (arr. Wed. 7.55 a.m., dep. Fri. and alt. Wed. 8.15 a.m., Los Angeles, arr. 6.10 p.m.). Immediate connection by Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. and alt. Thurs. 7.30 a.m., dep. Sun. 1 a.m.), cross International Dateline, Nadi (arr. Mon. 3.45 a.m., dep. 5.25 a.m.), Noumea, arr. Mon. 6.30 a.m.

New Caledonia-New Hebrides

UTA, with DC4 Aircraft

Mon., Thurs.: 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

UTA, 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 Island

UTA, with DC4 Aircraft

Monthly service (second Saturday)

Sat. (Mar. 14, Apr. 11, etc.): Dep. Noumea 11 p.m. for Wallis Is. (arr. Sun. 6.30 a.m.).

Tues. (Mar. 10, Apr. 7, etc.): Dep. Wallis Is. 4.45 p.m., Noumea arr. 10.15 p.m.

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TEAL, by Qantas Skymaster (Charter)

Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.
Sat., Feb. 22: Dep. NI 2.15 p.m., arr. Auckland 6 p.m.
Sun. and alt. Sat. (Feb. 22, Mar. 7, 21, etc.): Dep. Auckland 10 a.m., arr. NI 1 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Feb. 24, Mar. 9, 23, Apr. 6, 20, etc.).
Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Feb. 26, Mar. 11, 25, Apr. 8, 22, etc.).
Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Feb. 18, Mar. 3, 17, 31, Apr. 14, 28, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Feb. 19, Mar. 4, 18, Apr. 1, 15, 29, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Feb. 18, Mar. 3, 17, 31, Apr. 14, 28, etc.): Dep. Lae 10 a.m. for Madang, Wewak, Kota Baru, arr. 2.35 p.m.
Alt. Wed. (Feb. 19, Mar. 4, 18, Apr. 1, 15, 29, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE
Garuda Indonesian Airways (DC3).

Alt. Tues. (Feb. 25, Mar. 10, 24, Apr. 4, 18, etc.): Dep. Biak 6.15 p.m., Kota Baru, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.
Alt. Wed. (Feb. 26, Mar. 11, 25, Apr. 5, 19, etc.): Dep. Lae 9.15 a.m., Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-Hawaii

UTA, with DC8 Jet Aircraft

Alt. Thurs. (Feb. 20, Mar. 5, 19, Apr. 2, 16, 30, etc.): Dep. Papeete 4 p.m. for Honolulu, arr. 9.35 p.m.
Alt. Thurs. (Feb. 20, Mar. 5, 19, Apr. 2, 16, 30, etc.): Dep. Honolulu 11.55 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

Tahiti-USA

UTA, with DC8 Jet Aircraft

Fri. and alt. Wed. (Feb. 26, Mar. 11, 25, Apr. 8, 22, etc.): Dep. Papeete 8.15 a.m. for Los Angeles, arr. 6.10 p.m.
Sat. and alt. Thurs. (Feb. 27, Mar. 12, 26, Apr. 9, 23, etc.): Dep. Los Angeles 1 a.m. for Papeete, arr. 7.30 a.m.

Pan American Airways, with Intercontinental Jet Clippers

Sat.: Dep. Los Angeles 9 a.m., dep. Honolulu 1.45 p.m., arr. Papeete 7.10 p.m.
Sun.: Dep. Papeete 9.15 a.m., Honolulu 4.15 p.m., arr. Los Ang 11.15 p.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and Amer Samoa—flight time: 45 minutes.
Dep. Faleolo (W. Samoa): Sun. 7 a 3 p.m.; Mon. 9.15 a.m., 2 p.m.; W 8 a.m.; Thurs. 3 p.m.; Sat. 3 p.n
Dep. Pago Pago (American Samoa): S 8.15 a.m., 4.30 p.m.; Mon. 10.30 a 3.15 p.m.; Wed. 9.15 a.m.; Th 4.30 p.m.; Sat. 4.30 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC3

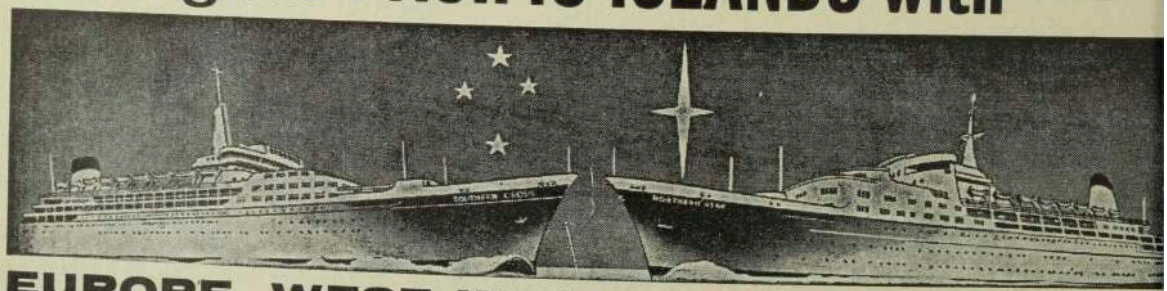
Between Western Samoa and C Islands (Aitutaki and Rarotonga).
Dep. Faleolo 8 a.m. each Friday, a Aitutaki 2 p.m., dep. 2.30 p.m., a Rarotonga 3.35 p.m.
Dep. Rarotonga 7 a.m. every Sat., a Aitutaki 8.05 a.m., dep. Aitutaki 8 a.m., arr. Faleolo 1.20 p.m.

W. Samoa-Fiji

Polynesian Airlines Ltd., with DC3

Alt. Wed. (Feb. 19, Mar. 4, 18, etc Dep. Faleolo 11 a.m., arr. Naus (Suva) next day 2.10 p.m. De Nausori alt. Fri. (Feb. 21, Mar. 20, etc.) 8 a.m., arr. Faleolo a Thurs. (Feb. 20, Mar. 5, 19, etc.) 1 p.m.
Agents: Gold Star Transport Co. Lt Apia; R. E. Pritchard, Pago Pago.

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Cable Address: Messagerie Papeete.

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INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and Drover Aircraft

va-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr. Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.—all Heron flights.

va-Nadi: Dep. (Drover) Suva alt. Wed. 3.05 p.m., arr. Nadi 3.55 p.m. (Feb. 26, Mar. 11, 25, Apr. 8, 22, etc.).

di-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 p.m. (Feb. 27, Mar. 12, 26, Apr. 9, 23, etc.).

va-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

va-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

va-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

va-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

va - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

va-Ura-Suva: Dep. 7.20 a.m., Sun.

va-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

va-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

va-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria rcade, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles ous le Vent), Society Islands.

on., Sat.: Dep. Papeete 8 a.m., Raiatea, arr. 8.55 a.m., dep. 9.20 a.m., Bora Bora, arr. 9.40 a.m.

ues.: Dep. Papeete 7 a.m., Raiatea, arr. 8 a.m., dep. 8.20 a.m., Bora Bora, arr. 8.40 a.m.

ed.: Dep. Papeete 8 a.m., Huahine, arr. 8.50 a.m., dep. 9.10 a.m., Raiatea, arr. 9.30 a.m., dep. 9.50 a.m., Bora Bora, arr. 10.10 a.m.

hurs.: Dep. Papeete 8 a.m., Bora Bora, arr. 9.10 a.m.

ri.: Dep. Papeete 8.45 a.m., Raiatea, arr. 9.40 a.m., dep. 10.50 a.m., Bora Bora, arr. 10.25 a.m.

lon., Fri., Sat.: Dep. Bora Bora 4 p.m., Raiatea, arr. 4.20 p.m., dep. 4.45 p.m., Papeete, arr. 5.35 p.m.

ues.: Dep. Bora Bora 9 a.m., Rangiroa, arr. 11 a.m., dep. 3.15 p.m., Papeete, arr. 4.45 p.m.

Ved.: Dep. Bora Bora 2.45 p.m., Raiatea, arr. 3.05 p.m., dep. 3.20 p.m., Huahine, arr. 3.40 p.m., dep. 3.55 p.m., Papeete, arr. 4.45 p.m.

hurs.: Dep. Bora Bora 5.30 p.m., Papeete, arr. 6.40 p.m.

Details from RAI, Quai Bir Hakeim, apeete, or any UTA office.

New Caledonia

TRANSPAC, with Herons and/or Dragons

Noumea-Mare: Tues. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m. Fri. dep. Noumea 2 p.m. for Mare, Noumea, arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat. dep. Noumea 8.15 a.m. for Lifou, Noumea, arr. 10.15 a.m.

Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Tues., Thurs. dep. Noumea 8.15 a.m. for Isle of Pines, Noumea, arr. 9.50 a.m. Sun. dep. Noumea 8 a.m. for Isle of Pines, Noumea, arr. 5.30 p.m.

Noumea-Ouvea: Tues. dep. Noumea 10.45 a.m., Noumea, arr. 2 p.m. Sat. dep. Noumea 8 a.m., Noumea, arr. 10 a.m.

Noumea-Houailou-Poindimie: Wed., Fri. dep. Noumea 1 p.m. for Houailou and Poindimie, Noumea, arr. 4.10 p.m.

Noumea-Kone-Koumac: Mon., Thurs. dep. Noumea 1.15 p.m. for Kone and Koumac, Noumea, arr. 4.15 p.m.

New Hebrides

New Hebrides Airways, with Drover.

Mon., Fri.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.15 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aneityum, Futuna, Aniwa or Erromanga before the scheduled departure for Vila).

Tues.: Dep. Vila 8.30 a.m. for Tongoa, arr. 9.05 a.m., dep. 10 a.m., Vila, arr. 10.35 a.m. (with extension to Pentecost and Santo on demand).

Details from New Hebrides Airways, Vila.

Papua-New Guinea

Operated by TAA

PT. MORESBY-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Feb. 18, Mar. 3, 17, 31, Apr. 14, 28, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Feb. 18, Mar. 3, 17, 31, Apr. 14, 28, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Feb. 19, Mar. 4, 18, Apr. 15, 29, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Feb. 21, Mar. 6, 20, Apr. 3, 17, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.25 p.m. (Feb. 13, 27, Mar. 12, 26, Apr. 9, 23, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.40 a.m. (Feb. 14, 28, Mar. 13, 27, Apr. 10, 24, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (Feb. 24, Mar. 9, 23, Apr. 6, 20, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Mar. 2, 30, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai. Pt. Moresby, arr. 4.30 p.m. (Feb. 17, Mar. 16, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, arr. 12.50 p.m.

Sat.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Sun., Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 6.30 a.m. for Rabaul, arr. 7.35 a.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.50 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.

Sun.: Dep. Mt. Hagen 7.20 a.m. for Banz (opt.), Lae, arr. 9 a.m.

Sun.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Mt. Hagen, arr. 12.45 p.m.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Dep. Pt. Moresby 11.30 a.m. for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 2.05 p.m.

Sat.: Dep. Lae 7.40 a.m. for Garaina, Popondetta, Kokoda (opt.), Pt. Moresby, arr. 10.15 a.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.

Thurs.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN-LAE (Cessna)

Tues.: Dep. Lae 7 a.m. for Finschhafen, Lae, arr. 8.15 a.m.

RABAUL-BUIN-RABAUL (DC3)

Wed., Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.20 p.m.

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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.

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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 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, arr. 10.35 a.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, Momote, Kavieng, Rabaul, arr. 4 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.

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Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Woitape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.
Dep. (Piaggio) Pt. Moresby 6.30 a.m. for Tapini, Woitape (opt.), Pt. Moresby, arr. 8 a.m. (20 min. later if call made at Woitape).

Tues.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.
Dep. (DC3) Pt. Moresby 7.30 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 1.50 p.m.
Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 12.50 p.m. (20 min. later if call made at Paili).
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

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Honiara	92 4 0	179 5
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Lord Howe	16 9 0	32 18
Nadi	85 9 0	162 8
Suva	91 5 0	175 0
Auckland	54 10 0	103 11
Pago Pago	121 4 0	278 4
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Papeete	181 5 0	344 8
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Nadi	43 0 0	81 4
Norfolk Is.	20 15 0	39 9
Papeete	114 10 0	217 11
Noumea	45 10 0	86 19
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Nadi	5 16 0	12 12
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Pago Pago	31 15 0	60 7
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Wed.: Dep. (DC3) Pt. Moresby 7.30 a.
for Popondetta, Kokoda, Pt. Moresb
arr. 10.10 a.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.
for Tapini, Woitape, Pt. Moresby, a
10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.
for Rorona, Aroa, Kairuku, B
Moresby, arr. 3.35 p.m.
Dep. (DC3) Pt. Moresby 11.15 a.
for Bereina, Pt. Moresby, arr. 2 p.

Thurs.: (Piaggio) Dep. Pt. Moresby 8.
a.m. for Woitape, Tapini, Pt. Moresb
arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.
for Rorona (opt.), Aroa (opt.
Kairuku, Bereina, Pt. Moresby, ar
3.35 p.m. (35 min. later if call ma
at Rorona and Aroa).

Alt. Thurs. (Feb. 10, 27, Mar. 12, 26, etc.
Dep. (DC3) Pt. Moresby 7 a.m. f
Popondetta, Embi, Wanigela, Vivigan
Losuia, Popondetta, Pt. Moresby, ar
1.45 p.m.
(Feb. 20, Mar. 5, 19, etc.): De
(DC3) Pt. Moresby 7 a.m. f
Popondetta, Pt. Moresby, arr. 9 a.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m
for Popondetta, Pt. Moresby, arr. 9.3
a.m.
Dep. (DC3) Pt. Moresby 10.30 a.m
for Gurney, Pt. Moresby, arr. 2 p.m
Dep. (Piaggio) Pt. Moresby 11 a.m
for Cape Rodney, Paili, Pt. Moresby
arr. 1.10 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m
for Tapini, Woitape, Pt. Moresby, ar
10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.m
for Rorona, Aroa, Kairuku, P
Moresby, arr. 3.35 p.m.
Dep. (DC3) Pt. Moresby 2.30 p.m
for Bereina, Pt. Moresby, arr. 4.35 p.m

Sat.: Dep. (DC3) Pt. Moresby 7.30 a.m
for Popondetta, Kokoda, Pt. Moresby
arr. 10.10 a.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m
for Woitape, Tapini, Pt. Moresby, arr
10.30 a.m.

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Index to Advertisers

Adams Industries 17, 18, 33, 49, 51, 113, 115, 117
Ansett-A.N.A. 60
A.N.Z. Bank Ltd. 67
Arnott, Wm. Pty. Ltd. .. 1
Aywun Poultry Farm 115

Ballina Slipway & Eng. Co. 106
B.A.L.M. Paints Pty. Ltd. .. 40
Bethell, Gwyn & Co. Ltd. 139
B.O.A.C. 90
Bramair International Pty. Ltd. 131
Braybon Bros. Pty. Ltd. .. 6
Breckwoldt & Co. Wm. .. 70
British Solomons Trading Co. Ltd. 32
Brockhoff's Biscuits Pty. Ltd. 30
Brunton & Co. 43
Bryant & May Pty. Ltd. .. 58
B.P. .. 52, 55, 76, cov. iii
Bush, W. J. & Co. (Aust.) Pty. Ltd. 22

Cadbury-Fry-Pascall Pty. Ltd. 116
Carlton & United Breweries Ltd. 69
Carpenter, W. R., & Co. Ltd. 74, 75, cov. iv
Carreras (Overseas) Ltd. .. 42
Classified Advertisements .. 143
Commonwealth Bank of Aust. 84
Crammond Radio Co. 68
Crusader Shipping Co. .. 136
C.S.R. Co. Ltd., The .. 38, 120
Cummins Diesel Sales & Service (Aust.) Pty. Ltd. 102
Cystex 61
Daiwa Shipping Line 135

Donald, A. B., Ltd. 53
Dunlite Electrical Co. Ltd. . 44

Econo Products Company .. 26

Ferrier & Dickinson Pty. Ltd. 98, 101
Fiji Times & Herald Ltd. .. 143
Filmo Depot Ltd. 17
Fisher & Co. 62
Flick, W. A. & Co. Pty. Ltd. 26
Frigate Rum 52

Gaston Johnston Corp. .. 144
General Motors-Holdens Pty. Ltd. 108
Gilbey, W. & A., Ltd. .. 4
Gillespie Bros. Pty. Ltd. .. 70
Gillespie, R., Pty. Ltd. .. 25
Glaxo Labs (NZ) Ltd. .. 114
Grove, W. H. & Sons Ltd. 78

Haig, John & Co. Ltd. .. 115
Halvorsen & Kessler Pty. Ltd. 99
Handi-Works Co. 86
Harris, Keith & Co. Ltd. .. 68
Hastings Deering Ltd. .. 54
Hellaby, R. & W., Ltd. .. 39
Hong Kong & Whampoa Dock Co. Ltd. 100

International Harvester Co. 16, 28
International Majora Paints Pty. Ltd. 78

Kennedy, Capt. W. L. 105
Kerr Bros. Pty. Ltd. 27
Kopsen & Co. Pty. Ltd. .. 104
Kraft Foods Ltd. .. 110, 147

Lane's Pty. Ltd. 112
Lawrence, Alfred, & Co. P/L 62
Love, J. R., & Co. Pty. Ltd. 125

Malleys Ltd. 119, 146
Massey Ferguson (Aust.) Ltd. 34
Mendaco 61
Mick Simmons Ltd. 130
Millers Ltd. 72
Morris Hedstrom Ltd. . 14, 56
Mungo Scott Pty. Ltd. .. 63

Nederland Line & Royal Rotterdam Lloyd 86
Nelson & Robertson Pty. Ltd. 133
Nestle Co. (Aust.), The 21, 24
N.G. Aust. Line 73
Nicholson's Pty. Ltd. 41
Nixoderm 61

Ogden Industries Pty. Ltd. 59

Pacific Islands Society .. 143
Pacific Islands Transport Line 142
Parke, Davis & Co. 48
Philips 20, 96
Piccaninny Manufacturing Co. 118

Qantas 126
Qld. Insurance Co. Ltd. .. 113

Robert James & Associates 129
Rothmans of Pall Mall (Aust.) Ltd. 23

Sanitarium Health Food Co. 46
Shaw Savill & Albion Co. Ltd. 140
Shell Co. of Aust. Ltd. .. 127
South Pacific Brewery .. 85
Stapleton, J. T., Pty. Ltd. .. 31
Steamships Trading Co. Ltd. 1
Sterne, T. .. ..
Sthn. Pac. Ins. Co. .. ..
Stewarts & Lloyds (Dist.) Pty. Ltd. .. ..
Sullivan Ltd. .. ..

T.A.A. .. .. cov.
Taikoo Dockyard .. .. .
Tait, W. S. & Co. P/L .. .
Tatham, S. E., & Co. P/L .
T.E.A.L. .. ..
The Town House 1
Tooth & Co. Ltd. . .. .. .
Turners Supply Co. Ltd. .. .
Tyneside Foundry & Engineering Co. Ltd. .. .. .

Union Steam Ship Co. of N.Z. Ltd. 1
United Insurance Co. Ltd. .

Ventura Trading Co. P/L .. 1
Victa Mowers .. ..
Vi-Stim . .. .

Walpamur Co. (NG) Ltd., The 1
Weymark Pty. Ltd. .. .. .
Whites Aviation 1
White, A. B. S., & Co. .. 1
White Rose Flour Milling Co. Ltd. .. ..
Wills, W. D. & H. O. (Aust.) Ltd. .. ..
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Made from high-quality nickel-chrome steel, they simply cannot rust or become discoloured. Bowl and drainer are formed in one piece, with rounded corners — no ledges or corners to collect grease or to harbour germs. Flat-top fluting gives extra convenience and safety — the smallest glass won't tip over. Gentle slope towards bowl ensures positive drainage. Deep recesses prevent water spill-over. Choose a Malleys Emerald sink to make *your* kitchen a brighter place!

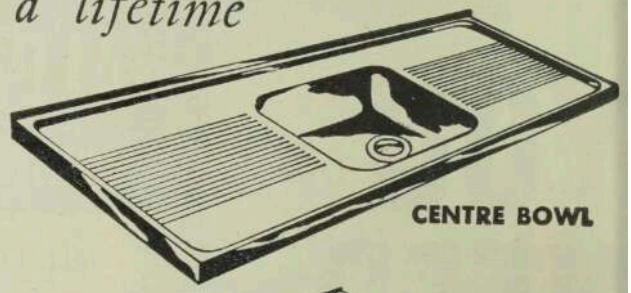
IN A FULL RANGE OF POPULAR SIZES AND TYPES

CENTRE BOWL MODELS in 4 ft., 4 ft. 6 in., 5 ft., 5 ft. 6 in. and 6 ft. lengths.

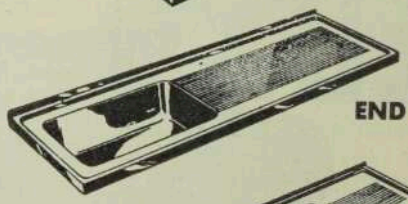
END BOWL MODELS (with choice of left or right-hand bowl) in 4 ft. and 4 ft. 6 in. lengths.

DOUBLE BOWL MODELS in 5 ft., 5 ft. 6 in. and 6 ft. lengths.

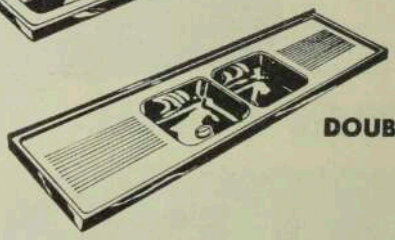
Choice of 2 bowl sizes for all Centre Bowl sinks (except 6 ft.): 18 in. x 12½ in. or 14 in. x 12½ in. All other models have 18 in. bowl.



CENTRE BOWL



END BOWL



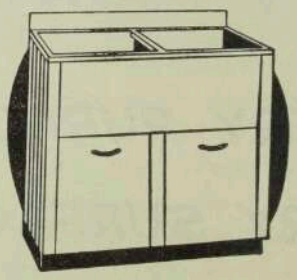
DOUBLE BOWL

MALLEYS

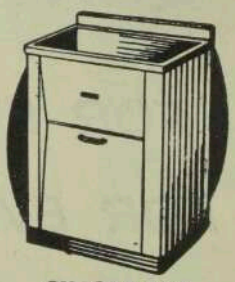
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ADD GLAMOUR AND CONVENIENCE TO YOUR LAUNDRY

Spotless stainless steel tubs that will never tarnish, never mark your clothes, housed in a handsome steel cabinet, beautifully finished in full-gloss oven-baked enamel. Gives the advantage of a handy storage cupboard for soap powders, etc. Complete with chromium-plated plugs and washers. (Tubs available without cabinets).

CABINET COLOURS: Single-tub Model, White, Cream, Pink. Twin-tub Model, White.



TWIN-TUB
42" wide x 20" front to back x 34 1/6" high



SINGLE-TUB
25" wide x 17" front to back x 34½" high

MALLEYS

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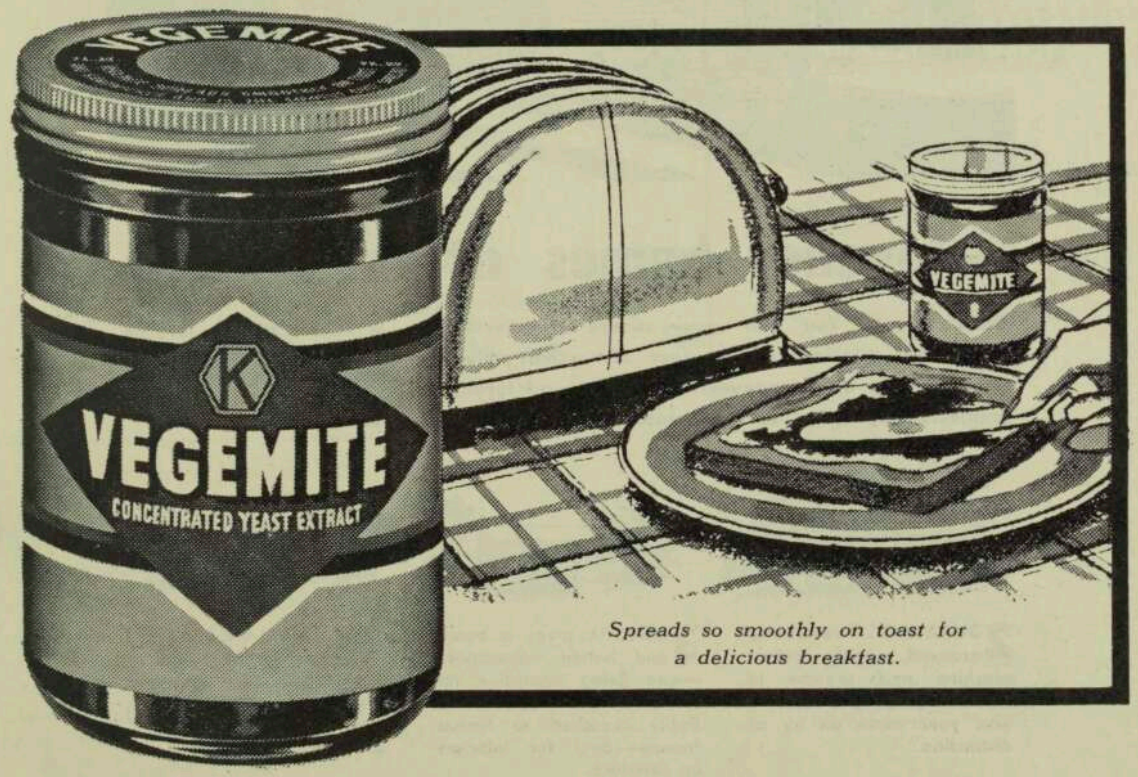
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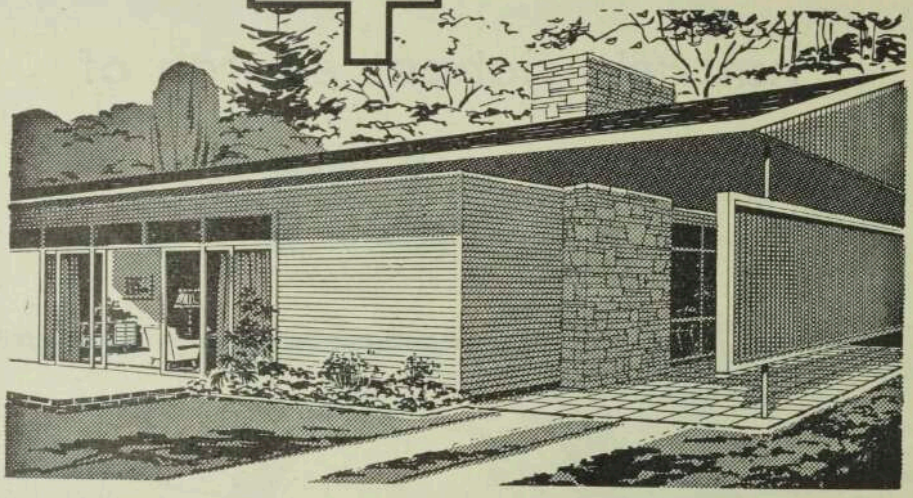
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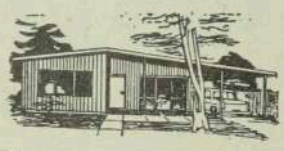
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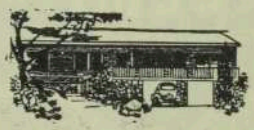
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2 DURAWALL vertically grooved sheets reflect sunshine and shadow in ever-changing patterns to give your home an air of distinction.



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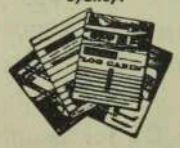


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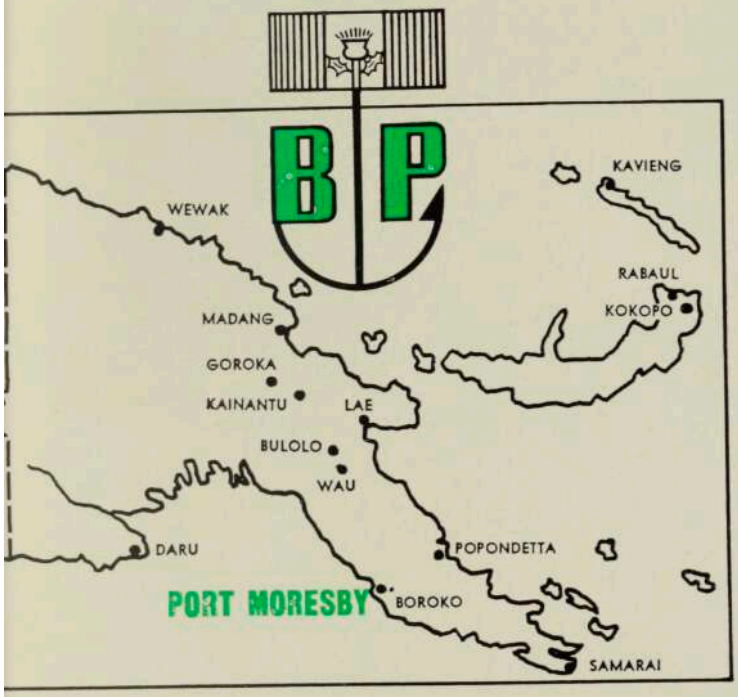
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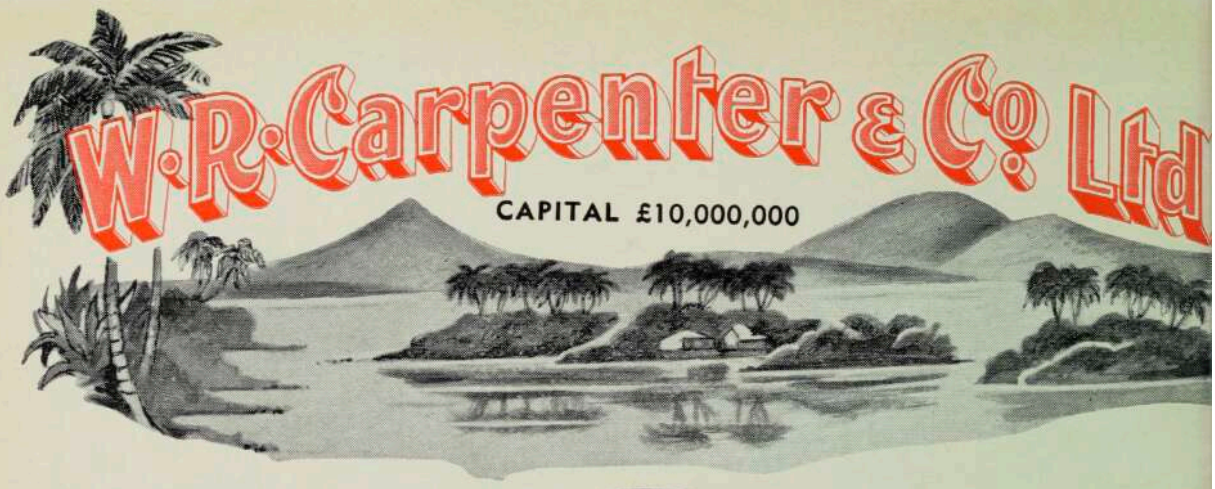
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