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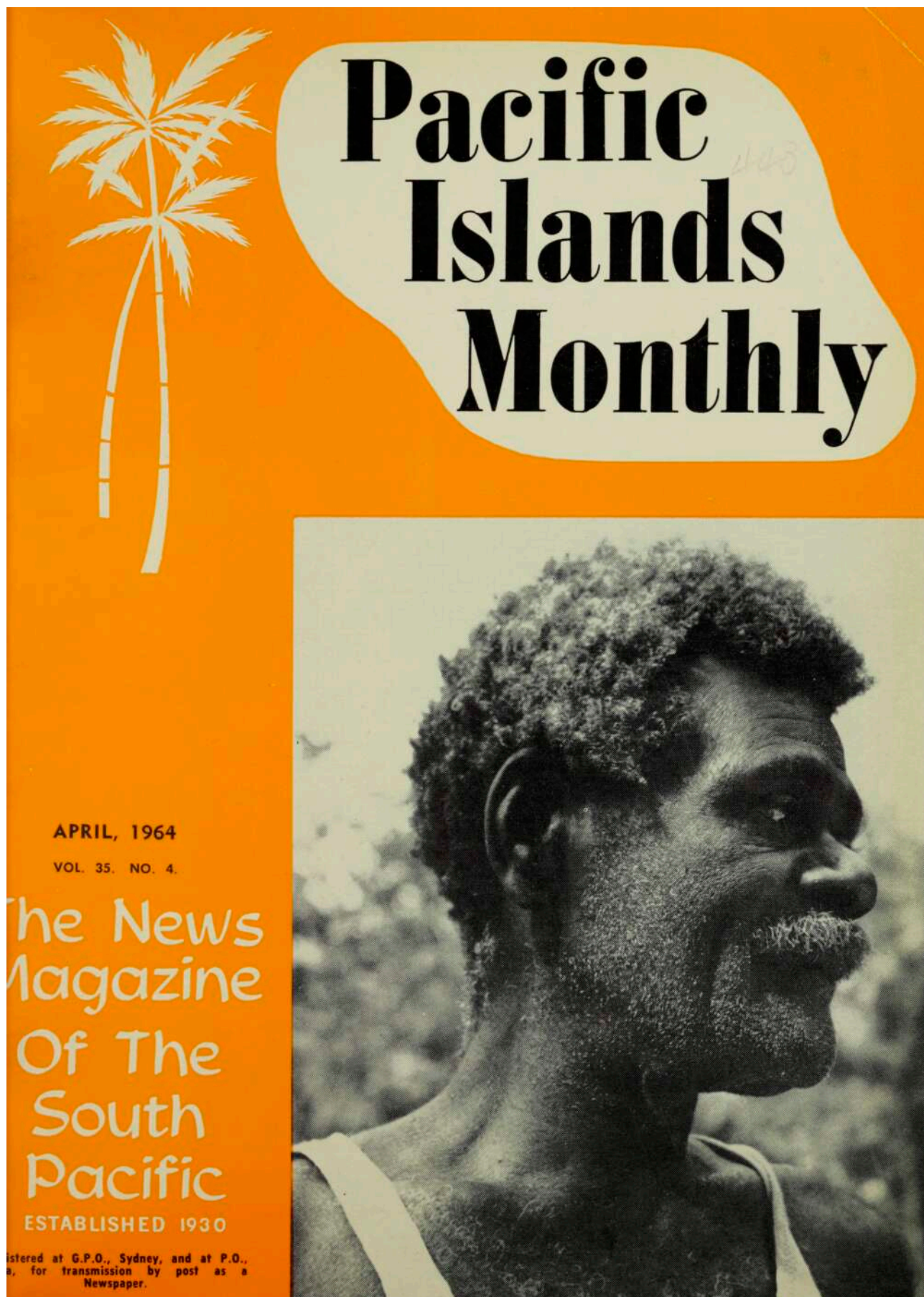
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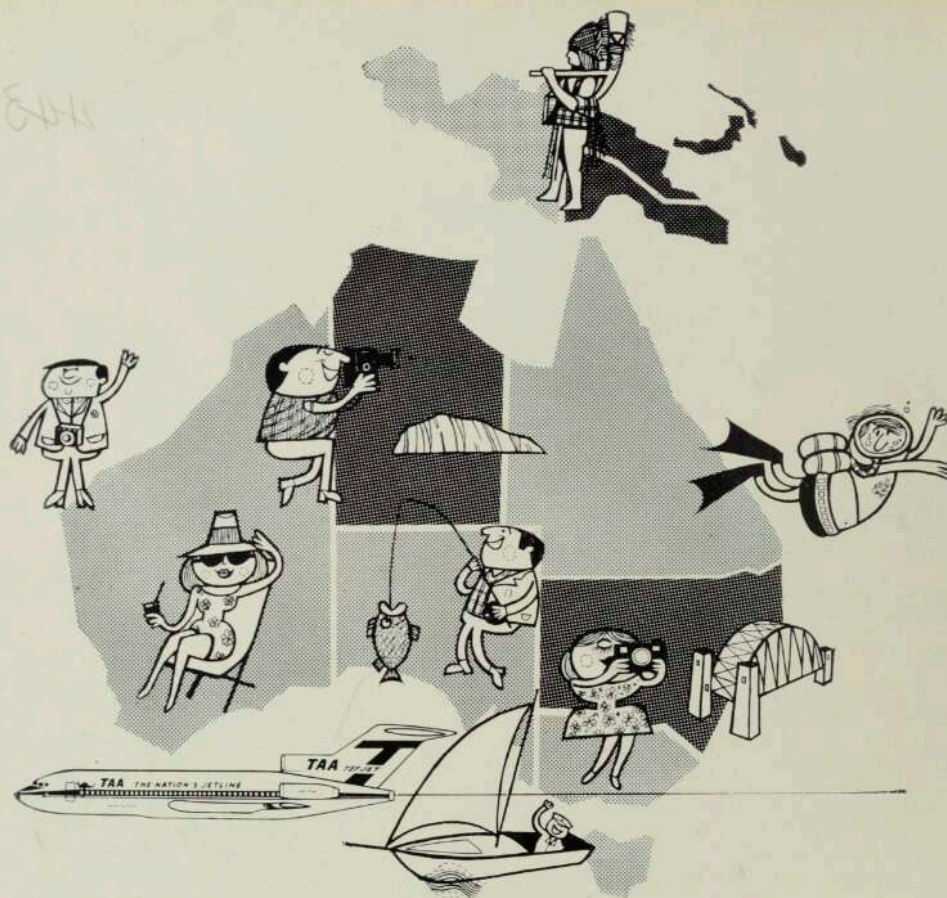
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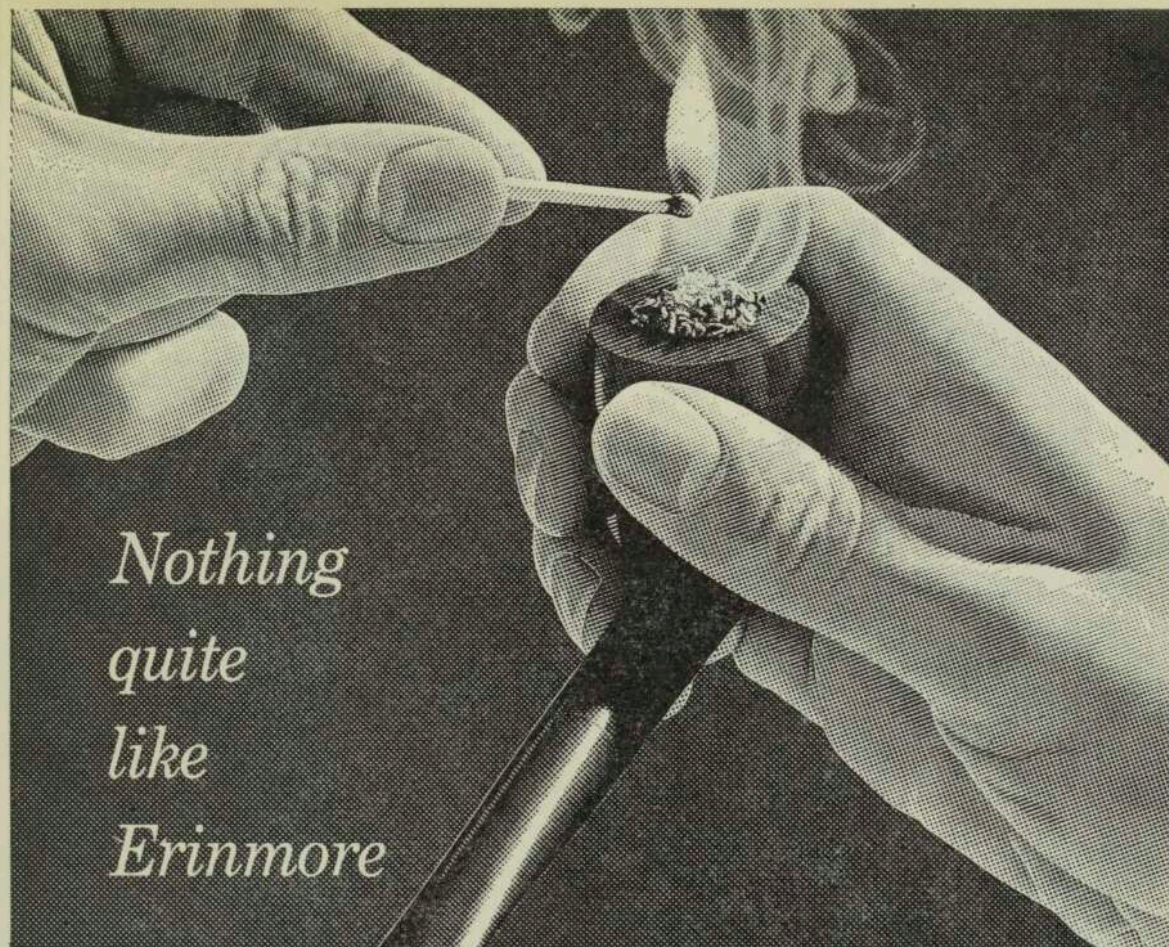
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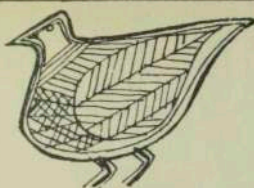
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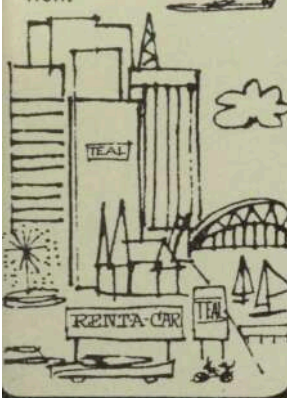


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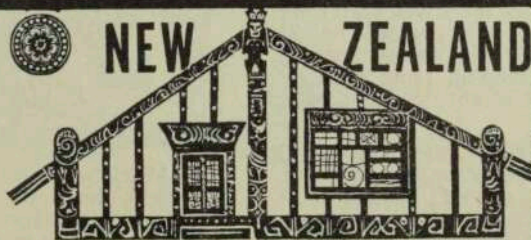
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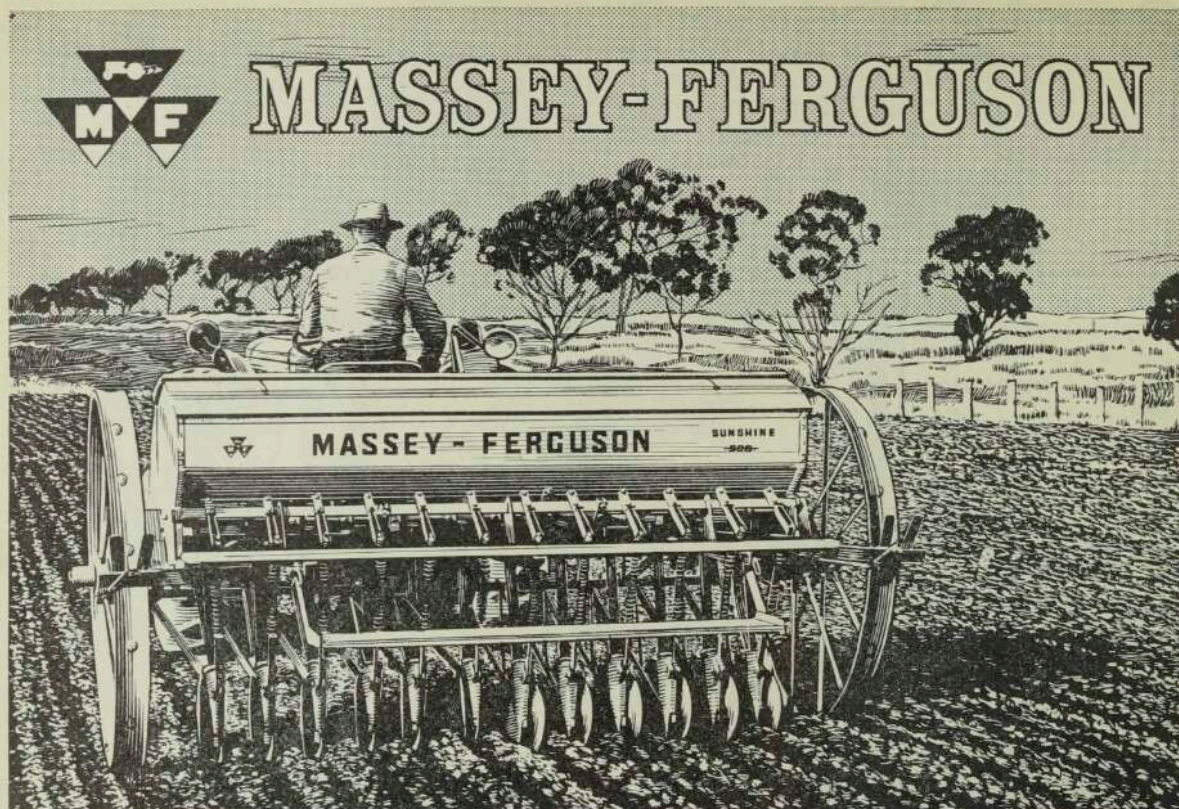
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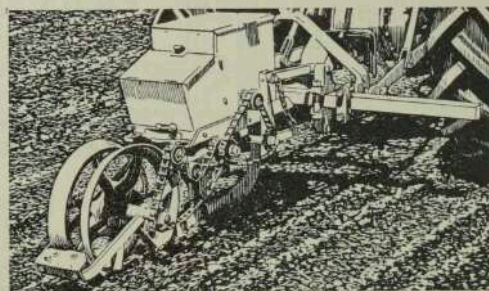


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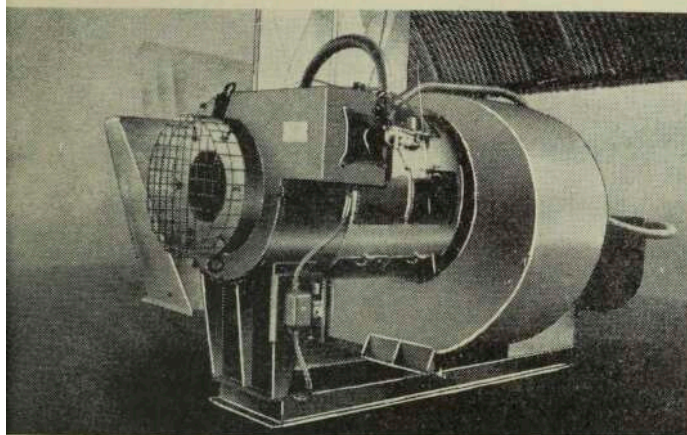
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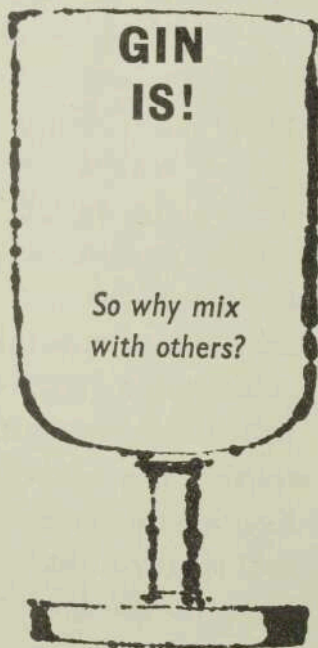
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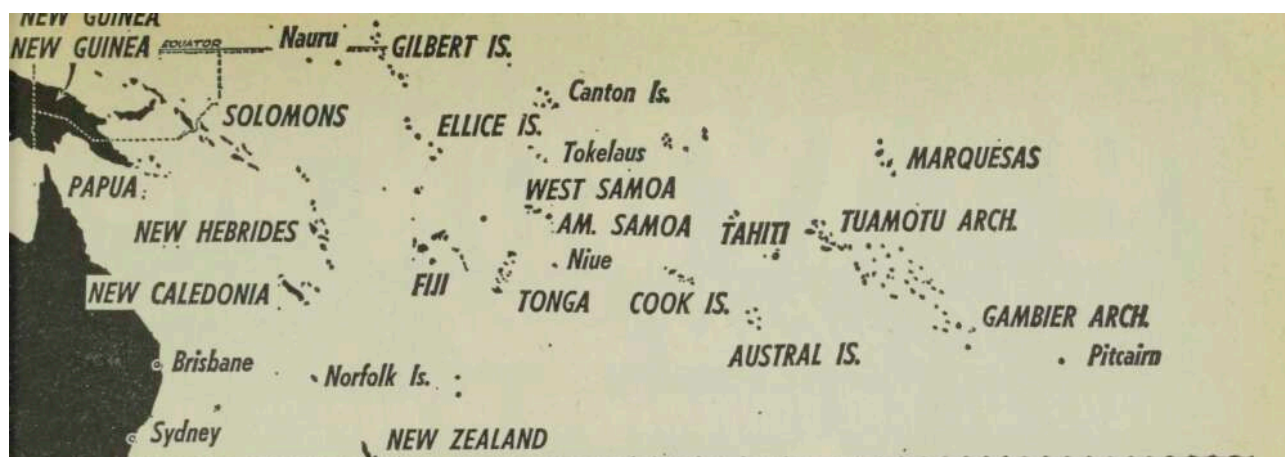
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to Tanna, New Hebrides, by Rob Wright
of the Fiji Public Relations Office. Tanna,
which is further south than Suva or
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with a constantly active volcano, Mt.
Yasua. New Hebrides Airways runs a
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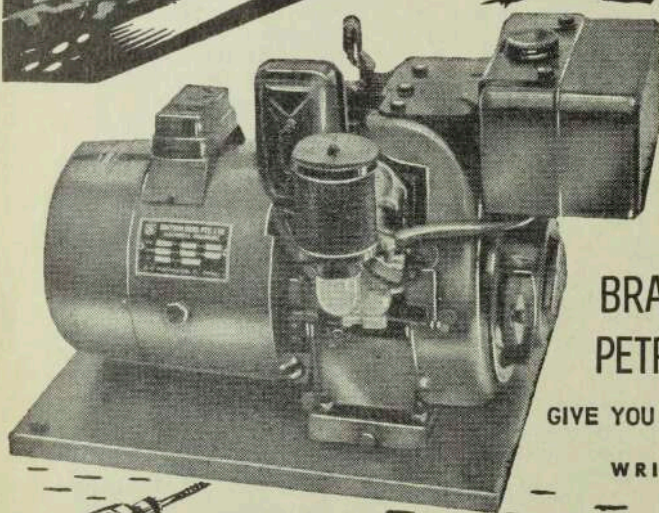
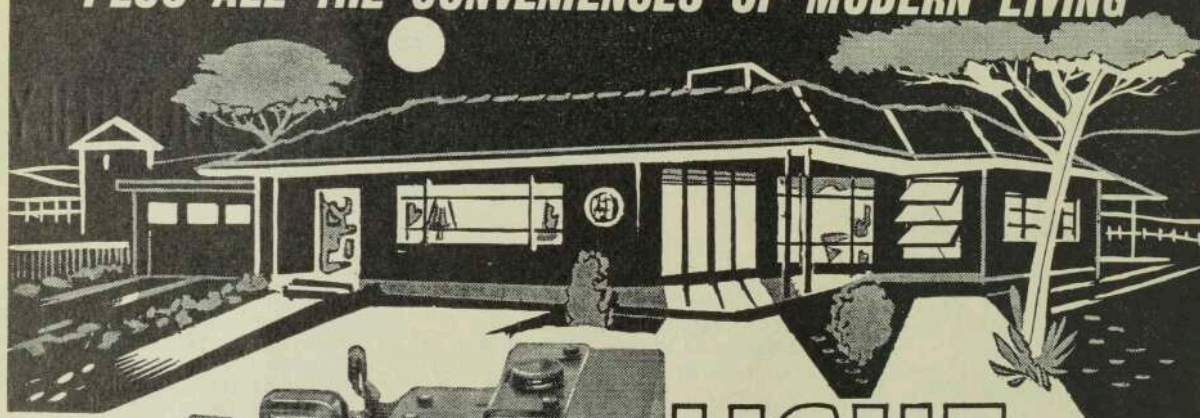
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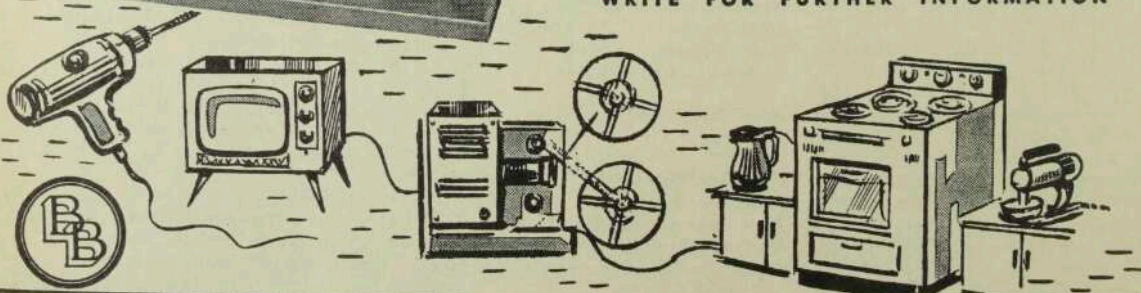


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IT'S A PATCHWORK QUILT RESULT FOR P-NG'S FIRST COMMON-ROLL ELECTION

P-NG Election Survey by Judy Tudor.

Results to April 1 in the Papua-New Guinea elections—and counting of preferences and absentee votes will be concluded only after this is in print—are interesting for the candidates who appear likely to lose as much as for those who seem likely to succeed.

EXPERTS have already been attempting to see some sort of political pattern in the results of the primary count, but all that really emerges is a crazy-paving of local affiliations; sectional foibles; and the good old New Guinea idea that when in doubt leave it to the Kiap (Government officer). Or the ex-Kiap, in this case.

In short, things have turned out rather as expected by Territorians, official and otherwise, who closely observed the voting. They believed that just about anything could happen, and just about everything has.

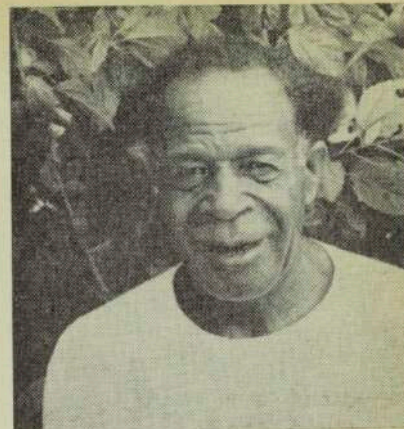
See-saw Voting

Natives in many electorates voted in blocs, as communities or clans, for the candidates they knew, and as a result the fortunes of some candidates see-sawed several times during counting. For example, in the special electorate of South Markham, Lloyd Hurrell was trailing his two opponents until the votes from Menyamya came in and put him slightly ahead. Mr. Hurrell is now a Wau coffee planter but he was formerly the Assistant District Officer who took government to the Menyamya area. He did a good job—and the Kukukus from there apparently have not forgotten.

The same sort of bloc voting in the Moresby Open Electorate—where no less than 12 candidates stood—appeared to have put paid to the chances of Oala Oala Rarua, of Port Moresby. He was being beaten by sheer weight of numbers—and possibly a little Port Moresby European prejudice—by an unknown interpreter from primitive Goilala called Erika Rarupa. His chances rose later when it was seen that though the urban voters marked preferences, most Goilalas did not.

It could mean still that sophisticated natives around Port Moresby will have no representative of their own in the new House of Assembly, while Oala Oala Rarua, who many people see as Prime Minister material, has to wait another four years for another chance.

Whatever personal opinions there are about this young man, he is well-educated, intelligent, eminently presentable and head and shoulders above most of the native members who are going to sit in the House. Further, he is politically ambitious. The place for Oala Oala Rarua and his ambitions is in the House of Assembly; not reduced to some back-

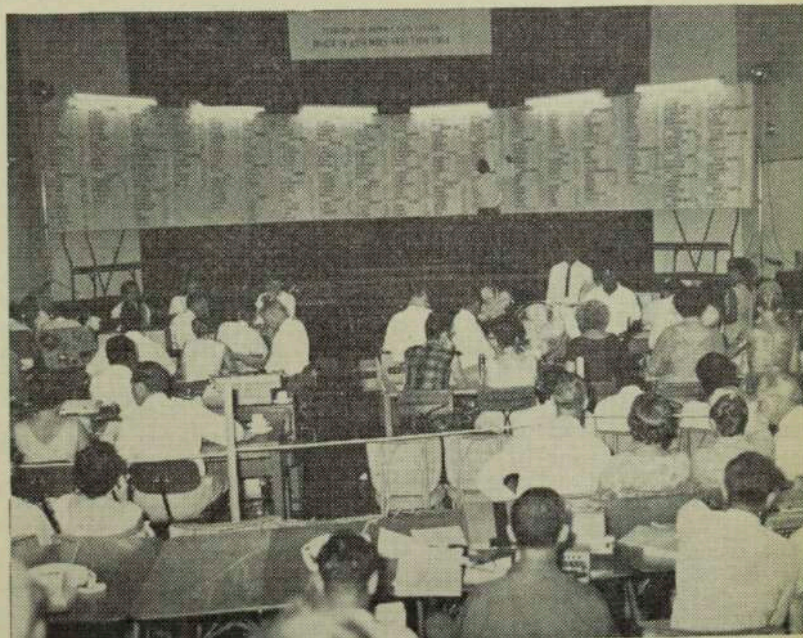


Former cult leader Yali, of Madang, surprised many by failing in the elections. His failure may or may not be significant—the elections were such a patchwork of results that nobody can tell for certain.

ground noise in the P-NG Workers' Association, of which he is president.

That the Goilala vote was going to outnumber the coastal vote was a mathematical certainty.

There were only minor sensations in the 10 electorates reserved for non-native candidates. One unfortunate casualty was Ron Slaughter, an able member of the last Legislative Council, whose new electorate of West Papua takes in huge areas, including the Southern Highlands, where he is unknown. He was



The main tally room in Port Moresby was a busy place in March as election results came in. Radio stations remained open to the early hours of the morning to broadcast details.—P-NG Official Photo.

beaten by Mr. R. T. D. Neville, of Mendi.

Of the four elected European members of the old Council who offered themselves for the reserved electorates, he is the only victim. The other three—John Stuntz of East Papua, Lloyd Hurrell of South Markham and Ian Downs of the Highlands—all came out on top in the primary count, but Mr. Hurrell with only a small majority. Preferences could change it yet.

The biggest personal triumph of the whole election went to Ian Downs who received the colossal total of 113,373 votes. As the majority of electors were natives and as many of these didn't bother to cast votes in the special electorates this total is amazing.

Of the other special electorates at the end of primary counting, the Rev. Percy Chatterton was narrowly ahead in Central; Frank Martin was leading in Madang-Sepik; Roy Ashton in New Britain; Jim Grose in NG Islands; Don Barrett (very narrowly from Albert G. Price), in West Gazelle. In North Markham Special electorate, H. L. (Horrie) Niall was unopposed.

Guise In Again

Of the eight native ex-members of the Legislative Council who offered themselves for election in open electorates, only two at the end of primary voting were sure of success. These were John Guise from Milne Bay and Nicholas Brokam from New Ireland. Mr. Guise was opposed by Bob Bunting, a well-known Territorian businessman who was expected to do much better than he did. Mr. Guise has already won handsomely and no one will grudge him his victory. He was the most able Papuan in the last Legislative Council and although he spent his initial period there with his prickles out, he matured swiftly with responsibility.

Nicholas Brokam worked no miracles in the old Council and was heard from only rarely. His victory is harder to account for in the light of the defeat of such ex-MLC's as Vin Tobaining, a recognised Tolai leader, and of Somo Sigob of the Finschhafen Open, both of whom more than pulled their weight in 1961-63, although Sigob was said to be unpopular with some electors.

The swing away from the tested and tried MLC's is not so surprising in other cases but in no case is there any obvious reasons why the new model should be regarded as better value than the old.

The changes cannot be accounted

BIG FRENCH BUILD-UP FOR NUCLEAR TESTS

Fifteen hundred French soldiers and civilians will be stationed in Tahiti by the end of this year for France's nuclear testing programme in the South Pacific.

The French Prime Minister, Mr. Georges Pompidou, said this in the French Parliament in March in reply to a written question from Mr. John Tearii, Deputy for French Polynesia. Mr. Pompidou said that "owing to the nature of the tests", exact figures could not be given for military and civilian personnel in the whole of French Polynesia for the tests.

for either as a swing to young—or even old—nationalists. Yali, who led an anti-Establishment Cargo Cult in the Madang district shortly after the war and still is believed to have a fanatical following in that area, failed badly at the polls. So did Francis Hagai, a leader of a more recent cult in Bougainville.

But, at the same time, Paliau, a cult leader of about the same vintage as Yali, appears sure of winning Manus Open; and Epineri Titimur came close (but not close enough), to doing the same thing in Rabaul. Epineri's greatest claim to fame was his public announcement in 1960 that as the Australians had been 50 years in New Guinea it was about time they got out. During his electioneering however he said he had changed his mind and now wants the Australians to remain.

Greatest interest of all was in 20 of the 44 open electorates where European candidates stood against native opponents. This was regarded in the Territory as a test of confidence in Australia and the results are regarded as completely gratifying.

It was believed, when the new political set-up was designed, that Europeans would have very little chance in an open contest against natives—not because Europeans were not wanted but because of tribal loyalties. For this reason the 10 special, non-native electorates were devised.

Big Vote For Europeans

However, European Territorians took up the challenge and results in the primaries show that 36 per cent. of votes went to Europeans and that six look sure of election and four others are possibles.

The six who seem sure of victory are John Pasquarelli (Angoram); Keith Levy (Hagen); Keith Tetley (Gulf); Grahame Pople (Gumine); Barry Holloway (Kainantu); and Tom Leahy (Markham). Of the six four are former patrol officers or Administration officers and all are post-war arrivals in the Territory. This constitutes the nearest approach to a "pattern" in native voting but too much should not be made of it.

Four other possibles—depending on absentee votes and preferences—are Bill Bloomfield (Kaindi); Ben Hall (Ramu); Arthur Wyborn (Fly River); and Scotty Uroe (Rigo-Abau) who aren't patrol officer types or new arrivals.

Probably the most disappointing aspect of the whole election so far is that so few members of the old Legislative Council will be appearing when the new House meets on June 8. This may be written off to the processes of democracy but in terms of practical politics it means that most members are going to have to learn their business from the beginning with few tutors.

The 10 official members have yet to be announced; of the 10 elected from reserved electorates, only three are ex-Legco members; of the 44 from open electorates, probably six will be Europeans of no legislative experience; and 38 will be natives only two of whom have sat in the Council.

Part Value

The first year is, therefore, likely to be mainly educational and thereafter, if the old Legco is any criterion, about 25 per cent. of the native members will be of some value while the rest will never earn their parliamentary salaries.

Whichever way you look at it, what Australia has attempted to do in this primitive country, with this election, earns the description of fantastic. But the main results have been only two:

- It has been shown that the vast majority of P-NG natives still do not think on a national basis but cling to their clan affiliations; and

- This attempt at Australian-style democracy in full blast has failed to throw up the native leaders that the Territory so badly needs.

One facet of the elections that led to more confusion than any other was the so-called preferential system of voting. This system works equitably when it is carried out fully but

(Continued on p. 129)

NEW POLLS COULD BE FORCED IN 35 ELECTORATES

If an apparent flaw in Papua-New Guinea's electoral ordinance is exploited, new elections may be forced in up to 35 of the 54 electorates where elections for the new House of Assembly were recently held.

A SECTION of the ordinance provides that before a candidate can be returned he must have an absolute majority of votes. "An absolute majority" is defined by the ordinance as meaning more than half the total votes cast in any electorate.

Few candidates received the necessary majority on primary votes alone and there were few preferences to distribute as electors were not obliged to mark preferences on their ballot papers.

By mid-March, one native candidate had already indicated his intention to call for the election in his electorate to be nullified if he failed to be returned. And many others—both European and native—were expected to follow suit.

This situation could not arise in Australia where voters are required by law to fill out ballot papers completely.

Modifications to the Australian electoral laws were made in the Territory to cater for the special needs of its one million primitive voters so that they only had to mark their first choice, but could mark preferences if they wished.

In passing the ordinance last year, the Territory's Legislative Council seems not to have foreseen what would happen if natives marked only one candidate on the ballot paper.

Legal experts in Port Moresby say that candidates in an electorate where the winner did not achieve an absolute majority could successfully appeal to the Court of Disputed Returns.

When primary vote counting had nearly been completed, only 19 electorates looked likely to be won according to the provisions of the ordinance. It was then thought that candidates narrowly defeated on primary votes or in danger of losing their deposits were the most likely to appeal.



Nadi township from the air—an amazing sight for Fiji.

—RNZAF photo.

Confusion Follows Serious Fiji Floods: Two Dead

Serious flooding in Viti Levu, the main island of Fiji, between March 21-25, caused damage conservatively estimated at more than £500,000. The main areas affected were the Rewa Valley, the Sigatoka Valley and Nadi, but because main arteries were inundated there was widespread confusion on the island.

TWO people lost their lives—strangely enough in areas affected only relatively lightly. One was at Rakiraki, and the other at Labasa, Vanua Levu.

The extent of the damage:

- The main circuminsular road (King's and Queen's) cut in many places by landslides, road washouts and washed-away bridges;

- Sustenance crops and bananas virtually destroyed in the Rewa Valley, which embraces four rivers feeding into the Rewa River;

- Shops under water and heavy material stock losses in Nadi;

- Crop losses in the Sigatoka Valley; and

- Extensive flattening of cane crops in a wide area from Nadi to the eastern side of the Sigatoka River.

The Sigatoka River bridge, a massive concrete structure, carrying road traffic and a SPSM Ltd. tram-line,

was seriously damaged. More than half was washed away, and arrangements were made to restore it as soon as possible because of its vital importance as a road link. While it cannot be used vehicular traffic between Suva and Nadi and Lautoka has to use the King's Road. Many tourists were marooned in this area.

PWD men had to work round the clock to restore the King's Road for essential traffic.

Fiji Airways became the main link between east and west and the pilots flew long hours keeping essential traffic moving. Handicapped because three Herons were grounded overseas, one at Horiara and two at Apia, for several days, the remaining Heron and the Drover were seldom on the ground during daylight.

As it was Nausori airport near Suva was frequently under water in parts and heavy vehicles ferried pas-

NEW SECRETARY FOR TERRITORIES

Mr. George Warwick Smith, OBE, has been appointed Secretary to Australia's Department of Territories to succeed Mr. C. R. Lambert, CBE. He will take over on May 15.

Mr. Warwick Smith has been Deputy Secretary in the Department of Trade and Industry since July, 1960. Before that he held senior positions concerned with international trade relations and trade policy.

He has represented Australia at several top level international trade conferences and negotiations.

He is a Bachelor of Arts and a Master of Commerce.

sengers, mail and cargo from the terminal building to the aircraft.

Nadi Airport was out of commission for a day and overseas airliners were delayed because of severe electrical storms in the area. A Qantas Boeing, northbound, was within half an hour of Nadi and had to turn back to Sydney. A TEAL Electra from Auckland got even closer, within 10 minutes, when it had to turn back. A PAA Boeing got over Nadi and tried several times to get down. Finally the pilot gave up in disgust and flew on to Pago Pago.

Nadi Airport had a near record rainfall.

Relief organisations soon swung into action to bring succour to those who had lost most of their possessions. There was immediate help from New Zealand, Australia, America, Great Britain and nearby island groups.

Within a few days a flood disaster fund reached more than £30,000, with some magnificent contributions from overseas.

NINE SURVIVE CAPSIZE

Six men and three boys who were in a canoe which capsized off the Papuan coast over Easter are safe in Port Moresby after surviving a grim ordeal at sea. The boys and five of the men were rescued by a US helicopter after drifting on the up-turned canoe for 66 hours. The other man, Raymond Lewis, 32, single, was found alive on April 1 on a small island 60 miles south-east of Port Moresby after drifting for four days on a rubber mattress. A seventh man, who tried to swim ashore, was still missing on April 1. He is Donald Hamilton, married, with four children.

AMERICAN SAMOA'S LEGISLATORS BOGGLE AT BEGGING BAN

Members of American Samoa's two Houses of the Legislature voted solidly in March against a law proposed by Governor H. Rex Lee to outlaw begging in the territory.

IN lively debates in both Houses, the legislators argued that the proposed legislation would outlaw many of the customs and traditions of American Samoa which could be interpreted in the Courts as begging.

However, although the bill was defeated, it is still possible that it will be passed, as the Speaker "returned the bill to the House floor". This means that the bill still "lives" and can come up for further consideration later in the session.

Speaking about the proposed law at the opening of the legislative session, Governor Lee said begging was a problem among both children and adults, and that "tourists and their actions" were mainly to blame for it.

"If there is anything that is contrary to Samoan nature, this is it," he said.

Governor Lee said the Legislature should also consider the problem of tipping, which could become very burdensome, as in many other parts of the world.

He said American Samoans should be prepared for the changes that were taking place in the Islands.

Important Role

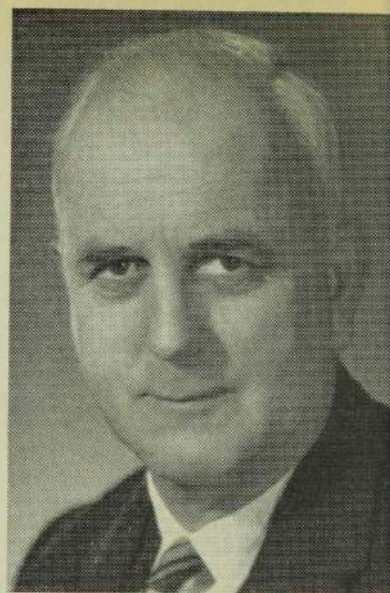
The opening of the educational television system would enhance education opportunities of the people, and would "form the base for what we think will still be an outstanding school system".

This system, plus the new hotel that it was hoped to open within a year, would "play an important role in the initiation of American Samoa into the world of tourism".

Governor Lee said that a false start on tourism would "kill the opportunities . . . and we will forever pass up opportunities for you people."

All plans for the development of the territory were conceived with the ultimate purpose of opening doors of opportunity for the Samoan people and not outsiders.

Governor Lee's assurance on outsiders did not entirely convince the



New Minister Pays Visit To Cooks

New Zealand's new Minister of Island Territories, Mr. J. R. Hanan (pictured), paid his first official visit to the Cook Islands in March. At both Aitutaki and Rarotonga, Mr. Hanan said he had come to look, listen and learn about the problems and aspirations of the Islanders, and he expressed the hope that they would choose to move with all deliberate speed into the 20th century, as the New Zealand Maoris had done.

In Rarotonga, Mr. Hanan remarked on the number of new houses being built under the Government's housing loan scheme, but said much had yet to be done before the people were adequately housed.

legislators as both Houses later passed a strongly-worded resolution calling on him to place limitations on the number of aliens entering the territory, and to offer the Legislature "a comprehensive and effective immigration law".

The resolution also called on the Governor to require all aliens not engaged in essential jobs to leave the territory, and to limit the stay of visiting aliens.

The number of registered aliens on Tutuila in mid-March was 4,800, and there were believed to be about 200 in Manua. American Samoa's total population is estimated at 24,000.

107 To Contest First Samoan Election Since Independence

From R. F. Rankin, in Apia.

Any doubts about change in Samoan custom have been dispelled by response to Western Samoa's general election due on April 4—the country's first since it became independent on January 1, 1962.

WITH widespread resentment against the recent Government imposition of school fees, great public interest is being taken in the election, in which 106 men and one woman are contesting the 47 seats.

The days when the word of higher chiefs was law; when a coveted seat in parliament was rotated among villages in each district as the election came around; and when a representative could be selected by public discussion among chiefs, are fast disappearing—thanks to the secret ballot.

The set-up is still far from democratic in the commonly accepted meaning of the term, but democracy looks a lot closer than it did even three years ago.

The franchise is still largely a prop of the traditional social system and only *matai* (family heads) have the right to be nominated or to vote.

The minority population of 1,225 registered European, Chinese, part-Samoan and non-Samoan voters living outside the *matai* system has two seats in parliament and all these individual voters over 21, male and female, have the right to be candidates or to vote for these two seats. As a result of the restrictive franchise, out of about 45,000 adults over the age of 21, only about 6,000 have the right to vote.

Change Will Come

There is no vociferous demand from the unfranchised for a vote, but with the rapid progress in education, the change from a subsistence to a more individualistic money economy, and increasing contact with the outside world, change is bound to come.

"There will be universal suffrage here within six years," claims one Samoan candidate in the election. This may appear wishful thinking to some observers but with change coming upon change so rapidly in Samoa, it is not beyond the bounds of possibility.

Greatest electoral interest lies in the district of Lotofaga where Prime

Minister Mataafa is being challenged by Fonoti Ioane, businessman, planter and former bank director.

An experienced politician of considerable talent, Fonoti is however not given much chance against the prestigious name of and country-wide respect for Mataafa.

"I am not bothering about a campaign. It is up to the people to make up their own minds who they want," said Mataafa when asked about his electioneering plans.

In a campaign free of party politics, he is content to rest on his personal record and appears unconcerned about the outcome.

Another electorate holding major interest is at Palauli, where Afoafouvale Misimoa, most outspoken critic of the Government, is opposed by last-minute nominee, 32-year-old chief parliamentary interpreter and former scholarship student in New Zealand, Aioolupotea Palemene.

An outspoken, often contentious, skilful debater, and a politician of unquestionable ability, Afoafouvale was expected to be returned unopposed after discussions with district *matai*, but Palemene was drafted by his family, influential in the district, and entered his nomination 10 minutes before closing time.

The calibre of candidates is higher than at any time. The first Samoan university graduate, Public Service Commissioner Leiataua Vaiao Alailima, is campaigning in the district of Aiga-i-le-tai against former European member Hans Keil, known as Lesa Anisi under his new status. In this district there was agreement among *matai* on one candidate (Les Anisi) but when nominations closed it turned out there were two other candidates aiming for election.

Another public servant, New Zealand trained Treasury investigating officer, M. McCarthy (Fuimaono Moasope), is opposing Minister of Education Tuatagaloa in a three-cornered contest in the Falealili electorate.

With constitutional changes reducing the previous five European seats



Samoan Prime Minister Fiamē Mataafa is expected to be returned, but Fiamē himself is reported to be unconcerned about the result.

on a population basis to two seats, the contest for the individual voters is particularly keen.

The two seats are being contested by Minister of Finance G. F. (Fred) D. Betham, Minister of Public Works F. (Frank) C. F. Nelson and backbencher Tom Allen.

Both Ministers have done good work and they are generally expected to hold their portfolios again if re-elected. Tom Allen has, however, made a name for himself as a battler over the past three years and with his own plus dissident support he is giving the two main contenders a worrying time.

History has been made in the electorate of Faasaleleaga No. 3, where a 39-year-old housewife and mother, Lefine Satia, is contesting the seat with former policeman Tole'afua Talitimu. With the franchise restricted to *matai* and with *matai* honours only rarely bestowed on a woman, it is most unusual for a woman to be playing an active part in politics.

Cabinet Changes

Unless there is a major upset, it is almost certain that Mataafa will again be Prime Minister but there are likely to be some changes in the Cabinet, members of which are selected by the Prime Minister who himself is elected by Parliament.

Among the 14 candidates elected unopposed are two Ministers; Fa'alava'au (Post Office and Radio) and Asiata (Agriculture). Neither

Mr. C. D. Rowley Leaves ASOPA

After 13 years as Principal of the Australian School of Pacific Administration, Mosman, Sydney, Mr. Charles Rowley is to take up a new appointment as Director of the Social Science Research Council's project on Aborigines in Australian Society.

In those 13 years, Mr. Rowley has substantially assisted the natives of Papua and New Guinea by training hundreds of young Australian officers in their work.

Members of the staff of the school and others of his many friends will entertain Mr. Rowley at a farewell dinner at the Hotel Mosman on April 10. The Deputy Principal, and Senior Lecturer in Law, Mr. J. R. Mattes, has been appointed Principal of ASOPA.

of these two are certain of Cabinet selection. Fa'alava'au, former secretary of the Mau and a popular politician with long years of political service, may be thought too far on in years to stand up to the rigours of the development era ahead.

Asiata's rather off-hand approach has not made him many friends among rank and file politicians, and he has also been involved in the demand of the Public Accounts Committee for a Commission of Enquiry into banana cartage contracts where his close relatives proved to be successful bidders.

Although 107 candidates are offering themselves for election, there are not many of ministerial calibre among them. It is generally expected that at least four of the present Ministers will be re-appointed. They are Tuatagaloa (Education), Toomata (Lands), Betham (Finance) and Nelson (Public Works).

Backbenchers who may make Cabinet rank are Tuaopepe Tame, Pilia'e, Magele Ate and Afoafouvale Misimoa. Newcomers of ability are former Minister of Health now re-entering politics, Luamanuvae Eti, Public Service Commissioner Vaiao Alailima and prominent planter Kolone Vaai.

All this of course is contingent upon their being elected. With as many as 12 candidates contesting one seat in places, the outcome is far from certain.

They Took A Look At Fiji

From a Suva Correspondent

Fiji had its share of VIP's, of varying degrees, in March. They included half-a-dozen New Zealand MP's, a top official from the Colonial Office and a United Kingdom delegate to the United Nations. All were on what they called "familiarisation" tours.

THE MP's spent a week touring the Colony, looking at various projects, and then went off to Western Samoa and points east. They were a little nervous of publicity, and soon made it clear that they were unable to make policy statements on behalf of New Zealand, which was quite understandable.

However, they did, through their leader, say that although the future of the RNZAF base at Laucala Bay was a matter for consideration by the New Zealand Parliament, the past record showed that New Zealand would never deliberately damage Fiji.

They were unable to say what the future air policy would be, or how much longer the Laucala Bay base will remain in existence. Neither did they promise that New Zealand would buy more bananas from Fiji!

The delegations comprised three members of the National (Government) Party and three Labour (Opposition) Party. The Nationalists were Messrs. G. A. Walsh (leader), Sir Leslie Munro (better known as a former president of the United Nations General Assembly), and R. J. Tizard. Those from the Opposition were Messrs. W. A. Fox, M. Rata and D. S. Thomson.

Colonise Office Visit

While they were on their trip, Mr. Philip Noakes, head of the information section of the Colonial Office, arrived for a two weeks' tour. Mr. Noakes made no startling pronouncements—in fact he made it clear that he was here just to learn something about the Colony at first hand.

Before starting his Fiji tour he went to the New Hebrides, and while in Fiji took a few days off to fly to Tonga.

The last of the VIP's, Mr. Cecil King, British Minister for Trustee

Affairs at the United Nations, was certainly not the least.

Mr. King, handled Fiji's case last year when it came up before the UN Committee (of 24) on Colonialism.

He let it be known in Suva that the UK attached little weight to the resolution passed in the UN General Assembly last year calling on the British Government to give independence to Fiji immediately.

Bitter Comment

Delegates on the Committee of 24 made some startling statements when the committee discussed Fiji, and these caused a lot of bitter comment in the Colony.

Mr. King commented in Suva that he would like to know in some case where members had got their Suva "misinformation". They had produced some curious facts and figures, especially the Soviet delegate.

He added that the final resolution was not binding on anyone, and was based on a complete misconception of the state of affairs in Fiji.

Mr. King also explained why two high Fijian chiefs, Ratu Penai Ganilau (Deputy Secretary for Fijian Affairs) and Ratu George Cakoba (the paramount chief of Fiji), who were in the United States at the time were not called before the committee. He said that the committee did not originate invitations, and did not invite people to talk to them.

But the possibility of Ratu Penai and Ratu George applying to be heard did come up, and the question was discussed with them. But there were difficulties as the men were on a State Department tour.

The matter had been referred to the Fiji Government, which had decided against applying for a hearing for the two chiefs.

Collapse

Mr. King saw a number of political leaders during his Fiji visit.

He also held a Press conference near the end of the visit. During it Mr. D. Krishnamurti, assistant editor of the *Pacific Review*, Nadi, collapsed and died. Mr. Krishnamurti was a controversial political writer, and was closely associated with Mr. A. I. Patel, and Mr. S. M. Koya, two Indian MLC's. Mr. Krishnamurti had been asking a question when he collapsed across the table.

The Deputy Director of Medical Services (Dr. D. W. Bookless) was called from an adjoining office and the conference was adjourned.

Mr. King visited Papua-New Guinea after leaving Fiji.

Governments Rethink The Problems Of The SPC

By Stuart Inder.

The five member nations of the South Pacific Commission are having to rethink the details of proposals made last year to give an important new voice on the SPC to Islands people.

AS a result of legislative difficulties and changing attitudes the proposals, put forward at a review conference in London last July, will not now be carried out.

But it is possible that some of the more important proposals will be salvaged and made to work in a different way, which will result in the Islanders getting a much larger say in SPC affairs than they have now.

Last year's London conference, which was attended by the UK, the

US, France, NZ and Australia, discussed a scheme for drastically overhauling the Commission's charter (drawn up in 1947).

It was proposed among other things to re-organise the Research Council and to set up an additional body called a Regional Council, which could meet every year and which would have delegates elected by Islands legislatures. This Council would be in a position to take a close interest in SPC direction.

The London conference also discussed a new financial formula of contributions, and the admission of Western Samoa as a full member following her independence. The conference broke up on a note of optimism.

By October, however, when the Commission met in Noumea, it was obvious that there were serious difficulties in the way of the proposals being carried out by the member governments. France and the US especially were unable to get approving bills through their legislatures in time, and the passage of the bills themselves could be guaranteed to raise other difficulties.

Since then it has become clear that the complications of getting five Powers to agree to new sets of proposals that could have deep ramifications in other ways are too much for there to be an easy solution. Apparently none of the Powers is willing to risk throwing open the SPC charter to an extent which could one day allow political control of their own territories to slip away from them.

All are agreed that the SPC is not political, and that its main role is to provide technical assistance—to be a library of technical brains the territories may call on as their technical and scientific problems grow.

None of them wants the SPC as a possible nucleus of some loose South Seas federation—nor do they want to greatly sharpen its teeth, for it might use the teeth to bite the hand that feeds it.

Nevertheless, it is possible to do a



Mr. W. D. Forsyth, Secretary-General of the SPC, in March visited Saipan, HQ of the US Trust Territory, and South-East Asia on SPC business.

great many things within the framework of the present charter—just so long as all the member governments are agreeable.

It is probably possible to have a Regional Council without altering the charter, by developing such a body as a kind of select committee of the South Pacific Conference. The Conference could continue to meet and discuss general matters on a pre-set agenda every three years, as it does now, but the select committee might meet annually and frame recommendations for the Commission.

It is along these lines that a number of member governments are now thinking.

Samoa Membership

Meanwhile, the new financial arrangements seem to have worked themselves out well enough—temporarily, anyhow—although the placing by Congress of a lower American "ceiling" than was expected caused some embarrassment among American officials and may cause some difficulties with the SPC budget if it remains on in the next few years.

The Commission's failure to find a formula to admit Samoa after 18 months of effort has also caused embarrassment in some places, with the result that in late February there was another London conference of the Big Five aimed at finally solving the problem.

Reports from London indicate that a formula has been approved which will enable Western Samoa to obtain full membership by the next meeting of the Commission in October.

Lenormand Out In New Caledonia

New Caledonians and French citizens in the New Hebrides will go to the polls soon—probably in June—to elect a deputy to the Chamber of Deputies of the French Parliament to replace Mr. Maurice Lenormand, who has represented the two territories as deputy for a number of years.

MR. LENORMAND was relieved of his position in January for complicity in the dynamiting in April, 1962, of *L'Avenir Caledonien*, the owned news sheet of Mr. Lenormand's party, Union Caledonienne. Mr. Lenormand was accused and convicted of "knowing a crime had been committed and not denouncing same," and was given a suspended sentence of a year's imprisonment with a heavy fine.

He took his case to the highest French court without success.

As a result, he lost all his civil rights for five years, ceased to be a deputy, and ceased to be a member of New Caledonia's Territorial Assembly.

Mr. Lenormand's followers believe that Mr. Lenormand was the victim of political moves, and that the French Government is out to ruin his Union Caledonienne.

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FIJI — SAMOA — TONGA

Tropicalities

Although the new Papua-New Guinea Liquor Ordinance provided for the establishment of taverns—which would serve food and drink but not provide accommodation—the idea has caught on slowly.

THE one pictured at Binnen Point, Madang, is the first in the Territory to open for business.

Most other proposals to build taverns have met with opposition from police, local residents and religious organisations who seem to have the idea that a tavern will turn out to be just a native grog-shop.

If this one in Madang is a sample, residents can set their fears at rest. It has a good position with a large beer-garden (left) and a big effort being made to cater for Europeans as well as natives.

It does, in fact, provide far better drinking conditions than many public hotel bars in the Territory. Although the number of customers drinking in hotel bars has increased several-fold since the prohibition on native drinking was lifted 18 months ago, few publicans have made any effort to accommodate them.

Opposition against taverns now seems out of place. The time to protest was in 1962, before prohibition was lifted, but at the time it was stated that the natives "demanded" drink and that to keep restrictions on would be the rankest kind of racial discrimination. Probably no more than a few thousand

town natives "demanded" anything, the vast majority of the Territory's two million-odd natives did not know or care a thing about it.

And not even the sophisticates knew what kind of a loaded pistol they were putting at their own heads. More and more native women are becoming active anti-drink campaigners and it is largely due to their opposition that it is unlikely that taverns will appear in such native urban areas as Hohola, in Port Moresby.

The average wage of a town native is around £3 per week, about sufficient for one night out on the town.

Some Facts Wanted For History In The Making

THINGS seem to be happening so fast in Papua-New Guinea these days that even recent history seems in danger of being overlooked. Two people trying to save some facets of it before memory dims are Captain Ian Grabowsky, of Melbourne, and Mr. W. R. McGrath, of Port Moresby.

Ian Grabowsky is looking for information for a history of Territory

What's Cooking With Gass

Now that Sir David Trench has relinquished his post as Western Pacific High Commissioner (to be kicked upstairs as Governor of Hong Kong) it breaks up a very happy and efficient working combination between Sir David and WHPC Chief Secretary, Mr. M. D. I. Gass.

Which reminds us of the time three years ago when Sir David's appointment was first announced and the wags in Honiara were saying to each other, "Have you heard? We're to have Trench warfare, using Gass!"

aviation he is compiling, and Bill McGrath wants his facts for a history of the Papua-New Guinea Volunteer Rifles, which is the Territory's CMF unit.

Captain Grabowsky, who has helped make a lot of Territory aviation history himself, has found there is an almost total absence of civil aviation records of the Territory between 1926 and 1930 and he asks for help in those years especially.

He says:

"Official files just don't exist, except for brief references in some Departments of Home and Territory files in the Commonwealth archives. With the exception of Melbourne *Argus* no newspaper had a reference index covering these years, and even then reference to aviation in New Guinea was very limited.

"Resorting to the memories of 'old timers', though reasonably reliable as to incidents, lacks accuracy when one asks 'what date was that?'.

"Except for a period from March to July, 1927, there was no official from Civil Aviation stationed in New Guinea until 1934.

"In 1928, a flight from Point Cook to Rabaul and back was done by Capt. E. C. Johnston, of the Civil Aviation Branch. His report is unobtainable—probably lost in the incinerator.

"I have obtained much help from *The Rabaul Times* and *Papuan Courier*, also *Guinea Gold* and G.A.L. Board minute books, but the two latter must be treated with care as often decisions recorded were not implemented. All correspondence of those companies has been sacrificed in the demand for space.

"I find that whilst some of the



The first liquor tavern in NG to open for business is this one at Madang.

books written make excellent reading, for historical use they are not of much assistance.

"Most unfortunately, the records of transport other than by G.A.L. were not kept or have been destroyed. Because so many miners, mining syndicates or companies financed the air operators, it is necessary to refer at some length to these interests and what I term the battle of transport philosophies, i.e., the road versus the rail, versus the air.

"And does anyone know what happened to W. E. Goff? I think his initials were W. E. He was Guinea Airways' agent in Sydney and it seems to me that if still alive he might have some useful information."

You can write to Grab care of the Department of Civil Aviation, Box 1839 Q, P.O. Elizabeth Street, Melbourne, C.1.

Mr. W. R. McGrath, who can be reached through the Department of Lands, Port Moresby, is a PNGVR officer and former patrol officer who is writing an unofficial history of the PNGVR and the little-known 126 Heavy Battery RAA, which was formed in Port Moresby in 1939 to man the guns on Paga Hill, overlooking Moresby harbour.

The PNGVR started life as the NGVR in September, 1939, and was disbanded in early 1943. It became the PNGVR in 1951. There were no war diaries except for one minor one in 1942 so that the history of this unit is largely in the memories of its many members. Bill McGrath wants to hear from former members or their associates who can supply unit details and activities, including photographs.

In Apia, Too Little And Too Late

THE South Pacific Commission has been working lately to improve its public relations and gain some much-needed publicity for the vital job it's doing in the South Seas, but much is still wrong with the workings, and it showed up during the plant quarantine conference held in Apia in March. As a result we can't give you any information about the decisions of this significant meeting. We don't know any of them.

We do know that just about everybody attended the conference (which was called to see what can be done to stop the big economic losses caused in the Islands by accidentally introduced crop diseases and pests) because when we wired our man in Samoa for the details we finished up with nothing but a list of their names.

They Climbed Ball's Pyramid

Two Sydney men, David Rootes, 32, and Richard Higgins, 21, on March 22 became the first men to land on Ball's Pyramid, 12 miles from Lord Howe Island, in 30 years. They climbed 1,300 ft up the 1,850 ft peak when time ran out and they had to descend to a waiting boat. But they left their climbing spikes in the cliff and plan to complete the full climb at another attempt.

Ball's Pyramid rises sheer from the sea. The only other person to attempt the climb, a man named Morrisby, gave up at a height of about 400 ft.

Rootes and Higgins were taken to the pyramid by Carl Dignam, of Lord Howe. When it was found to be too rough to get the boat close to the rocks the two men swam ashore, taking their climbing gear in sealed drums. They began their climb right away, "making it look easy work", said a correspondent.

But it seems that nobody was making any detailed statements.

In an editorial, the *Samoa Bulletin* got a little short-tempered about it. It commented:

"All sessions are closed and the findings will only be learned through emasculated newsletters and slow policy decisions at some time in the future. . . . Unless the present visitors wish to be classified in the public imagination as more experts, who have come, gone and left no impression, they should make some effort to capture the people's imagination and goodwill."

But we don't think the lack of information is the fault of the delegates. The blame is with the SPC, which should arrange a Press coverage of its own big meetings as intelligently and as speedily as it covers its three-yearly South Pacific Conferences. Or else make it easy for somebody to cover them. The time and place to get the news out is when it's happening, and at its source. The SPC is still far too involved with useless protocol on these matters.

How To Make Money Without Even Trying

ONE day recently, while walking through one of Sydney's shop-

ping arcades, we noticed in a stamp dealer's window a complete set of Tonga's circular postage stamps for £8/10/-.

This seemed rather a lot for a set of stamps issued less than a year ago, so we did a little mental arithmetic to figure out the dealer's profit on the stamps' face value. The result was 566-2/3 per cent.—the face value of the stamps being £1/10/-.

A little further along in the same arcade, we came to another stamp dealer who was offering the seven lowest denominations in the same series for 21/-. More mental arithmetic revealed that this dealer—reckless fellow—was contenting himself with a mere 484-2/3 per cent. profit, the face value of his stamps being 4/4.

Back at the office, we looked up the story we published on these circular stamps last July (p. 39) and found we had quoted a Nukualofa correspondent as saying that the local Post Office had sold out of the stamps within two days of their going on sale.

The correspondent added: "So it looks a profitable business for dealers in this latest Tonga Government venture in a most unconventional lot of stamps."

To which we say: "You can say that again!"

The stamps, by the way, were issued in three sets: Ordinary mail, airmail and official airmail. The denominations were: Ordinary mail, 1d, 2d, 6d, 9d, 1/6 and 2/-; airmail, 10d, 11d, 1/1, 2/1, 2/4 and 2/9; and official airmail, 15/-.

Madang's Beauty Falls To the Axe

THOSE beautiful old raintrees that have been the pride of Madang, New Guinea, are coming down and ending up as butts of timber in a local joiner's yard. Before and after photographs are opposite. The trees are 60 to 70 years old and were planted by the Germans.

There are two reasons for this execution—firstly, they are said to be unsafe and that branches drop off them; secondly, Madang is getting sealed roads, and sealed roads and tree roots don't go together.

Madang is the most beautiful township in P-NG and a lot of its charm depends on its shade trees.

At one time Rabaul ran into second place in the beauty stakes but things used to drop off Rabaul's trees, too, and most of those have been cut down. The result is that Rabaul's main business street, Mango Avenue, has nothing growing in it now larger than a

hibiscus bush and has become a two-way stretch of bitumenised hell, guaranteed to fry anyone who tries to walk the length of it.

Madang's raintrees are a valuable property either up or down.

In Hawaii, rainwood tree is known as monkey-pod and the basis of a flourishing adjunct to the tourist industry when turned into wooden platters, trays, bowls, etc. It is used for the same purpose in Fiji.

Who Solved The 'Boussole' Mystery?

REECE DISCOMBE, Vila's indefatigable La Perouse enthusiast and skin diver, must sometimes wonder whether the whole of the French-speaking world is not against him in his efforts to find out what became of La Perouse and his men after their ships *Astrolabe* and *Boussole* were wrecked at Vanikoro in 1788. Reece is a Kiwi.

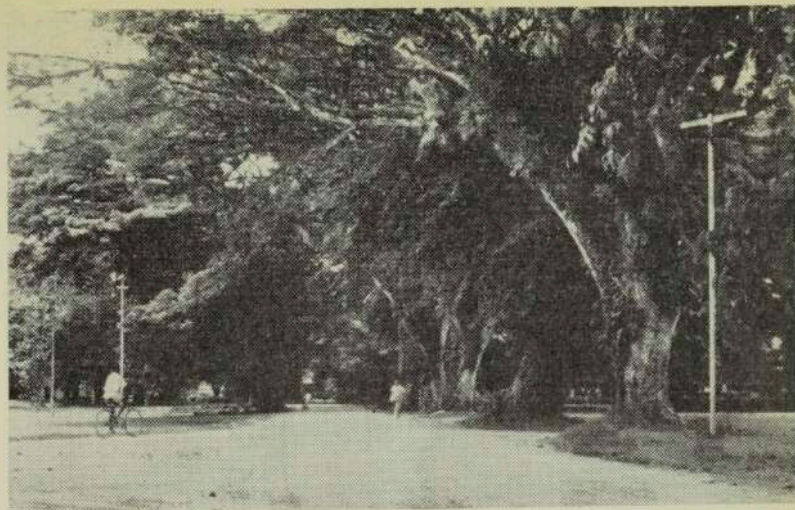
Although Reece has been the prime mover in the search for La Perouse relics in recent years, the French Press always seems to play down his achievements, get things wrong, or ignore him altogether.

Reece first went to Vanikoro in 1958 with an expedition headed by Mr. Pierre Anthonioz, the then French Resident Commissioner in the New Hebrides. On that occasion, he relocated the remains of the *Astrolabe* (first seen by Peter Dillon's expedition in 1827) after a French Navy expedition had failed to do so in 1956 and had lost its diving equipment in the attempt. Reece got no credit for that.

Next year, Reece went to Vanikoro with an expedition headed by the French vulcanologist Haroun Tazieff. Subsequently, an article on the expedition's achievements appeared in the French magazine *Paris Match* illustrated with colour and black and white pictures taken by Reece. Reece, however, got no credit for taking the photographs; he was not even mentioned in the article; and—bitterest blow of all—he never got his pictures back.

Despite all this, Reece's enthusiasm for La Perousiana waxed rather than waned, and in June, 1962, when he visited Vanikoro on a private business venture, he decided to search for the wreck of the *Boussole* (which had never been located) on his own account.

He had the good fortune to find it—it was in deep water on the outer edge of the reef—but mindful of his previous experiences, he kept the discovery to himself for the time being.



Top shows Madang's avenue of raintrees—and the lower picture shows what happened to some of them.



Six months later, he went to Vanikoro again and recovered sufficient relics from the seabed to put the solution to the mystery of the *Boussole* beyond doubt. (*PIM*, Jan., p. 11, and April, 1963, p. 87.)

Having thus solved what Frenchmen had been yearning to know for 175 years, Reece found to his surprise that the French Press did not seem to care.

In fact, about the only French news organ that even bothered to record his discovery was the informative bulletin of the French Residency in the New Hebrides.

This paper, in its issue for March 14, 1963, published a five-paragraph story headed: "The Wreck of the *Boussole*, vessel of La Perouse, has been found 175 years after its disappearance." Reece was given full credit for his lone-hand discovery.

In February, however, the French Residency's bulletin took the credit

away from him and—possibly with the idea of pleasing the "boss"—gave it to the French Resident Commissioner, Mr. Maurice Delauney.

Said the bulletin: "One of the most intriguing mysteries in the history of the great geographical discoveries of the 18th century appears to have finally been clarified by the mission of reconnaissance that Mr. Maurice Delauney . . . made to Vanikoro from February 6 to 9, 1964."

The bulletin went on to say that Mr. Delauney, accompanied by a couple of top French officials and a skin diver, Mr. Charles, had gone to Vanikoro in the *Aquitaine* and had there met Reece Discombe on February 6. (Reece had been there for several weeks on another private venture.)

Mr. Delauney and Co. went out to the spot where Discombe had found the remains of the *Boussole*, and, using skin diving equipment, had re-

covered a number of items from the sea bed, such as cannon, lead ballast blocks, etc.

But, said the bulletin, "the enigma (of the *Boussole*) still remained" as "all the objects recovered could have belonged to the *Astrolabe*".

However, "M. Delauney and his companions continued their researches" until eventually Mr. Charles recovered a bronze or copper plaque on which was the following inscription:

*Langlois, Ingenieur
Du Roy Paris aux Galleries
du Louvre
Avril 1736*

The bulletin added: "The National Archives will certainly say if this 'ingenieur du Roy' was on board the *Boussole* or if he made one of the numerous pieces of scientific equipment that the ship carried. . . ."

And if it does, the bulletin implied, the mystery of the *Boussole* will be solved and Mr. Delauney will deserve the credit.

All this, of course, was not calculated to make Reece Discombe feel terribly happy, particularly as Mr. Delauney had gone to Vanikoro at his suggestion and was shown where the *Boussole* was by him, and particularly as it was he (Reece), and not Charles, who had found the inscribed plaque — Charles having merely brought it to the surface!

However, when Mr. Delauney reported the discoveries that had been made to Paris, and the French Navy and the Maritime Museum decided to send experts to Vanikoro to see what

more could be retrieved, Reece accepted an invitation to guide them.

The last we heard was that Reece and the experts had gone to Vanikoro in mid-March in the French Naval vessel *Dunkerquoise*.

Stock Exchange Suspends Sangara Trading

WHEN the Sydney Stock Exchange, on March 24, suspended Sangara (Holdings) Ltd. from trading, pending clarification by the company of matters raised in the auditor's report, the situation of the Papua-New Guinea group of companies known as Hamac became even more confused and obscure.

For the last two months there had been lively trading in Sydney in Sangara's 5/- shares. The price paid for them ranged from 6d to 1/6. Some 2,400 were sold on March 23 at 1/2.

It was generally known that a Sydney buyer, with a wide knowledge of Territory affairs, was the buyer, and he said at the end of February that he had thus secured control of Sangara which, he hoped, would give him control of a group of hotels.

Sangara is the nominal owner of Morobe Hotel Ltd. (Cecil, Lae, Wau Hotel; Goroka Hotel). But last year, after appeal to the Territory's Supreme Court by a group of unsecured creditors, Messrs. Burns Philp (NG) Ltd., nominated a Receiver who, since then, has been in charge of the hotel operations.

It has been reported that the hotels have nearly liquidated the debts, and

might soon return to Sangara control. The Cosmopolitan Hotel Rabaul, and the Guinea Brewery Ltd., in Lae, are in some way connected with the Sangara organisation.

There were several other companies, besides Morobe Hotels Ltd., in the group called Hamac Ltd., which was formed in P-NG a few years ago by the McEachern interests, and the affairs of which gained a good deal of publicity in 1961-62. About then, the Sangara Group entered the picture. The man chiefly concerned in the organisation and reorganisation of Hamac, and the appearance of Sangara in the picture, Mr. Len McEachern, is now the manager of the Cosmopolitan Hotel in Rabaul, where an active programme of improvement and development has been under way.

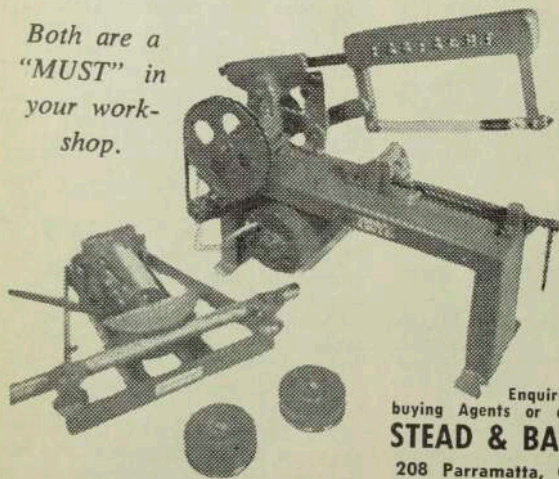
The auditor whose report has brought a demand for "clarification" of Sangara's accounts is Mr. Raymond Lord, of Port Moresby. It is indicated that the accounts of Sangara are related to the accounts of some other Territory companies — namely, Morobe Hotels Ltd., Coffee Products Ltd., Guinea Brewery Ltd., Territory Finance Ltd., Humbley Electronics Ltd.

There are other Sangara companies — namely, Sangara Rubber Plantations Ltd., Sangara Plantation and Development Ltd.—and Mr. Lord has been the Receiver for the latter company for some time.

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. . . Margaret Merrill.



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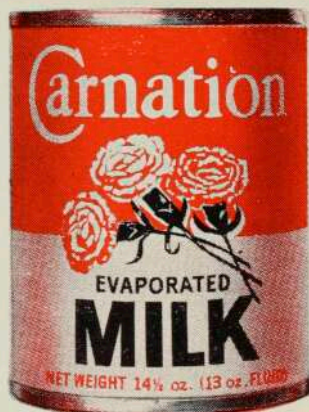
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21

MILK



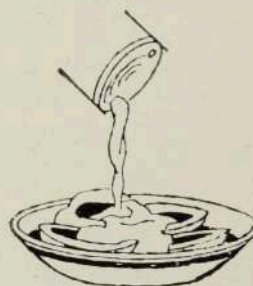
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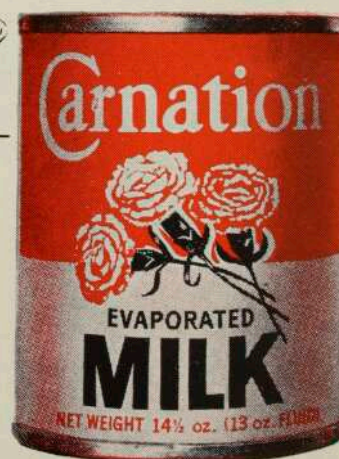


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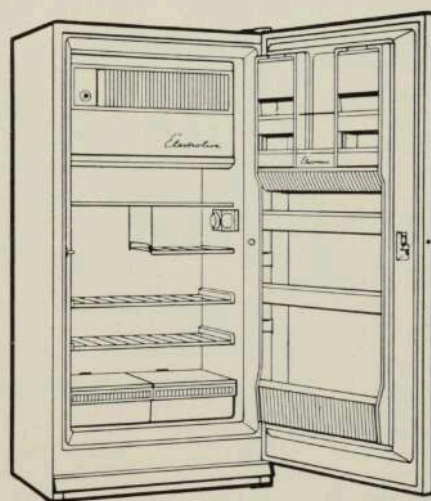
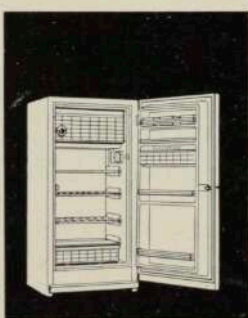
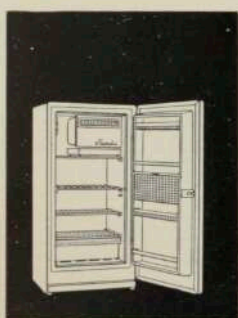
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KR374/B

LETTERS TO THE EDITORS

NATIVES SOLD DOWN THE DRAIN

Sir,—American diplomacy is like a lottery on a grand scale, wherein you sometimes win, but mostly lose. The Americans haven't the calm, logical long-sightedness of the older European nations.

THE Americans sold the indigenes of West New Guinea down the drain. But for that, those natives, in a very short time, would have gained their independence under the kindly Dutch rule.

Why do the Australian and New Zealand Governments, and the Press in both countries, handle the threat from Indonesia with delicate kid-gloves, and half shut eyes, instead of a bold declaration by both countries of full military support in any crises that might arise? Only such a firm stand is likely to give cause to Soekarno.

The editorials of *The Fiji Times*, Suva, are the only firm and clear expressions on the situation that I have read, and I heartily concur with their views.—Yours, etc.

H. S. FADDY.

Madroga,
Fiji.

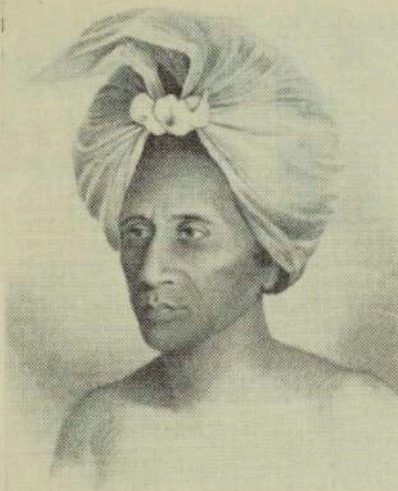
"OLD GLORY"

Sir,—With reference to Captain Stan Brown's article on the Fijian chief Veidovi, which was published in the magazine section of the December, 1963, of *PIM*, I enclose another portrait of him. This is an engraving taken from a drawing by Alfred Agate, one of the two official artists in the United States Exploring Expedition and was made during the voyage.

Veidovi's skull is stored among the ethnological collections of the Smithsonian Institute, Washington, D.C. Several months ago I obtained photographs which I sent to the Department of Fijian Affairs.

The brig *Charles Doggett*, which lost so many of her crew owing to Veidovi's treachery, was closely connected with the occasion on which the American flag was first named "Old Glory".

William Driver (1803-1886) was appointed captain on August 10, 1831, when the vessel lay at Salem, Massachusetts. He produced a flag



Veidovi, from the drawing by Alfred Agate.

which had been made by his mother for his 21st birthday. This was hoisted to the masthead and as the breeze unfurled it he exclaimed, "There it is—Old Glory! I name thee Old Glory."

Captain Driver has a number of descendants in Fiji who bear his name.—Yours, etc.,

CHRISTOPHER LEGGE,
Administrative Officer (Retired).
Chicago Natural History Museum,
Chicago, Illinois.

RANALD MACLEAN'S DEATH

Sir,—I wish to correct some errors which appeared in the obituary of my friend, the late Ranald Gregor Maclean, which appeared in your March issue.

You will note that both Christian names were incorrect.

Prior to the war Ranald did not live in Malaya, but was on a plantation in Java, then in the NEI. His father had planted up Vunalama and Ranald was educated at the Brisbane Grammar School.

Ranald came from Java to Australia to enlist in the AIF, passed through the OTC at Liverpool, and was commissioned lieutenant. He went to Malaya on the *Aquitania* as a reinforcement officer, arriving shortly before the capitulation.

Because of his knowledge of the Malay language Ranald was of great help to his fellow prisoners of war, particularly in making contact with the Malay people to obtain food. On discovery of this by the Japanese,

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. . . . Margaret Merril.

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Ranald was put in solitary confinement. The ill-health which led to his death had been ascribed by the Rehabilitation Department to his war service.

Ranald went to New Guinea after the war to manage and rehabilitate Vunalamama. Subsequently he served several years at the Lowlands Agricultural Station, Keravat, and then resigned to go back to Vunalamama and supervise Kleinwata. Ill-health caused him to resign as manager of Vunalamama several years ago.

Ian succeeded Ranald on Vunalamama but went to Sydney over two years ago and now lives at Sutherland. —Yours, etc.

DUDLEY JONES.

Brisbane,
Queensland.

SOLOMONS OLD HANDS

Sir,—The letter from Mr. A. H. Green, of St. Helena Island, about the old days in the Solomons (*PIM*, March), revived memories for me and doubtless for many ex-Solomons hands who will recall him as "Sol" Green, one of W. R. Carpenter's management men who frequently did stint as supercargo in the company's ships.

I remember him in the *Mascot*, in which he made several voyages in 1923, and he may be interested to hear that some of her old crew are still on deck.

Walter Buckley was skipper in 1923 and ran her as skipper-supercargo. He now is living at Faulconbridge, NSW. Buckley ran the trading station at Graciosa Bay, "Big" Santa Cruz, for many years before he came to Sydney just before World War II began.

Dave Lazarus, *Mascot's* mate, when last heard of was on the NSW North Coast after 30 years in the Group, during which he ran several ships and traded at Ontong Java.

Cliff Welsh, onetime *Mascot* man, retired in March last as Deputy Chief of the Sydney Metropolitan Fire Brigade.

Carpenter's Solomon Islands manager, Harry Chaperlin, was for years in the Taxation Department in Sydney and on being retired took on a job at Vanikoro.

Buckley, Lazarus, Sim (engineer), Bill Russell and myself were in *Mascot* when she was wrecked at Utupua in March, 1924. Lazarus and Sim sailed back to Tulagi in the shell boat, *Arethusa*, then owned by the Korean diver, Ito. The rest of us stayed on at Utupua (about six weeks) until picked up by Lever's steamer *Kobiloko*, then skippered by Captain Dreever.

BUKA'S CARGO CULTISTS GET A CARGO—OF "GALORIOUS" BOOZE

For more than 20 years, some of the people of the northern part of Buka Island, Bougainville, have been a problem to the P-NG Administration and to missionaries.

The trouble is that, besides having independent minds, these islanders are cargo cultists—believers in local prophets who promise them such things as free food, free drink, unlimited sensual pleasures, and no work.

Now, judging from reports that reached Rabaul early in March, some of the prophesies of Buka's cargo cult prophets have come true.

The reports say that after the 303-ton trading vessel "Karu" ran aground off Buka on January 24, part of her cargo, consisting of beer and spirits, was taken ashore and stacked on the beach to await shipment back to Rabaul.

Later, it mysteriously disappeared, and when a police officer was sent to investigate, he got very small change from the Buka Islanders. His conclusion was that the liquor had either gone underground or been consumed—as in Compton Mackenzie's "Whisky Galore".

Meanwhile, the owners of the "Karu", G. and M. Shipping, of Rabaul, abandoned hope of refloating the vessel, and employees began removing engines and other valuable equipment.

They are presumably keeping a closer watch on this material than they did on the liquor, which was originally destined for plantations and outstations on the east coast of Bougainville.

PIM's grapevine has not reported whether these thwarted consignees have now replenished their cellars (or whatever they stow their liquor in) from other sources, or whether they are drinking water.

Kobiloko, about 100 tons, was on her annual recruiting voyage to Santa Cruz and with her full complement of 100 recruits and the *Mascot's* castaways had more than 140 of us on board. By a strange coincidence the then resident Commissioner of the Solomons, Broadhurst-Hill, arrived at Utupua in the Government yacht *Tulagi* about half an hour after *Kobiloko*. He had been attracted by the strange wreck on the reef. So two ships arrived at once at an island that was visited only once a year.

"Strewth, it's getting like Circular Quay," Buckley said as *Tulagi's* masthead appeared over the point near our camp on the beach.

After we got back to Tulagi, Buckley and I went into the *Vella* but after about a month Buck left her for, I think, the *Royal Endeavour* or one of the Malaita Company's other ships, and that great old pioneer Jack Newman and I punched *Vella* round the Solomon coast. Last I saw of her was in 1928 in Rabaul. She piled up a year or so later in the Fead Group.

Lou Austin salvaged *Mascot's* engine, which was later installed in the *Duranbah* in Sydney.

Bill Russell later left the Solomons for the New Guinea goldfields and died at Wau.

We distributed tons of junk from

the *Mascot's* trade room so it is gratifying to learn that at least one item we sold, Sol Green's safety razor, is still in daily use 40 years later. I still have one souvenir of the old ship—her engine-maker's plate.

Reminiscences of the old Solomon days are always interesting, but what intrigues me even more is what the devil Sol Green is doing at St. Helena. Island life certainly has got him!—Yours etc.

BILL BAVERSTOCK.
Mosman, Sydney.

FUTURE OF AMERICAN SAMOA

Sir,—The article by the Honolulu lawyer, Mr. John Alexander, about the difficulties in American Samoa (*PIM*, March, p. 63) was an intelligent piece of work. However, no doubt many other people on this side of the Pacific noted that while America is happy to give immediate independence to the rest of the world's so-called colonies, she sees her own territories in a somewhat different light.

Mr. Alexander makes the comment that the final solution in American Samoa will call for the nicest possible adjustment of competing values "probably over a longish transitional period".

There aren't any long transitional

periods any more. The Americans are always telling us that! The pressure is on, and while most of us hate it, because things are going too fast for people's own good, there doesn't seem anything that anybody can do about it.

Who of us in New Guinea five years ago could have foreseen a 64-member House of Assembly elected on a common roll with an overwhelming native majority! And look what is happening in the Cook Islands, the Solomons and Fiji—as reported from month to month in *PIM's* pages. Look what has happened to Western Samoa, right next door to the American "unincorporated" territory.

Certainly the American Samoans owe America a great deal, just as Fijians owe a great deal to Britain and the New Guineans owe a great deal to Australia. But what has that got to do with nationalism?

Even though they can't afford it, I can't believe that the American Samoans won't insist on going their own political way also, and anybody who thinks there is going to be a "longish transitional period" which will enable all the problems to be sorted out is just asleep.

America ought to fix a few political target dates in Samoa, and do something specific about giving it autonomy, before that infamous UN committee of 22 gets its hooks in. —Yours, etc.,

"WINDS OF CHANGE".

Port Moresby, P-N.G.

PIM IN A PACKING CASE

Sir,—May I congratulate you on the "set up" and writings in the *Pacific Islands Monthly*. I find it instructive and most interesting.

How did I "discover" the maga-

zine? Well, I found an old copy in some packing that came from the Islands. I read what I could, and my mind went back to the time lived on some of them. Maybe will go back some day to get away from the "rat race".

However I am glad I found the old copy, and have instructed my newsagent to deliver the magazine.

Should you have time to come to my Studio I would be pleased to receive you and show you a large ceramic-mosaic "light, sound and vision" that will be erected in Sydney shortly. I have been commissioned to execute the murals on the *Empress of Australia*. Maybe will work in something of the Island. Meanwhile, here's to the old copy in the packing case!—Yours, etc.

BYRAM MANSELL.

Sydney.

A COMPLAINT

Sir,—I would like you to publish this transaction which I have had with the Public Works Department of the British Solomons.

I recently purchased a Bedford truck from the Public Works Department. They are the only people who use Bedford trucks.

When overhauling it was found that a new clutch plate was required and I applied to them for a new plate. This is the account I received:—

BSIP GOVERNMENT STORE	
1 Only Clutch Plate—cost	£3 10
plus 25% duty	£1 17
	4 7
plus 100%	4 7
Total	£8 15

This is a fair example of profiteering by Government.—Yours, etc.,

K. H. DALRYMPLE HAY

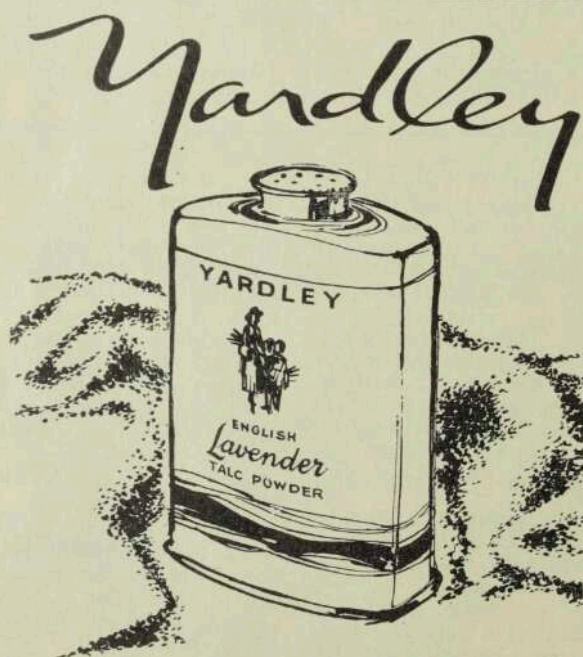
Honiara,
BSIP

ROTUMA'S TOMBSTONES

Sir,—The article on Rotuma, plus Rob Wright's pictures (*PIM*, March, p. 37) were of great interest to me as I have just been reading *The Western Pacific and Mashonaland* by H. H. Romilly, who was Britain's first Commissioner on Rotuma after the island became part of the Crown Colony of Fiji.

Romilly's book throws some interesting light on how Rotuma became a "land of tombstones" for he was there when the first tombstones arrived.

In an extract from his journal for November 10, 1880, he said that



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TEAL Hopeful On Coral Route To Tahiti

The chairman of TEAL, Sir Andrew McKee, said on March 17 that he had every hope that TEAL's Coral Route to Tahiti might be resumed "some time in the future."

Sir Andrew was speaking at Noumea's Tontouta Airport following the arrival of the first plane on TEAL's new weekly service between Auckland and Noumea.

All of Noumea's notabilities, headed by the High Commissioner, Mr. Marc Biros, were present to see the plane arrive.

Replying to Sir Andrew, Mr. Biros said that TEAL, UTA and Qantas were to be congratulated for their work in bringing the peoples of the South Pacific into closer contact.

He added that he hoped the new TEAL service would help develop contacts between the two countries.

Mr. Biros' gratuitous reference to Qantas could have been significant as both Qantas and TEAL have been denied traffic rights in Tahiti by the French Government since the end of last year.

a trading ship bound for Sydney had just arrived whose cargo for Rotuma consisted "almost entirely of tombstones".

"The chiefs were much excited some time ago," Romilly went on, "when they heard of the existence of such things, and have ordered a lot, which have now arrived.

"The Rotuman names are almost all wrong, but to a man who can't read that is a trifle. The price was rather a staggerer to some of them."

Romilly also explained why the Rotumans have "an almost Oriental reverence for their dead".

The Rotumans, he said, are "quite a distinct race from any other South Sea Islanders, being a mixture of the Chinese and Samoan races, having the faces of the Chinese with the enormous bodies of the Samoans".

Yours, etc.,

J. G. PETERS.

Parramatta,
New South Wales.

BSIP RICE PLAN

Sir,—In your February issue there was a short article on our operations in the Solomon Islands. Some of the information given was inaccurate and I would like to make the following points clear: (1) I am the Commonwealth Development Corporation's representative in the Solomons and not the manager; (2) The Corpora-

tion has its headquarters in London, but is not a company as stated in your article; (3) The tractor is being used for general agricultural cultivation, such as ploughing, etc., and not for pulling up stumps.—Yours, etc.

R. H. W. JOHNSON.

Commonwealth Development Corporation, Honiara.

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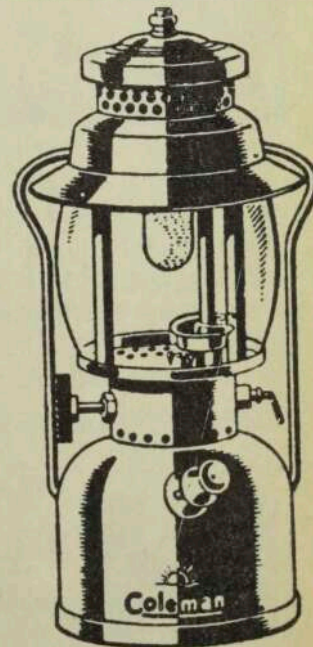
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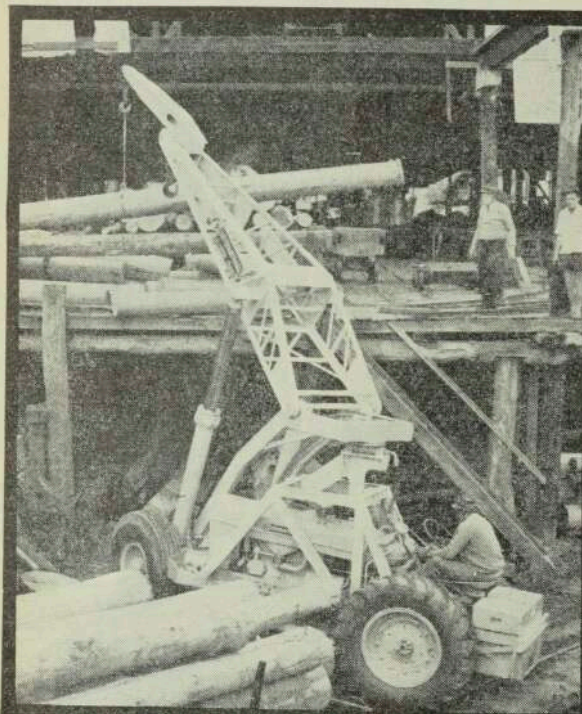
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Sydneysider Goes Walkabout

New Guinea Has Lost Its Lead In The Air

There may be something poetic in the fact that although New Guinea was air-minded while the rest of the Pacific was getting about on metaphorical high-bikes, the Territory's link with the outside world is now a decade behind the times. But there isn't much justice in it.

PAPUA-NEW GUINEA was due for modern planes on the service to Australia years ago but as things are working out, it will still likely be the end of the year, or even longer, before the two airlines operating the service can introduce Electras.

This depends now, not so much on the lengthening of Lae airport—which is currently going on—but the arrival for service in Australia of the Boeing 727's which the domestic airlines will introduce into Australia services. This will release Electras for the Sydney-Lae route.

Inadequate Service

The DC6B aircraft put on the service by the two operating air companies, Ansett-ANA and TAA, when Qantas withdrew its Super-Constellation service between Sydney and Port Moresby in 1960 were not adequate then and are far less so now even though the number of services has been stepped up to eight a week plus a weekly Fokker-Friendship between Lae and North Queensland airports.

The high rate of seat occupancies on the Australia-NG service no doubt delights the air companies, but under

present circumstances it can be sheer discomfort for the customers.

The aircraft are divided into first-class and tourist, but the first class is about on a par with international economy class and the tourist class is somewhere down below that.

This would have little significance on a journey of a couple of hours, as between Brisbane and Sydney or Sydney and Melbourne. But because of the equipment the elapsed time of the journey between Sydney and Port Moresby is more than eight hours, and on the north-bound trip it takes place between 9.45 p.m. and 6 a.m.

Furthermore, these planes have only two lavatories, placed just forward of the tourist compartment. Without putting too fine a point on it, that isn't enough to go round on a service which carries about 70 people, of whom a high proportion are children and an even higher proportion men who drink large quantities of beer!

This present set-up is probably not the fault of any one instrumentality. Up to date it has been a matter of not getting the right kind of aircraft until there were the right

THE GOOD OLD DAYS of aviation in New Guinea date back to the late 1920's when pioneer airman Ray Parer was using this aircraft on a service between Port Moresby and the goldfields. The plane is seen landing on Port Moresby's Ela Beach.

kind of airports to land them on while at the same time no one has got very busy providing the right kind of airports because those already there are adequate for the planes already on the route.

For the world traveller, this journey, in its way, provides a good introduction to a territory which, despite all rumours to the contrary, still retains many of its old Wild West ways. And, having reached Port Moresby, only one more surprise awaits the traveller: That in the Territory the present policy of non-discrimination applies also to first and tourist airline seats.

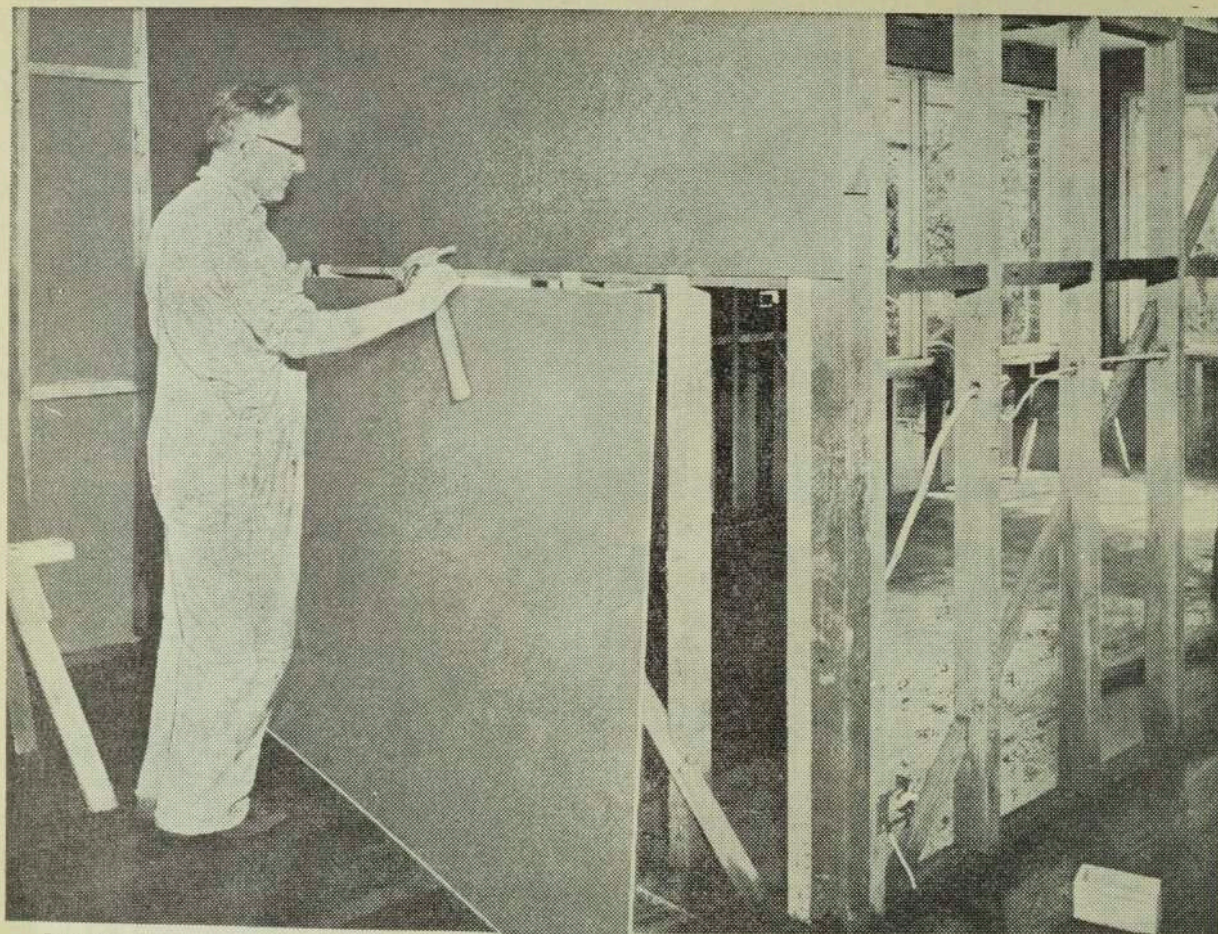
A couple of weeks ago, when I resumed my journey to Lae after having spent several days in Port Moresby, I was shown into one of the tourist seats, although I held a first-class ticket. As no doubt dozens of first-class ticket holders had done before me, I protested. The hostess finally produced a beardless youth from the ticket office.

Only One Class

"What," he said in tones one might employ to a moronic kindergarten child, "appears to be the trouble, madam?"

I told him, But, I was mistaken, he said. In New Guinea there was only one class and there was no reason why I should not be put in what were the tourist seats on the way up. However, no doubt the hostess could find me a seat in the first-class seats at the back after take-off.

It is possible that the captain of the aircraft felt, on that occasion, that he would be unable to get the plane into the air unless my 7½ stone



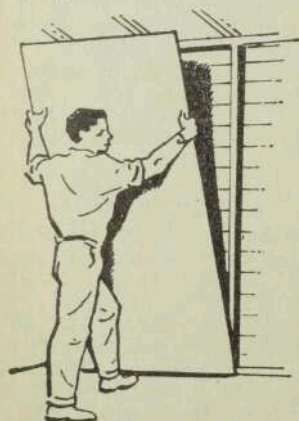
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were stowed up forward instead of in one of the several vacant seats I could see in the erstwhile first-class section, but at the time I didn't believe it.

Wedged into a window seat alongside a Papuan and his wife, two toddlers, a babe in arms and two happy bags, I reflected on the fact that if the metamorphosis *must* take place in the DC6 once it reaches Moresby, there were two things an airline could do in the interests of good customer relations: Change all the seats over at that point; or let everyone scramble for what there was, as the airlines do in Europe.

I was also uncomfortably aware that the Papuan probably thought I was putting on my big act because I was forced to travel in the bosom of his family.

"Gesture To Freedom"

I was still so mad at Lae that I popped out and booked my passage back to Sydney by the "other airline", even though while doing it I knew that it was inconveniencing no one but myself.

But, with this gesture to freedom under my belt, I continued on to Torokina and Madang appeased.

* * *

If travel between the Territory and Australia continues to be the mixture-as-before, civilisation has hit internal services in the Territory with a bump. Gone are the days when you sat side-saddle in metal seats, with the unlined fuselage boring holes in your back; or rode with galvanised punks, rolls of barbed wire or hens in crates. And nobody speaks of the "boong run" any more.

To be sure, the rumours of four years ago that turbo-prop aircraft were to replace the old DC3's has remained just that—except for weekly parties of Fokker Friendships out of North Queensland. But the old work-horses have been prettied up, have

The new general hospital at Lae, New Guinea, at right in this composite picture, has just been completed. It supersedes the old "paying" section on the upper terrace and the old native hospital at Malahang. The two sections are now called respectively, public and intermediate sections. The new hospital is a complex of narrow buildings joined together by about a mile of covered walk-ways that are guaranteed to keep the medical staff in good physical condition. At left in the picture is the end of Lae airport. Currently the road (left centre) is being diverted to bring it close to the front of the hospital and to leave room for the airport to be extended to 6,000 ft. to take Electra-standard aircraft.

hostesses (who can show the southern variety a lot of points), and food.

No longer is it necessary to go the long way round to anywhere and starve to death in the process—if you couldn't manage to pinch the pilot's lunch in Madang or Momote. Now they serve out breakfasts and lunches and tea at the drop of a hat; likewise cold towels and magazines.

True to the rule for non-discrimination, indigenous travellers come in for their full cut, with a pretty hostess asking solicitously if they take milk with their coffee or would care for a magazine.

However, even this occasionally misfires. There is the story of the savage straight from the bush who, having just polished off a mess of fruit and cornflakes and two fried sausages, was offered, along with everyone else, a cold towel so that he could clean up a little.

It was one of those small blue and white affairs of artificial fibre mesh and it nestled on the tray with all the others, neatly folded and covered with melting ice-cubes.

The fellow obviously didn't know what it was but he took it gingerly and, keeping his head in the forward position, rolled his eyes first to the left and then to the right. He couldn't get a clue so at last popped it in his mouth and thoughtfully chewed it up. As his introduction to civilisation it was guaranteed to set racial relationships in the Territory

back a hundred years, I should think.

With the rejuvenated DC3's are coming new terminals, with coffee bars and bookstalls. One is being started in Rabaul, another is nearing completion in Madang and Lae's terminal is being extended.

The work at Lae is running about three months behind schedule and even when completed will probably still be inadequate for the tremendous number of people who pass through this airways junction.

It will have about three times the public space of the old building, plus better "amenity" blocks which have dispensed with the time-honoured

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MACE DESIGNED FOR P-NG ASSEMBLY

Papua-New Guinea's new House of Assembly will have a Mace which will be carried by the Sergeant-at-Arms. The mace will be a tapering shaft of local timbers, covered with appropriate ascending motifs in gold. It will be 4 ft. 3 in., overall, with a knob at each end.

At the lower end the knob will be three-sided and will carry the Australian coat of arms. The top will consist of a large stone, supported by claws, and surmounted by a Crown.

The prototype has been made, but the design has yet to be approved by the Queen. Some members of the Federal Parliament object to the Mace being presented at all.

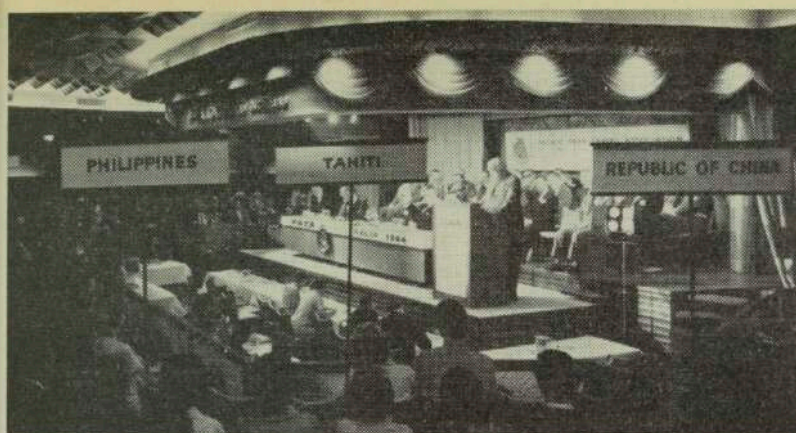
Some local wags have already suggested that the Crown should be fixed by a screw and easily removable so that it can be replaced by something else "when the time comes".

Australian Ladies and Gents and got down to fundamentals more fitting to P-NG in its present mood by being labelled simply Male and Female.

A year ago it was decided to lengthen the present Lae airstrip to bring it up to Electra standard rather than build a new airport up the Markham Valley. About 300 feet of runway have already been added and trees lopped in the approaches. Work is now in progress diverting Markham Road to the north where it will join Milfordhaven Road at a new roundabout and so leave room for the airstrip to be extended to 6,000 ft.

Long before it was decided to lengthen the existing strip, another set of planners decided to place the new Lae Base Hospital on the flat land on the northern side of Markham Road. The hospital is just being completed and with the new road diversion and airstrip extension will find itself not only with a main road on its doorstep but placed in the approaches of the Territory's busiest airport.

In an air-minded place like New Guinea this is probably considered fitting, but in most other places town planners would consider it pretty eccentric.



South Seas Awaken To Tourism Prospects

By a Staff Writer

The South Pacific took its closest ever look at the tourist industry in March, and went back home again a little sobered at what it had seen.

THE occasion was the 13th annual conference of the Pacific Area Travel Association, an organisation of 23 governments, and scores of airlines, shipping companies, hotels and travel agents, dedicated to promote tourism in the Pacific.

The conference had a record attendance of more than 700 delegates, no doubt due to the big proportion of hotel and travel people from Australia, New Zealand and the South Seas who turned up to get the latest facts on bed and butter prospects for 1964.

When PATA last held a meeting in Australia, in 1957, South Pacific tourism was hardly taken seriously.

This time, many South Pacific people learned something they hadn't realised before—that the PA in PATA takes in a hunk of the world that Antipodeans normally refer to as South East Asia, and that the South Seas are at present the country cousins of what the rest of the world thinks of as the Pacific area. This fact brought about some kind of awakening.

Tahiti, Fiji and New Caledonia are members of PATA, but so are Korea, Taiwan, Japan, Hong Kong, Singapore, Indonesia and even India.

Korea will be host country for next year's conference, and the one after that will be held in Delhi—

which to many South Pacific delegates seemed a million light years from the kind of tourist problems presented by Pago Pago.

None of the conference executives was even sure just what sort of image popped into the average American's mind when you yelled

When it comes to tourism the Pacific is a pretty big place, as these signs show at the Pacific Area Travel Conference in Sydney in March. The delegation from little Tahiti found itself crushed between the millions of the Philippines and China.

"Pacific!" (surely it didn't conjure up the Taj Mahal?).

Nevertheless, the new season's publicity drive will make an effort to sell specific areas in the wide Pacific, instead of diluting the promotion over the whole brimming basin of sights and smells.

As one of the advertising men told the conference: "The campaigns we have run since the inception of PATA's advertising programme in 1958 have been aimed toward developing an awareness of the Pacific as a whole as a holiday area, as opposed to the far better known travel areas such as Europe and the Caribbean."

"In this our campaigns have succeeded remarkably well. The trend is towards the Pacific. Now is the time to move to the next step and get specific about the attractions of the Pacific."

The best clue available to the South Seas delegates about their own chances was the report of a survey last year in America which found

World's Fastest Growing Tourist Area

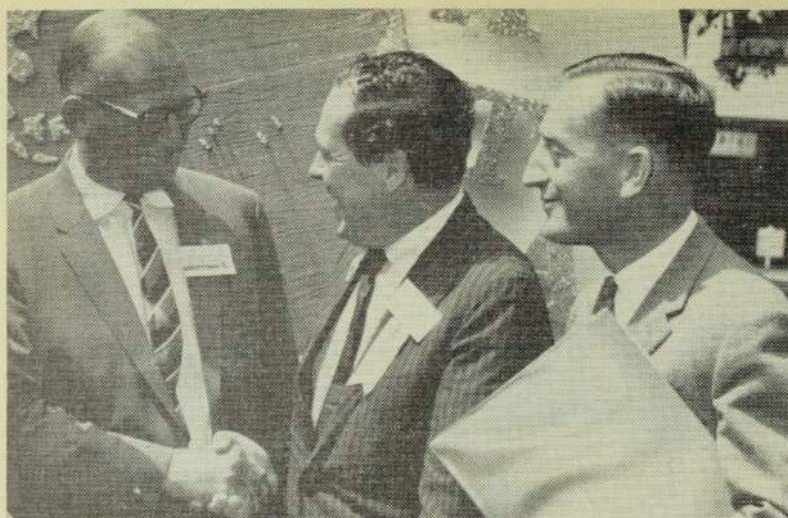
- The Pacific is the fastest growing travel area in the world. Last year visitor traffic to that area showed a 16 per cent. increase, which is about twice the world average growth rate. There has been a 240 per cent. increase in the last five years.

- In 1962 visitors to the Pacific area spent \$900 million, compared with \$870 million in 1961. The 1963 figure is expected to top one billion dollars.

- Americans continue to form the largest single identifiable bloc of visitors—34 per cent. for areas beyond Hawaii, and 42 per cent. when Hawaii is included. Visitors on UK-British Commonwealth passports are the second largest bloc—amounting to about 22 per cent., of which Australians account for nine per cent.

- Travel agents and operators still regard Europe as the "easiest to sell", but the Pacific has moved up to second place, replacing the Caribbean in that position.

- Travellers who visit the Pacific are mostly seasoned travellers, who have already seen Europe and other world points. The average pleasure traveller in the Pacific visits about six Pacific Islands or countries on his trip, and stays about six weeks.



The two P-NG delegates to the Sydney tourist conference, Port Moresby businessmen Mr. Noel Maloney (left) and Mr. R. L. Claringbould, of the P-NG Department of Trade (right), discuss some points on New Guinea tourism with Mr. Jack Gabriel, PATA publicity director. Mr. Gabriel planned a short visit to New Guinea before he returned to San Francisco.

that the countries most frequently mentioned when asked "What interests you most about the Pacific?" were: Japan, Australia, Hong Kong, New Zealand, Hawaii and the South Pacific Islands. But three of these countries—Hawaii, Japan and Hong Kong—had the lion's share of actual visitors, for between them these North Pacific countries accounted for more than 50 per cent. of total visitors to 22 PATA member areas.

Thailand, India, Australia, Singapore and New Zealand between them could account only for another 32 per cent.

Pacific 'Amateurs'

And two other sets of facts made an impression, for better or worse, on South Seas' minds:

One was the information that de-

spite the big increase in tourism in the whole of the Pacific area (240 per cent. in the last five years) the Pacific people are still amateurs when it comes to getting the tourist dollar away from competitors elsewhere.

"Remarkable Results"

Tourist countries of Europe, the Caribbean and North and South America receive more visitors by chance than the Pacific gets by design. On the basis of percentage increases the Pacific can still speak only in hundreds of visitors while Europe speaks in thousands.

The second impressive fact was that Fiji has had "remarkable results" with one of the smallest budgets of any national tourist office, thus proving just what can be done if you try. Fiji in January had the largest number of tourists ever to come to the Colony in one month (with the exception of the South Pacific Games month last year), with a 35 per cent. increase on the figures for January, 1963.

Also, instead of arriving in Fiji mainly between November and March, as in previous years, Americans are now arriving throughout the year.

PATA quite clearly has had much to do with this. But Mr. Don Lane and Miss Iris Hunt, both representing Fiji, also gave warm credit to a special promotion, "Destination South Pacific", which the Australian National Travel Association launched in America last year with the help of NZ and the big carriers.

This promotion, which will be continued this year, ties in various South Pacific territories with NZ and

Australia, and the main business it has generated has yet to come.

The scheme will probably be the forerunner of similar South Pacific co-operative promotions, meaning even closer South Pacific liaisons.

Some people see it as the beginning of a South Pacific promotions organisation which may eventually take the place of PATA in this area.

Undoubtedly such an organisation will appear as Pacific tourism is stepped up (in only eight or nine years' time, the conference was told, supersonic jets will bring Sydney within 5½ hours of San Francisco and 3½ hours of Hong Kong).

But despite its disadvantages of having to splash about in a very big pond, PATA even in this subsonic and piston-driven age is selling the South Seas far more cheaply and efficiently than can any South Pacific organisation, including ANTA, going it alone—a fact of life gladly conceded by the South Seas people at the conference.

But that doesn't mean that the South Seas aren't—now—interested in discovering all the tricks of attracting the tourists to the South

Those Superb Fijians!

Putting in a word on behalf of the charm of Fiji, Ratu Edward Cakobau told a meeting in Melbourne which preceded the Sydney tourist conference:

"Fiji's greatest attraction is its naturalness and friendliness. Sophistication has not spoiled its smiling, friendly people. Commercialism has not corrupted them. Artificiality has not debased them. They possess the pure South Seas magic—the indefinable charm which the traveller so often seeks in vain."

Japanese Tourist Flood Expected

West Germans and Japanese are considered to be among the best future tourist prospects for the Pacific, the travel conference was told. The German citizen is regarded as "a ready-made and avid tourist" and German visitors to European countries spend almost as much as American and British tourists combined.

The Japanese are expected to enter the tourist market in a big way when restrictions on Japanese nationals being allowed to travel abroad for pleasure are lifted. This is expected to be any week now.



TAHITI FEELS THE PINCH: The number of tourists arriving in Tahiti has dropped alarmingly since the French Government cancelled Qantas and TEAL traffic rights at the end of last year. Tahiti and Honolulu traffic agents said in Sydney during the PATA conference that American bookings into Tahiti had fallen off because, although they could easily get to the island by plane, only one weekly plane was available to take them on to other parts of the Pacific. Several delegates to the PATA conference discussed this and other problems of Tahiti tourism with Madame Jeanne Winkelstroeter, manageress of Royal Tahitian Hotel, at a dinner at the hotel on March 12. Madame Winkelstroeter (extreme left) is pictured during more promising days for Tahiti tourism—at a feast to welcome passengers in the inaugural Qantas flight from Sydney last November.

pacific—and at the expense of The Three up north, if need be. And the problem doesn't end with Fiji, Tahiti and New Caledonia—for these territories are better off than most, thanks to the fact that they are on existing tourist routes.

As PATA investigations have found, most tourists want to see as much for their money as they can, and if they head for Australia they are just as likely to stop-over in Tahiti, Fiji and New Caledonia if their transport touches down at those points.

But territories such as Papua-New Guinea have to start from the beginning. New Guinea's enormous problems were summed up in a paragraph for his fellow delegates by Mr. Noel Maloney, of Port Moresby, who commented:

"Firstly, we have a Government that is not inclined towards tourism. Secondly, we have hotels that are not up to standard. Thirdly, very few hotels have been built in the last 10 years. Our problem is this: How can PATA, or the members of PATA, help us to become a tourist country?"

How, indeed?

NG Tourist Scheme

The first requisite, obviously, had to come from New Guinea itself—that is, Government co-operation. A second requirement is transport services, and New Guinea certainly needs something better than the present poor air roads in from Australia and Fiji via the Solomons, and it needs an outlet to the north, so that travellers can get in and out without going through Australia twice.

As a matter of fact, sponsorship has already arrived in New Guinea, and some people think it will get an added fillip soon when the report of

last year's World Bank survey of New Guinea is released. The report is expected to suggest, among other things, that P-NG develop its tourist potential.

And Canberra is at the moment pondering the merits of a Government-sponsored tourist development scheme for New Guinea which would be designed to promote the building of new hotels using combined Government and private enterprise capital.

The Government would have its

own representatives on the boards of directors, but the hotels would be conducted by private enterprise. The Government money, it has been suggested, could also be used to support other tourist ventures.

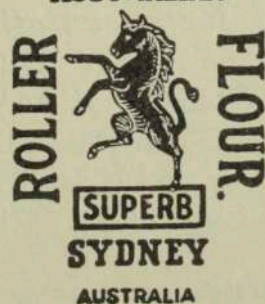
One of the merits of Government sponsorship, as the Government sees it, is that official participation is a guarantee of security for private capital which might otherwise not be prepared to risk money in New Guinea's uncertain political climate.

It was noted at the conference that

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although from the tourist point of view New Guinea has so far even less to show than has, say, the independent State of Western Samoa, at least P-NG is doing something at the Government level, which is more than Western Samoa is.

Western Samoa, Where?

New Guinea did have a Government man at the PATA conference, as did Fiji, Tahiti, New Caledonia and American Samoa, but Western Samoa didn't, and this fact was noted by those in Apia who can see the value of the tourist industry to the South Pacific. Western Samoa's

official attitude is shared by a number of other South Sea territories.

The weekly Apia newspaper, *Samoana*, the week of the conference in Sydney, commented rather bitterly that the Government's diffident attitude towards tourism was hard to explain.

"While planters are exhorted to grow more and are given assistance from the Government to increase production," it said, "those in the tourist business who are doing just as much to earn foreign exchange to the benefit of the country as a whole are ignored by the Government."

"In increasing the welfare of the people of this country it is just as

important to build up a tourist industry as it is to sell more bananas —and from the experience of other countries tourism offers faster and easier profits than most other development projects.

"In co-operation with American Samoa these islands could offer the most unique and enjoyable tours available in the whole of the Pacific. However until the Government plays its part in actively promoting tourism and generally supporting the tourist industry, Western Samoa will continue to play its role of poor relation to American Samoa, standing by and hoping to catch some crumbs."

Agitation and internal pressures for action like this can be expected to increase in the South Seas as the tourist figures rise. As the trickle widens to a stream all territories will be forced to evaluate tourism as an industry, and an industry that they probably cannot afford to be without, notwithstanding the frequently expressed fear that tourism could harm what is loosely termed the old way of life.

The fear is a real one.

Problem of Traditions

Yet tourism does not mean that traditional values have to be blown away in the wake of the jet trails, as conference speakers stressed on several occasions.

It is as much in the interest of the tourist business as the Islanders themselves that Miamisation does not take over the South Pacific, for people and their customs, rather than places, are what the South Seas have to sell.

The next 10 years might well be trying ones in the South Seas as the pressures build up, but it is becoming daily more obvious to many Islanders that the pressures *will* build up, and none of the problems will be overcome by failing to acknowledge their existence.

MORE CANADIANS

The sales director of Canadian Pacific Airlines, Mr. F. B. Holland, who visited Fiji in March, says Canadian tourists are broadening their horizons and Fiji is accommodating them in growing numbers. The number of Canadian Pacific passengers who disembarked at Nadi was 30 per cent. greater last year than it was in 1962.

Travellers from Eastern Canada find the South Pacific a more practical vacation area now that direct trans-continental flights link them with the West Coast.



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Mrs. Bowring.

DEATH OF A DISTINGUISHED LADY

If in fact Mrs. Alice Bowring kept diary, the story of how life began for her in the Islands at the age of 10, would make an adventurous and happy book. But perhaps she didn't, for Alice Bowring was always so busy doing things that she probably had no time to write her story down.

ALICE BOWRING died in Sydney on March 1 at the age of 82. Between her 50th and 75th birthday, this remarkable woman:

- Successfully worked her own old claim with teams of New Guineaans, at Edie Creek;

- Almost lost her life in a fall down a 120 feet precipice, but survived to work again;

- Shared in a lottery prize of £15,000.

- Directed American canteen services in World War II in New Caledonia and became known to thousands, who referred to her affectionately as "Mom".

Mrs. Bowring, born at Goulburn in 1882, married at the age of 20, and was widowed only 10 years later, in 1912, with one son.

For the next 20 years, Mrs. Bowring was a nursing sister, and a restaurant proprietor. She put her son through college—he now is a well-known barrister in Sydney—and then, having attained her 50th birth-

day, she decided that life was just beginning. She turned her gaze towards the then rapidly-developing Morobe goldfield in New Guinea.

The tough community of adventurous types that, responding to the lure of new gold, had assembled in the Morobe fields did not know what to make of the middle-aged, square-face blonde woman who arrived in Wau in 1932 to take charge of the New Guinea Goldfields mess.

But she had an irresistible smile, and a great capacity to manage staff, especially New Guinea natives. In a few weeks, she had the out-

spoken goodwill of the miners, who all called her "Alice", and the unquestioning regard of the natives.

Edie Creek fascinated Mrs. Bowring. To get there from Wau she had to climb seven miles up rocky mountainsides, much of them perpendicular; but she went up these prospecting whenever the chance offered, and so she bought the "Queen of Sheba" lease.

Much of the best ground now had gone; but she gave up her Wau job, and settled in Edie Creek as a gold-miner, and made enough to keep going.

The publisher of the *Pacific Islands*



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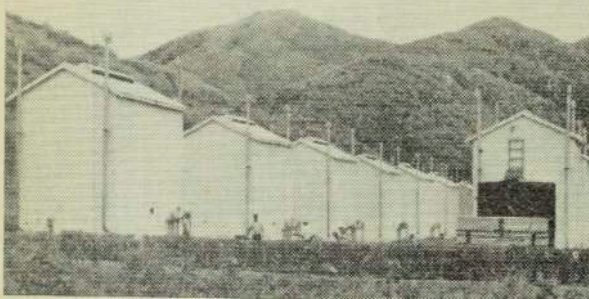
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(See advertisement on page 70)



SMOKES IN THE MAKING

The Fiji Tobacco Co. Ltd. (an offshoot of the Wills Corporation) is encouraging Fijian and Indian farmers to grow tobacco in the Sigatoka Valley. Top photo shows how a farmer places his leaves in drying racks beside the road, where the company's lorries pick them up and take them to the company's nearby line of curing-houses (below). From the curing houses, the product is taken to the cigarette-making factory near Suva.



Monthly met her there in the early Thirties, and they became fast friends. Already, she was famous for her nursing skill—unstintingly given—her hospitality and the vivid phrases which she applied to unwanted interlopers and recalcitrant labourers. You always knew where you were with Mum Bowring.

It was about then that the tireless miners somehow constructed a sort of goat-track up the terrifying slopes and razorbacks from Wau to Edie; to be followed by the introduction of motor-transport by Fred Deckert.

He widened the track, and then cut down a small motor-truck to about half normal width, and carried goods and passengers up and down. In places, he had to reverse, once or twice, to get around the bends. Passengers at the rear end of Deckert's famous "Bitser" would find themselves looking down into seemingly bottomless gulches.

One day the "Bitser" slipped over the edge, and Mrs. Bowring, a passenger who had her own choice, unprintable name for the "Bitser", went bumping down a 120-ft precipice. She lay helpless in the scrub, with a complex fracture of the lower spine.

It was ten hours before a team of natives, directed by miners who had lashed her under a few saplings, carried her up onto the track. That place is still called "Bowring's Leap".

She was many weeks in the Wau hospital; and she got out of there by bribing her faithful boys to carry her on a litter up to her home at Edie Creek.

It seemed that Mrs. Bowring then was doomed to the life of a cripple. But nothing could daunt that indomitable spirit.

Disability Conquered

For Mrs. Bowring somehow conquered her broken back, at first hobbling about on a stick, and was walking almost normally, and the owner of valuable property, when the Japanese invasion forced a general evacuation of New Guinea in 1941.

Mrs. Bowring accepted this reverse philosophically, and bought and ran a poultry-farm not far from Sydney.

The Americans' first Island base when they commenced, in 1942, the huge task of driving the Japanese out of the South Pacific, was in New Caledonia. The American Red Cross established there a chain of canteens for the US forces. It had the great good luck to appoint Mrs. Bowring as the director of this New Caledonian organisation.

She was 61 years old when, in 1943, she took over the job. The rest is history. The Americans loved her. She ran the canteens in a way that they never forgot. Every Mothers' Day, in a broadcast to

United States from Noumea, she told the people about their boys in the South Pacific battle-areas. The official Americans' name for her was "The First Lady of the Pacific" but to the thousands of servicemen she was simply "Mom".

In 1946, after the war, Mrs. Bowring returned to the Morob goldfield and worked the Midas gold mine, and lived there, one of the Territory's most respected and well-loved residents, until 1958, when she decided that she should retire to a quiet life out of the tropics. She was 76.

A quiet life! She decided, in 1959 that she would take her grand daughter, Diane, on a visit to Europe, via America. The Americans had word of her coming. The records of the recent visit of the Beatles pales to insignificance beside the account of how "Mom" was feted in USA.

"First Lady"

She was guest at dozens of "welcomes"; she was obliged to speak on all kinds of television and radio shows all over the country; and finally General A. Gruenther, on behalf of the American Red Cross publicly presented her with a certificate describing her services to the Americans during the war, and naming her "First Lady of the South Pacific".

Mrs. Bowring left Miss Diane Bowring in London at the end of their tour (Miss Bowring has only recently returned) and settled down—finally—to a quiet life in Sydney. Her health deteriorated seriously in the last year, and she said she was "glad to go".

There was a big crowd at her funeral service in Sydney, which was conducted by the Rev. Alan Dougan, principal of St. Andrew's College. He described how, typically, Mrs. Bowring had appeared at the college in 1920 during a serious flu epidemic and had nursed the boys.

"Mrs. Bowring was a distinguished lady who did the most amazing things," said Mr. Dougan. "Her life followed no regular patterns—she carved out careers in so many areas."

Among the many New Guinea old hands at the service were Captain and Mrs. O. Denny, Mr. and Mrs. H. C. Holliday, Mrs. H. Johnston, Messrs. T. Zoffman, Tom Yeomans, Don McDonald, Mrs. Frank Thomas, Mrs. Bert Bellhouse, Mrs. E. Ecclestone, Mrs. Jessie Ross, Mrs. Lee Ashton, Messrs. W. Farrum, N. Cowper and V. Bulgin represented NG Goldfields.

Territories TALK-TALK

Under the heading "Anything Can Happen to Patrol Officers on Sydney Leave" Port Moresby's *South Pacific Post* recently ran quite an interesting story on the Odyssey of two P-NG patrol officers, Tom Steen and Noel Cavanagh.

TOM came from the country of the Kukukukus and Noel from the Sepik area. For some reason—best known to patrol officers from P-NG on leave—they met up in the prescription bar of the "Australia" (where Dispenser Jean holds sway).

They decided on a motor trip to Melbourne, calling at Berrima on the way (which is erroneously described as being on the NSW South Coast, but it is some 30 miles inland). Here they were served with Port Moresby's local South Pacific lager and were supplied with a dozen and a half bottles to take away. That is the punchline, but . . .

No explanation is made how the South Pacific lager came to be there in Australia's oldest pub, "The Surveyor General", built circa 1834.

I offer this explanation: The licensee of the "Oldest Inn", one Graham Percival, was previously licensee of the "Good Intent" Hotel at Campbelltown.

His father, Ray, a widower, made a trip to P-NG a few years ago and returned with some of the precious "SP" lager, bows and arrows, Hagen axes and a couple of Mae West glasses from a Port Moresby pub, as tour souvenirs. He also married again, to a lady who at one time (so she informed me) was a nursing sister at Lae. Hence the milk in the coconut or rather Australia's newest lager in Australia's oldest inn.

There are many NG-ites who are acquainted with the "Good Intent" in Campbelltown.

When I came there in the middle 'Forties I remember meeting Keith McCarthy and his wife, Ted Fulton and family, Ken Douglas and family and Fred Archer, all of whom were staying there.

And even now, the present licensee, Mrs. Ireland (nee Berner), was for a while a NG visitor when, back in 1937, she was the guest of the late Flo Gilmore, who was then living on Put Put plantation, down the South Coast of New Britain.

With Tolala

Something of Value

I have always had mixed feelings on the policy Australia has adopted, and the Administration compelled to implement, of putting the primitive New Guinean into pants and prefabricated, iron-roofed houses, encouraging the suppression of their age-old customs and traditions and creating thus a second-class counterpart of a civilised Westerner rather than a first-class New Guinean.

One phase of our civilising influence which I have admired beyond all else is the work being carried out quietly and unostentatiously by the health and hygiene sections of the Administration.

I was pleased therefore not so long ago to meet up with Dr. Jan Saave, who is in charge of P-NG's malaria



Dr. Jan Saave.

control programme, who told me he had recently returned from a conference in Singapore, as temporary adviser to WHO on malaria eradication.

The main objective, he said, was the discussion on the malaria immunity survey, conducted by Prof. R. S. Desowitz, of the Singapore University and himself in August, 1963, in the Maprik (Sepik River) area.

There was also planning for future research and a study of the possibility of establishing suitable laboratory facilities in P-NG, thus making the Territory the first and only country in the S-W Pacific where such highly specialised tests in malaria eradication are adopted.

This is good news in anybody's



A quiet corner of the McAdam Memorial Park at Wau, New Guinea. Mr. J. B. McAdam was the P-NG Director of Forests when he died suddenly in 1959, and probably did more than any one man to protect NG's timber resources and develop new programmes for the future. He went to New Guinea in 1938.

—P-NG Official.

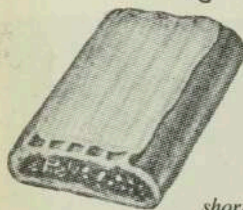
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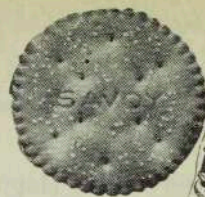
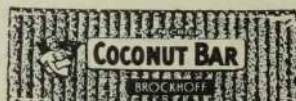
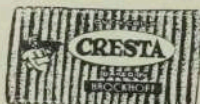
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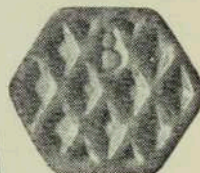
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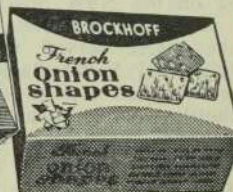
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language. Malaria is the main pain-in-the-neck of all New Guineans.

Dr. Saave told me they had been successful not only in controlling malaria in some districts, but they had eradicated it and he was optimistic in his hopes of, in time, achieving its eradication throughout the Territory.

Now that is something which will really benefit New Guinea. Good luck to them.

Pronunciation Of Papua

Prime Minister Menzies, noted for his correct pronunciation of proper names (let's see, how d'you pronounce Menzies?), started off a controversy when he referred to Papua as "Pah-pooher", accentuating the "pooher".

"Of course," wrote a critic to the Sydney Morning Herald, "it is 'Pap-ah' with the accentuation on the 'Pap'. The raw native pronunciation isn't far from that either—it's 'Pap-poo-ah', still with the 'Pap' emphasised."

Other writers followed endorsing "Pah", or "Pap", quoting natives' pronunciation or European usage as their authorities.

But why Papuan native pronunciation was quoted goodness only knows.

The word "Papua", as most Europeans in the Territory know, is a Malay word *Papuwa(h)*, meaning "fizzy-haired" and was applied first by Jorge de Menezes (not Menzies!) in 1526 when he discovered the island.

It has no connection with any Papuan dialect.

As a rule the native is the last one to quote for correct pronunciation of a foreign word, and the majority of Papuans (until quite recently, at least) had as much idea that their country was designated "Papua" as the New Britain natives were aware, during the German regime, that they lived in a portion of the "Bismarck Archipelago". The critics wouldn't ask an Australian aboriginal how to pronounce "Australia".

The pronunciation of words vary with every NG tribe, according to their individual alphabets and their ability (or otherwise) to pronounce consonants, especially.

For example: Take the natives of the Gazelle Peninsula in New Britain. Matupi natives call Rabaul Ra-"bowel"; travel along a few miles to the North Coast and natives refer to it as "Ram-bowel", and their own area, generally known as Kabakada to them "Kam-bakanda" because their "b" has the quality of "mb" and

their "d" of "nd" (even as Nadi airport in Fiji is "Nandi").

One of the most outstanding examples of native mutilation of an imported word is the present-day pronunciation of *lava-lava* (from Polynesia) which has been contracted to the ubiquitous "lap-lap".

What knowledge has the unsophisticated native from the Highlands, the Sepik or the hinterland of Bougainville of the names adopted by European cartographers to their area or island, much less to the country as a whole?

Which reminds me of the story of the District Officer who some years ago endeavoured to impress upon a

chief how small and insignificant was his island in comparison to the whole world.

Producing a large map of the Pacific, the DO pointed out the tiny pinpoint designating the chief's island and the expanse occupied by other countries.

"You see how small it is?" inquired the DO, assured that he had won his point.

"Yes," said the chief reluctantly, "but who made the map?"

"We made the map," replied the DO, wondering.

"Oh, well. That explains it," said the chief.

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Grim Relics Of The War

A report of four skeletons being unearthed near the Lae aerodrome, and that they may have been those of victims of war-time Japanese occupation, recall to mind my war-time days in the Nip "boob". From the windows of the Rabaul freezer during 1942-43 we used to see trucks passing periodically with our Air Force men, standing up with hands tied, on their way to the Kempei Tai headquarters in Chinatown. Seldom did we see them return.

Our scouts—Asiatics and natives—used to tell us of summary trials, followed by executions, which were meted out to raiding airmen who were looked upon as spies.

We heard of one exception, however, when a top-ranking US airman received VIP treatment and was flown back to Tokyo and ultimately exchanged.

I also remember a good-looking New Guinean, an ex-police boy, who was wearing the Japanese Army cap, and who invariably accompanied these trucks and, rumour had it, he attended the executions.

Today he is a prominent member of the native community.

Those "Lazy Natives"

When you have "28 full-time European journalists" assigned to Papua and New Guinea (*PIM*, March, p. 71) at the one time, with chiefs-of-staff breathing down their neck for "copy", it is little wonder that by the time some of their stories make the printed pages of metropolitan papers there are phrases and descriptions which are criticised by some analytical readers in Australia.

Recently R. B. Dakeyne, of Sydney University's Department of Geography, took exception to a statement in an article by an Australian newspaper group's "Special Representative in New Guinea" who had claimed "the indigenous people of P-NG were lazy and their subsistence agriculture wasteful and inefficient".

Dakeyne omits to quote the journalist's opening words: "In the old days . . ." not realising, perhaps, that the journalist was really only quoting some routine hand-out from the P-NG Information Department which invariably plays up the progress of the present and plays down the performance of the past.

However, the point raised by the critic is a good one.

He says that the opinion that the P-NG indigene is "lazy . . ." per-

petuates a myth, not based on fact, which has been current in Australia for the last 70 years". And that is very true.

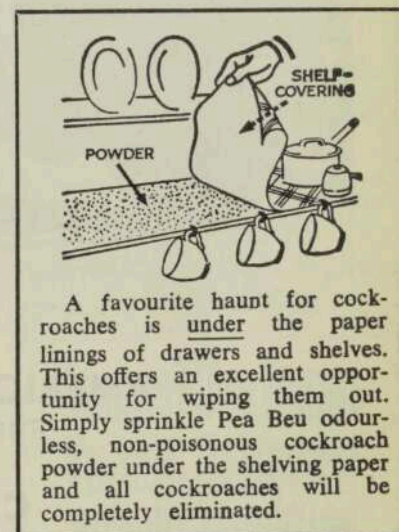
The reason for this is simple: We use the same yard-stick to measure their vigour as we do to measure our own, which has to supply us with the means for the highest standard of living—hire purchase, "Keeping up with the Joneses" and the multitude of modern gadgets which we have grown to regard as dire necessities for our Way of Life.

I often wonder whether our streamlined, "labour-saving" rat race of modern living, with its attendant snarls, coronaries and neuroses, is preferable to the leisurely, tranquil existence of the New Guinea primitives whom we are determined to burden with our own standards of living. (Tut, tut! We must expand our exports.)

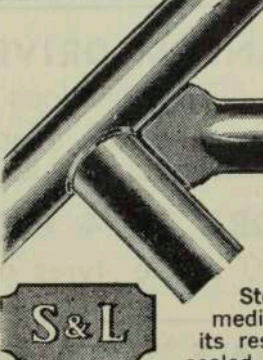
Bits and Pieces

Ben Cropp, who has made a name for himself as an underwater film photographer and who recently went to the USA to collect an award as "underwater photographer of the year", is a Buka product. He is the son of Methodist Missionary, Rev. A. H. Cropp, for some years stationed at Skotolan, Buka . . . A traveller recently to Indonesia, mixing with top-level government officials, tells me they often refer to Australia as South Irian. Only a geographical term—I hope . . . Wally Corden, well-known, old-time transport magnate of the Wau goldfields, returned

to Australia early in March from an extended tour of the UK and may settle along the Gold Coast somewhere . . . Just to put the record straight: Dianne Cilento was not born in NG (*Tropicalities*, March, p. 20) "nearly 30 years ago . . ." Her father, Dr. Cilento (now Sir Raphael) left NG in 1927 (which, according to my electronic computer is 37 years ago). In 1928 he was Director of Tropical Hygiene in N-E Australia. When I lived on Namanula (Rabaul) in 1925-26 the Cilentos were next-door neighbours and I remember young "Raffles" (now a medico in Sydney) and his little red-haired sister—I think it was Margaret, who became an artist.



A favourite haunt for cockroaches is under the paper linings of drawers and shelves. This offers an excellent opportunity for wiping them out. Simply sprinkle Pea Beu odourless, non-poisonous cockroach powder under the shelving paper and all cockroaches will be completely eliminated.



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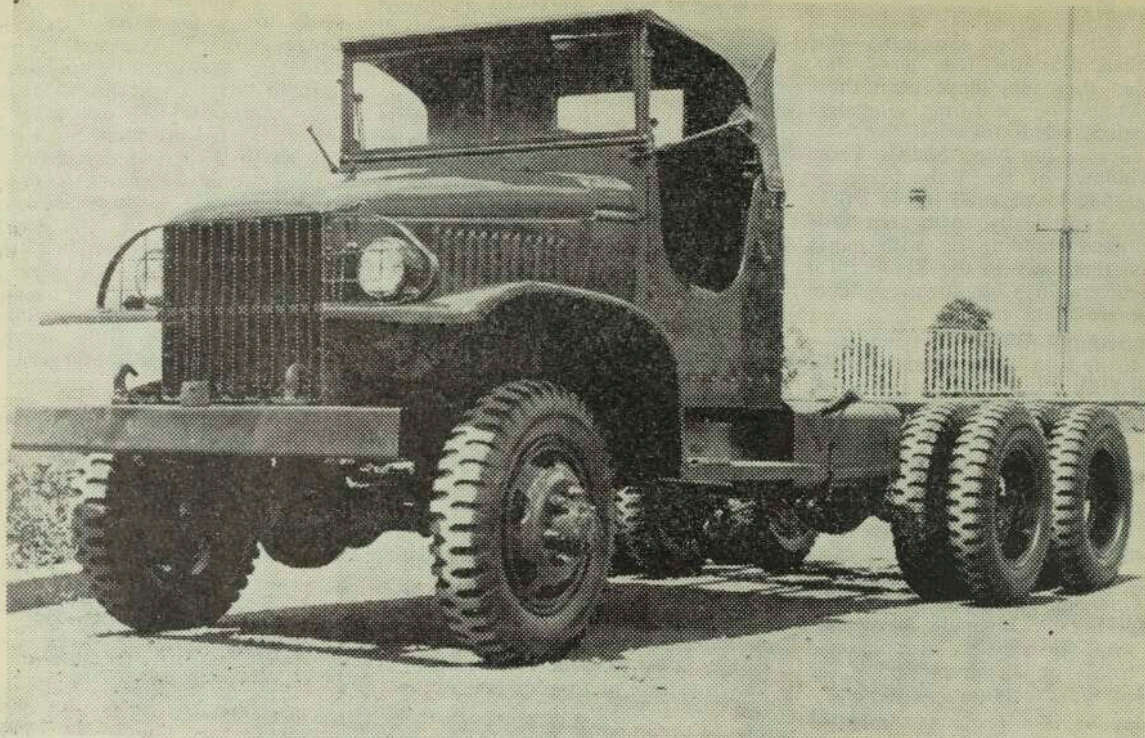
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This photo of one of Lee Quinn's girl crews was taken by Warren Roll in Honolulu last August. Seen with Quinn in the centre is his former wife Mary, who divorced him in February. On the right is his second wife, formerly Mrs. Bernice Berkson.

Skipper Quinn And His Girls In A New Adventure

Lee Quinn, 37-year-old skipper of the 45 ft. ketch *Neophyte*, who was divorced in San Jose, California, in February, and who specialises in sailing the Pacific with all-girl crews, was married in Honolulu in March to one of his former crew members, Mrs. Bernice Berkson.

LESS than 24 hours later, Quinn flew to Tahiti to prepare for a cruise to Australia in the *Neophyte* with an all-girl crew of four.

His wife, who divorced her former husband to marry him, was reported to be planning to join him in Australia.

Quinn's former wife Mary, 35, was granted a divorce on the ground of extreme mental cruelty. The Quinns had been married for 18 years.

Mrs. Quinn told Superior Court Judge M. G. del Multolo that Quinn told her to stay home while he and his girl crews sailed the seas. She added that Quinn had fallen in love with one of his crew members.

The judge gave her the couple's house at Los Gatos, California, but awarded Quinn the *Neophyte*.

On land, Quinn runs a steeplejack business which ex-Mrs. Quinn says is "devoted to painting anything that no one else will".

His cruising exploits with all-girl crews first aroused the curiosity of the Press in January last year after he completed a crossing in the *Neophyte* from San Francisco to Hawaii. Later in the year, Quinn and an all-girl crew sailed the *Neophyte* from Honolulu to Tahiti.

More Docile

According to United Press International, Quinn claims that women make better crew members than men as they are more docile, they want to please, they take orders, and do not cause trouble at sea like some men.

Quinn's latest women crew members are:

- Barbara Sadt, 27, advertising copy writer for the *Chicago Tribune*.
- Mrs. Virginia Frey, 35, a divorcee from St. Petersburg, Florida.
- June von Donop, 42, from Seattle, an apartment owner who for the past three years has been an accountant for a Honolulu firm.
- Mrs. Mary Worden, 49, of Baltimore, Maryland, school teacher.

(Over)

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Miss Sodd is making the voyage because she is "a romanticist" who wants to see places she has read about in adventure books.

Mrs. Frey is making the voyage "simply because of the love of travel, and time on my hands".

Reports reaching PIM did not make it clear whether the *Neophyte* was already in Tahiti when Quinn flew there; but the reports say that Pago Pago will be a port of call en route to Sydney.

Books For Fiji

The Fiji Government has agreed to buy the Pacific library of the late Harold Gatty, pioneer aviator and well-known figure in Fiji, for £1,250. The library was offered to the Fiji Government at that price by Gatty's widow, now Mrs. Maurice Scott, although it is worth much more.

B.S.I.P. Farewells

Sir David Trench

FROM CHOP-CHOP TO TALK-TALK IN THREE ACTS

A five-minute play, staged by natives of Malaita, BSIP, to depict progress in the Protectorate during the past 50 years, was a highlight of the BSIP's farewell to the High Commissioner for the Western Pacific, Sir David Trench, and Lady Trench, at Rove on March 7. Sir David will be the next Governor of Hong Kong.

THE Malaitamen's play was in three acts. Act I depicted bushmen with axes killing Mr. Bell and a policeman in 1927 and carrying away the corpses. Act II showed the District Officer, Mr. D. C. C. (now Sir David) Trench touring Malaita in 1943 explaining district councils to the same bushmen. And Act III showed Solomon Islands District Officers arriving at a contemporary council meeting.

A narrator linked the three parts of the play and thanked Sir David Trench for helping the people to learn and understand new ways.

Fourteen other sections of the community contributed five-minute items of entertainment.

The BSIP Chief Secretary, Mr. M. D. Irving Gass, said in a farewell speech that during the last three years, Sir David had encouraged, guided and initiated an astonishing number of significant and welcome advances.

Exciting, Stimulating

He added that this might well prove to have been a critical period in the history of the Solomons, and one in which everyone would be grateful for having been allowed to play a part under Sir David's leadership.

Sir David Trench, in his farewell speech, said he would have liked to have completed five years in the Solomons as High Commissioner because the next few years in the Protectorate's development were undoubtedly going to be exciting and stimulating.

He said he had noticed with pleasure the friendly manner in which the variety of people at Rove



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Sir David Trench.

ad mixed together for an afternoon's enjoyment.

This was not only healthy in itself, but was also a sign of the times. The Solomon Islands were changing every day, and the world outside and its ideas and modes were entering in.

All this was inevitable, and in the long run was certainly in the best interests of everybody in the Solomons.

The world outside was sometimes glamorous and untidy, but it was the only world available, and the problem was to make the best possible place for the Solomons in

Sir David added that if the Government continued to retain the confidence of the people and encouraged them to work together with other interests, he was sure that progress could be made in an orderly way towards the goal of making the Solomon Islands a peaceful, prosperous and happy place for everyone to live in.

New Hebrides Visit

Shortly before he left Honiara, Sir David made a flying visit to the New Hebrides Condominium to say his reweils there. After leaving the Protectorate he travelled to Hong Kong via Sydney.

The new High Commissioner, Mr. S. Foster, will not take up his duties in Honiara until late in June. Mr. Foster, the Deputy Governor of Basaland, is 50 and he will be accompanied to Honiara by his wife. They have no children.

NO VISAS NEEDED FOR FIJI STOPS

Apart from nationals of several Communist countries, transit passengers with a scheduled stop-over of up to 72 hours may now land in Fiji without a visa.

The exemption applies to transit passengers who hold an onward ticket for travel from Fiji to another country for which they have any necessary visa, and who are continuing their journey on any ship or aircraft scheduled to depart not more than 72 hours after they have dis-

embarked.

The exemption does not apply to nationals of Albania, Bulgaria, the Chinese People's Republic, Cuba, Czechoslovakia, East Germany, Hungary, North Korea, Mongolia, North Vietnam, Poland, Rumania and Russia.

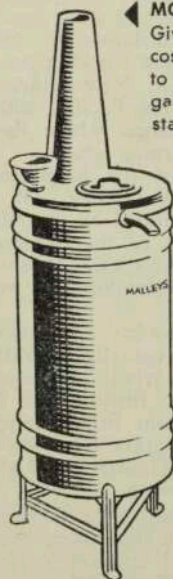
British subjects and nationals of several other countries including the US do not need visas to land in Fiji and are therefore not affected by the change.

MALLEYS

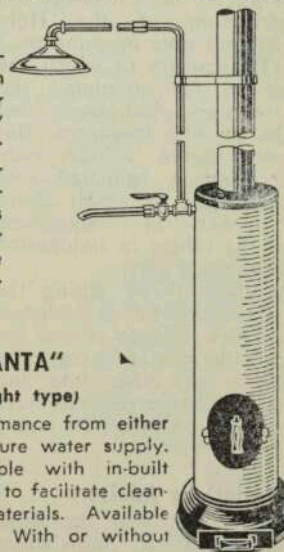
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M156

After 160 Years, Famous Bible Society Still Has Big Task In The Pacific

By Staff Writer Robert Langdon

After 160 years of effort, during which it has circulated translations of the Bible or parts of the Bible in 1,213 languages, the British and Foreign Bible Society is still faced with the job of circulating the Bible among the people of some 950 language groups in New Guinea whose languages have not been translated.



THE society, which has just celebrated its 160th anniversary, was founded in England on March 7, 1804. Its object is "to encourage the wider distribution of the Holy Scriptures without note or comment."

The 1,213 languages in which the society has so far circulated the Scriptures represent just over one-third of the world's languages. But this impressive figure includes only 44 of New Guinea's estimated total of 1,000 languages, of which about 700 are spoken in Papua-New Guinea and the others in Indonesian West New Guinea.

However, the task of getting the Bible into print in the unpublished languages of New Guinea is now being tackled with greater energy and method than at any other time, and many more NG languages will have their Scriptures within the next decade.

Translations Adviser

In November last year the Bible Society appointed a translations adviser to its Australian headquarters in Canberra to assist translators in New Guinea and other parts of Oceania—Australia, Polynesia, Micronesia and the rest of Melanesia.

The translations adviser is the Rev. W. J. Culshaw, a Methodist minister, who was born in India and who was previously translations adviser for India, Pakistan and Ceylon.

Individual translators or translating teams are now working on about 150 languages in New Guinea and other parts of the Pacific, with Mr. Culshaw's assistance, where they are beyond the learning stage.

About 130 of the languages are tongues of New Guinea. Of these, 54 are being handled by the Wycliffe Bible translators of the Summer Institute of Linguistics. Missionaries of various denominations are working on the rest.

The Bible Society, or associated bodies, will eventually publish the work of these various translators.

The Summer Institute of Linguistics, a non-profit organisation supported solely by gifts, has been established in New Guinea since 1957.

Its objects are to:

- Make a study of Pacific languages and to translate into them books of high moral and cultural value, particularly the Bible, and to prepare introductory reading materials for these languages and to promote the reading of it.

- Seek to carry out its linguistic investigation in co-operation with Government agencies and such organisations as pursue related objectives to those of the institute.

The institute trains its translators to study languages scientifically—by recording them phonetically—and, according to the Bible Society's Commonwealth Deputy Secretary, the

This drawing, from the recently-published Book of Genesis in the Toaripi language of New Guinea, was done by the book's translator, the Rev. H. A. Brown, of the London Missionary Society. The drawing illustrates Verse 3 of Chapter 12, part of which in the English Authorised Version, reads: "And in thee shall all families of the earth be blessed."

Rev. R. A. Hickin, they are doing "a very good job".

However none of their Bible translations, has yet reached the stage of publication.

Mr. Hickin says it is the aim of his society to publish translations of the Bible in every language of the world.

But as many of the small language communities, particularly in New Guinea, will inevitably link up with larger language groups as communications improve, it is the society's policy "not to perpetuate the tiny languages by unwise Scripture translation."

Explaining this further, Mr. Hickin says: "Broadly, we try to concentrate on those languages where we can do the most good in the shortest possible time. In other words, we work on the languages of the biggest tribal groups first and progress towards the smaller ones."

Mr. Hickin says that missionaries, working in the field, are usually the first to realise the need for a trans-

Society Was First Of Its Kind

The British and Foreign Bible Society, which has the Queen and Queen Mother as its patrons, is the oldest society of its kind in the world. But since its foundation in 1804, 24 similar societies have been established, all of which work closely with it.

The original society, which relies for its existence on gifts, looks on itself as three things in one: a publishing house, a learned society and a missionary agency.

As a publishing house it is unique in that all its publications are versions of the same book—the Bible, or portions of it. These are invariably sold at a loss because the selling prices are fixed at what "average people can afford to pay".

The Bible Society is a learned society because it has a translations department at its London headquarters and translation advisers elsewhere who assist Bible translators in the field and prepare their manuscripts for publication.

And it is a missionary agency in that it supplies missionary societies with Scriptures and has its own itinerant agents—colporteurs—who circulate the Bible in remote places.

When the society was founded, the Bible or parts of it had been translated into only 72 languages. Now there are more than 1,200 translations.

The affairs of the society are in the hands of a committee of 36 laymen—15 from the Church of England, 15 from other denominations, and six foreigners.

translation of the Scriptures into a particular language.

Usually, they then begin to translate a portion of the Bible themselves. But sometimes, after having got the job well in hand, they become so busy with other matters, that they cannot devote adequate time to it.

In such cases, the Bible Society sometimes arranges to have the missionaries seconded to its own staff until the task of translation is completed.

This means that the Bible Society substantially subsidises the salaries and expenses of the missionaries concerned.

The Rev. Percy Chatterton, of the London Missionary Society, and the

Rev. A. H. Hall, of the Methodist Church in New Zealand, are two translators working on Oceanic languages who are now on secondment to the Bible Society.

Both are working on translations of the Old Testament—Mr. Chatterton is doing the Motu language of southern Papua, and Mr. Hall is doing the Roviana language of the Solomons. The New Testament has already been translated into those languages.

111 Pacific Languages

Mr. Hickin says that the Bible or parts of it have now been translated into and published in 111 Pacific languages. This figure includes the 44 New Guinea languages, but excludes Australian aboriginal languages.

The Bible Society has been associated with the publication of the Bible in Pacific languages since the very beginning, as it provided the paper to print the first South Seas Scriptures—the Gospel of St. Luke in Tahitian.

This Gospel, which was translated by the Rev. Henry Nott, of the London Missionary Society, was printed at Afareaitu on the island of Moorea in 1818.

Nott went on to translate the whole of the New Testament into Tahitian, and this was published in 1829. The complete Bible followed in 1838.

The Tahitian Bible was the first in a South Seas language, and, of course, the first in a Polynesian language.

The first Melanesian language to have a complete Bible was Fijian. This Bible appeared in 1864. The translators were J. Calvert and E. Hazlewood.

Only 14 other Pacific languages—six Polynesian and eight Melanesian—have complete Bibles. The Polynesian languages are those of Tonga, Samoa, Rarotonga, Hawaii, Niue and New Zealand. The Melanesian languages are those of Uvea, Lifu and Mare (New Caledonia's Loyalty Islands), Mota (Banks Islands, New Hebrides), Marovo (eastern part of New Georgia, BSIP), Mukawa and Dobu (New Guinea) and Aneityum (southernmost island of the New Hebrides).

Dedication

Translations of the complete New Testament have appeared in 31 Pacific languages, and several others will be published soon.

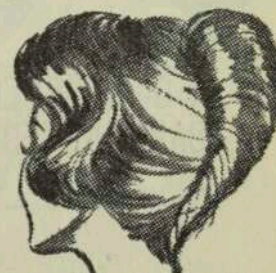
It goes without saying that the translation of the complete Bible, or even a Testament or Gospel calls for



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endless patience, energy and dedication.

Yet the names of the translators never appear on the title pages of their work when it appears in print, and their names seldom become known outside a limited circle.

One such translator is Mr. Norman C. Deck, who now lives in Sydney, after spending much of his life with the South Seas Evangelical Mission on Malaita, BSIP. Mr. Deck translated the whole of the New Testament into the Mwala Kware'ae language of Malaita.

Another translator is the Rev. H. A. Brown, of the London Missionary Society, who is working on a translation of the Old Testament into the Toaripi language of Southern Papua. Mr. Brown lives at a lonely spot about 30 miles in from the Gulf of Papua.

His translation of the Book of Genesis was recently printed by the British and Foreign Bible Society. It was unusual in having an attractive

cover design and illustrations by the translator. These caused it to be singled out for high praise from friends of the Bible Society.

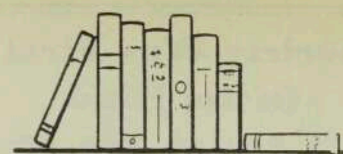
Except for complete Bibles, which are published in London, the Australian branch of the Bible Society (founded in 1817) handles the publication of all Testaments or portions of the Bible in the languages of New Guinea and the Solomons.

Polynesian and other Melanesian languages are dealt with by the society's New Zealand branch.

As the major Polynesian languages have long been translated, the main work in that field these days consists of revision.

According to the latest (1963) annual report of the society, two of the Polynesian translations of the Bible are now being revised—Samoan and Tongan.

The report says that the Tongan revision, under the direction of Dr. John Havea, an outstanding Tongan



leader, "may lead eventually to overcoming divisions in the Tongan Church."

This is understood to be a reference to the breach that developed back in 1885 when Tonga's King Tupou I, with the assistance of the Rev. Shirley Baker, seceded from the Wesleyan Church and established the Wesleyan Free Church of Tonga.

Subsequently, the Tongan Government forbade the use in schools of a translation of the New Testament by the Wesleyan (but not Free Church) missionary, the Rev. J. Egan Moulton, which was published in London in 1880. But it approved the use in schools of another version of the New Testament by the Rev. T. West, which was published in London in 1884.

The rift between the Wesleyan Church and the Wesleyan Free Church of Tonga remained until 1924 when Queen Salote (the head of the Free Church) persuaded 12,000 members of her faction to unite with 4,000 Wesleyans.

New Body

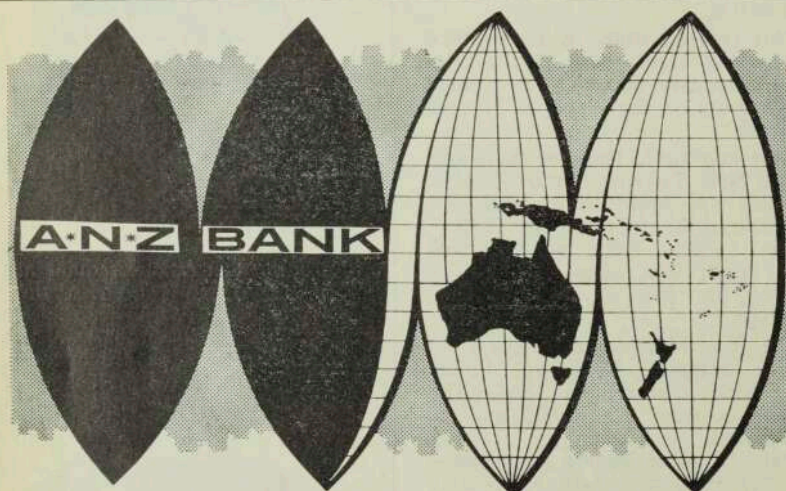
However, some 6,000 members of Queen Salote's Church refused to unite with the Wesleyans, and many of these formed a new body called the Free Church of Tonga.

Meanwhile, the members of the various bodies have used one or other of the two available Scripture translations as their "Authorised Versions", and this has hindered further reconciliation among Tonga's churchgoers.

A conference on the revision of the Tongan Bible, presided over by Tonga's Premier, Prince Tungi, and attended by Tongan church representatives, was held in Tonga in 1962.

Interestingly, the meeting was attended by the Rev. Harold Moulton, of the Bible Society's London translations department, who is a great-nephew of the Rev. J. Egan Moulton, whose translation of the New Testament into Tongan is one of the points at issue in Tonga's Church rift.

During the same year, the Rev. Harold Moulton also visited Fiji where, according to the Bible Society's 1963 report, a need was expressed for Fijian Bibles in a bold clear print "because of the poor eyesight of many Fijians".



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AUSTRALIA ACTIVE ON WEST NEW GUINEA BORDER

The most isolated patrol post in Papua-New Guinea is being established at Olsevip, high in the Star Mountains in the far north-west corner of Papua.

It will bring a measure of civilisation to 5,000 Faiwolmin mountain-men and to an extremely primitive group of 300 semi-nomads who live in a remote valley into which no white man has yet been.

The Star Mountains, rearing to snow-capped peaks of over 13,000 feet, span the border with Indonesian West New Guinea.

In valleys shrouded by mist and cut off behind jagged ridges have lived tribes who knew nothing of the outside world and followed a way of life in which ritual scarce removed from the Stone Age played the dominant role.

Since Indonesia took over from Holland in West New Guinea, the N.G.'s Administration has been spending big money in the Western and Sepik Districts along the border, establishing a string of patrol posts to watch the tracks linking the Australian Territory with West New Guinea.

Top Priority

It is top-priority policy to bring the entire border area under control as quickly as possible.

About a year ago Patrol Officer D. Fitzer with another officer, 10 native constables and 30 carriers spent 184 days exploring the foothills of the Star Mountains—they had been sent to contact the people and find a suitable airstrip site.

They slogged through country from 2,000 to 8,000 feet high, over limestone ridges, down gorges, over wooded mountain streams and through rain forests where they had to hack every yard of the way with bush knives.

Among the Faiwolmins they found a "foreign" group of 300 extreme primitives who had never before seen a white man. Except for a genital gourd the men went naked.

They planted a few vegetables and moved about the country hunting pigs and birds.

Fitzer found only one site suitable for an airstrip—this was at

Olsevip in the headwaters of the Fly River, 280 air miles from Daru.

It was perched 800 feet above the Fly—the only piece of flat land in more than 2,000 square miles of Faiwolmin tribal territory.

Four months ago, a second party under Patrol Officer Mike O'Conner flew from Kiunga to Telefomin, then walked to the site.

They told the Faiwolmins the strip would bring the aircraft which before they had seen only from a distance.

This caused a sensation—several hundred natives turned out demanding picks and shovels so they could work on the project.

O'Conner cleared a heliport and built a rest house.

For the past few weeks a helicopter

based on the Upper Fly has lifted five tons of supplies to the new post. It has been making return trips with one ton of cargo in only 70 minutes.

District Officer Ian Holmes says that material was first shipped to Kiunga by Administration launch—from there to the helicopter base 70 miles upstream it was taken by outboard canoe.

It was unloaded at the farthest navigable part of the Fly and taken in a further 55 miles by helicopter.

But much work remains to be done before the airstrip opens. The area is covered with limestone boulders which are proving difficult to remove.

But the strip should be open within the next three months.

Two patrol officers are to be stationed at Olsevip.

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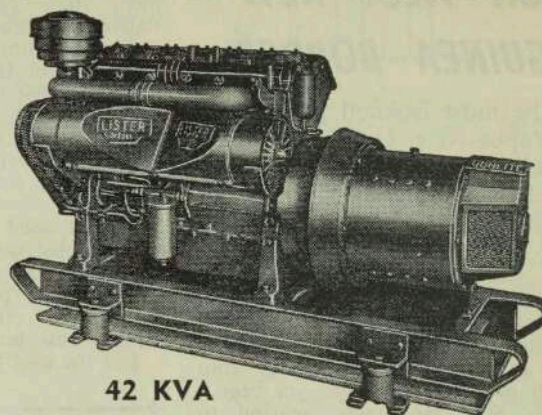
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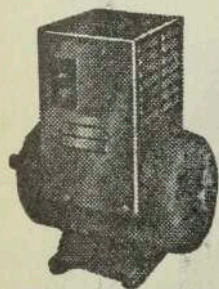
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PITCAIRN GIVES UP ITS PREHISTORIC SECRETS

A party of six archaeologists from New Zealand's University of Otago has found evidence of prehistoric habitation at two places on remote Pitcairn Island.

THE archaeologists returned to New Zealand on February 24 after spending 6½ weeks on Pitcairn, making the first intensive survey of the island's pre-*Bounty* mutineer past.

Their expedition was sponsored by the Natural Science Foundation of the United States as part of a big research programme in Polynesia under the general direction of Honolulu's Bishop Museum.

The expedition leader, Mr. P. Gathercole, said in Wellington that two habitation sites had been investigated—one on the western side of the island and one near the present-day settlement of Adamstown.

The site near Adamstown appeared to have had "an intensive occupation". Wooden structures had been built and probably rebuilt there. Shellfish, small fish and pigs were eaten, and the food had possibly been stored in pits.

At the other settlement, evidence of buildings and a wide range of stone-working activities was found.

Tool-Manufacture

Mr. Gathercole said it was fairly clear that the pre-*Bounty* occupation of Pitcairn took two main forms. The evidence suggested that it had been both a more or less permanent home for the ancient Polynesians and a quarry that was visited from eastern Polynesia for materials for stone tools.

Of overriding significance was the quarrying of a fine-grained basalt which was worked into adzes and other tools.

The expedition found evidence of tool-manufacture at many places, but the most dramatic site was a "factory" on the south coast where large quantities of adze roughouts and possibly other tools were made.

The working area covered about two acres. The ground there was littered with thousands of flakes and

many cores, rejected roughouts, hammer stones and beach boulders which were apparently used as anvils.

The extent of the factory suggested it was the main attraction of Pitcairn for the pre-historic Polynesians.

During their stay on Pitcairn, the archaeologists were billeted with island families. One of the men was Mr. Murray Howse, a former Education Officer on the island.

In a letter which he wrote to the island's roneoed newspaper, *Pitcairn Miscellany*, during his stay, Mr. Howse said he had noticed a "most

alarming difference" since he left the island two years ago. This difference was the island's much smaller population.

Mr. Howse went on: "Even though this was inevitable to a certain degree with higher educational advancement of the younger folk and greater contact with the outside by you all, a drop of nearly 40 per cent. in two years has resulted in a very difficult situation for the older people remaining."

"This is more so when it is realised that it has been mainly the able-bodied people who have left."

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MORESBY FOR 1969 GAMES ?

It will come as a big surprise to all those connected with athletics in Papua-New Guinea if Port Moresby isn't named as the venue for the 1969 South Pacific Games.

THE committee of five set up by Administrator Sir Donald Cleland to report to him on the comparative suitability of Port Moresby, Lae and Rabaul, has already filed its recommendation, but both Administrator and committee refuse to discuss the findings.

"I'll announce the venue for the games when I'm ready," said Sir Donald testily at a Thursday morning Press conference after having been pressed on the question for weeks.

And, he added, the recommendation from the committee need not necessarily be accepted.

A probable venue for the Games has been under discussion since P-NG offered to play host for the 1969 games at Suva in September last year.

From the outset Rabaul, Lae and Port Moresby athletics officials have been shouting the respective merits of their existing sporting facilities.

Or if they haven't had much of which to boast they have pointed to the ease with which facilities could be provided.

Lae argued that Moresby just

didn't have a track big enough or with suitable spectator facilities to match its new Showgrounds; Rabaul argued against Moresby in much the same way and was quick to add that it had greater accommodation potential than Lae.

Both Lae and Moresby said that Rabaul was too distant from major airports.

Moresby's strongest arguments against the other two towns have been that their weather in August is too unreliable, that it could provide more paying spectators and that its accommodation facilities were more adequate.

Surrounded by this tangle of arguments the committee—Central District Commissioner Mr. R. Galloway, President of P-NG's South Pacific Games Association Mr. Reg Johnstone, ex-Morobe District Commissioner Mr. H. L. R. Niall, Rabaul sporting official Major Don Barrett and Works planning officer Mr. Eric Flower—set out to examine the arguments.

They have heard submissions in Port Moresby, Lae and Rabaul.

Eruptions?

One factor which is believed to have strongly influenced them against recommending Rabaul is the fear that seismic disturbance could overnight wreck any athletic circuits and tracks built there to international standards.

Apparently the advice of Administration volcanologists was sought about this.

There can be little doubt they found Lae has the most suitable track now in the Territory, but like

Port Moresby, capital of Papua-New Guinea, which could be the site for the South Pacific Games in 1969. It is not as populated as Noumea but it is probably more widespread as a town.

both other towns under review, it lacks a suitable swimming pool.

Administrator Sir Donald Cleland has often said Administration was anxious to establish the most suitable venue as quickly as possible so that Works and Treasury Departments could begin planning and budgeting.

"We want to spread the cost of staging the games over the next five years," he said.

All official statements so far have indicated that neither the Administration nor experienced athletics officials consider any existing grounds suitable for such a prestigious event.

It is almost certain funds will be made available for the construction of an athletics stadium of international standard.

And it is almost just as certain it will be in Port Moresby—either on the Hurbert Murray Reserve, near Administration headquarters at Konedobu, or at Murray Barracks.

But the site for a swimming pool remains a mystery.

Wide Interest Again

While New Guinea and New Caledonia (see opposite) discuss Games sites, many South Seas territories have already embarked on training programmes for the next Games.

The most enthusiastic programme was begun in the Cook Islands in March, when athletes began work for 1966 on courses marked out on the airstrip at Rarotonga.

The Cook Islanders plan in future to have training meetings every Saturday afternoon, using new equipment bought especially for Games training. The equipment includes javelins, shots and discus.

The Cook Islanders are also getting into training for the marathon, which is something these islanders excel at. They had no chance to demonstrate their skill in Suva because the marathon was cancelled, although it will be on the list for the 1966 programme.

The Cook Islands won two gold medals and three silver at Suva—a remarkable record in proportion to the size of the team it fielded. One of the silver medals was for the 5,000 metres.



Site Fixed For Noumea Games In 1966

After studying at least three proposals, New Caledonia's Territorial Assembly has decided that Magenta Beach, just outside Noumea, will be the venue for the Second South Pacific Games in 1966.

THE authorities will take over an uncompleted sports ground from the Olympique Sports Club at Magenta Beach for 20 million francs (£100,000), and will spend another 30 million francs to complete it.

The original idea was to reclaim land and build a sports stadium at Montravel on the outskirts of Noumea. But this was rejected on the grounds that the project could not be finished in time and that it was undesirable to build a stadium in an industrial area, especially in the vicinity of the municipal rubbish dump.

The local government will also spend 33 million francs on the construction of a Maison des Sports in the centre of Noumea. This will have a playing area measuring 44 x 24 metres, plus dressing rooms and gymnasium facilities. There will be spectator accommodation for 1,400 people—1,200 seated.

The Magenta stadium will seat some 3,500 people, with 3,000 standing. The playing area will contain

Noumea, New Caledonia, where the Second South Pacific Games will be held (the inaugural Games were in Suva last year) is one of the bigger centres of the South Seas, and stands on one of the prettiest harbours. Population is about 35,000 (compared with about 44,000 in Suva). Like all major South Pacific towns it is expanding rapidly. This view, by Fred Dunn, is from one of the hills looking towards the harbour.

a football field 109 x 67 metres, and a Rugby field 118 x 66 metres.

The Rugby field will be surrounded by an athletics track. A smaller football field will have a cycle racing track surrounding it.

Government Aid

Little difficulty is expected in raising the £415,000 needed to carry out the Games projects, as the French Government has already agreed to contribute £160,000, and it is hoped that more will come from the same source.

Aquatic events will be held in an Olympic pool to be built by the Municipal Council of Noumea on a site near Anse Vata, the local beach.

Two smaller pools are to be built nearby.

The area chosen is up from the beach in a wooded part of the coast. This area will be developed as a natural park.

The pools will normally be filled with salt water, but it will also be possible to use fresh water.

The authorities propose to hold a French exposition during the Games. The Metropolitan Government is to be asked to arrange conferences and to organise exhibitions of French goods, etc.

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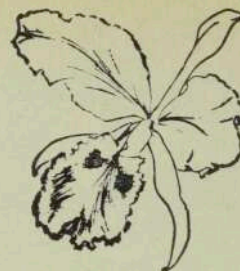
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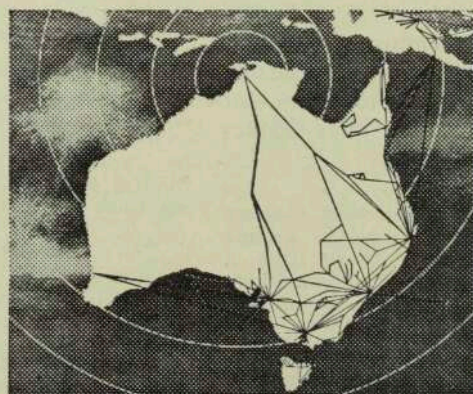
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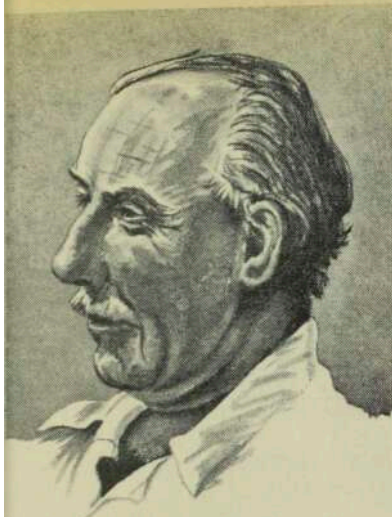


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Mr. J. K. McCarthy, as seen by Brett Hilder, and sketched specially for PIM.

The Things That Went On!

A SOUR COMMENTARY
BY R. W. ROBSON

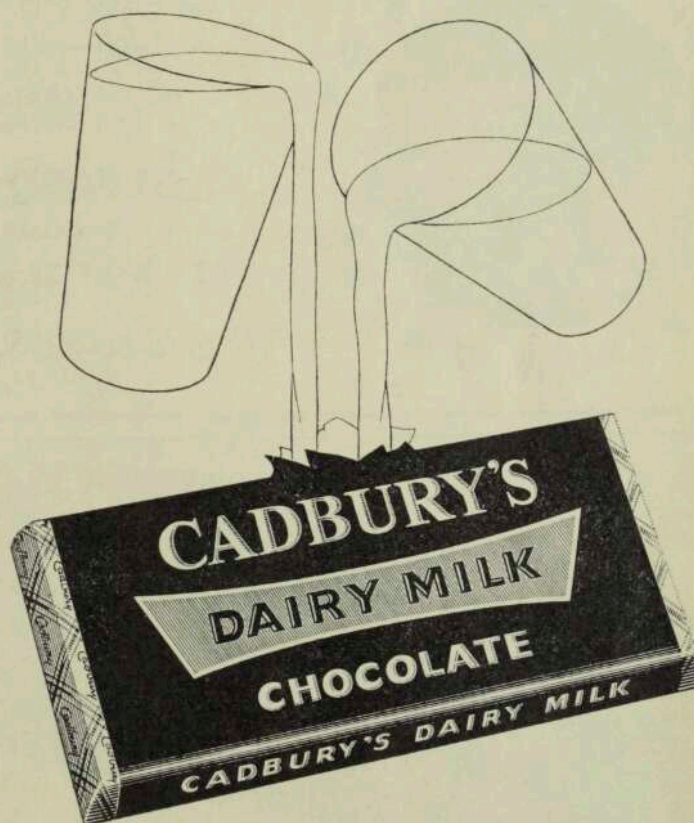
There have been times in the past 30 years, after learning of bureaucracy's bunglings in New Guinea, when I have shut myself in a quiet room, and tried to control my blood pressure.

"WHAT'S the use of howling against the bureaucrats?" I have asked myself. "The practice of placing authority in the hands of rule-of-thumb officials is part of the system of democracy. The blighters will always be with us. Calm down. Make the best of them!"

Of course, in a true democracy, one can always get after the more intolerable bureaucrat through Parliament. But there are few elected Parliaments in the Islands, and little men usually get away with their stupidities, to end up often with decorations and a place high on the lists of prominent citizens. Yet, for every half-dozen pinheads, there usually is one man of sound judgment.

I suppose I mellowed, with the years, and forgot my hates. But

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memories of them came flowing back, in full measure, as I read J. K. McCarthy's new book, *Patrol Into Yesterday*, which has already been favourably reviewed in *PIM*.

McCarthy went into New Guinea, a talented youngster, in 1927. I launched the *Pacific Islands Monthly*, and so began to take a personal interest in P-NG Administration, in 1930,

As I read the book, I began to notice how often McCarthy's history of events I well remember faded out when, if he had carried on, he was bound to make acidulous comment upon stupidity and incompetence in high places.

Mutterings In The Club

For example, away back in the thirties he was a young ADO in New Ireland, and he noticed that the villagers, under an ironbound system maintained by the merchants and planters, with the help of Administration, were forced to sell their copra at a miserable price to the licensed trade stores, spaced rigidly every two miles along the Bulominski Road.

So he encouraged the natives to make a better grade of copra and sell it, to their much greater profit, to small, independent traders in Kavieng. He laughed at a warning that he was taking his official life in his hands—he pointed out that his immediate superiors in the District Service approved of what he was doing. But soon afterwards, he found himself posted to the new port of Salamaua, and down-graded to Patrol Officer. The Kavieng Club's mutterings had been heard, and bureaucracy had spoken—and that was that.

Back in the thirties I often talked to crippled George Murray, who probably was the most devoted and enthusiastic Director of Agriculture that New Guinea, or any other Pacific territory, had ever known. He spent his duty hours, and his nights, and his leave, working out detailed plans for agricultural development.

I still have copies of his plans—together with the letters by means of which high bureaucracy dumped him and his ideas, and tried to keep him quiet.

Old George died miserably in Rabaul in 1942. Since then, the bureaucrats have spent millions in trying to do the things he fought for vainly a quarter-century before. For the last few years now scores of high officials are spending their energy, and huge sums of Australian money, in going up and down

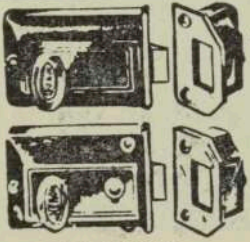
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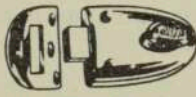


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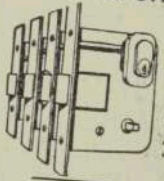
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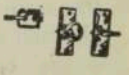
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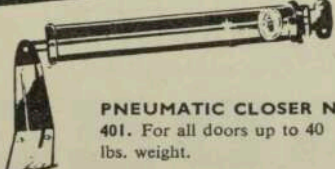
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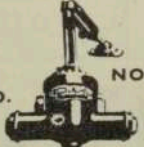
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the Territory, urging the natives to become independent producers and merchants on their own account.

But it is in that section of the book dealing with the Japanese invasion and the Pacific War that my memory becomes furiously alive.

The Tragedy of Rabaul

Intelligent observers knew 30 years ago that the Japanese, sooner or later, would attack us in the South Pacific. But it was not until after Hitler struck in 1939, and established the Berlin-Rome-Tokyo "Axis", that Australia's bureaucracy reluctantly accepted the warnings and placed an Australian "garrison" in Rabaul in 1940-41.

There are few worse examples of incompetence than the story of what happened in New Guinea after that.

By now, McCarthy was an ADO at Talasea (on the north coast of New Britain) and he saw it all. Through his book, he lets daylight in on many things that high officialdom kept hidden in wartime, and no doubt some people had hoped were now long forgotten.

Curiously enough, McCarthy makes no reference to the most damnable bit of official bungling in the history of New Guinea—namely the failure of the Canberra Pooh-Bahs to get 200 official and non-official men out of Rabaul at the end of 1941 when it was clearly known that a Japanese expedition was coming to seize the port.

The fact was kept hidden for years; but now it is known that Acting-Administrator Harold Page actually sought permission to evacuate the Europeans from Rabaul on a large Scandinavian motor-ship that had gone in there to load copra.

He never received that permission—the result, I believe, not of deliberate refusal, but of bungling official incompetence during a sacrosanct Canberra weekend—with the result that Page and hundreds of Australian men were lost, and the big motor-ship was sunk in Rabaul harbour.

Some Pointed Questions

Again and again, at that time I tried to get from the Canberra archives some explanation of how and why that Rabaul community (European, Chinese and native) was sacrificed; but bureaucracy always ganged up to hide the blunder and conceal the names of the fools responsible for it.

In his book, however, McCarthy tells much of the circumstances surrounding that debacle; and, on what he says, it is possible even at this late

date to ask a series of pointed questions—questions which bureaucracy never has answered and, of course, never will answer. For example:

Why was no attempt made to put into operation the defensive civilian (not military) organisation created by John Walstab and set out in the "Blue Book" which he circulated long before the Japanese invaded?

Caches of essential supplies were established in designated places, and duties were allocated to both official and non-official civilians. But in December, 1941, and January, 1942,

when it was known that the Japs were coming, and the men around the coasts of New Britain, New Ireland and New Guinea frantically sought information and advice, in accordance with "Blue Book" plans, no comprehensible orders could be got.

Australia's 22nd Battalion was in Rabaul nearly a year before the Japs invaded—why was nothing done to train those men in the techniques of jungle warfare, or how to live off the country?

When the enemy landed in Rabaul in overwhelming force all the Australia-

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COOK ISLANDS WOULD LIKE ROYAL VISIT

The Leader of Government Business in the Cook Islands, Mr. D. C. Brown, has expressed the hope that the Queen Mother will visit the Cook Islands when she "pays her deferred visit to New Zealand".

Mr. Brown said this when he spoke by telephone to a senior official at London's External Communications Centre on February 13 to inaugurate a direct telephone service between Rarotonga and London. The service, which is via Wellington and the new COMPAC cable, bridges a gap of 16,000 miles.

lian citizen-soldiers who could escape became scattered in the New Britain jungles. McCarthy describes how he and his men, scouting in from Tala-sea practically to the back door of Rabaul, found scores and scores of these soldiers, disease-ridden and dispirited, starving alongside supplies of native foods which they could neither recognise nor render palatable.

Over one hundred soldier escapees were rounded up by the Japs on the south coast, and systematically massacred on Tol plantation; but a couple of hundred who struggled out onto the north coast were rescued by the McCarthy organisation, and eventually got clear. If the bureaucrats, military and non-military, had given that battalion even rudimentary jungle-training in 1941, many more lives would have been saved. McCarthy tells how he had offered to train some of them, but his requests had received no reply.

He Got An MBE

Under what system were courage, resourcefulness and determination to fight on in the New Guinea area recognised by Top Brass?

Certain military talent which was rescued in the jungle by McCarthy, and which finally escaped westward in one of McCarthy's precious small boats, ended the war with high decorations. But McCarthy, whose courage and resource saved scores of men from certain death in the jungle, was not—as far as I know—even officially praised. He does not mention it in his book, but the records show he was awarded only the MBE!

When Australia Rejected Manus Treasure-Trove

New Guinea, in an economic sense, was battered almost out of existence

by war. The Americans had created an enormous base at Manus. At war's end, they offered the Manus base to Australia—and the never-to-be-forgotten Dr. H. V. Evatt, then a responsible Minister, rejected it.

So then the Americans proceeded to dispose of huge masses of equipment, building material, etc., at a peppercorn price—to the great enrichment of Chinese traders, who were first in, and of scores of "disposals merchants" who came later.

McCarthy was now DO at Madang, and desperately needed such

things as building materials, engines, sawmills, transport, for the work of rehabilitation. All he wanted was there at Manus, only 200 miles away. Australia's Top Brass did nothing about it—getting hold of this stuff when it was needed but later spent tens of millions of pounds buying the kind of stuff that was going begging in Manus in 1945-6.

There are many little things in the book which point the same way, but about which McCarthy, being a serving officer and a gentleman, does not make the obvious comment.

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NATIVE CLAIM TO HONIARA LAND REJECTED

A native claim, disputing the BSIP Government's title to land comprising the Honiara town site, was rejected in the BSIP High Court in Honiara on February 24 by the Chief Justice, Mr. Justice G. G. Briggs. Honiara is the capital and biggest settlement in the Solomons.

THE case was similar in some ways to Papua-New Guinea's Varzin land case in which Tolai natives have challenged the validity of a European title to the Varzin plantation, near Rabaul. However, the P-NG case has still to be resolved.

The Honiara case involved a native named Baranamba Hoai, of Matanikau Village, who claimed ownership of part of the Honiara town land on behalf of himself and the Kakau and Habata lines of the village.

The BSIP Registrar of Titles, Mr. G. A. Reeves, required Hoai to give reasons and grounds for his claim, and to bring witnesses. The claimant and four others accordingly gave evidence.

On this evidence and that contained in his registry and files, the Registrar of Titles concluded that there was not even prima facie evidence to support Hoai's claim, and he therefore rejected it, and stated a case for decision by the High Court.

History Of The Land

Giving judgment, the Chief Justice summarised the history of the land. In 1919 and 1920, he said, the Government appointed a Commission of Inquiry to inquire into claims made by natives to land then held by non-natives.

The present Honiara town land was at that time held by Lever's Pacific Plantations Limited, as part of a much larger area.

Suala, a Matanikau chief, claimed part of the land. The Lands Commission heard the claim and recommended a settlement by which Lever's were to give up part of the

land, a village was to be moved, and a small sum of money was to be paid.

In 1924, the UK Secretary of State for the Colonies confirmed the recommendations of the Lands Commission, with the effect that these recommendations became binding on the parties concerned, and after legal requirements had been complied with, the recommendations had the force of law.

Lever's gave up their old title, and received in exchange a conveyance of a smaller piece of land, including the Honiara town site.

Later, Lever's Pacific Plantations Limited transferred the land to

Lever's Pacific Plantations Proprietary Limited, and the latter company conveyed the Honiara town land to the Protectorate Government in 1947.

The Chief Justice, in his judgment, said that no evidence of a reliable nature had been produced, in the course of the latest proceedings, to support Hoai's claim.

The claim made by Suala formed part of the settlement made in 1924, and it was this old claim that, in effect, Hoai was resurrecting. The Chief Justice added that there was conclusive evidence that Lever's title to the land was valid. Hoai's case must therefore fail.

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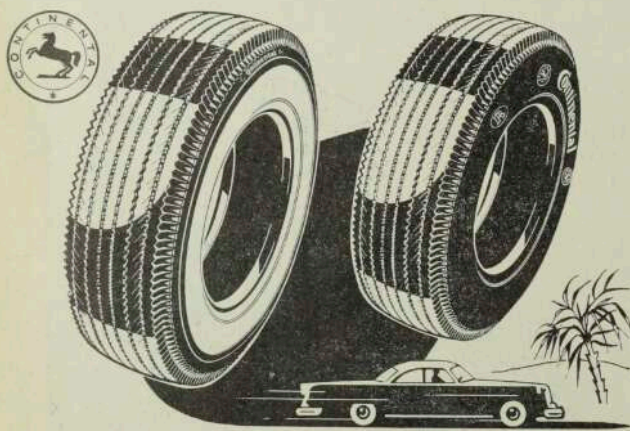
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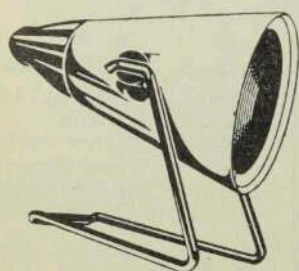
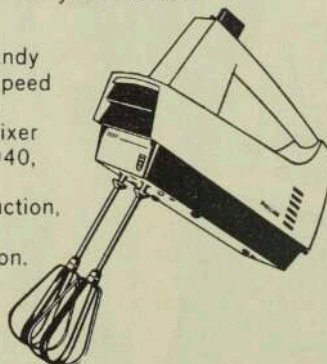
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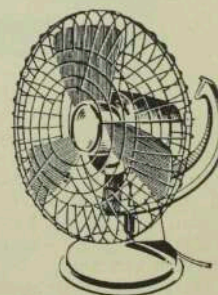
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For Philips' Agents/Distributors, see page 39.

Two Years Have Brought Many Changes To American Samoa

From Edward Johnson in Pago Pago

Since the frenzied construction of buildings about two years ago to house the delegates to the Fifth South Pacific Conference, building work in American Samoa has shown little change of pace, and all the indications are that the next three years will be equally busy.

MEANWHILE, the people of Samoa are changing radically in their dress, customs and outlook, and the future seems much brighter for them than it has ever been.

The quickened pace and the changing ways are largely due to American Samoa's dynamic, hard-working Governor H. Rex Lee, who thinks nothing of having half a dozen conferences on Sundays as well as weekdays, and who averages four trips to the US and a couple elsewhere every year.

April 17 this year will be a day for Governor Lee to remember, for on that day many important people will come to American Samoa for the opening of two fine new terminal buildings at Tafuna Jet Airfield, and the dedication of the South Pacific's first television studio.

The VIP's will include the US Secretary of the Interior, Mr. Stewart Udall, and the Governor of Hawaii, Mr. John Burns.

The new terminal buildings are unique in design, with a sheltered corridor between them.

At the back of the corridor is a Samoan *fale* where people may wait to greet incoming passengers.

The new buildings house rest rooms, storerooms, a restaurant, and offices for the major airline agencies using Tafuna.

Nearby is a building for plane maintenance.

TV Studio

In February workmen were still busy on the TV studio at Utulei, which will house equipment worth nearly \$500,000.

Meanwhile backbreaking work continued on the rigging of a cable from Leloaloa to Mount Alava where

another TV building and tower will go up.

Later, a heavier cable will run from Mt. Alava across the Bay (Pago Pago Harbour) to provide an aerial tramway for tourists.

TV education is scheduled to start in September, six months later than was originally expected.

Other projects currently in progress or recently completed are:—

- An addition to the telephone exchange building in the Bay area to enable 200 more telephones to be put into use.

- The construction of 26 houses for Federal Aviation Agency and Weather Bureau personnel. These houses will bring the number of houses at Tafuna to at least 120.

- The enlargement of the main power system.

- The sealing of the road through Leone and the jet airport, and the paving of the easterly road from the Catholic Church at Lepua through Fagaitua village.

- The completion of the first major village schools at Nua-Seetaga, Aoa, Lauli'i, Vatia and Il'i'i, each with quarters for a US teaching couple.

All these projects, which have been looked on as urgent, have held up the erection of a new hospital and a new Customs warehouse; and before long a start will be made with the construction of a new hotel at Goat Island.

Slow and Costly

Progress on some of the projects has sometimes been slow and costly due to equipment delays, or lack of a vital part for heavy equipment.

Also, the Samoan is not noted for his industry—he will work, but at his



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own pace—and there has been a lack of skilled labour.

US employees have therefore been brought in—sometimes on loan from Pearl Harbour Navy Yard.

Another thing that has slowed down some of Governor Lee's projects is the Samoan outlook on land ownership.

Warnings from Navy days and the land scandals in Hawaii, where vast tracts went over to white men, have made the Samoans cautious, and they think long and hard before letting any land go.

Over half of the 20 projected village schools have been held up because of unavailability of land;

and work has also been delayed occasionally on the widening and sealing of the main road because of reluctance of the reigning chief to give up roadside land for public use.

Changing Rapidly

Except on the question of land, the people of Samoa, particularly the young ones, are changing rapidly.

The change is due to a large extent to the increase in the number of Caucasian employees allowed in government positions.

In 1962 the allowance was about 50. Now it is 130, and as over two-thirds of the newcomers are married and have children, hordes

of American children have arrived including many of high school age.

These children have quickly blended with the Samoan youth; and the addition of 40 Stateside teachers, generally in their twenties and early thirties, has helped accelerate the change.

Samoan fathers and mothers may shake their heads at the noticeable difference in Tusi and Tina, but as it does not yet seem to be for the worse, they are accepting it.

Their children now study more, use more English and want European clothes.

High school graduates do not find it hard to win scholarships with a reasonable amount of serious study, and these are much sought after.

Unfortunately, scholarships or not, many students emigrate to the US after graduation.

Merchants Changing

Meanwhile, American Samoa's merchants also seem to be changing their ways. B. F. Kneubuhl's Inc., recently initiated a serve-yourself store with considerable success.

They also have refrigeration space for rent in a large new building near Satala in the Bay area.

They have a new source of business in cars, which they are importing. To early February, they had sold 60 Datsun automobiles from Japan at from \$1,500 to \$1,800 each.

With the advent of many new small stores, competition in business is keener.

One business that has grown from a small shop and is now rivalling the leading merchants is Nia-Marie, a family run store, located handily to the bus area where homeward-bound islanders go nightly for transportation to their villages.

A newly erected Coca-Cola plant at Tafuna is dominating the soft drink trade.

Another business, the Walker-Moody (Samoan Construction Company) has been most successful in manufacturing and selling cement bricks for housing. It can also build houses at a reasonable figure.

Both Van Camp and Star Kist continue with fish production and have a 100 fishing ships operating for them. Meanwhile, the Copra Processing Plant is installing its plant for operation near the canneries.

All in all, things in American Samoa are looking up, and if the Government continues to be headed by Governor Lee, there will probably be more changes for the Samoans and even brighter years ahead.

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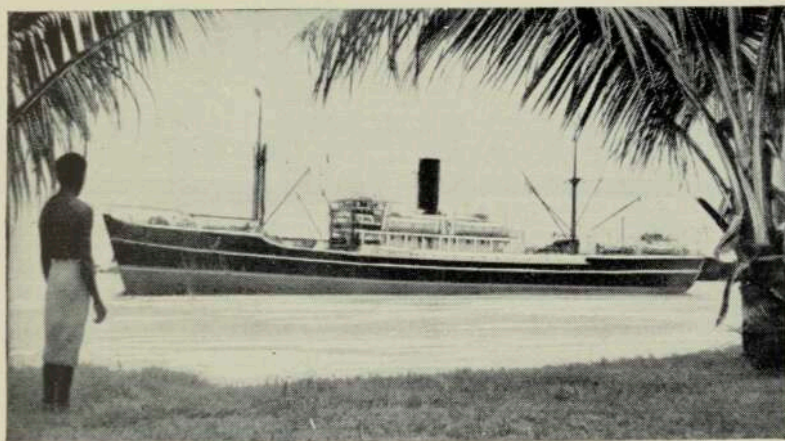
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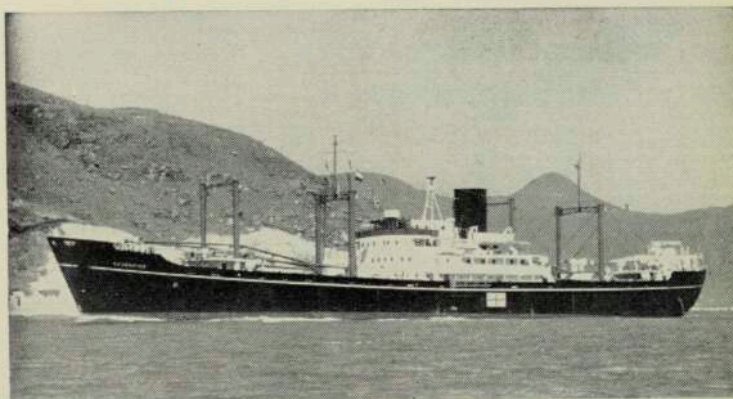
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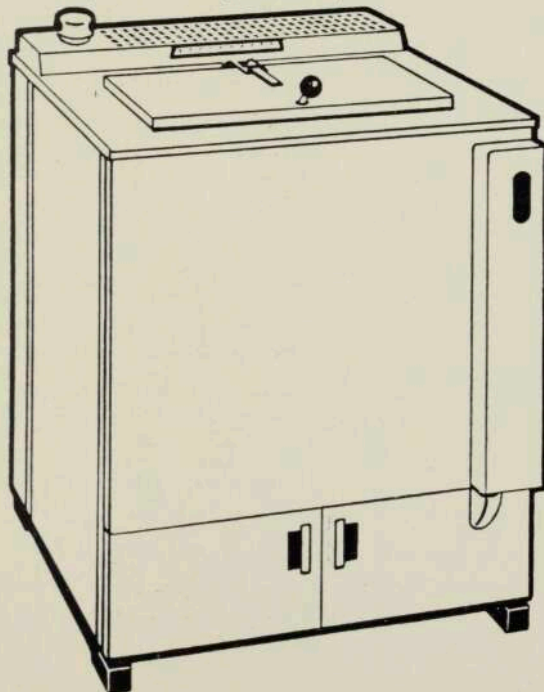
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Pentecost Natives Still Sing Of White Trader's Murder In 1887

By a Staff Writer

When Mrs. Helen L. Williams, of Subiaco, Western Australia, was in the New Hebrides in 1962, she learned that the natives of Pentecost still have a song and dance about an uncle of hers who was murdered there in 1887.

HER uncle was a trader, Vernon Lee Walker—usually known as Lee Walker—who spent several years in New Caledonia and the New Hebrides in the 1880's. He worked in a business established by his brother Howard.

Mrs. Williams still has several letters which her Uncle Lee wrote to his mother from those territories; and also one from her Uncle Howard describing Lee Walker's death.

These letters (which Mrs. Williams recently lent us) throw interesting light on conditions in the Western Pacific, particularly the New Hebrides, in the days when the labour trade still flourished there and Britain and France had not yet established a Joint Naval Commission to protect the lives and properties of their citizens.

The Walker brothers, among other things, had a schooner which went on "blackbirding" expeditions from Noumea to the New Hebrides; and one of Lee's letters, written in Noumea on February 3, 1885, gives some idea of the commercial side of that business.

"They" (the natives), he wrote

"have to come of their own free will (the Government have their agent on board to see that everything is done lawfully), and you have to pay their friends for them either in muskets, money, powder, etc.

"When the ship is full, she returns to Noumea, and there you sell them to whoever likes to buy them for domestics, etc.

£30 A Head

"Some of them are engaged for 3, 4 and 5 years. The longer they are engaged for, the more money you can get for them. Some of them we got as much as £30 a head for.

"The buyer has to give them wages at the rate of, from 9 to 12 francs per month, but does not pay them until their engagement is finished.

"Everything is done through the Government, who see that the canaques are not cheated. At the end of their engagement, they have to be returned to their island.

"There is any amount of danger for the ship in going amongst the Islands, as every time a ship comes back we hear of ships being fired

at and white men killed by the canaques, and often eaten. . . ."

In a later letter, written from Noumea on January 3, 1886, Lee Walker described how he had just returned from his first trading trip to the New Hebrides as supercargo on "our schooner".

"Our last supercargo," he said, "was killed by the natives, and when the schooner returned, we could not find a man to fill his place, as it is rather a difficult position to fill.

"I told Howard that I was sure that I could do better than anyone else, and that I would go for him. He seemed to think that I was not capable, but at the last moment when he could get nobody else to go, he told me to go.

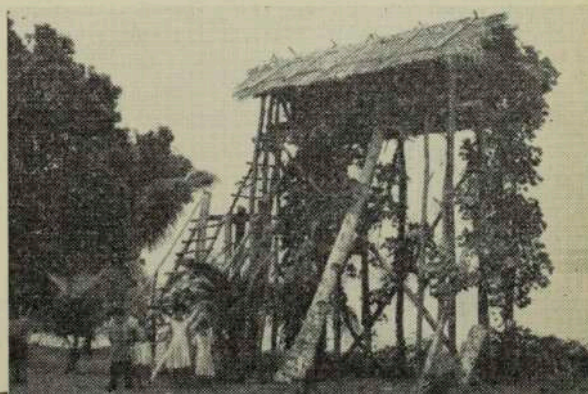
"I rather surprised him when I returned two weeks earlier than he thought I could do the trip in. I made a better trip than anyone who had gone down before me.

"I can get along with natives better than most people and have no fear of them.

"You would hardly know me now. I am more than brown—almost

Eyrie Sleep-out

Bachelors in Rotuma take advantage of their single state to move out from conventional houses at night and sleep in lofty sleep-outs, high above the beach, where the sea breezes are coolest. One side of the shelters is open, the other is protected from the weather. The sleep-outs are not a new idea. Rotuma had them at least 80 years ago when H. H. Romilly, Britain's first Commissioner in Rotuma, wrote his book "A True Tale of the Western Pacific", and used a drawing of one on the cover. However, this is the first photograph of one to come our way. It was taken by Rob Wright, of the Fiji PRO, on a recent visit.





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APRIL, 1964 — PACIFIC ISLANDS MONTHLY

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black from the sun. Clothes do not trouble one much in the Islands. Pajama trousers and singlet are full dress. (I am) always bare-footed, as I am in the water nearly all day jumping from the boat ashore.

"In going ashore, one has always to be armed to the teeth. I am the only white man that goes ashore from the ship. The others, captain and mate (only three white men on board), stay on board to look out for the ship.

"I always have four boys (all black fellows are called 'boys' down here) to pull me ashore, each armed with a rifle, and I with a revolver.

"We back the boat ashore so as to be able to pull away quickly in case of trouble with the natives. I jump ashore and the boat pulls away a short distance, the boys all ready with their rifles to cover me.

"The first thing on landing, I am surrounded with from 100 to 300 (according to the place) natives, all armed with muskets, rifles or bows and poisoned arrows.

"They are too frightened of a white man to attack him when they see he is armed. It is only when they see that they can kill you without any danger to themselves that they attempt it.

Rough Life

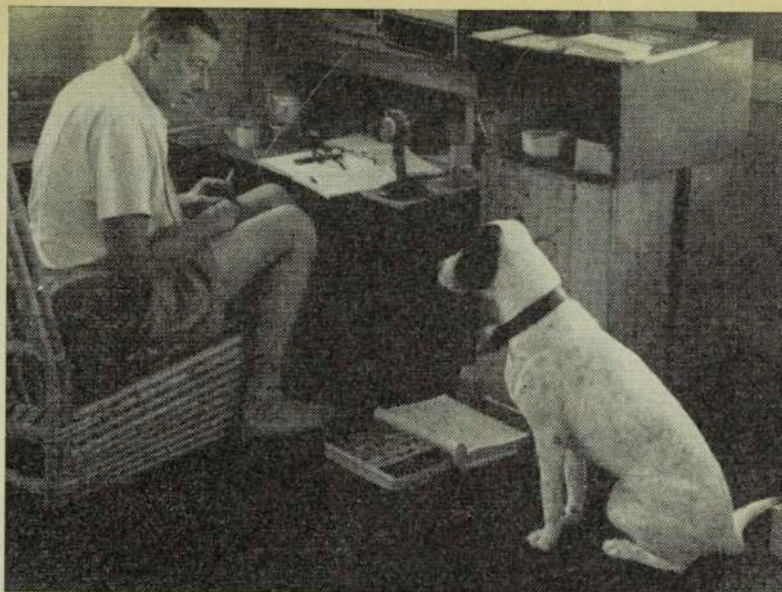
"I find from experience that the ones that are the worst are those that have been to the white man's country and can speak English. They are the biggest rogues, and the ones to be most carefully watched.

"The one that speaks to you the fairest is the one that will be the first to lift his hand to kill you, or to start the others to do it. . . ."

Nearly a year later, in a letter written at sea off Erromanga, New Hebrides, Lee Walker told his mother that he had been living on a schooner of 50 tons for the previous 18 months, going from island to island in the New Hebrides selling trade, collecting copra, etc., and when the ship is full, taking it to Noumea, and then bringing fresh trade down again".

"It is a very rough life," Walker said, "but I do not dislike it. Certainly, you have not got much comfort on board. For instance, sometimes when short of water, we cannot even get a wash for perhaps a week. . . ."

"There is a fascination about the life. You never know one minute that you might get knocked on the head by a tomahawk, or shot at



HE LIKES TO HEAR HIS MASTER'S VOICE

The story in PIM last December (p. 81) about Denis Hampton, Fiji's ham radio "ambassador", has prompted me to write about Mr. A. C. Blair, who, until recently, was the only ham in the Solomons. Now there are three.

Mr. Blair, a South Australian, has been in the Solomons since 1950 when he arrived to work for the Protectorate Government.

He has served on the Advisory

Council and now has his own business interests.

His dog Anzac seems to share his delight in the air waves and always keeps him company "on the air".

As with the BSIP's other two radio hams, most of Mr. Blair's contacts are with people who have been in the Solomons, especially during World War II.

Mr. Blair has also furthered the Boy Scout Movement in the Protectorate by enabling BSIP Scouts to speak to their fellows in Australia in the "Jamboree on the Air".—
GABRIELLE LAWSON

with a rifle by the natives, as they are all armed. . . .

"However, all the time I have been in the Islands, I have never had any trouble with the natives and have always got on well with them. I am more frightened of fever than of being killed by the natives. . . ."

Exactly a year after these words were written, Lee Walker's brother Howard had the "painful duty" of writing to their mother of Lee's death. He had been killed precisely in the manner that he had described.

Writing from Bellevue Station, Port Sandwich, Malekula, on Christmas Day, 1887, Howard Walker said that Lee had left there on December 16 to go to Pentecost Island where he (the writer) had a large property.

After calling at this property, Lee had gone up the coast to buy yams. He was about to land at Steep Cliff Bay when about 100 natives fired on him.

Lee replied with a couple of shots from his Winchester before he was shot in the arm and tomahawked in the back of the head.

"The whole affair did not take two minutes, and I think he died without pain," Howard Walker went on. "The little vessel could render no assistance as they had only one boat, but they fired about 100 shots. Next day, they fell in with a Fiji vessel and went ashore in two boats.

"The natives had all cleared, but they recovered Lee's body. It had not a stitch of clothing on, and was simply hacked to pieces, two fingers gone (evidently to get his ring).

"The body was brought on here [Port Sandwich] and buried in the French soldiers' quarters.

"I am sending a report to HBM Consul at Noumea, and also to the English men-of-war, but the English will do nothing.

"I have got two vessels placed

"The South Pacific should soon be clear of the Jap," PIM said in an editorial in April, 1944, commenting on the progress of the Pacific war. It said the elaborate Japanese defences in the South and South-west Pacific had collapsed before the slowly-gathering forces of the United States and Australia. The next phase of the war would probably be fought around the Philippines, off the Chinese coast, and on the Asian mainland.

MOST other items in that issue of *PIM* of 20 years ago were in some way concerned with the war. They included the following:

Sergeant Iaking Iwagu, of the Royal Papuan Constabulary, had been awarded the George Medal for outstanding courage and devotion to duty during Allied operations against Japanese forces at Finschhafen.

The production of copra, cocoa and bananas in Samoa had been hampered during the previous 12 months by lack of labour, which had been diverted to war work. "Though there is now ample labour available", *PIM's* correspondent reported, "the plantations have been neglected and it will take a considerable time to clean and replant plantation areas".

The British Phosphate Company had high hopes of resuming phosphate shipments from Nauru and Ocean Island in "the near future". Although those islands were still occupied by the Japanese, *PIM* said it was expected that "the stay of the Sons of Heaven in those valuable islands will be swiftly terminated".

Australia's Minister for External Territories, Mr. E. J. Ward, told a questioner in Parliament that Government policy on Papua had not changed since Mr. Leonard Murray's assumption of the position of Administrator of Papua. But investigations by the Government had established the need for protecting the natives against many abuses to which they had been subjected in the past. "The welfare of the natives shall be a guiding principle with the present Government in its plans for the post-war period", Mr. Ward added.

Yesterday

After a year of turmoil in the Fiji sugar industry, the British Government had appointed an expert to investigate the situation. He was Dr. C. Y. Shephard, Carnegie Professor of Economics in the Imperial College of Tropical Agriculture at Trinidad. The cause of the turmoil was that the Indian canegrowers were demanding higher prices for their cane.

Cuthbert's Misima Goldmine Ltd., which *PIM* described as "that famous Eastern Papua money-spinner", was steadily being prepared for the resumption of mining. Although the Japanese were in the Louisiades in 1942, the mine had suffered no direct damage through the war and late in 1943 a mine maintenance party had returned to Misima to restore it.

In a little more than two months, the Fiji battalion on Bougainville had killed about 155 Japanese for the loss of one man and two wounded.

According to Mr. Maurice Reymond, who lived on Makin Atoll throughout the Japanese occupation of the Gilbert Islands, the Japanese had talked endlessly of the joys of their New Order and of the pride which the Gilbertese should feel in being admitted to the Co-Prosperity Sphere. But nothing was done to make this New Order seem attractive.

Mr. Reymond, who was then living in Suva, told a correspondent that every able-bodied man had been brusquely mobilised to work for the Japs without pay,

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at my disposal—one American flag, and the other Danish, and we intend to go to Pentecost and get our revenge. I have got 20 volunteers here, all white men, splendid shots, and accustomed to the islands.

"I expect another 20 from Noumea, and being under foreign flags, no one can interfere with us. We will make it hot for the natives.

"Lee had a crew of four niggers. I fancy all were killed, but only one body was found.

"The boat, of course, was plundered and all arms and trade taken worth about 500 frs. The boat, which belonged to me and worth 1,000 frs., was broken and burned, so that with the niggers (who belonged to me) etc., I make a smart loss.

"The previous trip Lee made, he lost a boat worth 1,000 frs. It is very hard lines for me, but I try to keep my pecker up. . . ."

The sequel to Lee Walker's murder is told in a clipping from an English paper of February 16, 1889, which is also in Mrs. Williams' possession.

Village Bombarded

The paper said that HMS *Opal* had returned to Auckland at the end of December, 1888, after visiting Pentecost "where Mr. Vernon Lee Walker and a boat's crew had been treacherously murdered".

"A friendly chief," the paper went on, "afforded the required information as to the guilty tribe, and the chief of the offending natives was forthwith summoned to come on board the *Opal*, and pay the penalty of his misdeeds, or war would be declared.

"In reply, the chief sent a refusal, but offered as a reparation a man and two pigs. He next offered to give up the 'actual murderer', but no notice was taken of this offer inasmuch as 40 or more were concerned in the attack.

"The surf was heavy and the men could not well land, but the village was bombarded, the natives flying into the bush.

"At Port Sandwich, the *Opal* was joined by the French man-of-war *Fabert*, and each vessel, proceeding to Si, landed together 120 men. These marched to the village, the natives flying at their approach, and having burned all the huts and destroyed all they possibly could of the plantations, returned on board. The vessels parted company here.

"The *Opal* visited Paama, and burned the village there, and then left for New Zealand."

IN THE BAD OLD DAYS (WHEN VILLAINS WERE VILLAINS), LEVUKA HAD ITS STOCKS . . .

Even in the lawless sixties of last century, it is difficult to imagine that Levuka—or any other place in Fiji for that matter—should have had stocks for dealing with wrongdoers.

BUT Levuka certainly did have stocks in those days, for recently, while looking through old files of *The Fiji Times*, I came across a reference to them.

In the issue for October 2, 1869, it was stated that a certain Captain Morgan, who had long terrorised "the Beach", had spent the night in them.

It could not have been a pleasant experience for Levuka is both hot and subject to tropical downpours, and there are plenty of mosquitoes which a miscreant, with his arms and legs pinioned, could not brush away.

A Fiery Gentleman

It appears that Captain Morgan, a fiery gentleman, had come to Levuka to take charge of the volunteers who were to have been enrolled to pacify the fierce mountain tribes of the interior.

But when that movement fell through for want of people enthusiastic enough and fit enough to take part in it (the main exercise on "the Beach" in those days was walking from one rum house to another), the gallant captain was at a loose end.

So, according to *The Fiji Times*, Captain Morgan's "propensity for fighting took the milder form of breaking glasses and furniture in the hotels, and challenging to a duel anybody who objected to such innocent amusement".

Following some wild behaviour at Perkins' Hotel, Morgan was seized by a body of men and placed in the stocks for the night to cool off.

When released next morning, Morgan remembered that a Mr. Minton had been the first to lay hands on him, and he sent word that unless he was prepared to fight a duel, he (Morgan) would shoot him on sight.

Minton agreed to the duel, but apparently he had little knowledge of firearms and decided to learn how a pistol worked.

He was thus engaged in a room of the Criterion Hotel, when a civil engineer called Hoyle (one of Levuka's "most respectable settlers") ran through the door of the room just as Minton fired out of it.

The pistol ball went through Hoyle's leg—without breaking any bones—and this stirred the people of Levuka into action.

At a meeting next morning, they decided that both Captain Morgan and Mr. Minton should be put under restraint to prevent them holding their duel.

Minton was therefore seized and put on board a ship called the *Norman*; and Captain Morgan, who ran true to form by violently resisting arrest, was eventually handcuffed and otherwise made safe to await a decision on his fate by the whole town of Levuka.

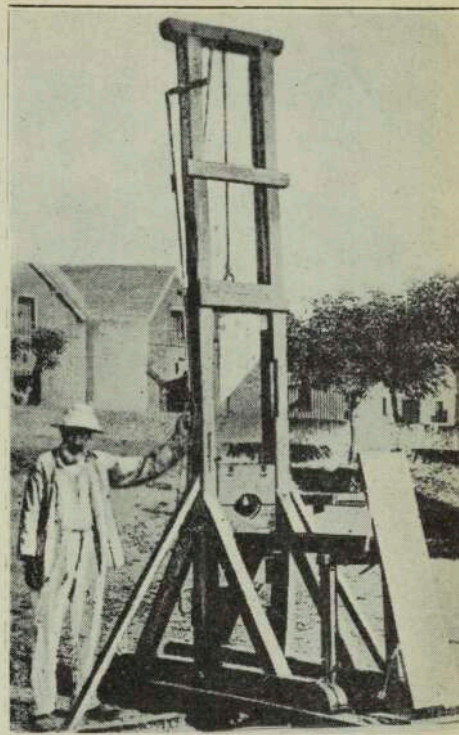
Put In Irons

At another meeting, presided over by Ratu Meli, sitting with Mr. J. B. Thurston, British Consul, it was decided that Morgan should be kept in irons until he could be sent to Sydney for trial.

Eventually he was shipped to that port, but he was not tried as there was nobody from Fiji to lay a complaint or give evidence.

In any case, there were strong doubts on whether anyone in Levuka had authority to order his arrest and detention.

The gallant Captain, moreover, threatened to take action against those who arrested him. But nothing ever came of it.—
FRANK RYAN.



AND NEW CALEDONIA HAD ITS GUILLOTINE

NEW CALEDONIA'S guillotine, which is said to have been the same one that was used in Paris on January 21, 1793, to behead King Louis XVI, was in use in the Pacific in quite recent times.

According to *PIM* of June, 1934, it was shipped from New Caledonia to Vila, New Hebrides, about 1930 for the execution of several Asian labourers who had been found guilty of "violent crimes against the French population". It was then returned to New Caledonia.

The above photograph, which was taken on its return, shows the guillotine standing behind the prison buildings on notorious Ile Nou, just outside Noumea, all ready for business.

PIM has no information on when the guillotine was last used, or if it is still in existence. If it is, and if the prison authorities don't still use it, it would make an interesting, if rather grisly, tourist attraction.



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Eager Spades Revealed Clues To Rarotonga's Past

From W. H. Percival, on Rarotonga

When Dr. Roger Duff and his Canterbury Museum archaeological expedition visited Rarotonga in December, 1962, and January, 1963, the Cook Islanders showed an unprecedented interest in their historical sites, long overgrown with bush.

THE expedition's work in the Cook Islands was part of a three-year programme designed to trace the migrations to all the Polynesian lands.

The programme is a joint effort between Honolulu's Bishop Museum and New Zealand universities and museums. Besides the Cooks, it covers the Society and Austral lands, Samoa and Pitcairn.

In Rarotonga, Dr. Duff's small team uncovered foundations of old houses and surveyed ancient *marae*, the open-air temples of heathen times.

Most of the *marae* had been destroyed and their sites were only marked by heaps of stones, but this disappointment was off-set to some extent by the enthusiastic help received from the Cook Islanders.

Once they understood that the team's purpose was to try to trace the origins of their ancestors, everyone on Rarotonga, from the land-owning ariki to ordinary villagers, gave all help possible.

House Foundations

The sites of the *marae* were cleared of bush and volunteer labour helped to uncover foundations of very old dwellings.

The best-preserved *marae* is that of Arai-te-Tonga. It is also the oldest and the most famed in Rarotonga, and probably in all the Cook Group.

As in other Polynesian Islands, Cook Islands history was handed down by word of mouth, because there was no written language.

But the memory of man is fallible, and Dr. Duff believes that the reasonable accuracy of the oral method does not extend beyond 500 years.

Many Rarotongans look on the legend of Tangi'ia and Karika, which tells of events of more than 600 years ago, as the beginning of their land's history. But Dr. Duff

pointed out that the island must have been inhabited long before that—and the legend itself suggests that, anyway.

About 1300 AD, so legend runs, a chief named Tangi'ia sailed from Tahiti on a marauding and exploratory expedition. His sea-going, twin-hulled canoe is reputed to have carried 150 people, and provisions for some weeks at sea.

Off Mauke, in the southern Cook Group, he encountered Karika, a Samoan chief, with a similar canoe. They prepared to fight, but after sizing each other up, decided to test their prowess by a marine tug-of-war.

A line was made fast between the two war canoes and the paddlers were urged into action. Tangi'ia won and, as a mark of respect, Karika gave him his daughter. From that time on, the two chiefs became firm friends.

Their combined forces invaded Rarotonga and defeated its defenders—so the island was already inhabited—and the victorious chiefs divided the mountainous island between them. Then Tangi'ia ordered the building of Rarotonga's first *marae*, Arai-te-Tonga.

Open-Air Court

Arai-te-Tonga was not the usual religious *marae*, but an open-air court where the chief succeeding to the supreme rank of Makea was formally invested with badges of royalty, the staff, the feather head-dress, and the belt. The "coronation" took place beside a vertical pillar of rock. It stands about the height of an average man and was named Ta'u ma keva.

According to local tradition, a competition was organised between the three tribes of Rarotonga for the honour of being the first to erect Ta'u ma keva.

The Au-ki-Tonga tribe of Avarua

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In ancient times, this stone, called Ta'u ma keva, had a part in the "coronation" ceremonies of Rarotonga.

won, probably because they obtained their basaltic "coronation" stone from the nearby slopes of Mount Ikurangi.

The Ta'u ma keva stone still stands today. About 30 yards from it can be seen two ranks of stone seats, seven on the seaward side and four on the inland side of a well-paved *paepae* (courtyard).

These were the seats of the leading chiefs and, for centuries, succeeding generations of them sat facing each other across the primitive pavement. During the ceremonies a brimming bowl of kava was placed on the *kumete* stone in the middle of the *paepae*.

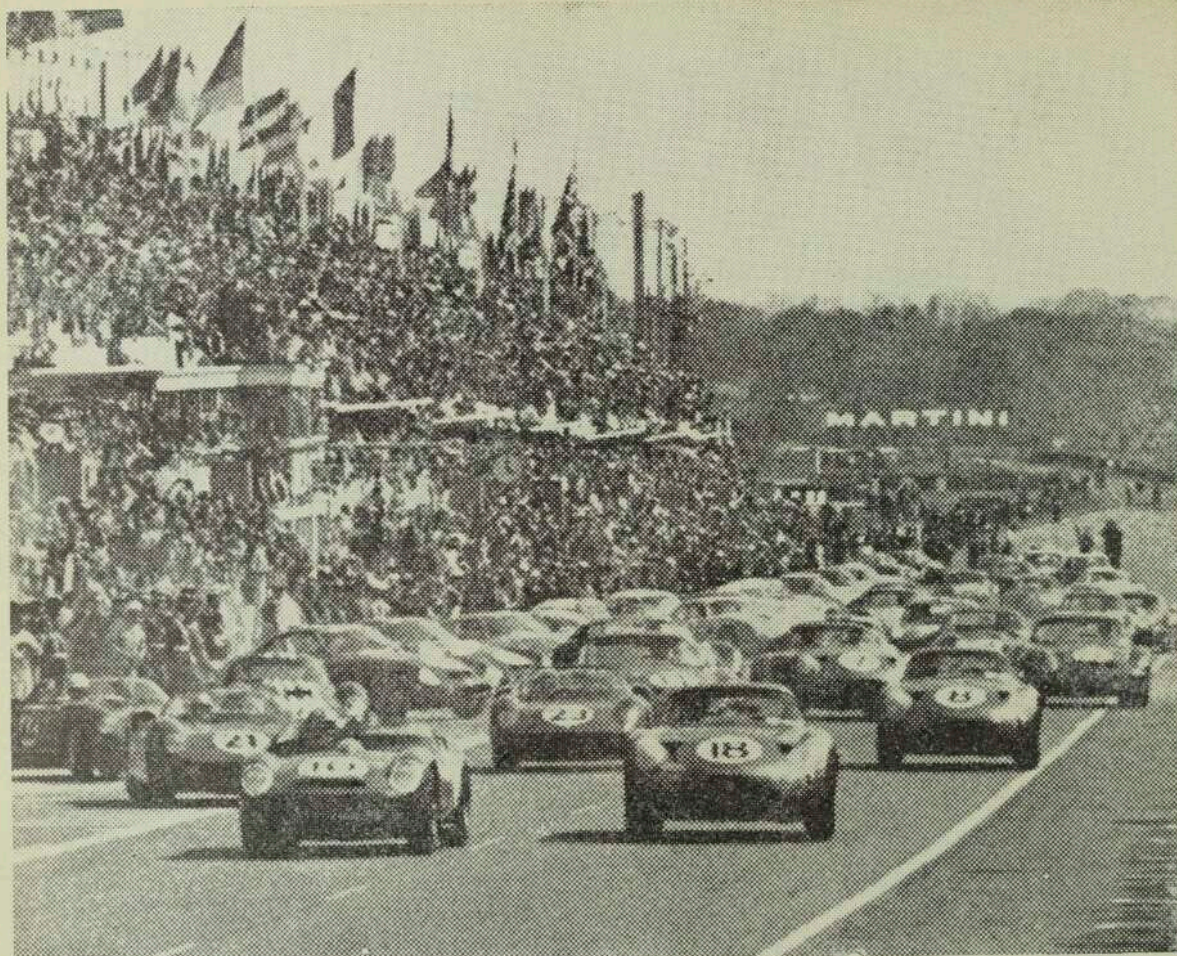
Close to this spot stood the Are Karioi, where group singing and dancing took place. Parents sat and watched their children perform, and it was here that marriages were arranged.

Near the corner of this building was the *ringitoto* stone. Here disobedient and rebellious children were forced to kneel, hands lashed behind their backs, heads resting on the stone.

Their brains were dashed out with a stone club!

Juvenile delinquents never plagued Rarotonga's heathen Polynesian society.

About half a mile inland from Arai-te-Tonga is the site of Te Maru o te Ta'iti, a stone-paved *paepae*



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It's got to be good to be Shell

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which lies at the foot of a 965 ft hill called Oroenga. The *paepae*, a rectangle roughly 25 yards by six yards, contains seven stone seats for the ariki. The seats face those of the supreme chieftain and his wife.

This chiefly court is reached by a remarkably well-laid pathway of flat volcanic rocks which extends some 10 ft.

Pre-Christian visitors were met on this path by a deputation of seven *mataiapo* (noblemen under the rank of ariki).

One of the seven stood at the foot of the path and greeted the visitor with a leather-lunged "*Oro mai!*" ("Welcome!")

The *mataiapo* spokesman then knelt and invited the guest to step over his shoulder, signifying that the guest was of greater importance than himself.

Te Maru o te Ta'iti was strictly out of bounds for all commoners, and only important and secret matters were discussed there. Women could be present, but all, including the "First Lady", were forbidden to speak.

The *marae* of Arai-te-Tonga and the court of Te Maru o te Ta'iti are the best preserved *marae* on Rarotonga. Dr. Duff intends to continue his survey of them on his next visit.

Stone-Paved Road

Dr. Roger Duff believes it likely that Rarotonga and the southern islands of the Cook Group were inhabited by Polynesians 1,500 years ago.

He has a sound basis for this theory.

For instance, there is an ancient stone-paved road called the Ara Metua, parts of which are still in use today. This road is believed to have been built by a chief named Toi 300 years before the Tangi'ia-Tarika invasion of Rarotonga.

The Ara Metua is situated inland of the modern coastal road and runs almost completely around the 21-mile circumference of Rarotonga.

To build a road this length, Dr. Duff argues, would have required a population that only 500 years of recreation could have produced.

When Dr. Duff and his team revisit Rarotonga they may well uncover charcoal from some primitive oven, which, with the aid of the recently-developed radio-carbon dating technique, may help them establish when man first came to Rarotonga.

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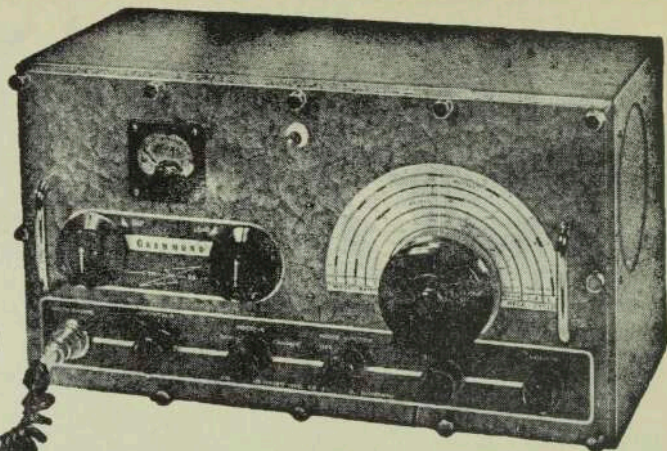
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MAGAZINE SECTION

A SUVA BUS RIDE IS A RIDE TO REMEMBER

By Lema Low, Author of "Family in Fiji"

Visitors to Fiji, expatriates and permanent residents, should not, under any circumstances, fail to enjoy the experience of riding in a local bus. Any route will suffice to give you an unforgettable memory, but the most exhilarating are the quick trips around Suva and environs.

THERE is no better way to see the city and surroundings, except by hiking (and that is a hazardous undertaking in Suva once you leave the region of footpaths).

The first essential is to catch the bus. The rest is reasonably simple.

Timetables being rather vague, you can wait for half an hour, half a day, or walk straight on to a bus.

From dawn until 7.30 a.m. a joyrider should not try to get on a town-wards bus, because they're already crammed tight. Nine-fifteen a.m. is a good time, as the last lingering civil servant has gone to his day's toil and the only passengers are harried housewives with shopping baskets, and budgets to balance. From 12.30 to 2 p.m. it's a bit of a rat-race, both ways; at 3.30 p.m. school-children are going home, and from 4.30 p.m. until midnight, especially on pay-days, you often have to run the gauntlet of weary breaths.

Not Temperamental

The driver is usually an Indian, courteous, and phlegmatically inured to any kind of passenger or cargo. He seldom gets temperamental. The space beside his seat is cluttered with taro, bananas, cabbage and shellfish. At each stop, he waits patiently while the disembarking passenger fumbles for his pennies and disentangles his cabbage from someone else's shellfish.

His radio blares programmes in Hindi, Fijian and English, providing an exciting accompaniment as the bus speeds along Suva's narrow streets. You get a lovely view into a colourful garden.

Another bus surges towards yours with no visible slackening of speed,

and you close your eyes in fearful anticipation. There's no more than a sheet of paper between buses as they pass, but your driver never stops chewing gum. You must be nervy.

The bus passengers present a fascinating study; expressive faces and mellow voices reflect their thoughts and emotions. You receive an impression of grace and relaxation. Two Indian men will start a conversation in their own language and finish it in perfect English.

Cosmopolitan

There will be a Fijian chatting with a Chinese, a Tongan with a Gilbertese, a Samoan with a Rotuman, a European with a Fijian—indicative of the surface amity in which the people live, although underneath there are dissensions which all are trying to solve.

The bus has an intoxicating perfume of coconut oil, hair pomade, face cream, soap and shoe polish, mingling with the fish, fruit and vegetables. The thought occurs to you that if this highly concentrated aroma could be bottled, it would cure anything.

The passengers are attired in a kaleidoscope of colour, ranging from muu-muus to matador pants, from sulus to saris. And the buses themselves, apparently not to be outdone, wear all sorts of intriguing insignia, such as leaping greyhounds, blooming water-lilies, jet aircraft, sleepy lagoons, hearts and arrows—and rude remarks in several languages.

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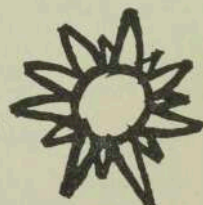
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THE MONTH'S NEW READING

With Judy Tudor

These two drawings, which are believed to be Australia's earliest known fashion pictures, were done by one of two Spanish artists who visited Sydney in 1793 with an expedition to the Pacific headed by Captain Alejandro Malaspina. The drawings depict (left) a female and male convict, and (right) an English officer and a woman, who may have been the officer's wife. The drawings are unsigned, but are presumed to be the work of Juan Ravenet, as the other artist in Malaspina's expedition, Fernando Brambila, seems to have specialised in landscapes. Because little has been published in English about Malaspina's expedition, the work of Ravenet and Brambila is almost unknown in Australia, and it is not mentioned in the book on early Australian art reviewed on this page. Our illustrations are reproduced from the originals in Sydney's Mitchell Library and are published with the permission of the library's trustees.



A Survey Of Australia's Earliest Artists

Early Artists in Australia, an attractively produced book by Rex Rienits and his wife Thea, is yet another example of the growing interest by Australians in their own early history. Rex Rienits is a well-known writer of dramas for television on Australian historical subjects.

THE book deals in chronological order with the European artists who have depicted the Australian scene from the shadowy days of the continent's discovery down to 1821.

Rex and Thea Rienits first became curious about Australia's early artists through collecting their drawings, paintings and engravings. Finding that little had been published about these artists, they decided to do some research about them in Australia and England and to write a book about them.

Their book is a most valuable work of reference for it includes thoroughly researched biographies of the artists covered, details of their published work, information on the whereabouts of surviving collections or examples of their work, discussions on the artistic merit of this

work, an extensive bibliography and a full index.

The first representation of an Australian subject by a European artist that Mr. and Mrs. Rienits have located is a drawing of a female kangaroo, with two young in its pouch, which appeared on the decorated title page of *Speculum Orbis Terrae*, a geography in Latin published in Antwerp in 1593.

This drawing is of particular interest historically for its publication predates by 13 years the first authenticated record of a European visit to Australia—by a party of Dutchmen in the yacht *Duyfken* in 1606.

"It is true," the authors say, "that the drawing of the kangaroo is far from accurate. The animal lacks the typical pricked ears, its forelegs are much too long, its pouch is placed

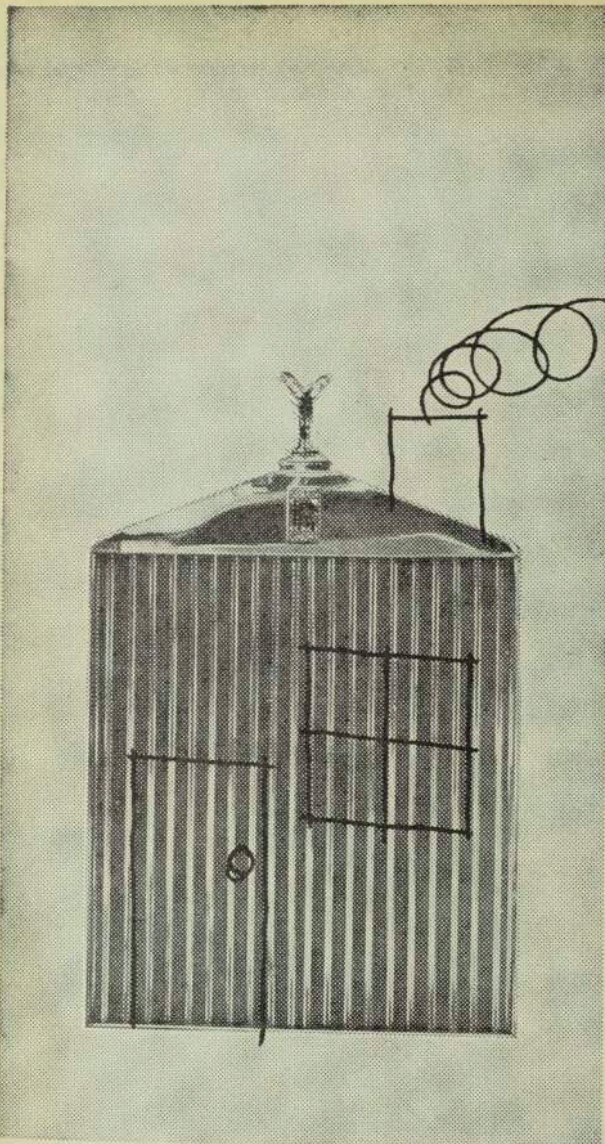
much too high (it is actually on the animal's chest), and its tail is a mere wisp.

"Yet the pouch and the young in it leave no possible doubt that it is a kangaroo, and we can only suppose that it was drawn by an artist in Europe from a description brought home by a seaman who had actually seen such an animal. . . ."

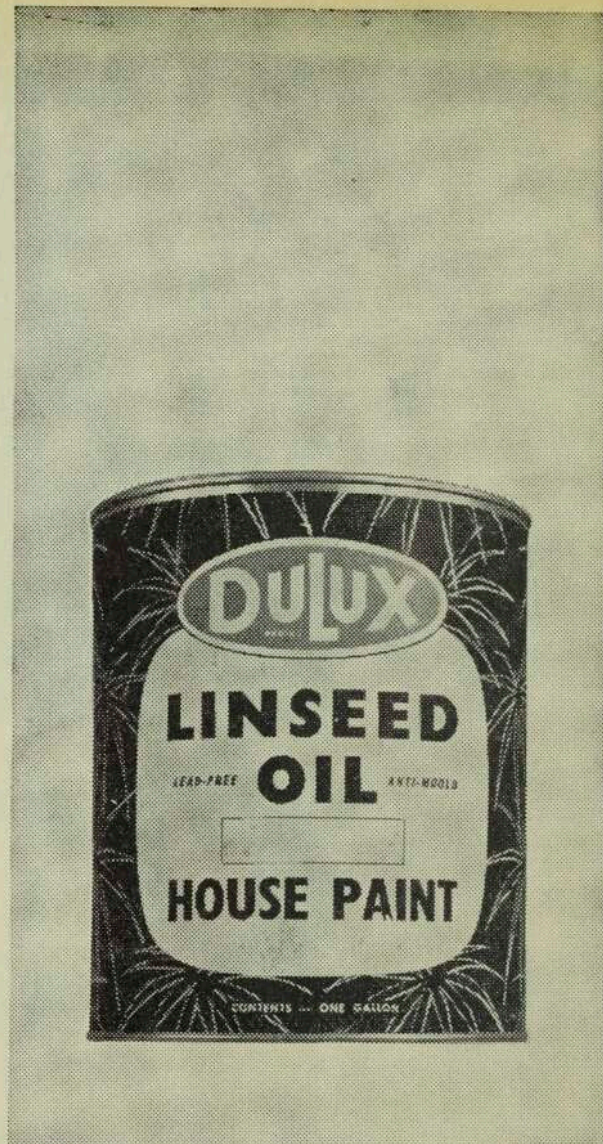
The Rienits conclude that this seaman must have been a Portuguese, as the Dutch did not penetrate to the East Indies until 1595, whereas the Portuguese were "masters of the East Indies" from early in that century.

The next examples of Australian art that the authors describe are "six sheets of copperplate engravings, comprising 15 illustrations" which appeared in a book published in Holland in 1648 on the wreck of the Dutch merchant ship *Batavia* off the coast of Western Australia in 1629. This shipwreck, which was followed by a mutiny and many other grisly deeds, is the subject of a recent book by Henrietta Drake-Brockman, which was reviewed on these pages last month.

Other artists who depicted Australian subjects before Governor Arthur Phillip's First Fleet brought the first permanent European settlers to Australia in 1788 included companions of the Dutch explorers Tasman and Vlamingh, of the English buccaneer and explorer



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APRIL, 1964 — PACIFIC ISLANDS MONTHLY

William Dampier, and of Captain Cook.

Although the First Fleet did not bring any professional artists to Australia, it did include quite a number of passable artists among its naval officers, who, as an aid to cartographical work, learned drawing as part of their normal training.

As a result, Australia has a remarkably good pictorial record of its earliest days of settlement, even of its artistic merit is not particularly high and even if there is a certain amenity about it because the artists either learned from the same master or were taught "within the one rather formal tradition".

Australia's first positively identified professional artist was Thomas Watling, a convict, who arrived in Australia on October 7, 1792, under sentence of transportation for 14 years. His crime was that he had forged 12 promissory notes for one guinea each—a crime for which the prescribed punishment was death.

The Rienits devote a lengthy chapter of their book to Watling, who, they say, is an important figure in Australian art because he was the first important artist in the colony whose training had been away from the rigid conventions of the naval school".

The authors add that Watling's vision of Australia may have been no clearer than that of the naval officers, but he was able to express it more clearly, and therefore "we get from Watling's work today a much more vivid and accurate visual conception of the colony and its people than from any of the artists who preceded him, and indeed from any who followed him for an appreciable time".

Spanish Artists Ignored

The main artists the Rienits go on to discuss are William Westall, who accompanied Flinders on his voyage round Australia; John William Lewin, the first professional artist to seek a living from his art in New South Wales; and George William Evans, an adventurous type who yearned to know what lay beyond the next hill-top.

Numerous lesser artists are also discussed—among them the official artists who accompanied the various French expeditions which touched at Australia before 1821.

But the Rienits make no mention of two Spanish artists who visited Sydney in 1793 and who seem to have been the only artists of the period who thought that convicts and their overlords and ladies were worth painting.

Stone Age Island

Australian film producer Maslyn Williams, well-known in Papua-New Guinea where for the last seven or eight years he has been making excellent documentary films for the Australian Government, has now told something of his adventures there in a new book, *Stone Age Island*, to be released by Collins in Australia in mid-August. Price will be 37/3.

The book is a travelogue, divided into three parts—Papua, the Highlands and the Coast—and puts particular stress on native attitudes.

Mr. Williams, who has already made more than 30 films on Papua-New Guinea, plans to make more, and to write another New Guinea book, this time for children, and also a book on Indonesia. He lives in Sydney.

Twelve drawings and paintings by these artists—four of New South Wales subjects—are in Sydney's Mitchell Library; others are in the Naval Museum in Madrid.

The two artists were Juan Ravenet and Fernando Brambila. They were members of a scientific expedition, sponsored by the Spanish Government, which spent several years in the Pacific in the ships *Descubierta* and *Atrevida* between 1789 and 1794.

As the present reviewer described in an article in *PIM* in February, 1962 (p. 19), the expedition was headed by Captain Alejandro Malaspina, an Italian by birth, who fell into disgrace on his return to Spain and was imprisoned for nine years.

Simultaneously with Malaspina's imprisonment, the King of Spain ordered all the journals, charts and drawings of his expedition to be seized and withheld from publication.

The result was that almost nothing was known of the expedition's work

MAGAZINE SECTION

until 1849 when a journal kept by one of Malaspina's officers, which had apparently escaped the general seizure, was published in Spanish in the town of Cerrito de la Victoria.

Malaspina's own journal was not published until 1885, but it has never been translated into English.

The journal contains several entries on the activities of the artists Ravenet and Brambila in New South Wales which the Rienits should be interested to know about.

One entry, under the date March 25, 1793, states that Ravenet had gone overland from Sydney to Botany Bay with two English officers "so that he would have a better chance of meeting some of the aborigines and sketching them with their arms and customs". The entry adds that the other artist, Brambila, had undertaken "some perspective views" of Sydney.

Other entries describe how:

- Brambila accompanied Malaspina and several of his officers on a trip to Parramatta and that Brambila finished several drawings of that settlement that gave "a better idea of the place" than any description Malaspina could give.

- Malaspina gave Acting-Governor Grose two views of Sydney Cove and one of Parramatta which Brambila had drawn with "a masterly hand".

- Ravenet "satisfied the desires" of most of the principal men and women of the colony by drawing miniatures of them they could send their friends in England.

Acquired In 1961

The 12 examples of the two artists' work in the Mitchell Library were acquired in 1961; those in Madrid's Naval Museum were found by an Australian scholar, Father Celsus Kelly, in 1956, and were later microfilmed for the Mitchell Library and National Library, Canberra.

It is evident from a study of this unpublished material that Brambila and Ravenet were competent rather than brilliant.

But as they were the first foreign artists to visit Australia after the establishment of the penal settlement in New South Wales, they should certainly merit a page or two in *Early Artists of Australia* if Mr. and Mrs. Rienits ever bring out a revised edition of their book.—Robert Langdon.

(EARLY ARTISTS OF AUSTRALIA. Published by Angus and Robertson Ltd. £5/5/-.)

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NEW ZEALAND LABOUR'S FEET OF CLAY

The average observer of the political see-saw in the Antipodes will find John A. Lee's new book a fascinating document.

BRILLIANTLY, bitterly and mercilessly written, it tells the story of how Joe Savage, Peter Fraser and Walter Nash in turn became Socialist Prime Ministers of New Zealand and, now each—according to Mr. Lee—tumbled down the Labour side and sent their party into the political wilderness. The book's 280 pages accuse them of incompetence and inability to understand the fundamental principles of Socialist Government administration.

Mr. Lee is a gifted writer and he makes of his autobiography a dramatic story.

He was reared partly in the gutter (he says so himself), and partly in a boys' reformatory (he had been convicted of theft); spent his early working years as a lowly farm labourer; served in World War I where he lost an arm and gained the DCM; and, before he was 30, was one of the liveliest figures in the leftist section of the NZ Labour party.

Riddled With Dry Rot

There is no doubt that in the Thirties the NZ Conservative Government was riddled with dry rot and due for defeat; but, also, it is well known that the clever, tireless propaganda and the fiery oratory of Jack Lee contributed much to Labour's great victory in the 1935 elections, and the personal triumph of M. J. Savage.

Lee seemed a certainty for a high portfolio in Savage's first Cabinet; but when he was dumped by Savage there began a vendetta which continued for years, and virtually destroyed the NZ Labour Party as a political force.

Lee was a convinced academic socialist, with a wide grasp of economics, while Savage, Fraser and Nash were not; and Lee apparently held them in contempt, accordingly. For what probably is the first time, and with brutal frankness, Lee lets the light in upon the blunders, intrigues and human weaknesses which undermined New Zealand's first attempt at Labour Government.

Savage and his followers proposed to give effect to Labour's policies by merely re-shaping the capitalistic system. Lee led the majority of Labour parliamentarians in insisting that Savage's Government should

own or control the little nation's credit system (banks, overseas exchanges, selection of imports, credit issues based on goods, and so forth).

Savage fought back and defied the Labour caucus. The struggle undermined his health and he died of cancer at the end of 1935. His friends raised a fearful hullabaloo, and publicly accused Lee of "murdering Labour's beloved leader". The Labour Party's executive met and expelled Lee.

But Lee was around for many long years after that, and his deadly, uncompromising criticism of men

Australia — For The Americans

One of the puzzles faced by those Americans who give any thought to Australia at all is how the big country Down Under manages to share something of both the British and American point of view at one and the same time. Some help on the matter is now offered American readers by Australian writer Ronald Younger, in *The Changing World of Australia*.

MR. YOUNGER, who lives in San Francisco, has just published his book in New York especially for American readers, but it is also available in Australia in the American edition.

Mr. Younger felt the need for such a book when in 1951 he became the director of the Australian News and Information Bureau in New York, a position he held until 1955. He is now North American manager for the Australian National Travel Association.

His experiences have shown him, he says, what place Australia has in the world, and the book was written with this, and with the American image of Australia, in mind.

Mr. Younger has produced a comprehensive historical-geographical account of Australia's growth, loaded with statistics, graphs and maps, and some excellent photographs. Some of its detail would even overwhelm an informed Australian reader, and Mr. Younger may in fact have supplied more information than most American readers could comfortably absorb. But if this is a fault it is no doubt a fault in the right direction.

Mr. Younger does an excellent job of explaining how Australian kinship ties with Britain have been affected over the years by Australia's

geographical position in the South Pacific.

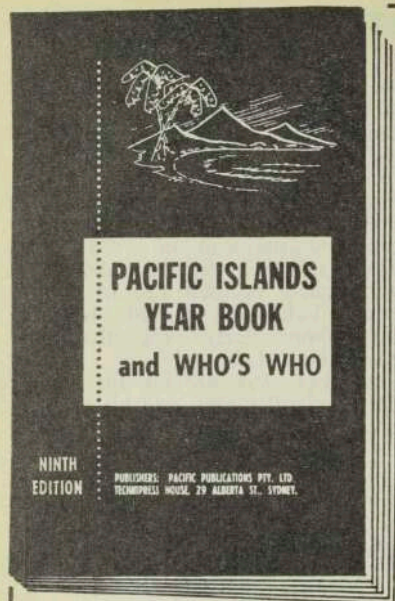
While remaining loyal to the Crown, Australians have found they have had to make their own way in an area of the world which has never much interested British politicians, and Australian attention has been forced to focus frequently on America.

Mr. Younger points out that Australia has taken an interest in the South Sea Islands since last century and that in May, 1918, William Morris Hughes, Australia's fiery Prime Minister, was telling President Wilson in Washington that the future of the Pacific Islands was of "life and death importance to Australia", which could be swallowed up if the islands were not made secure.

Calling for an Australian Monroe Doctrine, Hughes told the New York Press that America, Australia and New Zealand had common interests in the Pacific and they had to be guaranteed against enemy aggression in the future.

Hughes could not in fact get his views across to Wilson but he went on fighting for what has long since been recognised.—*Stuart Inder*.

(THE CHANGING WORLD OF AUSTRALIA. Franklin Watts Inc., New York. Rigby Limited, Adelaide. \$6.95 and 47/6.)



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MAGAZINE SECTION

and machines contributed to the downfall of Fraser and Nash.

The chief purpose of Jack Lee's eminently readable book is, of course, the white-washing of the parliamentary and party rebel and fierce red Socialist that was Jack Lee in his prime; but it still remains a valuable contribution to political history. Sociological researchers in the future will find here some remarkable examples of what happens when individualists come into conflict with caucuses and shibboleths.

Jack Lee, for example, tells the story of how two Labour leaders who were notorious as law-breakers and strike agitators in New Zealand 50 years ago, Paddy Webb and Bob Semple, were included in Labour's first Government—from which Lee was excluded by Savage. Lee tells, with pawky glee, of how Semple promptly equipped himself with a morning coat and top hat; and here is what he says about Webb (who was Savage's intimate friend):

"Enough Loving For Two"

"Like Savage, he was a confirmed bachelor; unlike Savage, he did not resist women. An eligible MP racehorse-owner, a man of wealth, it was said he would hold out marriage prospects to any woman to get her into bed.

"The number of women he coaxed into bed was extraordinary. If he was the Prime Minister's Siamese twin, it could be said he did the loving for both. He could be generous with money up to the edge of marriage, and was never beyond trying to give a dole of entertainment to the flames of the years gone by.

"Moreover, he never grudged generous financial aid to an old Labour pal. Never did Labour saint become metamorphosed so rapidly into Labour playboy . . . he became an alcoholic, a chain-boozer, a chain-lover, inveterate racecourse gambler."

A remarkable record of politico-economic history is enlivened by much of this bitter, cruel but entertaining stuff.

Lee, a man of great natural ability, who should have been a distinguished New Zealand leader, but missed, dropped out of politics some years ago, and is now a well-endowed book-seller in Auckland. He is the author of seven books.—R. W. Robson.

(SIMPLE ON A SOAPBOX. Published by Collins. 30/-.)

MAGAZINE SECTION

Best Of The Paperbacks

Novels:

THE YOUNG LIONS, by Irwin Shaw, is a reprint of the big American war novel which put Shaw on the literary map. Blood and guts, bad language and sex is the recipe. (Pan; 7/6.)

THE EXILE is Pearl Buck's story of the wife of an American missionary in Old China. (Pan; 7/6.)

MALCOLM, and **THE NEPHEW** are two novels by James Purdy, and **COLOUR OF DARKNESS** is a very short novel plus a series of short stories by this novelist, who is growing in popularity. As one critic said, "There is only one thing to do with Mr. Purdy. Read him". (Four Square; 5/6 each.)

TWILIGHT OF HONOUR, by Al Dewlen. American court-room drama, surrounding the murder of a rich and popular Texan. (Four square; 7/6.)

THE RED PEONY, by Lin Yutang. Another story of Old China—this one a love story. (Four square; 7/6.)

PAPERBACK OF THE MONTH

The writers haven't wasted any time since President Kennedy's assassination of last November. Already there have been several full length books on the President, and now there is a paperback: **ASSASSINATION! THE WORLD STOOD STILL**, by John Cottrell. It is published by Four Square at 5/6.

Cottrell's readable little book does more than detail the death of Kennedy—it gives the story of the assassinations, or attempted assassinations, of seven previous Presidents. The author had already begun the earlier research for a series of newspaper articles before the death of Kennedy gave a sudden new urgency to his work.

Thrillers:

There is a fair ration of science fiction this month, the best being **THE MAN WHO SOLD THE MOON**, by Robert Heinlein, which is the title of one of several stories in this volume. (Pan, 5/6); **EARTHLIGHT**, by Arthur C. Clarke, which is a novel of moon and planet life. (Pan, 4/-); and **CHILDHOOD'S END**, also by Arthur C. Clarke, who is one of the best of the science fiction writers. (Pan; 4/-.)

YEAR 2018, by James Blish. A project to build a bridge on Jupiter. (Four Square; 4/-.)

THE FOURTH PAN BOOK OF HORROR STORIES, selected by Herbert Van Thal, is not science fiction, but nobody would know the difference, for this book of 19 stories has more than its share of beastliness. (Pan; 5/6.)

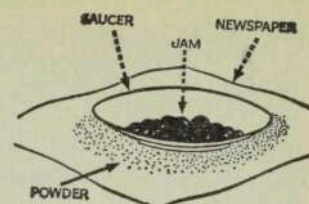
THE CASE OF THE SUN-BATHER'S DIARY, by Erle Stanley Gardner, is the usual Perry Mason recipe, and **HERCULE POIROT'S CHRISTMAS** is another one, naturally, by Agatha Christie. (Both Fontana; 5/6 each.)

FROM RUSSIA WITH LOVE is the 13th reprint of the Ian Fleming James Bond thriller, which gives you an idea of its popularity if you have not already read it. (Pan; 5/6.)

Something Different:

FOR THE NEW INTELLECTUAL, contains the main philosophical passages of the four novels of novelist-philosopher Ayn Rand. She is the exponent of a new philosophy she calls objectivism, and these excerpts are meant to be an outline of her thinking so far. (Signet; 6/9.)

THE MOUNTAINS OF PHARAOH, by Leonard Cottrell, is an account of the generations of men who have been fascinated by the Pyramids—from the plunderers to the scholars—and of what they found in them. It's absorbing, fascinating stuff by the author of **THE BULL OF MINOS**. (Pan Piper; 7/6.)



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Pacific Shipping And Cruising Yachts

FUND LAUNCHED FOR NEW "ENDEAVOUR" VOYAGE

A trust fund to raise money for a voyage from England to Australia in a replica of Captain Cook's ship *Endeavour* was launched in Sydney in March with a gift of \$1,000 (nearly £A450) from an American travel magazine. It is hoped to raise about £150,000.

THE first contribution to the fund was made after Captain Alan Villiers, noted Australian sailing ship owner and author, had addressed a meeting of the Pacific Area Travel Association conference in Sydney. The fund is under the chairmanship of Vice-Admiral Sir John Collins. Captain Villiers put forward the idea about two years ago of sailing a replica of the *Endeavour* from England to mark the bi-centenary of Cook's first voyage to the South Pacific. He has offered to skipper the vessel. Captain Villiers, who is 61, skippered a replica of the *Mayflower* from England to the United States several years ago.

In his address to the PATA conference, he said that all necessary information for building a replica of the 387-ton *Endeavour* was available. The plans for Cook's ship were in the National Maritime Museum in England.

He went on: "My idea is to build a replica of this ship as a memorial to Cook and sail this vessel in the same way, but without Joseph Banks on board (or any substitute for Sir Joseph Banks), and finally get out there the way old Cook came."

"There is still a shipyard at Whitby run by quiet, industrious Yorkshire fellows who know what to do with the business end of an axe and still know where to find an oak tree. They have the skill to build the vessel."

"As a great seaman, Cook took



Captain Villiers.

Cape Horn in his stride and came round to the windward. To get windward is one horrible slog against the westerly gales at their strongest.

"We will have to go that way, too, without power. I still have a nucleus of sailing ship men who are still in the tradition of the square-rigged, engineless ship who can make these passages whatever odds there seem to be against them."

"I have six such men. I had eight when we sailed the *Mayflower*, but two have died."

Captain Villiers said his voyage would be a combination of Cook's first and third voyages. After rounding the Horn, he would call at Tahiti

ANOTHER YACHT MISSING

"Tontine", a 49 ft. American trimaran sloop, which left Acapulco, Mexico, in January for Punta Arenas, Costa Rica, has been posted as missing and communications and port authorities in the South Pacific have been asked to look out for her.

No word has been heard of the "Tontine" since January 18 when she reported by radio that heavy weather had forced her to change course towards the Panama Canal.

Shipping authorities believe the vessel may have been dismasted and jury rigged, and that she may have been forced to follow roughly the same course as the "Kon Tiki" and "Age Unlimited" rafts.

The "Tontine" is the third yacht to be posted missing in the Pacific in recent months. The others are the 52 ft. schooner "Astrea" (see p. 111) and the trimaran "Taipan", with a crew of two, which left Sydney on June 28 last year (PIM, March, p. 107).

and would then go on to Hawaii ("I hope no one kills me there," he said), New Zealand and Australia.

Captain Villiers said that he would like to begin his voyage in August, 1968, as Captain Cook had begun his in August, 1768.

It was therefore necessary to "get moving" at once, as it would take 12 months to select the oak trees required to build the ship and at least two more years for the actual building.

"I am not concerned about getting the money for this," Captain Villiers said, "as there have been many offers of substantial sums."

"But until I came here (to Sydney) it was not appreciated that it would take about a year to get suitable oak trees."

"The plan now is to get the money and get the trees down within six months."

Captain Villiers said that apart from the departure time from England, he would not try to adhere to Captain Cook's schedule; and he

The index to ships in the news appears this month on page 111.

Seen at every port

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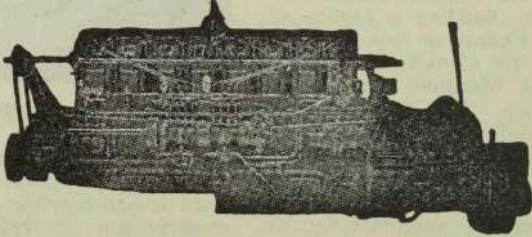
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98

APRIL 1964 — PACIFIC ISLANDS MONTHLY

PACIFIC SHIPPING

ould settle for a crew of 30 instead of Cook's 90.

The replica would not have most of the refinements of present-day sea vessel except for radio transmitter and other navigation equipment which the British Ministry of Transport insisted on for safety.

● **SERVICE TO TAHITI ENDS:** The Crusader Shipping Co. Ltd. of Wellington, has abandoned its bi-monthly service to Tahiti. The company's ships began calling at Papeete about 18 months ago on their northbound voyages from New Zealand to the West Coast of North America. The *Knight Templar*, which sailed from Auckland on March 14, was the last Crusader ship to call at Papeete.

Commenting on the abandonment of the service, a company spokesman said in February: "Our service to Papeete has been given a fair trial but has proved a great disappointment. The volume of cargo has shown no sign of developing to the degree which would justify the continued employment of a vessel of this size on a direct basis".

● **FREIGHT RATES CUT:** Ocean freight rates for small boats have been drastically cut in the United States Trust Territory of the Pacific Islands in February in an effort by the Administration to spur greater economic development in the boat-building centres of the Territory.

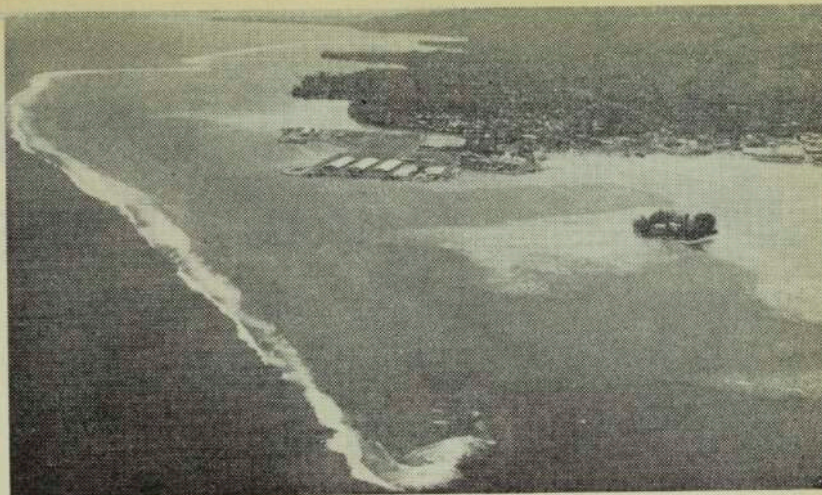
The new freight rate provides that charges for the shipment of boats within the Trust Territory will be by measurement ton for craft up to 6 ft long.

Besides encouraging the expansion of boatbuilding, the new rate makes it economically possible to ship small boats throughout the Territory.

● **ANOTHER LONG DRIFT VOYAGE:** Two Papuans, who drifted 280 miles in a canoe in February from the Laughlan Islands, in PNG's Milne Bay District, to Mono Island, BSIP, provided further evidence—if anyone still needs it—that most of the islands of the South Pacific were peopled by people who did not really want to go where they went.

The drifters in this case were Sipilia Puruewa, 35, who is married with three children, and Abakao Mogeia, 18, single.

The two men were on their way to Woodlark Island, 40 miles west of



WATER, WATER, EVERYWHERE—AND PLENTY OF DROPS TO DRINK!

The tiny islet of Motu-Uta (pictured), which is about half way between the Papeete waterfront and the entrance through the reef into Papeete's lagoon, has amazed people in Tahiti by proving to be the source of abundant fresh water.

Workmen discovered that Motu-Uta was a veritable oasis in a saline sea early in March when they were drilling there to determine the nature of the rocks which form its base. This investigation was being made as a preliminary to starting work on the £2½ million harbour scheme (PIM, Dec., p. 95) which will transform the port of Papeete.

The workmen struck water when they had drilled down 350 ft. They believed at first that it was sea water, but on tasting it, it was found perfectly drinkable. Several days after the water first gushed out of the ground, it was still flowing strongly.

Papeete's harbour scheme includes the construction of two wharves, each nearly 500 ft. long, which will link Motu-Uta with reclaimed land at Point Fare-Ute (site of the prominent buildings). Motu-Uta, which is now used as a quarantine station, will lose its identity as it will be covered with a mass of concrete and steel. The harbour scheme also calls for the construction of a protective dike from Fare-Ute, along the barrier reef, to the pass into the lagoon. One side of the pass is seen in the foreground.

—Photograph: Courtesy of Qantas.

the Laughlans, to do some trading on February 13 when a strong south-westerly wind blew up and they could not hold their course. They carried only enough food and water to last them for the trip, which should have taken a few hours.

Soon they were blown out of sight of land, and they drifted in a north-easterly direction before the wind for four nights and almost four days.

On the fourth day, February 17, they sighted Mono Island, just south of Bougainville, and paddled for it.

They reached shore that afternoon and were taken on board a Methodist Mission boat which was about to leave Mono for Munda, the mission's headquarters.

Sipilia and Abakao, who were

"fatigued but in fairly good condition" after their ordeal, were cared for at Munda until they could be sent to Rabaul for repatriation.

In Rabaul, they said they "had given up hope of staying alive" before they reached Mono.

Much of their voyage had been in heavy seas, high winds and driving rain.

The two men were the third lot of Laughlan Islanders to drift to the Solomons since the war after being blown off course on their way to Woodlark Island.

The last lot—two men, two boys and a girl—drifted from the Laughlans to Simbo (PIM, June, 1959, p. 41). In 1949, a canoe-load of islanders finished up at Mono, like the latest unwilling voyagers.

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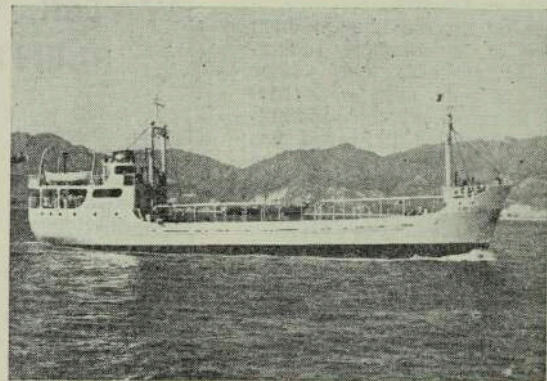
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● **FISHING BOAT SINKS:** The Japanese fishing boat *Ibisu Maru No.* sank 40 miles off the coast of Samoa, on the February 29-March 1 weekend. The ship became flooded because of a faulty crankshaft. The crew was taken off by another ship.

The ship was owned by the Nippon Yusen Company, of Japan, and was under contract to the Van Camp Seafood Company, in Pago Pago.

● **FAMOUS TRADING SCHOONER SOLD:** The 173-ton trading schooner *Tiare* was sold for A. B. Donald Ltd. in 1913, and which had for that firm in recent years in the Cook Islands, was sold in Auckland in March to Mr. W. B. Christensen, of Rotorua.

The schooner will still be used as a trading vessel, but it is not yet certain where she will trade. However, her first voyage for her new owner is to be from Auckland to Rarotonga.

● **NEW COAST GUARD STATION:** Admiral C. C. Knapp, Commandant of the US Pacific

DESIGNED FOR SPEED: This unusual boatshed, built over the water, was photographed recently at Bora Bora in the Society Islands. Besides keeping both the top and bottom of the boat dry, it enables the boat owner to make a quick getaway.

Photo: Courtesy of Qantas.



Guard Region was due in Pago Pago in March with a staff of experts to conclude arrangements for the new Coast Guard station that will be in operation from about July 1.

● **EXTENSIONS FOR SCHOOL:** Tenders have been called for improvements and extensions to the Administration Nautical School and the Artisan Training Establishment at Napa Napa near Port Moresby.

The Nautical School will be extended to accommodate 70 students. Twenty of the new students will receive advanced training and will include experienced seamen who will study for examinations for ships' masters and engineers in the coasting trade.

The school now accommodates 30 men for pre-sea training.

Extensions to the Artisan Training Establishment will include

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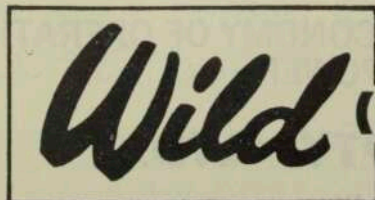
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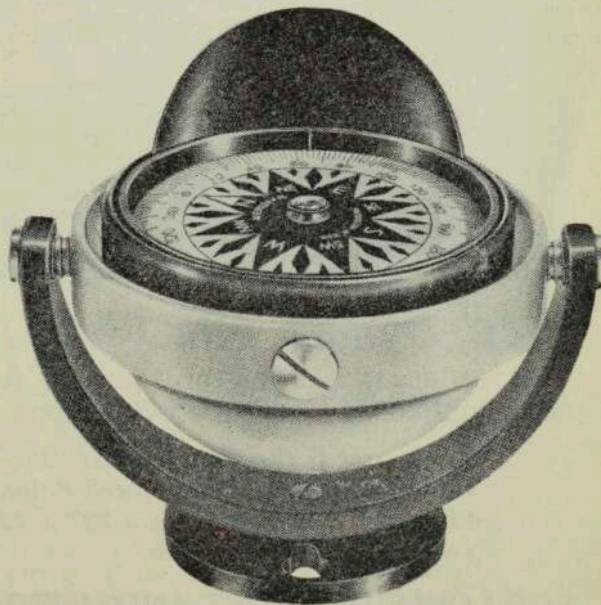
● **Type 1543:** Large boat's compass. 360° card divided in 2° with prominent cardinal point markings. Dial 3½ in. Weight 7½ lbs.

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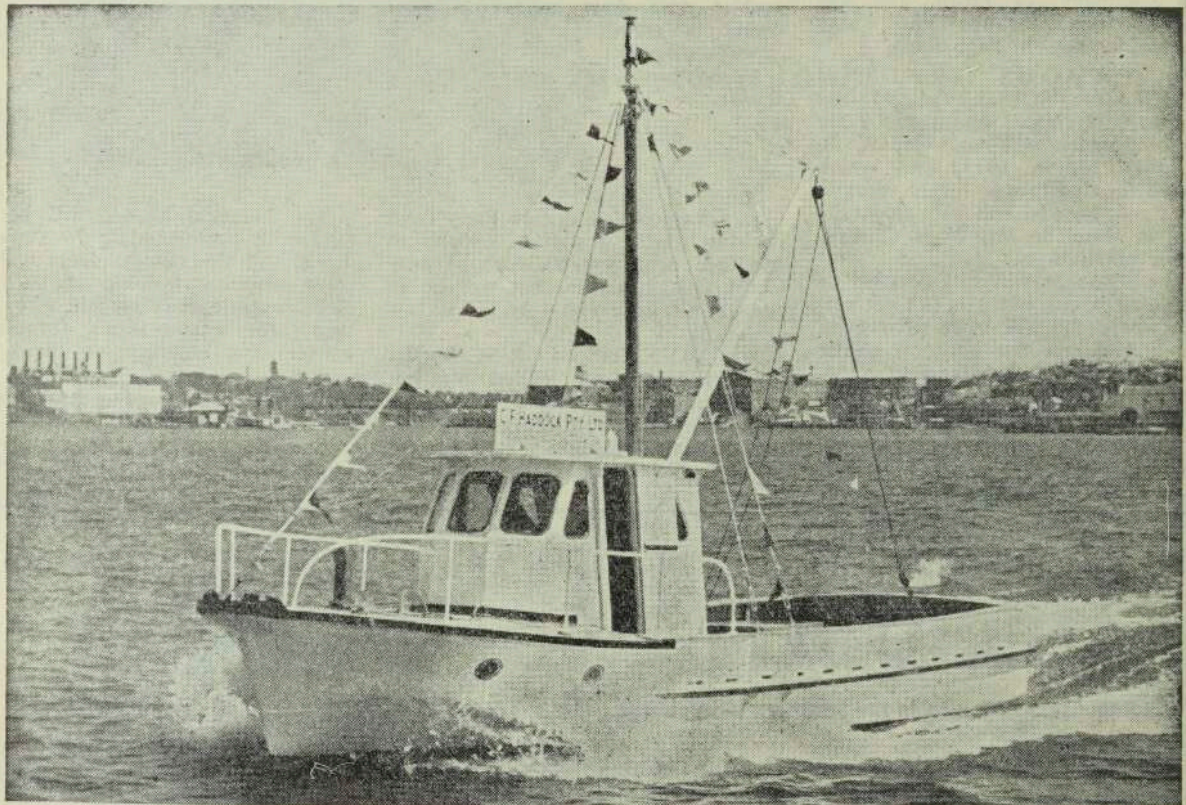
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PACIFIC SHIPPING

mitories for an expected increase in apprentices and other needs, and married quarters for couples.

Other extensions will enable the number of artisans under training in the trades connected with ship repair to be increased.

NEW COLOURS FOR SHIPS: The 11 ships of the P&O-Orient Line passenger fleet are to be repainted in new colours. The ships most affected will be the Orient vessels, whose corn-coloured hulls will be repainted to white.

The first vessel to sail in her new livery (green name and boot-topping) will be the 45,000-ton *Canberra*. The next Orient ship to be affected by the new scheme will be the 29,000 ton *Oron*, when she returns to the UK in April.

Explaining the new colours, a company spokesman said: "In 1960, the P&O and Orient merged their operations to form the P&O-Orient Lines. The ships of both companies have been programmed and operated as a single fleet and it now seems right to present them in a common livery." The revised colours will be: hull—white; boot-topping and name—green; funnels, sampson-posts, masts and derricks—yellow.

Note: Boot-topping is the colour used at a ship's waterline.

TRUST TERRITORY INTEREST IN NEW SHIPS: Preliminary design work and cost estimates for two new steel ships and several auxiliary vessels to meet growing needs within the United States Trust Territory of the Pacific Islands have been completed at several shipbuilding yards. The largest ship to be considered is a steel diesel-powered vessel of 125 to 130 ft for cargo-passenger service within the Territory's three million square miles. Eight ships now operate on cargo-passenger services in the Territory.

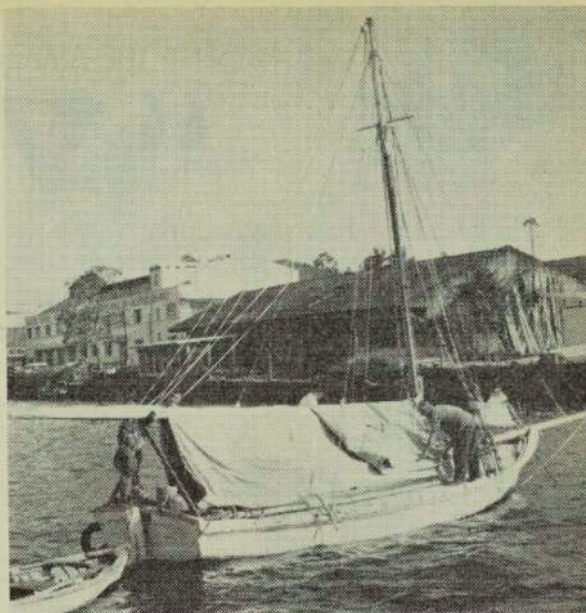
A second new vessel, in the 90 to 100 ft class, is being considered as an administrative ship.

Other tentative plans call for two to 80 ft diesel-powered units to meet administrative requirements in the large areas as the Truk lagoon. Design specifications call for the ships to be equipped with radio and radar, with a cruising speed of 14 knots.

ROYAL YACHT PAYS VISIT: The Royal yacht *Britannia* visited at Palmerston Island, Northern Cook Group, in mid-February to

PRESUMED LOST: The 30 ft. yacht "Siga" which is now presumed lost between Suva and Auckland, was so badly equipped when she set out on her voyage last November that the Suva port authorities tried to dissuade the owner, Mr. Pat Ewins, from sailing. Mr. Fred Simonet, who also tried to talk Mr. Ewins out of making the trip, recently appealed for legislation to prevent such ill-equipped vessels from going to sea. (See below.)

Photo: Stan Whippy.



leave 12 gallons of fuel for the radio station there. The yacht was on her way back to England from Fiji following the cancellation of the Queen Mother's visit to New Zealand and Australia.

A shortage of fuel at the Palmerston Island radio station recently made it necessary to cut schedules to one a day, and there was a danger that they would have to be abandoned. The fuel landed by the *Britannia* meant that the station could continue with one schedule.

This was the second time the *Britannia* had visited Palmerston.

PLEA ON "LEAKING SIEVES": A Fiji commercial fisherman, Mr. Fred Simonet, said in March that Fiji should have legislation to prevent badly equipped small craft from operating commercially.

Mr. Simonet was a close friend of Mr. Pat Ewins, of Suva, who set sail for New Zealand early in November in the ill-equipped *Siga*, which is now presumed lost (*PIM*, March, p. 109).

Together with Suva marine authorities, who have no powers of compulsion on such matters, Mr. Simonet did his best to dissuade Ewins from making his voyage to NZ, but Ewins was too stubborn.

Mr. Simonet told a *PIM* correspondent that there were far too many small craft operating off Vanua Levu and other Fiji islands that were unsafe.

These ships, he went on, were not only a danger to their crews, but

they cost others time, expense and danger when they got into difficulties.

Quoting an example, Mr. Simonet said he had once come across an 18 ft boat with a leaking hull at Naso-nini Passage, off Kubulau Point, Bau, Vanua Levu, a passage which could be most treacherous at times.

The boat was loaded to the gunwales and was in trouble with about a dozen people, including women and children, on board.

On going aboard, the owner told him that the 2½ hp outboard motor had broken down. Meanwhile, most of the occupants were baling to prevent the craft from going under.

Mr. Simonet said he examined the engine and found that the trouble emanated from a spark plug. In place of the proper head at the point where the wire was connected from the magneto, there was a 2 in. nail.

Mr. Simonet said that he eventually made makeshift repairs to the engine—losing an afternoon's fishing in the process—and told the owner that he should get a new spark plug as soon as he could.

Next day, he was infuriated to find that the owner of the boat intended to run it as he (Simonet) had left it until the spark plug gave out again.

Mr. Simonet said it was obvious that the marine authorities should have some power to control craft which could be a danger to life.

On the other hand, care should be taken not to destroy the initiative of those who tried to make a living from the sea.

(Over)



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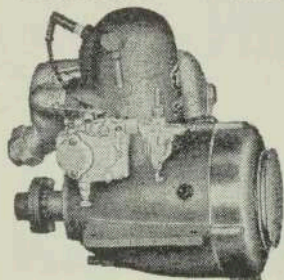
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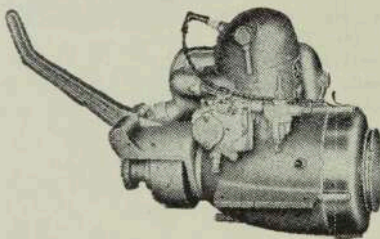
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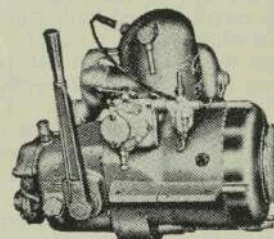
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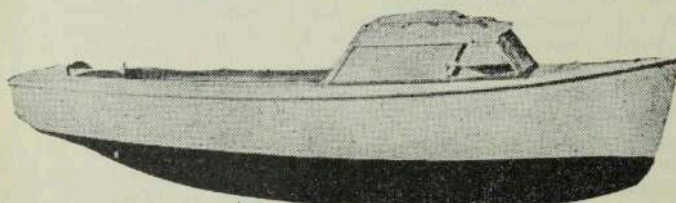
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PACIFIC SHIPPING

Writing to *PIM* about Pat Ewins, the missing *Siga* *Wale*, Fiji PROtographer Rob Wright says: "Pat Ewins had a wealth of knowledge island sailing but no ocean-going experience. He was a charter member of the old Suva Yacht Club (later the RSYC) in 1932, and before that was part-owner, with Jack Muir and Jim Williams, of the sailboat *Iris*.

The *Iris* and *Vai* laid the foundations for sailing boats in Suva, as far back as the early 20's. There is scarcely a week end when these boats would not be seen at Nakulau, or further afield.

"The *Siga* *Wale* was as familiar a sight in Suva Harbour and Laucala Bay as the knobby peak known as the Ske's Thumb. She was badly damaged in Suva's hurricane in 1952 and was practically rebuilt.

"Both she and her master have appeared to come to an untimely end, and were it not for the unfortunate fate of the younger personnel, it might be said that they followed the best traditions of the sea and died with their boots on."

The *Siga* *Wale* was carrying Mr. Ewins' son Robert and his nephew John Caine when she disappeared.

● **ALL-PAPUAN CREW:** *Arona*, a new 56 ft P-NG Administration coastal vessel, which was delivered to Port Moresby by the shipbuilders in March, is to have an all-Papuan crew of six under the command of a Papuan master, Tom U. Dokoi.

The ship was built to Administration specifications at the Bundaberg shipways, Queensland.

She will carry Government stores and cargo to stations along the P-NG coast, and will also be used on general Administration work.

The master is an experienced seaman who has commanded the Government vessel *Hekaha*.

The *Arona* has accommodation for four passengers. Her maiden voyage, along the southern coast of Papua, is scheduled for the latter part of March.

● **STRANGE SAMPAN IN P-NG WATERS:** A mysterious sampan, similar to those seen in Singapore, was reported to have made two unauthorised landings in Papua-New Guinea in March. The sampan is believed to have been carrying a party of Malaysians.

Mr. Bill Hallam, manager of an isolated string of coconut plantations



IN HONOLULU: After a cruise in the South Pacific lasting more than 18 months, Dave Goeffney, owner-skipper (left), and Fred Phipp brought the 34 ft. yacht "Fortune" back to Honolulu in February. (See p. 107.)—Photo: W. R. Roll.

on the Fead Islands, 180 miles north-east of Rabaul, reported seeing the sampan and trying to board it from his speedboat.

He said he was unable to reach it because the seas were too choppy, but the men on board called out in broken English: "We all right. We friends of England".

Mr. Hallam, a former ship's officer, said he saw no elaborate fishing gear to indicate that the sampan was fish-poaching. But the vessel had about 50 empty fuel

drums lashed on deck suggesting that it had carried fuel for long distances.

The vessel had coloured decorations and Asian-style symbols on its bow and stern. It was carrying two dinghies, which was unusual for a craft of its type.

● **FOREIGN VESSELS SEEK AID IN SAIPAN:** Saipan's Tanapag Harbour became an emergency port of call in mid-February for two foreign vessels, with seamen needing immediate medical treatment.

The *Kwangsi*, a cargo ship of the China Navigation Company, of Hong Kong, sought aid for a Chinese seaman with suspected appendicitis, and the *SS Asavcall*, a Liberian tanker with Italian officers and men, transferred a seaman suffering pain in the back and abdominal regions.

● **NEW R.A.N. SHIP COMMISSIONED:** The RAN's first specially designed survey ship, *HMAS Moresby*, was commissioned at Garden Island Dockyard, Sydney, in March.

The ship is of 2,300 tons, and has the most modern available equipment for hydrographic work, including its own helicopter.

● **GROPER GIVES A TOW:** A giant groper towed a small punt carrying an Indian farmer and his son for four hours in Fiji's Rewa River in mid-March before they were able to capture it. The groper weighed 225 lb and was caught on a nylon line with a 50 lb breaking strain.

The farmer is Mohammed Azam, of Lokia.

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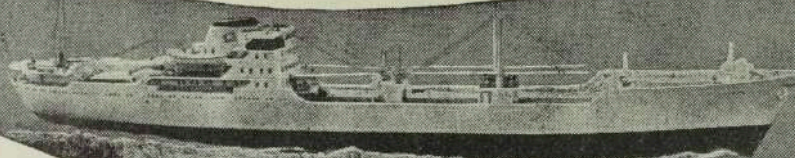
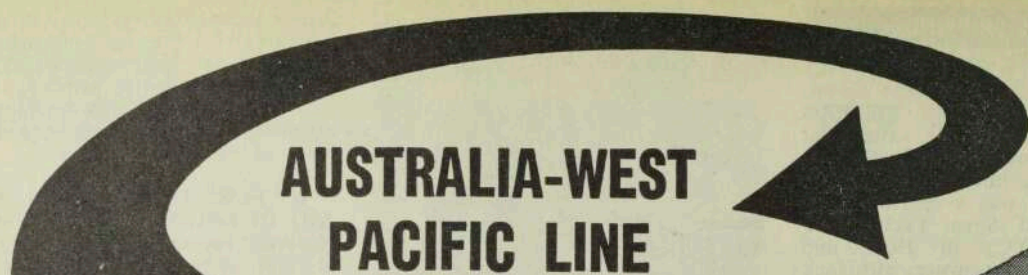
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Cruising Yachts

● **EXTENDED ADOLESCENCE**, 22 ft ketch-rigged trimaran, was located by the US Coast Guard on March 2 some 165 miles south-west of Honolulu after having been overdue at that port since the end of February.

The trimaran was carrying a small ketch-rigged main and jib. All aboard were in good health and were expected to reach Honolulu by about March 9.

Extended Adolescence, skippered by Jim Thomson, a physicist, formerly with the Lockheed Aircraft Corporation, left Hawaii last September with plans to visit Tahiti, New Zealand and Australia. Our last report of her was from Tahiti in late November.

● **FORTUNE**, 34 ft cutter-rigged ketch, owned and skippered by Royce Geoffney, arrived in Honolulu on February 4 after a 28-day passage from Papeete. Aboard as crew was Ed Phipp, of San Diego.

Geoffney had hoped to make the Marquesas and go from there to San Diego, but adverse winds and unsettled weather changed his plans.

Geoffney and his wife Nellie left Honolulu in *Fortune* in July, 1962, and sailed to Tahiti, Rarotonga, Tonga, Fiji, New Caledonia and Australia. They reached Brisbane in May, 1963, and then cruised the Barrier Reef.

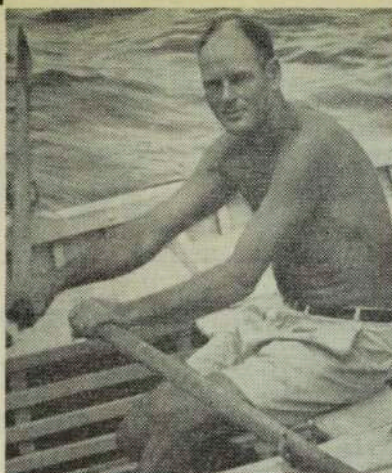
From there, *Fortune* went on to New Zealand with Mick Hurworth as crew. She sailed from New Zealand for Tahiti last November.

After refitting in Honolulu, Geoffney was planning to head for San Diego. (See picture p. 105.)

● **SARI MARAIS**, 45 ft ketch, single-handed by Royce E. Hubert, banker-turned-yachtsman from Portland, Oregon, has been in Port Moresby recently.

Hubert, who is 43, set out four years ago to travel round the world, but so far he hasn't got past the Pacific Islands, and he says the full trip might take him 20 years.

He says his progress has been slowed by such adventures as: Five days at the mercy of a 100 mph hurricane; 11 hours on a reef in Tonga; and a love affair with a chief's daughter at Manahi in the Tuamotus.



Royce Hubert of "Sari Marais".

But he adds: "I've never been attacked by a whale or eaten by a shark so I suppose I shouldn't complain".

Hubert, who spent five years in the United States Navy during the war, later became a mortgage banker in New York.

In May, 1960, he achieved his life's ambition when he took delivery of *Sari Marais* in the Virgin Islands and set out to sail round the world.

Since then he has sailed 25,000 miles—more than enough to take him round the globe. Yet he is only halfway.

Unusual in an ex-banker, he doesn't worry about money and says £300 a year is enough to keep him

going. Now and then he takes on cargo or charter work.

In New Zealand he held a job for several months. And in New Guinea he took over as master of a coastal trader for a while.

But in February he was ready to move on, although when this story was written he still hadn't decided whether to go via Darwin and the Seychelles to the Middle East, or whether to call at the Trobriands and Indonesia and sail on up to Japan.

After leaving the West Indies four years ago, he travelled through the Panama Canal, up to Portland, Oregon, then down to Mexico and Central and South America as far as Ecuador.

In the Pacific he has touched at the Galapagos Islands, the Marquesas, Tuamotus, Tahiti, Cook Islands, New Zealand, Tonga, Fiji, New Hebrides, and Solomons besides New Guinea.

His daughter, aged 20, stayed with him as far as the New Hebrides, then returned home to live in Pensacola, Florida.

Hubert says he will never return to banking and that he hopes to cruise on indefinitely, eking out his earnings by collecting and selling rare shells, and perhaps by writing a book.

He dresses simply—in shorts and sometimes a shirt—and says he is "through with shoes, socks and neckties forever".

● **WAIRANGI**, an American yacht, called at Funafuti, GEIC, in February, en route to Honiara.

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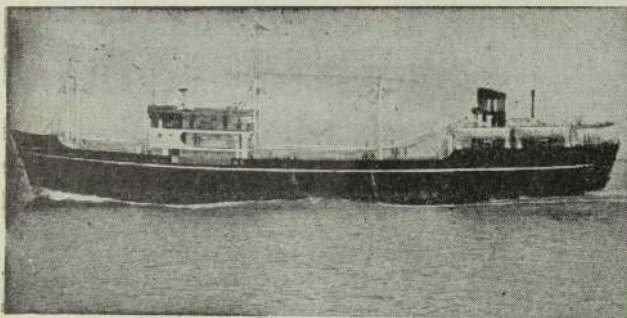
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28 ft. WORK LAUNCH, launched 11/1963, 4 cylinder diesel, 12 knots, large cockpit, 2 berths, toilet, galley, £2,750.

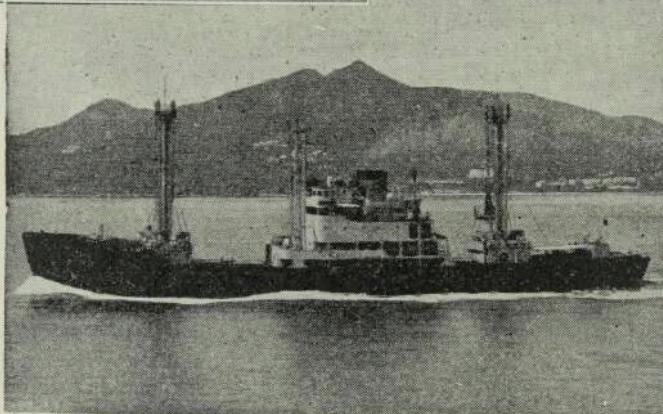
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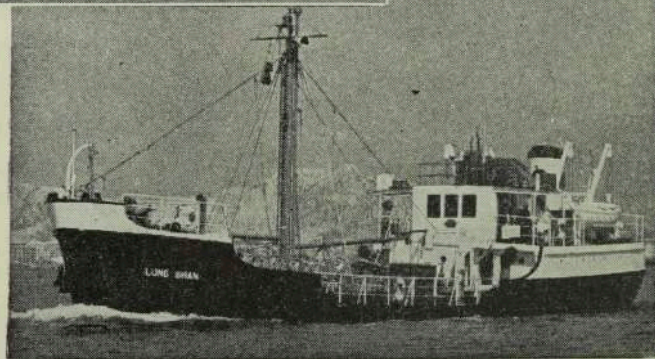


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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

● *SEA FIRE*, a yacht which has been in French Polynesia recently, arrived in Honolulu on February 27 after a 35-day voyage from Bora Bora.

● *WALRUS*, 26 ft Australian cutter, reached Honolulu on February 19 to end a hazardous chapter in the lives of Roy and Rosemary Scott, who began a honeymoon cruise in the cutter two years ago.

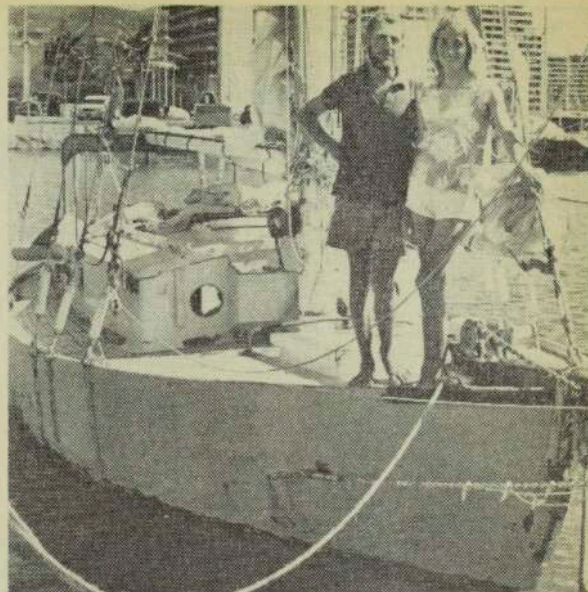
Their last port of call was Christmas Island, where Rosemary (Ross to her friends) had an emergency operation for an infected leg and was lucky to survive. Later, on the way to Honolulu, their cutter was battered by winds of up to 50 knots.

The Scotts' adventures began when they left Sydney, their home city, on December 26, 1961, for New Zealand.

In August last year they sailed for Tahiti, and from there they headed for the Tuamotus.

However, because of unfavourable weather, they changed course for Honolulu. Subsequent engine trouble did not discourage them, but when Ross developed a badly infected leg,

Roy and Rosemary Scott aboard their battered yacht "Walrus" in Honolulu in February.—Photo: W. R. Roll.



35-year-old Roy changed course again and headed for Christmas Island.

Five days out of Christmas, Ross's temperature reached 105 degrees and stayed there. With no medical supplies aboard, Roy kept his wife going on vitamin pills until they reached Christmas Island.

There, two Royal Air Force doctors—Ali Khan and Brian Henley—performed emergency surgery in the base hospital. Ross's life was saved, but it was seven weeks before she could walk again, and she lost 28 lb.

The Scotts left Christmas Island

for Honolulu on January 28 and their 22-day trip was a constant battle against high winds and heavy seas. One gale in the doldrums battered them with 50 knot winds, and the next two weeks of trade winds averaged 30 knots.

● *DWYN WEN*, 106 ft schooner, which has been cruising the South Pacific for some months shooting an adventure film, reached Honolulu on February 17 with owner Jim Walters, his wife Aloha, skipper Stan Rayner, and 11 others. *Dwyn Wen* sailed from Papeete on January 9. (Over)



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PACIFIC SHIPPING

● **WINDSONG**, 48 ft ketch which left Sydney on February 12 with a crew of five Australians, reached Auckland on March 3. Plans then were to sail for Rarotonga in about two weeks.

The crew consists of the owner, Mr. P. M. Weate, Captain F. E. Walker and Messrs. R. A. Holden, C. O'Connor and P. Tatzel.

They intend spending a year sailing in the Pacific and hope to get to San Francisco.

● **SEAWYF**, 45 ft schooner, with owner-skipper Bill Rudolph, Virginia Cook, Mohi Finiahi, Tony Richardson, Pedro Vanderent and David Ramsey, arrived in Honolulu on February 8 after a voyage from Tahiti which began on January 10. *Seawyf* will remain in Honolulu for several months and then return to Vancouver, her home port.

● **NEOPHYTE**, 45 ft. ketch with Lee Quinn, 37, and an all-girl crew of four is to make another voyage to the South Pacific. (See elsewhere for further details.)

● **AWAHNEE**, 52 ft American cutter, with owner-skipper Dr. Robert Griffith, 48, his wife Nancy, 29, and their son Reid, 9, was totally wrecked in mid-January when she was driven on to a reef at Vahanga Atoll in the Tuamotus. Vahanga is one of the Actaeon Group of atolls, some 80 miles from Mururoa, the centre for France's proposed nuclear experiments.

Awahnee, which completed a voyage round the world when she reached Honolulu last July, was in the early stages of a second attempt at circumnavigation when she was wrecked.

Awahnee began her second voyage on October 24 when she left Honolulu with the Griffith family and five crew members—Sharron Antich, Bill Nordhoff, Norman Zalkind, David Lamb and Mike Risdon. Dr. Griffith's intention was to sail through the Straits of Magellan and circumnavigate the world by heading east—the reverse of what he did previously.

The cutter reached Tahiti on December 7. En route she had passed close to the island of Eiao in the Marquesas, where those on board saw some wreckage which they thought might be that of the 52 ft American yacht *Astrea* which disappeared in the Eastern Pacific last June.

From Tahiti, Dr. Griffith contacted the family of the *Astrea's* owner-skipper; and on December 15, *Awahnee* sailed for Eiao so that a closer inspection of the wreckage could be made.

Having satisfied himself that the wreckage was not that of the *Astrea*, Dr. Griffith continued his voyage towards the bottom of South America.

By this time, Dr. Griffith had lost two of his original crew members—Sharron Antich, who had stayed in Tahiti, and Mike Risdon, who left in the Marquesas.

According to *Le Journal de Tahiti*, *Awahnee* was wrecked after Dr. Griffith anchored at Vahanga "for reasons unknown" and had taken "some important material" ashore which he installed in a tent.

This story, however, does not seem to accord with that given in a letter from Dr. Griffith's wife to her mother in Honolulu. This was that *Awahnee* struck the reef in a blinding squall [presumably while sailing] and was driven on to it before those on board could do anything.

The letter added that an attempt was being made to salvage gear from the ship and that the Griffiths expected to remain on Vahanga for three months.

● **MELISANDE**, a picturesque 83-year-old yacht, put into Townsville in February to take on food and water to enable her to by-pass Indonesia en route to Hong Kong for an overhaul.

Melisande is skippered and partly-owned by Steve Sansom, who is accompanied by his wife, Patricia, Les Williams (chief engineer) and a crew from England, Belgium, Denmark and Malta.

The *Melisande*, of 160 tons, was built in England as a steam yacht. After an adventurous life, she was bought by the present owners in Belgium last June.

In The News This Month

Arona	Mayflower
Asavcall	Melisande
Astrea	Moresby
Awahnee	Neophyte
Britannia	Oronsay
Canberra	Sari Marais
Endeavour	Sea Fire
Extended Adolescence	Siga Wale
Fortune	Taipan
Hekaka	Tiare Taporo
Ibisu Maru No. 2	Tontine
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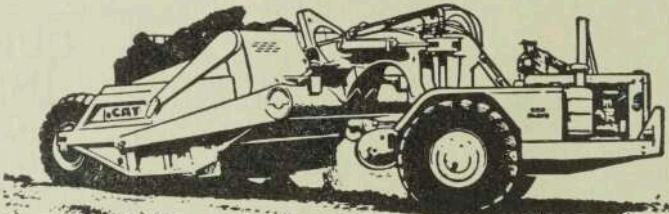
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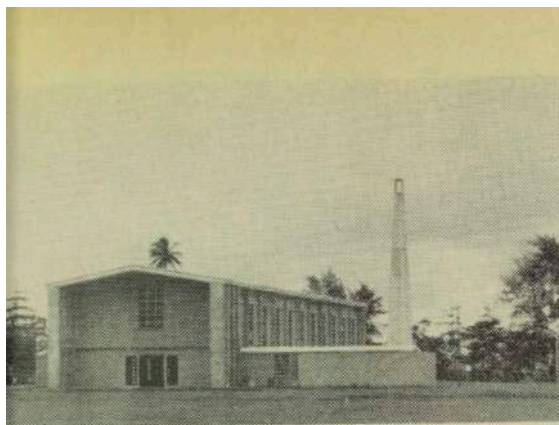
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24 Stained-Glass Windows

This new Roman Catholic Cathedral at Madang, New Guinea, is the regional replacement for the pre-war cathedral at Alexishafen, further along the coast.

During their occupation, the Japanese used the Alexishafen cathedral to store explosives and munitions and it was later blown up. It was replaced after the war by a much smaller church.

The new cathedral is of concrete and it has a modern, austere design. Its real beauty comes from within—more specifically, from the 24 stained-glass windows that were imported from Europe.

Deposits Of Copper Ore Likely On New Georgia

An Australian geologist, Dr. L. Stanton, who recently completed a geological survey of New Georgia, BSIP, extending over several years, believes there is a good chance that copper will be found on that island.

DR. STANTON says the New Georgian survey has revealed the unexpected existence of diorite rock. This is interesting because all mineralisation so far found on Guadalcanal has been associated with diorite, and mineral deposits, generally copper, have been found in association with it in other parts of the world.

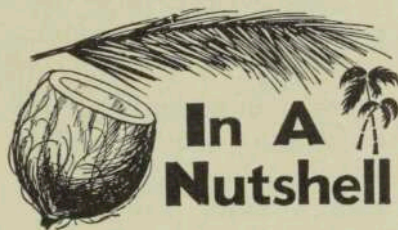
Dr. Stanton says all diorites are not necessarily accompanied by ore deposits, but their presence in New Georgia can be taken as "more than a good omen" of the presence of deposits of ore.

- Fiji's Medical Department will launch a campaign soon to immunise about 65,000 children against polio, diphtheria, whooping cough, tetanus and, where necessary, tuberculosis.

The campaign will be aimed at children below school age and those in their first year at school. The target is to immunise every child in the Colony in these groups.

- The P-NG Administration has bought 7,000 acres of land to re-settle a group of people who live in the Nakanai mountains in the West New Britain district. The land, which cost £14,000, is suitable for growing lowland crops such as cocoa, coffee and coconuts.

The Nakanai people will be re-



settled on the new land when the Administration has divided it into small blocks.

- Overseas officers now form only eight per cent. of the Civil Service in Fiji, according to the annual report of Fiji's Public Service Commission. At the end of last year, there were over 5,000 civil servants of whom just over 400 were recruited overseas. Half of them were permanent pensionable officers and half were on contract.

The report expresses concern that the supply of suitable local candidates for administrative and executive grades is not yet matching the need.

- In Wellington, New Zealand, on March 5, a jury acquitted John Vincent, aged 20, a deck-hand in the Blue Star Line freighter *New Zealand Star*, of the murder of the ship's steward on the high seas. The jury reached its verdict after six hours.

Vincent had been charged with the murder of David Alan Rowe, who was found dying in his bunk on the night of January 1, while the ship was bound from Panama to Christmas Island and Suva.

The chief steward's death was investigated by the Fiji police when the ship reached Suva.

- Surveyors and engineers from the P-NG Administration and Civil Aviation were to survey possible DC3 airstrip sites in the Milne Bay area of Papua in March.

Samarai, Esa'ala and Misima in this area are now serviced by a Catalina.

- The New Hebrides Department of Posts and Telecommunications is offering four prizes of £50 in a postage stamp design competition, the entries for which must reach the Condominium Postmaster, Vila, by June 30.

The contest is to obtain designs for four new stamps, in both the English and French series, to be issued in 1965.

Two of the designs must feature New Hebrides industrial life; the others must depict an indigenous bird and New Hebrides marine life.

Further details are obtainable from the Condominium Postmaster.

- Forty-five new students began courses this year at the Fiji School of Medicine. Of these budding doctors, dentists and health inspectors, 31 are from Fiji, five from Tonga, four from the Solomons, three from the Gilbert and Ellice Islands, and one each from Niue and the New Hebrides.

At Fiji's Central Nursing School, there are 61 new students including three from the Gilbert and Ellice Islands, two from the New Hebrides and two from Rotuma. The rest are from Fiji.

- A United States Army ship, the *FS 216*, arrived at Tarawa, GEIC, on February 14 and landed two Japanese astronomers, two Japanese electronic engineers and an American supervisor who were to take part in a programme for observing the occultation of stars in the Pacific. The party settled down at Tabonibara Village, in Upper Tarawa, for several weeks before moving to Marakei Atoll to continue observations.

- The New Hebrides Condominium Public Works Department has started work on a new airfield at Tongoa, Shepherd Islands. It is being built in the centre of the island on the site of the present small strip.

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BEYOND THE REEF—Daphne Walker, George Tumahai, Trevor Edmondson, with Bill Sevesi and his Islanders, incl. Beyond the Reef, Hilo March, On Treasure Island, Lonely Nights, Kailua By The Sea, Moonlight And Shadows, Friendly Island, Ten Tiny Toes, Memories of Hawaii, Hula Blues, Twilight in Hawaii, VP 90
ADVENTURES IN PARADISE—Haere Mai, Noqu I Tau, Pee Pee Te Peue, Hala-O-Teine, Whispering Trade Winds, Moe Ile Moesa Ile Po, Vini Vini Vana Vana, etc. VP 72

HAWAII—SANTO & JOHNNY—Hutch Davie Orchestra and Chorus — Adventures in Paradise, Blue Hawaii, Pineapple Princess, Sea Shells, Aloha Reflections, Hawaiian War Chant, Song Of The Islands, Sweet Leilani, Hawaiian Wedding Songs, etc. LP 1004

COOK ISLANDS MAGIC—Will Crummer and the Sea Stars — Karapa Te Uira, Ura Piani, Omai Na To Rima, Te Rere Nei Te Manu E Mama, Arave, Uuna Koe, Tapa Taatai VP 94

PASSION FLOWER—Pepe and the Rarotongans — Waiting On The Beach (Pae Taatai), Beautiful Isle of Rarotonga (Raretonga Te Purotu), The Door To My Heart (Te Pa O Taku Ngakau), Two Friends Parted (Kere Kere Rai Au), VP-89
RAROTONGA CALLING—Pepe and the Rarotongans — Tuku Atu Koe Iaku E Ine, Kua Akaruke Au, Kau Inangaro Au La Koe, Akarongo Ake Nei Au, Iaku, VP 81

POLYNESIE FRANCAISE—Eddie Lund and his Tahitians — Vahine Arue, Parue Tore Hu'a (Ute), Mai Te Peretau, Tahiti Rag, Eiaha E Tairi Mai, Taire Paurua, etc. VP 58

WILD WILD TAHITI—The Papeete Players — Wild, Wild, Tahiti, Island Drums (Tiare Tahiti), You Are My Rose (O Oe Te Roti), Love Calls (Ute, Reo No Tau Here), The Coconut Song (Omote Ete Paru), Maareva Woman (Vahine), VP 87

PEEPING AT PAPEETE—Nat Mara and his Tahitians — Orohena, Poe Tiare, I Vini Vini Vana Vana, Tipi Tipi, Tiare Iti, Morere Iti E, Pana Pana Drums, etc., VP 80

THE TAHITIANS—Royal Tahitian Singers, Dancers — A.E.I.O., Tania, Manea, A Tere Tahiti, Mai Te Moemoea, Taurua No Tiurai, Te Ure Horotini, Ori Raa I Tahiti VP 78

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HONG KONG WEDDING: There was wedding of interest to New Guineans in Hong Kong recently when Mr Paul Mow was married to Miss Diana Mary Jan of Sydney. The newlyweds went to Japan for their honeymoon. Mr Mow was formerly a resident of Rabaul.

● American Samoa now has nearly 600 registered vehicles on its roads. This figure is made up of about 200 Government cars, 188 private cars, 55 taxis, 56 light trucks and cargo vehicles, 86 motor cycles and 95 bicycles. The territory population is now estimated at 24,000 compared with 21,051 at the last census in 1960.

● A total of £35,000 sterling is being provided from Colonial Development and Welfare funds for a joint agricultural training institute in Vila, New Hebrides. The Commonwealth Public Works Department is building the centre, which will be able to take up to 16 New Hebridean students this year.

● The British Phosphate Commissioners' £3,000,000 worker housing project on Nauru and Ocean Island is expected to be finished later this year. The project involves the construction of 160 two-storey blocks to house 1,000 families and 1,000 single workers.

The work is being done by E. S. Clementson Pty. Ltd. It entails shipping more than 30,000 tons of precast concrete panels, 150 tons of aluminium roofing and 10,000 tons of general plant and materials from Australia.

● The GEIC Registrar of Cooperatives reports that monthly copra production in the Colony increased from a low of 22 tons in November to 388 tons in February. He expected the target figure of 460 tons a month will soon be achieved, but says that the February fall in the overseas copra market price to £67/5/- may make it necessary for

the Copra Board to reduce the price paid to producers by £3 per ton.

● In Tonga the entire population of 70,000 is to be vaccinated against smallpox in the next two months with the assistance of the United States Public Health Service. An American medical team of five, from the Communicable Disease Centre at Atlanta, Georgia, will carry out the task with a jet injector immunisation gun, a hydraulic-powered instrument which injects vaccine through the skin under high pressure, without the need for conventional syringes and needles.

● New badges to be worn by native members of the Pacific Islands Regiment will denote their standard proficiency in the use of English. The badges will be issued in three forms: The shape "E", "E" within a laurel wreath, and "E" in a laurel wreath surmounted by a crown. They will represent degrees of proficiency in English equivalent to those of Grade 3, Grade 6, and Grade 8 students in Queensland schools. The badges will be made of brass and will be worn on the right-hand shirt pocket.

● A mild epidemic of measles, which has been going through the New Hebrides since November, reached Ambrym in March and was spreading rapidly through Pentecost.

● The GEIC Resident Commissioner, Mr. V. J. Andersen, outlined proposals for a survey of the potential development of Christmas Island at the opening meeting of a session of the Colony's Advisory Council from March 3 to 6.

Speaking of the recent relaxation of liquor control, Mr. Andersen said there had been no noticeable increase in cases of drunkenness.

● The Governor-General of New Zealand, Sir Bernard Fergusson, will leave Auckland in the cruiser HMNZS *Royalist* on April 13 for a 7,500-mile tour of the Pacific. Sir Bernard will be accompanied by Lady Fergusson, his son and members of his staff.

The *Royalist's* itinerary is Raoul Island (Kermadecs), Nukualofa (Tonga), Niue, Pago Pago (American Samoa), the Northern Cook Islands, Papeete (Tahiti), and the Southern Cooks. The Vice-Regal party will leave the *Royalist* at Aitutaki and fly by RNZAF Hastings to Western Samoa, the Tokelaus and Fiji. The tour will end at Wellington on May 13.

● Qantas Empire Airways, which inaugurated a weekly service Sydney-Brisbane-Honolulu last year, has now extended this service to San Francisco. The service begins in Sydney on Saturdays at 5 p.m. and terminates at San Francisco at 3.40 p.m. the same day, the International Date line having been crossed.

● The names and descriptions of hundreds of flowers and plants which grow in Fiji are listed in a new book published by the Government Printer at Suva. It is *Plants of the Fiji Islands*, by J. W. Parham, botanist in the Department of Agriculture.

● The Gazelle Peninsula Local Government Council passed a resolution in March that all drinks served in Rabaul hotel bars should be served in plastic containers instead of glasses so that the present feeling of discrimination would be ended.

At present, natives drinking in Rabaul's two hotels are given beer in plastic cups and Europeans get glasses, even if they are drinking together.

A letter from the manager of the Cosmopolitan Hotel, which was read to the council, said natives were given plastic cups because there was too much danger from broken glasses.

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ISLANDERS IN
SYDNEY: Seen at the
clubrooms of the
Polynesian Association in Sydney recently are (top) three people from Suva: Mr. H. A. Harrison (left), Mr. V. Housley and Mrs. Harrison. Below is a party of Norfolk Islanders, Mr. Richard Quintall (left), Miss Julie Blucher and Miss Evelyn Hobbins.

—Tele-Photo

People

THE BSIP Chief Secretary, Mr. M. D. Irving Gass, will be Acting High Commissioner for the Western Pacific until the arrival of the new commissioner, Mr. R. S. Foster, in June.

The Financial Secretary, Mr. L. M. Davies, is acting as Chief Secretary, and Mr. T. Russell, Deputy Financial Secretary, is acting as Financial Secretary.

Mr. R. Turpin has been appointed to act as Deputy Financial Secretary, and Mr. M. D. Allen is acting as Senior Assistant Secretary in Mr. Turpin's place.

The first Papuan to study at the Australian School of Pacific Administration, Sydney, left Port Moresby recently for Australia. He is Waituka Maina, 22, of Tureture village, 15 miles west of Daru, in the Western District.

He was chosen from several applicants to do a two-year normal

cadetship course in education at the ASOPA. During the course he will complete the full requirements of the school and also the New South Wales Department of Education's teacher's certificate. He will do practical teaching with other students in NSW.

A former acting judge of the Supreme Court of Prague, who once worked as a french polisher in Australia, has been admitted to the Supreme Court of Papua-New Guinea as a barrister and solicitor.

He is Dr. Jan Janousek, who was a member of the Czechoslovakian Resistance during World War II.

In 1949 he was forced to flee the country for political reasons and came to Australia as a migrant. For two years he worked as a french polisher. He went to P-NG in 1951.

Both he and his wife are naturalised Australian citizens.

Four students from the New Hebrides started classes at the Idubada Technical School in Port Moresby in March. They are the first New Hebrideans to study technical training in Papua-New Guinea.

Their names are: Fred Kalotapau, Tom Masitai, Lenet Philip and Marae Joseph. All are from Vila. The

Young men will learn to be carpenters and motor mechanics at full-time technical classes for at least two years. Another New Hebridean from Vila, Willie Fred, will arrive at Rabaul in the next few weeks.

The Chief Education Officer of the New Hebrides approached the Papua-New Guinea Administration last year to arrange technical training for New Hebrideans because there are no local schools for them to learn trades.

That well-known veteran of Papua, Mr. Sydney H. Chance, who has been living in retirement for a good many years in Brisbane, has just returned from a trip to the Northern Territory, and some of the other tropical parts of Australia. Most Australians keep away from the Centre when the sun is over Capricorn; but nothing in the shape of climate seems to come amiss to these retired jungle-sloggers of the Hubert Murray regime in Papua.

Mr. Kenneth Newton, a former officer of the P-NG Department of Agriculture, has been appointed as Tropical Agriculturist of the South Pacific Commission in Noumea.



MARRIED IN RABAU: Miss Cecilia Fong and Mr. Fred Stott were married at St. Francis Xavier Church, Rabaul, recently. They left next day for a touring honeymoon in Queensland.—Photo: C. H. Meen.

Mr. Brian Newnham has been appointed Resident Agent at Manikiki, Cook Islands. He replaces Mr. H. Hopley, who left the island in March, for personal and health reasons.

After almost eight years as Director of Western Samoa's Department of Agriculture, Fisheries and Forestry,

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Mr. B. E. V. Parham retired March 21 to live in New Zealand.

Mr. Parham joined the Fiji Agricultural Services in 1933. He remained in Fiji in various capacities associated with agriculture until going to Western Samoa in 1956.

Mr. Parham's successor will be Mr. C. J. Wright, a New Zealander, who was in Western Samoa some time ago on a soil survey.

The Cook Islands Resident Commissioner, Mr. A. O. Dare, returned to Rarotonga in March from leave in New Zealand. He was accompanied by his wife.

The Most Rev. Henry de Cocq has been appointed Roman Catholic Bishop in the Cook Islands. His Lordship, who was born in Holland in 1906, studied in Rome and worked in Holland after his ordination. He went to London two years ago where, according to the *Cook Islands News*, he "learned English in amazingly short time".

Australia's Minister for Territories Mr. C. E. Barnes will open the New Britain Agricultural and Horticultural Show at Kokopo on September 14.

Having completed his last term in the British Colonial Office service, Mr. Deputy Controller of Customs, Mr. J. H. R. Gardner left Fiji in March on retirement. Ron and Vera Gardner made many friends in Fiji during their several terms of service there, and they left with everyone's good wishes. Ron, although only 40, had seen service in other parts of the world, chiefly Nigeria, and was looking forward to a quiet country life in England. He and his wife will greet the 1964 spring from a pleasant cottage in Somerset, near Yeovil.

The American archaeologists Dr. Richard Schutler and his wife, having finished their work on Aneityup in the New Hebrides, and have moved to Tanna to excavate four sites. A site on the south-west coast of Tanna near Bethel village, has already provided 8½ ft of midden deposits and many samples of material for radiocarbon testing.

Mr. Bernard (Bert) Covit, well-known American newspaper correspondent of Papeete, Tahiti, who is married to Miss Sara Jean Francis Logan, of Surrey, England, on February 13. Mr. Covit is the compiler



ANGLICAN LEADER: The Rev. Fine Hala, Tongan Vicar of the Anglican Church in Tonga, is a well-known figure in Nukunono, as he is also principal of St. Andrew's School. His parish covers the whole of Tonga. He is seen here outside the Anglican Church in Nukualofa.

Photo: Hettig.

an official English-language guide book to Tahiti, which was first published in 1951.

Mr. F. F. Ieli, District Officer of Rotuma, is retiring after more than 35 years' service with the Fiji Government. Mr. Ieli was born in Rotuma and joined the Fiji Education Department in 1928. He served as a teacher and in the District Administration before being appointed District Officer, Rotuma, in 1953.

Mr. John Burgess has been appointed Deputy Comptroller of Customs in Fiji. Mr. Burgess, 45, was born in Kenya and served in the Customs in Kenya and Tanganyika for nearly 25 years. He was Assistant Deputy Commissioner of Customs in Tanganyika when he left there last year.

Mr. H. F. B. Snowsill, field superintendent at Fiji's Rarawai sugar mill, has retired after working in Fiji for almost 45 years. Mr. Snowsill, who was born in Fiji, joined the Colonial Sugar Refining Company Ltd. in 1919, as clerk and has been with the company ever since.

From the Islands Press

NO wonder Australian investors are reticent about investing in (Papua-New Guinea) Territory companies. My wife and I have shares in two Territory companies, and in the case of one of them, a dividend was declared in April, 1963, but we still haven't received payment even after demanding it of the directors . . .

It appears that, for Australian resident shareholders to institute proceedings for payment, we must visit the Territory to give evidence, and the directors are obviously aware of the cost of such action.

I feel that the Companies' Ordinance should provide some form of protection in matters of this nature.—*Letter in the "South Pacific Post", Port Moresby, from N. F. Davis, of Box Hill, Victoria.*

PIGS on Betio must be kept in pig pens at Temakin or Takoronga, and not behind your own house. It is against all considerations of public health and is certainly far from being in the public interest to pester Betio inhabitants with wandering pigs and their inevitable evidences.

Unfortunately, there are no Council pens available for hire, but you may build a sty at Takoronga, provided you see Kalepo as to the size, position and suitability of your proposed construction. In the very near future, the Betio Town Council truck will be collecting all stray pigs from Betio.—*Public notice in the Gilbert and Ellice Islands "Colony Information Notes".*

IN view of the difficulties already facing many families in Western Samoa, which has one of the highest birth rates in the world, it is heartening, but not surprising, that the Government should be considering the implications of a birth control programme.

It is disquieting, however, that among the first people the Prime Minister should consult on this problem should be the heads of the various missions. . . .

Proposals [put forward by some mission leaders] such as outlawing de facto marriages, delaying marriage age and making divorce more difficult seem aimed at reinforcing the power of the

church over the individual rather than achieving anything towards solving the population problem.

It would be unfortunate if, in a well-meaning attempt at improving the welfare of the people, the Government unwittingly became the instrument for imposing repressive legislation, confusing an imposed ecclesiastical morality with the common good.—*Editorial in "Samoaana", Apia, Western Samoa.*

THERE can be no doubt that people are being attracted to Fiji by the shopping opportunities [for cameras, watches, radios, binoculars and other duty-free articles]. They are spending money which would not otherwise go into circulation in the Colony, and every pound introduced in this way bounces advantageously round in the economy for quite a long time.

Results of the limited concessions now in force justify an early examination to see what goods can, with advantage, be added to the list. Such things as furs and sweaters and fine lace were suggested when the matter was being discussed in *The Fiji Times* in 1962, before the present duty-free concessions were introduced.

It is time to think of them again.—*Editorial in "The Fiji Times", Suva.*

WITH many others, no doubt, I am disappointed to see that the (Norfolk Island) Council at its recent meeting passed a motion giving permission for clubs on the island to have a Sunday liquor licence.

This means that the Lord's Day as well as the other six days of the week will be used for the purchase and consumption of alcohol. With the Bond opening for further trade during the week, the hotels and guest-houses having their licences and the clubs having longer hours for drinking, it appears that the Island is coming more and more under the grip of alcohol.

This will lead to its degeneration if some measures of prevention are not soon applied.—*Letter from the Rev. O. Weaver in "Norfolk News".*

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V244-9/6

Pacific Commerce and Produce

Big Expansion Programme For Fiji Sugar Millers

In one of the trickiest commodity markets in the world the CSR Co. Ltd., through its Fiji subsidiary, South Pacific Sugar Mills Ltd., is planning for tremendous expansion in the Fiji sugar industry in the next two seasons. The 1966 target of 350,000 tons is worth on today's world market just about £18,500,000.

ONLY three years ago anyone suggesting that Fiji would soon have sugar crop worth about £20,000,000 could have been regarded as a super-optimist. With most market observers expecting a stable market without the unduly high prices of recent months for the next few years, Fiji can look forward to several years of prosperity.

A hurricane or some mysterious disease could upset calculations, but PSM Ltd. have frankly admitted they are taking a calculated risk in preparing to spend the money to cater for the vastly increased output.

The company has already planned to increase crushing capacity in its four mills by 20,000 tons for the 1964 season. It will now be necessary to raise the capacity again to cater for an expected 2,500,000 tons of cane (about 330,000 tons of raw sugar in 1965), and 2,700,000 tons of cane (about 350,000 tons of raw sugar in 1966).

"Confidence"

According to Mr. A. S. Hermes, managing director of SPSM Ltd., the company will have spent about £5,200,000, when machinery to cater for the 1966 crop is installed, in about five years. Included in the expenditure is provision for extra storage space and normal replacement needs.

The company's confidence was expected to give the Colony's economy a quick shot in the arm. Now well on the way to complete recovery after the disastrous years of 1960 and 1961, the business sector can plan ahead for future expansion.

Sugar is the mainstay of the Fiji economy and is likely to remain so for many years to come, in spite of strenuous efforts to diversify and move into other lines of agriculture.

While sugar is prosperous there is a breathing space to establish and find markets for other primary produce without expecting a profit straight away.

Mr. Hermes, commenting on the decision to expand, said the new targets for 1965 and 1966 were quite significant increases over the 299,000 tons of sugar made in the very favourable 1963 season. He considered there were satisfactory sugar marketing opportunities in the immediate future.

Higher Exports

"A large increase in production will enable early attainment of a higher sugar export level with its consequent benefit to the economy generally," Mr. Hermes said.

"Increased sugar imports by Fiji in the near future will be of great importance if international sugar quotas are reviewed.

"While there is an element of risk in the future of being denied certain markets, of having to accept some setback in exports and also of the possibility of low sugar prices, it's considered these risks are outweighed by the prospects and the general desirability of expanding the industry at this time.

"In fact, the world price has fallen considerably lately, indicating that the sugar buyers of the world are rather less concerned about obtaining their requirements this year than they were."

Mr. Hermes said that a large part of the extra cane required would come from existing growers. The remainder would come from displaced efficient cane-growers wishing to re-enter the industry, and new growers. It was planned to bring into production several areas of Crown land at Nadi and Tavua.

They Tote Timber To The Territory!

THERE'S an awful lot of timber in New Guinea—but unlike Brazil's coffee, there's a shortage of it.

Such a shortage, in fact, that since Christmas, Port Moresby builders alone have imported nearly half a million super feet of it from Australia.

That's only a fraction of the total volume of timber shipped there since the shortage became acute nine months ago.

The builders blame the local sawmillers.

"They won't stockpile," they say, "with the result that when there's a fair amount of building work about they just can't meet the demand."

And the sawmillers blame the Administration. With words as cutting as their circular saws they accuse Administration of letting tenders all in one big lump, instead of spreading them over the year.

"How can we be expected to operate efficiently if one minute we can't sell a stick and the next minute we just can't cope with the orders?" they say as one.

And they have a point.

About 18 months ago, according to the P-NG Forestry Department, the Territory's sawmillers had about

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two million super feet of timber in reserve, waiting for the big construction programmes that usually begin as the new fiscal year plans materialise.

But the Government was later than usual in calling tenders, there were arguments about whether a group of 80 houses should be built in timber or aluminium, and the sawmillers got tired of waiting.

They sold the lot overseas.

But even at the best of times, argue the builders, there's usually an eight-week wait before the sawmillers can fulfil an order.

"You're inefficient, unreliable and too dear," said one Port Moresby contractor in a letter to his Rabaul supplier.

He then wrote to a New South Wales timber merchant and ordered 200,000 feet of mixed timber.

Most Port Moresby builders seem to agree it's easier to deal with Australian suppliers than those in the Territory, and no dearer.

Even some Lae and Rabaul builders have been ordering in Australia lately, and they are closer to the big mills than anyone.

Late in February, the Administration had a look at the problem after Port Moresby builders asked for more time in which to complete existing contracts on the grounds the timber shortage had caused long delays.

Acting Assistant Administrator Mr. W. F. Carter chaired a meeting of interested parties and agreed on an extension of time.

His findings were that there was a timber shortage and because of this the builders, who had no control on the situation, should be allowed the extensions they asked.

But so far nobody has come up with an answer to what seems like one of the most ridiculous situations in P-N-G.

"Taking coals to Newcastle" is a pale cliché by comparison with "Totting timber to the Territory."

Fiji Goldmines Want Further Subsidy

THE Fiji goldmining industry is seeking a further subsidy from the Government. The operations of the Emperor Gold Mining Co. Ltd. at Vatukoula have been profitable, but constantly rising costs are a worry to the management.

The company in the late 'Fifties enjoyed a subsidy of £150,000 a year, and when this ceased it was excused from the payment of Port and Customs Service Tax. Although the saving was substantial, it was many

JAPANESE IN FIJI:

People in Fiji are getting used to the idea of projects run by Japanese. One such project is experiments in the culture of pearls by Pacific Holdings Ltd., an associate company of the Japanese trading organisation, Banno. Mr. Yasuharu Tokito, of Pacific Holdings, is seen here with a MOP black lip shell, one of two types being used in experiments at Buresala, Ovalau. Below, in the course of erection, is the fish freezing plant at Levuka of Pacific Fishing Co. Ltd., another Banno associate. When it is in full production, it will freeze the fish of about 30 Japanese ships.—Photos: Stan Whippy.



thousands of pounds short of the annual subsidy.

The chief general manager of the company, Mr. N. E. Nilsen, on one of his recent regular visits to Fiji from Melbourne, said the company was concerned about the rising cost of producing gold at Vatukoula. He paid a visit to the recently-arrived Governor, Sir Derek Jakeway.

He said the price of gold had remained static since 1934 and no increase seemed likely in the immediate future to offset the rising costs. In Canada, the United States and Southern Rhodesia, goldmining companies received subsidies from their Governments.

Long-range plans for Vatukoula involve additional finance from local sources, or the introduction of further outside capital.

Mr. Nilsen made the pointed observation that Vatukoula supported a community of 6,000. There were 1,700 on the payroll and of an annual wage bill of £750,000, £600,000 went to Fiji-born workers.

He did not say publicly that it would be quite a headache to absorb all those workers in the present state of Fiji's economy, even though it is

booming at present, if Emperor pulled out. But no doubt those officials got the point.

Mr. Nilsen also gave some interesting facts about Vatukoula. Since the company started operations there in the late 'Thirties it had won 65 tons of gold, worth £26,300,000. In the same time the company, or associate companies, had spent £5,500,000 on capital and development work.

Production had now reached the stage where the output was worth about £1,500,000 a year.

But too much of that had to go back into operations, particularly in pumping water from the deeper levels was an expensive process.

P-N-G Coffee Marketing Board Members

MEMBERS of the Papua-New Guinea Marketing Board—which has been established following strong recommendations from New Guinea growers—were announced in March.

The Australian Minister for Territories, Mr. C. E. Barnes, said the new board, with its members providing managerial capacity, organising ability

COCONUT OPERATING "THEATRE"

It's all very hygienic at the Government desiccated coconut factory at Havelu, Tonga, which is now making regular shipments overseas, particularly to NZ, at about £110 a ton CIF. Growers get 2d a nut. The girls wear white dresses and cover their throats like nurses in an operating theatre.

—Photo: August Hettig.



and effective knowledge of the industry, would help establish a P-NG coffee industry on a sound basis. A preliminary meeting of members could soon consider draft regulations, financial arrangements and appointment of an executive officer. When this had been done the Coffee Marketing Board Ordinance would be brought into effect.

Members of the board will be Messrs. Bono Aganifa, Ian Downs, J. Hagon, A. L. Hurrell and Sakain. Each member would have a deputy, and these would be: Messrs. D. Falconer, Kup-Ogut, J. L. Leahy, O'So and J. Watts.

V Company Registered in Fiji

A NEW company, Fiji Television Limited, was registered in Suva in March. Mr. R. L. Munro, a Suva barrister and solicitor, said in a statement that an application for a television licence was made last October and was still under consideration by the Government.

He said the new company had a nominal capital of £150,000 divided into 600,000 ordinary shares of 5/- each.

Of this, £100,000 would be offered to the public in Fiji and the balance would be subscribed by Electronic Industries Limited, of Melbourne, which was prepared to underwrite the total capital issue.

The company's general objects were to secure a licence to operate commercial television stations within the Colony and to carry on the general business of a commercial television company, including the manufacture and assembling of television and radio components and receivers, Mr. Munro added.

Mr. Munro is vice-chairman of the new company. Sir Arthur Warner, of Melbourne, is chairman.

Other directors were announced in PIM last month (p. 123).

It is unlikely that the Government of Fiji will issue a licence for the operation of a TV station in Fiji until (a) it is considered that the introduction of such an amenity is desirable and (b) a general invitation to apply has been extended to all interests.

Interest in the Fiji idea has been shown by the Thompson newspaper group, of Britain. (This is the group that has been trying to get possession of the New Zealand newspaper, *Diminon*.) There is a Thompson organisation which specialises in the control and operation of TV stations in British colonies and territories.

Trading Notes

OIL DRILLING: Oil Search Ltd. should start drilling its next well in south-west Papua in the first week in July, directors report. The well, to be called Wuroi No. 1, will be 17 miles south-east of the Mutare No. 1 well. It will be Oil Search's third well in the Fly River area in two years.

DECIMALS: Australians in March took their first major step towards the conversion of the currency to decimal operation when owners of the 300,000 cash registers, adding machines and accounting machines that are eligible for Government conversion to decimal operation or for cash compensation began to apply for registration of their machines.

TONOLEI HARBOUR TIMBER: The P-NG Administration has accepted the tender of Development Finance Corporation Ltd., Sydney, for the exclusive rights to cut and remove all available merchantable timber, estimated to be 500 million super feet, from the Tonolei Harbour area on Bougainville Harbour.

The contract requires erection of plant and commencement of operations within 12 months.

The Stock Market

SYDNEY SALES	PRICES	
	Feb. 21	Mar. 20
Bali Plantations . . .	6/5	6/2
Burns Philp . . .	98/-	97/9
Burns Philp (SS) . . .	63/-	63/-
Choiseul Plantn. . . .	89/-	88/-
C.S.R. Co.	79/9	77/-
Dylup Plantations . . .	8/9	8/6
Fiji Industries	17/3	18/6
Hackshall's	18/9	19/-
Kerema Rubber	4/1	4/1
Koitaki Rubber	17/-	17/-
Lolorua Rubber	10/6	10/6
Makurapau Plantn. . . .	5/-	4/-
Maribol Rubber	6/10	6/-
Pacific Is. Timbers . . .	3/3	3/9
Palgrave	2/7	2/1
Plantation Holdings . . .	3/10	3/9
Queensland Insurance .	100/-	98/-
Rubberlands	5/1	4/9
Sandy Creek	6d	6d
Sangara	11d	1/2
Sogeri Rubber	7/6	8/4
Sthn. Pac. Insurance . .	32/-	33/-
Steamships Trading . . .	14/10	14/2
W. R. Carpenter	36/-	35/-
Watkins Consolidated . .	3/-	3/8

OIL AND MINING SHARES

	Dec. 4, 1958	Feb. 21, 1964	Mar. 20, 1964
		1964	1964
Emperor	b9/-	s7/1	s6/9
Loloma	b30/-	b19/6	s23/3
Bulolo G.D.	b32/-	s52/-	s56/-
N.G.G. Ltd.	b2/3	s3/-	s3/-
N.G.G. Ltd.	b9/9	s2/1	s2/-
Oil Search	s11d	s6d	s3d
Ent. of N.G.	—	s5/1	s4/2
Pac. I. Mines	—	s2/6	s2/-
Ditto Opt.	—	s6/-	s5/9
Papuan Apin.	b4/6	s65/-	s285/-
Placer Dev.	b91/-	s9 1/2d	s10d
Timor Oil	n.q.		

Sydney Stock Exchange share price index for "Ordinaries" on Mar. 20 was 369.49, on February 21, it was 376.40.

Mr. Alleyn Corbitt has arrived in Suva as manager in Fiji for BALM Paints Pty. Ltd., and ICIANZ Ltd. He succeeds Mr. Ray Ramm, who is now on long service leave after 20 years with BALM, the last two spent in Fiji.

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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 & WFHC 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. March 16 prices were: HAD £F15/12/6, FM £F52/2/6.

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 March 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. The Copra Board subsidises the price at: First Grade £6/4/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—The latest copra price available was approximately £A37 (7,400 Pac. francs), French price at that time was 880 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. Prices for second quarter, Apr.-June, 1964, is £NZ60/8/10 1st grade, £NZ59/3/10 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Mar. 20 was £Stg.190 per ton, c.i.f., Sydney.

P-N.G.: Sydney buyers on Mar. 20 reported: Quote No. 1: In store, Rabaul, export quality £190 per ton, or on wharf Sydney, according to quality: £220; quote No. 2: Best quality, on wharf Syd., £215-£220, in store, N.G. ports, £180-£185 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Mar. 18, were: Grade 1, £Stg.190; grade 2, £Stg.175, f.o.b., Apia.

COFFEE:—P.N.G.: March 23, 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 March 11 as Kenya AA £St.405-£St.477, A £St.400-£St.453, B £St.395-£St.440, C £St.384-£St.415; Bugisu AA £St.390, A £St.385, B £St.380; Tanganyika AA £St.390, A £St.385, B £St.380. On March 11 Uganda Robusta (standard) was £St.330.

PEANUTS.—P-N.G.: Sydney agents reported Mar. 23—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 Mar. 20 was: No. 1, RSS, Spot, 70¼ Straits cents per lb (29.49d Aust.).

VANILLA BEANS.—Victor Karp Tulk Co., Sydney, reported Mar. 23: White at yellow label processed, standard pack 34/-, green label 33/-, 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. Island Dry, white or brown, etc., £67/10/- (at quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on March 23: Sydney independent shell agents were Sound £750, D £500, E £300, F £190 (in store Sydney). Cook Island Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Mar. 20 indicated the following quotations: Islands producers: No. 1.—Papua—nominally £90-£95 per ton, f.o.b., Papua 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 Mar. 23: No. 1: £400 per ton, f.o.b., Rabaul. No. 2: £300 (best quality), on wharf, Sydney; or £300 f.o.b., Islands port.

CROCODILE SKINS.—On March 20 Sydney buyers quoted for 12 in. and over first grade quality as follows: P-N.G.—30/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 18/- per in. B.S.I. 24/6 (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Island 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 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Mar. 20, Philippines: in bulk, \$188 US (equal to £Stg.67/3/7) per long ton, c.i.f. UK/Nth. European ports. Malayan FMS, NQ, UK/Nth. European ports. NEW YORK: Mar. 20, Philippines: \$172.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 920 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Mar. 20, Ceylon 1% in bulk £Stg.101/5/- per ton, c.i.f. UK/North European ports. Straits, 3½% NQ c.i.f.

Rubber: LONDON, Mar. 20, c.i.f., RSS: No. 1 Spot, 20-9/16d Stg. lb. June c.i.f. 20-13/16d Stg. lb, April c.i.f., 20-11/16d Stg. lb.

(£1 Australian is equal to about 2.0 US Dollars or 10½ Rupees.)

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Trading Notes

COPRA TRENDS: February report of the P-NG Copra Marketing Board, issued in March, said that although copra prices had taken a downward slide during February it was still too perilous an occupation to attempt to predict the future. Market fluctuations were unpredictable. But world demand for edible oils was growing and there was every reason to believe prices would continue to make it worth while for producers.

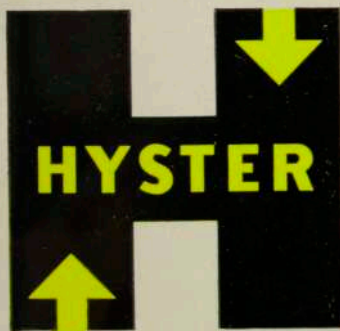
COCONUT SUBSIDY SCHEME: More than 1,600 applications have been received for subsidies under a scheme to encourage expansion of the coconut industry in Fiji.







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PACIFIC ISLANDS MONTHLY — APRIL, 1964

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DEATHS OF ISLANDS PEOPLE

George Archibald Loudon

The death occurred in Sydney recently of George Archibald Loudon, founder of Papua's first Chamber of Commerce and first planters' association. Mr. Loudon arrived in Papua in 1913, and although he retired to Sydney in 1950, he had plantation interests at Sogeri until his death.

Mr. Loudon was born in London 37 years ago. He began his career as a banker in 1904, and later worked in Portuguese East Africa and the Argentine. From 1910 to 1913, he was confidential adviser for Oceania Consolidated Co. Ltd., trustees for venture holders of British New Guinea Development Co. Ltd. Mr. Loudon was a foundation member of the Papua Club and a one-time president. He is survived by his widow, Peggy, and two daughters, one of whom married American avicemen during the war. A son, 16, was killed in a car accident in 1957.

Mr. G. F. Mitchell

Mr. George Frederick Mitchell, a descendant of an old Fiji pioneer family, died suddenly on February 22 at Qamea, a small copra island off Tavenui. He was 56. During the depression Mr. Mitchell was employed as a supercargo on a member of inter-island ships operated by Morris Hedstrom Ltd. These included the *Tui Valavala*, *Tui Kanacea*, *Tui Natewa* and *Adi Rewa*. He is survived by his widow, three daughters and four sisters.

Mother Rosa

Mother Rosa, who died at Our Lady of the Sacred Heart Convent, Kensington, Sydney, on March 5, was one of the best known members of the Catholic Mission at Yule Island, Papua. She was 72. Mother Rosa spent 40 years in the territory, teaching in Port Moresby, Yule Island and Ononge. She was among the first European women to be seen among the once fierce, warlike people of the Goilala district. Her contagious sense of humour and great warmth of character endeared Mother Rosa to all, and Sir Hubert Murray was among her early friends.

During the Pacific War, Mother Rosa's great charity was seen at its best. It extended far beyond her mission activities, and by her kindness and interest she boosted the morale of hundreds of Australian and American troops stationed at, or

passing by Yule Island. The flow of correspondence expressing gratitude continued to reach Mother Rosa up to the time of her death.

The last years of this outstanding missionary sister were spent at the Catholic Mission, Koki, near Port Moresby. Said a friend, "She was a worthy Territorian and a shining example of a true Papuan missionary."

Maud Luella Dyett

A former Pitcairn Islander, Maud Luella Dyett (nee Young), died on her 52nd birthday in Wellington, New Zealand, on February 5.

Mrs. Dyett, the daughter of Mrs. Stella Young, married Nelson Dyett in New Zealand. For several years, including the war years, they lived on Pitcairn where Mr. Dyett worked as a radio operator. They had seven children, including triplets born on Pitcairn, one of whom died.

In recent years, the Dyetts lived in New Zealand, but Mrs. Dyett paid a visit to Pitcairn last year.

John Walter Forsyth

The death occurred in Sydney on February 22 of Mr. John Walter Forsyth, a former trustee of Sydney's Mitchell Library and an authority on pre-Cook voyages to Australia and the Pacific.

Mr. Forsyth, a retired lawyer, had the distinction of having one of the last islands to be discovered in the Pacific named after him. The island is on Elizabeth Reef, north of Lord Howe Island.

The island was discovered in 1936, when Mr. Forsyth and three other men, including an ichthyologist from the Australian Museum, visited Elizabeth Reef in the schooner *Wanderer* on a natural history expedition.

The men took possession of the island in the name of King Edward VIII and named it Forsyth Land.

The ichthyologist, Mr. Norman Whitley, said at the time that Elizabeth Reef had not previously been visited since a ship was wrecked there in 1909. Forsyth Land had formed since then and was growing rapidly.

Jens Christian Andersen

The death occurred in Western Samoa on February 29 of Jens Christian Andersen, one of Samoa's oldest European residents. He was 85.

The late Mr. Andersen, who was born in Denmark, went to Samoa in 1900 as a baker and soon established his own bakery. He leaves a widow and eight children.

NG Elections

(From p. 10)

quite late in the day in P-NG it was decided that if a voter only marked number one, the vote would be valid.

Preferential voting therefore became a hit-and-miss affair, left to the whim of the voter, so that while some candidates in some areas are now going to get the benefit of preference, some others, in areas where native voters didn't bother, will, through no fault of their own, get no benefit from it at all.

It is equally true, of course, that if it had been necessary to mark ballot papers in complete order of preference, the number of informal votes would have been tremendous.

The simplest solution, which would have done away with much of the confusion, would have been to make it a first-past-the-post ballot.

The change of heart prior to the elections that decreed that voters could choose whether they voted preferential or not, has also had legal complications (see story on p. 11).

Voting was not compulsory but 65 per cent. elected to vote. The percentage was very much less than this in the special electorates which many natives regarded as "something belonging Master". According to our calculations only about half the voters on the roll cast a vote for these electorates—and over a fifth of them were those cast for Mr. Ian Downs, in the Highland electorate.

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New "Stay-in" Waves

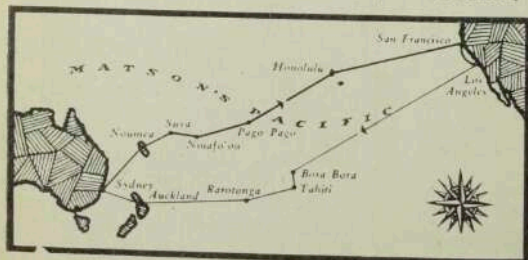
Beautiful, stylish hair sets that stay in position are here. And these new "stay-in" waves are alive with glorious highlights to make your hair prettier, more obedient, and more stylish than ever before. This is because of a new "water-clear" spray that has been produced by Delph. Delphset keeps the hair in perfect position from set to set and gives it glorious translucent loveliness. Have a new stylish hair set and ask your hairdresser to use the new Delphset or take a can home with you from your chemist.



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Some Tahiti Excursions For Those In A Hurry

Paulette Vienot of Papeete, who has 15 years of travel business behind her and is founder and manager of Tahiti Nui Travel, has mapped out some excursion variations that the tourist can take from Papeete. These give those who have only a day in Tahiti (such as passengers on *Northern Star* or *Southern Cross*) a choice of tour to suit their pockets.

HEY give visitors with more time a chance to do the island roughly.

Day Tour of Papeete: This is by private car and includes lunch at the Royal Tahitian Hotel or Hotel Pone and lasts from 11 a.m. to 10 p.m. Shops, waterfront, old colonial buildings are visited and there is time for swimming at a local beach. With four persons per car it is \$11 each.

Tour of the Island: This can be done by private car or (Thursdays only) by motor coach. All places of historic interest are visited and lunch included. With four persons in a car it costs \$17; by bus it is \$12. Extension of the car tour to Tautira and a canoe trip to The Pari (on Piti-titi or Little Tahiti), costs \$5 extra. Duration of round the island tour by car or bus is 9.30 a.m. to 4 p.m. If the extension to Tautira, etc., included departure is 8 a.m. and return to Papeete is 6 p.m.

Night Tours of Papeete: These tours include visits to Quinns, La Yvette and, if possible, a hotel where there is a Tahitian floor show. With drinks but no meal, cost is \$10 per person, four to a car; if dinner is to be included the cost is \$14.

Glass-Bottom Boat Tour: Tourists can explore the lagoon and reefs off Papeete through the glass panel in the bottom of a boat built for this purpose. A guide and native diver accompany the tour and refreshments are served on board. The tour is on Thursdays only, between 2 p.m. and 3.30 p.m. Charge is \$3.50 per person.

Le Truck Tour: A chance to travel the traditional Tahitian truck—the local version of the country bus—is available every Friday. This one is especially for ardent photographers who are given an opportunity to take pictures of net throwing, coconut tree climbing, dancing, etc. The tour lasts



from 9 a.m. to noon and the cost per person is \$6.90.

New Hotels In Fiji And Papua

NEW hotels in both Fiji and Papua opened for business recently. They are:

The Reef Lodge Hotel, at Korotoga, Fiji; and

The Lamington Hotel, Popondetta, Northern District, Papua.

While the Reef Lodge is aimed mainly at Fiji's increasingly important tourist trade, Lamington Hotel, initially anyway, will be taking up the slack in what was formerly a total lack of accommodation for the travelling public in this area. Tourists to P-N-G, however, will find this Northern District of Papua one of the most pleasant and attractive to Europeans.

Reef Lodge was formerly the home of Mr. Barry Philp, who built the New Mocambo Hotel at Nadi airport. It has been added to and offers modern accommodation to suit the discriminating tourist. Korotoga is a stretch of the most pleasant beach in Viti Levu and the new hotel is 14 miles on the Nadi side of Korolevu Beach resort. It is 60 miles from Nadi international airport and about 87 from Suva. Unfortunately, since the disastrous floods of mid-March which swept away the Sigatoka River bridge a few miles east of Korotoga, the hotel is approachable only from the Suva end of the Queen's Road.

This hotel as well as having the beach at its front door-step also has

an attractive swimming pool.

The Lamington Hotel was opened only in February. It is owned by Lamington Hotels Ltd. in which one of Papua's Big Firms, Steamships Trading Co. Ltd., has a majority shareholding.

The hotel is at Popondetta, headquarters of the Northern District. It opened with six double rooms which will be increased to 10 double rooms by the end of May. Each room has shower and toilet. Bedrooms are in detached blocks, the main building

"Pacific Islands Monthly" is a member of the Australian National Travel Association and the Pacific Area Travel Association.



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There is a daily DC3 air service (except on Sundays) between Port Moresby and Popondetta.

What To See In Port Moresby

ALTHOUGH topees are out of fashion in the South Pacific, a white topee has become the insignia of Fred Turner of Port Moresby who has gone into the conducted tour business as Turner's Tropic Tours.

He arranges full or half-day tours at £10 or £5 per car respectively and would-be clients are asked to contact him through PO Box 521, Port Moresby, or through All World Tours, Port Moresby, travel agents—and to "Look for the Man in the White Topee".

The full-day tour leaves Port Moresby at 9.30 a.m. and visits Bomana War Cemetery, the Nazareth Mission on the Laloki River, Rouna Falls, Hombrum Bluff, Sogeri rubber growing area and Sirinumu Dam.

The half-day tours cover the town of Port Moresby and its environs.



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AIR-CHARTER PLAN FOR NORFOLK IS.

Subject to further investigation the Norfolk Island Council is tentatively supporting a proposal from a Mr. Reidpath for sole air charter rights on Norfolk.

Mr. Reidpath has told the council that he would use a single-engine plane, which would be based on the island and available 24 hours a day, that the main source of income would be through tourism; and that he would not compete with Qantas or TEAL.

Mr. Reidpath added that an airstrip for light aircraft could be inexpensively built on the island.

A Holiday In Fiji For Bowlers

TOURS that combine a holiday in Fiji with an opportunity to take part in a bowling carnival are being organised in Australia by Partitout of Sydney and Adelaide in conjunction with Pan American Airways.

There are two separate tours—for men bowlers and the other for women bowlers. The Men's Bowling Carnival (wives are invited) leaves Sydney by Pan-Am on June 25 and returns on July 9. Apart from playing bowls, visits will be made to Lautoka and Korolevu as well as to Suva. All inclusive cost of tours £A230.

The women's tour leaves Sydney on July 2 and returns on July 10. This costs only £A188 and husbands can go along. (Probably the organisers can give special quotes in case where both husband and wife are bowlers and both want to stay for the whole three weeks of the South Pacific Bowling Carnival.)

Guam Welcomes Tourists

THE American mid-Pacific Territory of Guam which for so long was a US military base and a security area closed to most civilians has dropped its guard and is now in the race for tourists.

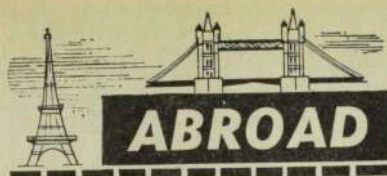
Guam is the most southerly of the Marianas but has been a US possession since the end of the Spanish American war in 1898, although the rest of the Marianas, Marshalls and Carolines have been successively German, Japanese and (after 1945) a Trusteship Territory administered by the United States. Agana is the capital.

and the island is the only free area in US territory. The Government has now established a Tourist Commission under the direction of a former executive of Hawaii Visitors' Bureau and ways are being devised of attracting a flow of Pacific tourists to the island which is a blend of modern America and old Spain.

Dominion Line ships *George An* and *Francis Drake* are already making monthly calls there on a service between Australia and New Zealand and the Far East (Hong Kong, Mosambica and Japan). Pan-American call at Guam on their Honolulu-Honolulu line.

Use for Christmas

THE P&O-Orient company's 30,000-ton vessel *Arcadia* has been sent to make the line's popular Christmas cruise this Christmas. She will leave Sydney on December 18 and return there on December 31 after calling at Auckland, NZ, Nukualofa, Vavau, Tonga, and Suva, Fiji. Festivities will include a Christmas party and traditional Christmas dinner with all the trimmings somewhere at sea between Tonga and Samoa. Fares range from £A103 (tourist) to £A142 (first class).



"Wales" Has New West End Home

PRACTICALLY every Australian and New Zealand visitor to London in the last 28 years has crossed the threshold at the Bank of New South Wales, 47 Berkeley Square.

All were sorry to learn that because their number had grown too many for the premises, this branch was removed to Sackville Street, off Piccadilly, in mid-March. The new premises will cope with the flood of Down Under visitors but many will miss the friendly associations of the historic building on the Square where nightingales might once have sung—even though it was necessary to crowd six deep round the letter-counter in the summer.

Berkeley Square, in the heart of London's West End, was once part of the gardens of Berkeley House, built by the first Lord Berkeley early in the 18th century and No. 47 was almost as old as the Square. It was

built in 1745.

Because late in the 18th century it became the home of John, 2nd Earl of Chatham and of William Pitt, England's youngest Prime Minister, it is regarded as an historic building, like that further up the Square where Clive of India once lived.

For this reason no additions to the building were permitted and to accommodate the increasing number of customers and inquirers after letters, travel information and friends, new premises were necessary.

The Bank of NSW opened at No. 47 in 1936. During the war it became the rendezvous of Australian and New Zealand servicemen and in the years since has provided the same service for Australasian businessmen, tourists and thousands of youngsters on working or hitch-hiking holidays in Europe.

By Sea To Singapore

Those headed towards Malaysia from Australia might like to consider doing the trip by sea. The Blue Funnel Line has just added the ultra modern, 20 knot, 8,000 ton cargo passenger liner *Centaur* on the Western Australian-Malaysia run, providing a three-weekly service between Fremantle and Singapore for up to 200 tourists. It's comfort plus.



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

For All Your Travel Requirements Consult the

NELSON & ROBERTSON TRAVEL SERVICE

197 Clarence Street, Sydney,
OR

Our Territory Agents: RABAU TRADING CO. LTD., LAE—MADANG—RABAU



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: Late April (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 transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana early May (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: Late July (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 Talohoe, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Oceanien: Papeete Apr. 15-18, Vila Apr. 25-28, Noumea Apr. 27-30, arr. Sydney May 3.

Tahitien: Papeete May 20-23, Vila May 30-31, Noumea June 1-4, arr. Sydney June 7.

Next outwards voyages, ex-Sydney:

Oceanien: Dep. Sydney May 6, Noumea May 9-12, New Hebrides May 13-21, Noumea May 22, Papeete May 28-June 1, Talohoe June 4.

Tahitien: Dep. Sydney June 10, Noumea June 13-16, New Hebrides June 17-25, Noumea June 26, Papeete July 2-6.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Apr. 17, May 8.

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 May 28-30, Wellington June 2-4, Fiji June 8, Papeete June 12-13, thence via Panama to Southampton, arr. July 6.

Southern Cross: From Southampton (UK), via Panama, at Tahiti June 19-20, Fiji June 25, Wellington June 29-July 1, arr. Sydney July 4, thence via South Africa to Southampton, arr. Aug. 10.

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 May 1 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-8311).

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: May 7, June 18, July 30 (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: May 9 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Apr. 14 (approx.).

● 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.

Bulolo sails about every six weeks Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: May 15 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Apr. 21 (approx.).

Braeside sails about every four weeks from Sydney for Singapore and calls for cargo inducement offering) at Pt. Moresby (Papua) and Indonesian ports. Next Sydney sailing: June 10.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Soochow: Leaves Sydney about every four weeks for Brisbane, Pt. Moresby, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Apr. 24 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailing: Apr. 30 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), Spring Street, Sydney (BU 4701).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailings: Apr. 17, May 1 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: May 4 (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 Apr. 1, Sydney Apr. 8, Brisbane Apr. 12, Pt. Moresby Apr. 17, Lae Apr. 22, Madang Apr. 24, Rabaul Apr. 27.

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.

Milos: From Hong Kong and Manila, dep. Madang Apr. 23, Lae Apr. 25, Rabaul Apr. 26, Honiara Apr. 28, Vanikoro May

rr. Brisbane May 6, Sydney May 10,
ce Adelaide and Melbourne.
elos: From Adelaide and Melbourne,
Sydney Apr. 24, arr. Brisbane Apr.
7, due Rabaul May 1-2, Lae May 3-4,
ang May 5-6, thence Hong Kong
Manila.
etails from Wilh. Wilhelmsen Agency,
Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels
ing and Anshun call at Pt. Moresby,
ua, on their way north from Sydney
Hong Kong. Next vessel:
anking: Dep. Sydney Apr. 20 for Bris-
e Apr. 22-25, Pt. Moresby Apr. 29-
1, thence Manila and Hong Kong.
etails from Swire and Yull Pty. Ltd.,
nts, 8 Spring St., Sydney (BU 4701).

ominion Navigation Co. Ltd. (UK)
sels maintain monthly service between
ney and Japan (via Manila, Hong
ng and Keelung), return via Guam
Rabaul.

Francis Drake: Dep. Sydney Apr. 8,
Brisbane Apr. 10, Manila Apr. 22,
ng Kong Apr. 25, Japan May 4,
am May 15, Rabaul May 20, Sydney
y 27.

George Anson: Dep. Sydney May 9,
Brisbane May 11, Manila May 23,
ng Kong May 26, Japan June 4,
am June 15, Rabaul June 20, Sydney
e 27.

Details from H. C. Sleigh Ltd., 115
rk Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's
anje sails irregularly from Sydney for
urope, 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
rvice.

Details from Royal Interocean Lines, 261
eorge St., Sydney (2-0573).

Europe-Tahiti-New Caledonia BSI-P-NG-West NG

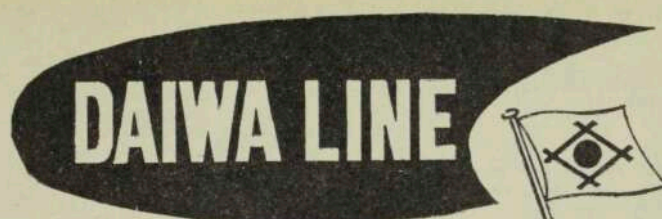
A regular service from the Continent
and UK, via Panama, to Tahiti, New
aledonia, BSI, P-NG and West NG is
perated jointly by Nederland Line Royal
utch Mail and Royal Rotterdam Lloyd.

Bengkalis (SMN): From Continent and
ondon, arr. Papeete Apr. 13, Noumea
pr. 21, Tarawa (Betio anchorage) Apr.
6, Honiara Apr. 28, Pt. Moresby May
1, Rabaul May 3, Lae May 5, Madang
May 7, Alexishafen May 8, Wewak May
1, Kota Baru May 10, Biak, Manokwari,
orong.

Details from Royal Interocean Lines,
61 George St., Sydney (2-0573).

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; re-
turn to France via Australian coastal
ports.



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAIKO MARU", Voy. No. 11

JAPAN March 30

GUAM April 15

APIA April 29

PAGO PAGO April 30

† NUKUALOFA

SUVA May 4

LABASA May 5

LAUTOKA May 6-7

NOUMEA May 11

VILA May 14

SANTO May 15

HONIARA May 19

† Acceptable subject to transhipment with through B/L.

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.

● PIM's shipping and airways timetables are correct to time of publication.

Next sailings from Sydney: Ventoux Apr. 6 (Noumea Apr. 12); Vosges May 4 (Noumea May 10).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Godavery (Papeete June 11, Vila June 23, Noumea June 27, Australia July 5).

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 Neck calls at Lautoka Apr. 29, Suva Apr. 30; Van Cloon calls at Lautoka June 21, Suva June 23.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

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.

Chengtu: From Japan and Hong Kong due Rabaul Apr. 7, Madang Apr. 11, Lae Apr. 15, Samarai Apr. 19, Pt. Moresby Apr. 25, Santo Apr. 29, Vila May 2, Suva/Lautoka May 5, Noumea May 12, thence to Japan, arr. June 1.

Herbjorn: From Japan and Hong Kong, due Rabaul May 25, Pt. Moresby June 2, Suva/Lautoka June 7, Noumea June 14, thence to Japan, arr. July 6.

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, Kota Baru (opt.), Apia, Pago Pago, Nukualofa (opt.), Suva, Levuka, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Current voyage: Daiko Maru dep. Japan Mar. 30.

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: May 5, June 2.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Apr. 21, June 23.

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, some instances, Guam. Next voyages:

Crusader: Dep. Auckland Apr. 7, f. Noumea Apr. 10, Pt. Moresby Apr. 1, thence Singapore, Pt. Swettenham, Manila and Hong Kong.

Port Montreal: Dep. Auckland May, f. Guam (arr. May 16) and thence to Japan.

Details from Shaw, Savill Line, agent, 101 Queen St., Auckland. (Tel.: 30-310).

New Zealand-Tahiti

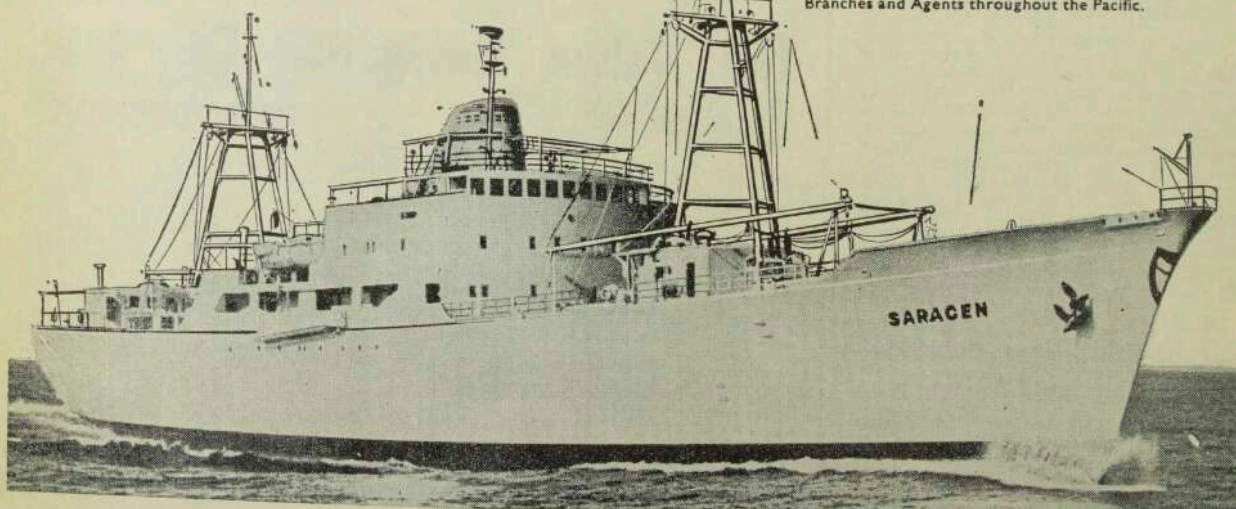
New Zealand Shipping Co. Ltd. vessels operating between NZ and UK, via

The Pacific's Most Modern Cargo Fleet . . .

23

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.

ama, make a call every two months
Tahiti, northbound and southbound.
Next northbound voyage: Remuera,
Wellington Apr. 24, due Papeete
29.

Next southbound voyage: Rangitane
London, due Papeete Apr. 22.
Details from NZ Shipping Co. Ltd.,
Whomhouse Quay, Wellington, NZ.

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a
cargo and passenger service between
Tonga, Samoa and Fiji (Suva, Lautoka,
Nassau, Rotuma) with MV Aoni. Calls
also made as required at Apia (W.
Samoa) and Pago Pago (Am. Samoa).
A round in Suva is usually two days.
The Agents there are W. R. Carpenter
(S) Ltd.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained
by Conference vessels, sailing at regular
monthly intervals out of London, via
Panama, for Apia, Suva and Lautoka,
Nassau, Gwyn and Co., Ltd., act as Load-
Brokers in London.

Next sailings, ex-London: Apr. 23, May

UK-Papua-NG-BSI

Bank Line operates a direct service from
London to P-NG and BSI, vessels going
to Australia for cargo-loading and
returning to UK via Suez. Next vessels:

Marchbank: From Continent and
London, arr. Pt. Moresby Apr. 29,
Samarai May 2, Lae May 4, Madang
May 7, Wewak May 9, Rabaul May 11,
Dara May 15.

Keybank: From Continent and London,
Pt. Moresby May 22, Samarai May
Lae May 26, Madang May 29, Wewak
May 31, Kavieng June 2, Rabaul June 4,
Dara June 8.

Details from Bank Line (A/asia.) Pty.
269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji- Australia

Matson-Oceanic Line operates a five-
times weekly passenger-cargo service from Los
Angeles with the Sonoma, Sierra and
Tura. Terminal ports, in Australia,
with cargoes offering. Vessels call
Papeete, Pago Pago, Suva, Sydney,
Bane, etc.

Next trans-Pacific sailing: From Bris-
bane, Ventura Apr. 13 (approx.); Sonoma
May 20 (approx.).

Details from Matson Lines, 82 Elizabeth
Sydney (BU 4272).

American Pioneer Line ships on US
Pacific Coast-Panama-Sydney service
with periodical calls at Tahiti on south-
bound voyage. Next Papeete calls:
Pioneer Surf Apr. 10; Pioneer Gem June

Details from W. H. Willems Agency,
Bridge St., Sydney (BU 6301).

Australia-NZ-Fiji-Canada-USA

	CANBERRA	ORIANA	ARCADIA	ORSOVA
SYDNEY	depart May 3	June 22	Sept. 14	Nov. 16
AUCKLAND	arr/dep May 6	June 24-25	Sept. 17	Nov. 19
SUVA	arr/dep May 12	June 27	Sept. 20*	Nov. 22
HONOLULU	arr/dep May 16-17	July 1	Sept. 26	Nov. 27
VANCOUVER	arr/dep May 19-21	July 5-6	Oct. 1-2	Dec. 2-3
SAN FRANCISCO	arr/dep May 22	July 9-10	Oct. 4-5	Dec. 5-7
LOS ANGELES	arr/dep May 22	July 11	Oct. 6	Dec. 8
HONOLULU	arr/dep thence via	thence via	thence via	Dec. 13
SUVA	arr/dep West Indies	West Indies	West Indies	Dec. 20
AUCKLAND	arr/dep to UK	to UK	to UK	Dec. 23
SYDNEY	arrive			Dec. 26

* Thence to Pago Pago, arr. Sept. 21.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

	MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart Mar. 18	Apr. 12	May 3	May 28
LOS ANGELES	arr/dep Mar. 19	Apr. 13	May 4	May 29
BORA BORA	arr/dep Mar. 27	Apr. 21	May 12	June 6
PAPEETE	arr/dep Mar. 28-31	Apr. 22-24	May 13-15	June 7-9
RAROTONGA	arr/dep Apr. 1	Apr. 25	May 16	June 10
AUCKLAND	arr/dep Apr. 6-7	Apr. 30-May 1	May 21-22	June 15-16
SYDNEY	arr/dep Apr. 10-13	May 4-7	May 25-28	June 19-22
NOUMEA	arr/dep Apr. 16	May 10	May 31	June 25
SUVA	arr/dep Apr. 18	May 12	June 2	June 27
NIUAFOOU	arr/dep Apr. 19	May 13	June 3	June 28
PAGO PAGO	arr/dep Apr. 19	May 13	June 3	June 28
HONOLULU	arr/dep Apr. 24-25	May 18-19	June 8-9	July 3-4
SAN FRANCISCO	arrive Apr. 30	May 24	June 14	July 9

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

USA-Tahiti-Samoa-Fiji- New Caledonia

Pacific Islands Transport Line's vessels
Thorsisle and Thor I maintain approx-
imately six weeks service from West Coast
Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco Mar. 31,
Los Angeles Apr. 3, arr. Papeete Apr. 13,
Pago Pago Apr. 19, Apia Apr. 23, Suva
Apr. 27, Noumea Apr. 30, Santo May 4,

Apia (open), dep. Pago Pago May 11 for
Los Angeles, arr. May 24, San Francisco
May 27.

Thorsisle: Dep. San Francisco May 14,
Los Angeles May 19, arr. Papeete May 30,
Pago Pago June 6, Apia June 10, Suva
June 15, Noumea June 18, Apia (open),
dep. Pago Pago June 23, for Los Angeles,
arr. July 7, San Francisco July 11.

Details from General Steamship Cor-
poration 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 transshipments for Vavau and
Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau,
Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Sydney-Brisbane-Honolulu-

Nth. America

By Qantas Empire Airways, with
Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. every
Sat., arr. Brisbane 6.15 p.m., dep.
Brisbane 7 p.m., arr. Honolulu 7.30
a.m. Sat. Dep. 9 a.m., arr. San
Francisco 3.40 p.m.

SOUTHBOUND

Weekly from San Francisco, dep. 8 p.m.
every Sat., arr. Honolulu 11 p.m.,
dep. 11.59 p.m. Sat. Arr. Brisbane
5 a.m. Mon., dep. Brisbane 5.45 a.m.,
arr. Sydney 7.05 a.m.

Sydney-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, Apr.
24, May 8, 22, June 5, 19, 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.: Apr. 25,
May 9, 23, June 6, 20, etc.) Honolu-
lulu, Nadi (arr. 6.55 p.m., dep. 7.45
p.m.), Sydney (arr. 9.50 p.m.).
(International Dateline is crossed be-
tween Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Apr. 18, May 2, 16, 30, June
13, 27, 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. (Apr. 21, May 5, 19, June 2,

16, 30, etc.): Dep. Auckland 1.05 p.m.
for Sydney (arr. Tues. 3.35 p.m.).
(International Dateline crossed between
Nadi-Honolulu.)

Sydney-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. Bris-
bane 1.20 p.m.
Sun.: Dep. Brisbane 1 p.m., arr. Auck-
land 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., Thurs.: 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., Fri., Sun.: Dep. Auckland 1.30
p.m., arr. Sydney 3.35 p.m.
Wed., Sun.: Dep. Sydney 4.30 p.m., arr.
Auckland 10.15 p.m.
Sat.: Dep. Sydney 9.45 a.m., arr. Auck-
land 3.30 p.m.
Sat.: Dep. Auckland 4.30 p.m., arr.
Sydney 6.35 p.m.
Mon., Thurs.: Dep. Auckland 8 p.m., arr.
Sydney 10.05 p.m.
Tues., Thurs., Fri.: Dep. Sydney 12.30
a.m., arr. Auckland 6.15 a.m.

BOAC, with Comet IV's.

Mon., Thurs.: Dep. Auckland 8 p.m.,
Sydney 10.05 p.m.
Tues., Thurs., Fri.: Dep. Sydney 1
a.m., arr. Auckland 6.15 a.m.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II

Daily, except Mon., Sun.: Dep. Syd
12.15 p.m., arr. Christchurch 6 p.
Daily, except Mon., Sat.: Dep. Chr
church 7.30 p.m., arr. Sydney
p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II

Daily: Dep. Sydney 9.30 a.m.,
Wellington 3.25 p.m.
Daily: Dep. Wellington 4.30 p.m.,
Sydney 6.50 p.m.

Sat.: Dep. Sydney 12.30 a.m.,
Wellington 6.25 a.m. Dep. Wellin
8 a.m., arr. Sydney 10.20 a.m.

Wellington-Brisbane

TEAL, with Electra Mk. II

Sun.: Dep. Wellington 9.15 a.m.,
Brisbane 12.05 p.m.
Sat.: Dep. Brisbane 2.15 p.m.,
Wellington 8.35 p.m.

Wellington-Melbourne

TEAL, with Electra Mk. II

Sat.: Dep. Wellington 8.45 a.m.,
Melbourne 11.45 a.m.
Fri.: Dep. Melbourne 12.30 p.m.,
Wellington 7 p.m.

AUSTRALIA-PACIFIC ISLANDS

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flyi
boats).

Return flight from Rose Bay base ev
Tues. and Sat. Departure time fr
Sydney is dependent on time of h
tide at Lord Howe Is.

Sydney-New Caledonia

QANTAS-UTA with Electra

Thurs.: Dep. Sydney 10.30 a.m.
Noumea (arr. 3 p.m.), dep. 4.10 p
for Sydney, arr. 7 p.m.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Airera

Fri.: Dep. Sydney 8 a.m., arr. NI 2
p.m. Flight extends NI-Auckland-
(See "Inter-Territory Services").
Sun.: Dep. NI 2.45 p.m., Sydney arr. 6
p.m.

Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett-Al
operate from Sydney to Lae and retu
with DC6B's. TAA runs the servi
Mondays, Wednesdays, Fridays a
Saturdays; Ansett-ANA Sundays, Tue
days, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 9.
p.m., arr. Brisbane 11.50 p.m. De
Brisbane 12.40 a.m. next day, arr. I

PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

Moresby 6.10 a.m., dep. Pt. Moresby a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., arr. Brisbane 11.35 p.m., dep. Brisbane 12.25 p.m. Sat., arr. Pt. Moresby 6 p.m., dep. Pt. Moresby 6.45 a.m., arr. Lae 7.45 a.m.

Int-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 a.m.

SOUTHBOUND

Int-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.

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 10 p.m.

Qld.-Papua-New Guinea

with Fokker Friendship Prop-Jet

Mon.: Dep. Townsville 1.50 p.m., arr. Cairns 2.45 p.m., dep. 3.50 p.m., arr. Pt. Moresby 6.10 p.m. (Apr. 13, 7, May 11, 25, June 8, 22, etc.).

Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., arr. Cairns 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (Apr. 15, 29, May 13, 27, June 10, 24, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Int., with Fokker Friendship Prop-Jet
Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Apr. 18, May 2, 6, 30, June 13, 27, etc.).

Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Apr. 19, May 3, 17, 31, June 14, 28, etc.).

INTER-TERRITORY SERVICES

Fiji-Am. Samoa

PAA, with DC7C Aircraft

: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 p.m. Sat.

: Dep. Pago Pago 4 p.m., cross International Dateline, arr. Nadi 6.10 p.m. Tues.

Fiji-Am. Samoa-NZ

TEAL, with Electra Mk. II.

: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m. Mon. Dep. Nadi 2 a.m., cross International Dateline, arr. Pago Pago Sun. 5.45 a.m.

Sun.: Dep. Pago Pago 10 a.m., cross International Dateline, arr. Nadi Mon. 11.40 a.m. Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon. and alternate Thurs. (Apr. 16, 30, May 14, 28, 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. (Apr. 18, May 2, 16, 30, 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: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

Tues., 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.

Mon.: Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

* Wed., Thurs., flights ex-Auckland, and Sat., flights ex-Nadi are operated by Qantas under charter to TEAL.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Apr. 16, 30, May 14, 28): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Apr. 18, May 2, 16, 30): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Apr. 25, May 9, 23): Dep.

Suva 7 a.m., arr. Nukualofa 11.15 a.m., dep. Nukualofa 12 noon, arr. Suva 2.15 p.m.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Apr. 23, May 7, 21, June 4, 18, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Apr. 22, May 6, 20, June 3, 17, etc.).

Alt. Thurs. (Apr. 23, May 7, 21, June 4, 18, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (Apr. 24, May 12, 26, June 9, 23, 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. 9.30 a.m., Los Angeles, arr. 7.25 p.m., and alt. Wed. 10 a.m., Los Angeles, arr. 7.55 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

Tues., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

New Caledonia-NZ

TEAL, with Electra Mk. II's

Tues.: Dep. Noumea 2 p.m. for Auckland, arr. 6.45 p.m.

Tues.: Dep. Auckland 10.30 a.m. for Noumea, arr. 12.45 p.m.

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Suva

New Caledonia-Wallis Island

UTA, with DC4 Aircraft
Monthly service (second Saturday)
Sat. (Apr. 11, May 9, June 13, etc.):
Dep. Noumea 11 p.m. for Wallis Is.
(arr. Sun. 6.30 a.m.).
Tues. (May 12, June 9, etc.): Dep. Wallis
Is. 4.45 p.m., Noumea arr. 10.15 p.m.

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)
Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45
p.m.
Sat., Apr. 18: Dep. NI 2.15 p.m., arr.
Auckland 6 p.m.
Sun.: Dep. Auckland 10.30 a.m., arr. NI
1.30 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.
Alt. Mon.: Dep. Lae (DC3) 6 a.m. for
Rabaul, Buka, Munda, Yandina,
Honiara, arr. 4.20 p.m. (Apr. 20, May
4, 18, June 1, 15, 29, etc.).
Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m.
for Yandina, Munda, Buka, Rabaul,
Lae, arr. 3.45 p.m. (Apr. 22, May
6, 20, June 3, 17, etc.).
Alt. Tues.: Dep. Lae (Fokker) 9 a.m.
for Rabaul, Buka, Munda, Honiara
arr. 4.20 p.m. (Apr. 14, 28, May 12,
26, June 9, 23, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45
a.m. for Munda, Buka, Rabaul, Lae
arr. 12 noon (Apr. 15, 29, May 13,
27, June 10, 24, etc.).

P-NG - West NG

TAA, with DC3 Aircraft
Alt. Tues. (Apr. 14, 28, May 12, 26, June
9, 23, etc.): Dep. Lae 10 a.m. for
Madang, Wewak, Kota Baru, arr. 2.35
p.m.
Alt. Wed. (Apr. 15, 29, May 13, 27, June
10, 24, etc.): Dep. Kota Baru 11.35
a.m. for Wewak, Madang, Lae, arr.
5.05 p.m.

BIAK (WEST NG)-LAKE
Garuda Indonesian Airways (DC3).
Alt. Tues. (Apr. 21, May 5, 19, June 2,
16, 30, 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. (Apr. 22, May 6, 20, June
3, 17, 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. (Apr. 16, 30, May 14, 28,
June 11, 25, etc.): Dep. Papeete 4 p.m.
for Honolulu, arr. 9.35 p.m.
Alt. Thurs. (Apr. 16, 30, May 14, 28, June
11, 25, 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. (Apr. 22, May, 6,
20, June 3, 17, etc.): Fri. dep. Papeete

9.30 a.m. for Los Angeles, arr.
p.m. Alt. Wed. dep. Papeete 10
for Los Angeles, arr. 7.55 p.m.

Sat. and alt. Thurs. (Apr. 23, Ma
21, June 4, 18, etc.): Dep. Los An
1 a.m. for Papeete, arr. 7.30 a.m.

**Pan American Airways, with
Intercontinental Jet Clippers**
Sat.: Dep. Los Angeles 9 a.m.,
Honolulu 1.45 p.m., arr. Papeete
p.m.

Sun.: Dep. Papeete 9.15 a.m.,
Honolulu 4.15 p.m., arr. Los An
11.15 p.m.

W. Samoa-Am. Samoa

**Polynesian Airlines Ltd., with
DC3 Aircraft**

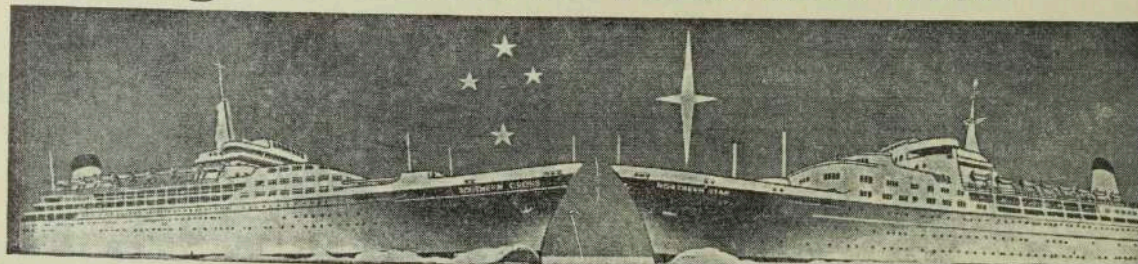
Between Western Samoa and Amer
Samoa—flight time: 45 minutes.
Dep. Faleolo (W. Samoa): Sun. 8
Mon. 8 a.m., 2 p.m.; Wed. 8
Thurs. 3 p.m.; Sat. 3 p.m.

Dep. Pago Pago (American Samoa):
9.15 a.m.; Mon. 9.15 a.m., 3.15 p
Wed. 9.15 a.m.; Thurs. 4.30 p.m.;
4.30 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC
Between Western Samoa and
Islands (Aitutaki and Rarotonga).
Dep. Faleolo 8 a.m. each Friday,
Aitutaki 2 p.m., dep. 2.30 p.m.,
Rarotonga 3.35 p.m.

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Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

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Durban, Fremantle, Melbourne, Sydney, New
Zealand. Occasional calls, Miami (Pt. Everglades),
Bermuda, Lisbon.

SHAW SAVILL LINE

Rarotonga 7 a.m. every Sat., arr. Aitutaki 8.05 a.m., dep. Aitutaki 8.50 p.m., arr. Faleolo 1.20 p.m.

W. Samoa-Fiji

Olympian Airlines Ltd., with DC3
Wed. (Apr. 15, 29, May 13, 27, etc.):
dep. Faleolo 11 a.m., arr. Nausori
(Suva) next day 2.10 p.m. Dep.
Nausori alt. Fri. (Apr. 17, May 1, 15,
etc.) 8 a.m., arr. Faleolo alt.
Thurs. (Apr. 16, 30, May 14, 28, etc.)
10 p.m.
Agents: Gold Star Transport Co. Ltd.,
R. E. Pritchard, Pago Pago.

INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and
Drover Aircraft

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
1.15 p.m., arr. Nadi 3.45 p.m., dep. Nadi
10 p.m., arr. Suva 5 p.m.—all Heron
flights.

Nadi: Dep. (Drover) Suva alt. Wed.
10.05 p.m., arr. Nadi 3.55 p.m. (Apr.
2, May 6, 20, June 3, 17, etc.).

Suva: Dep. (Drover) Nadi alt. Thurs.
1.15 a.m., arr. Suva 7.05 p.m. (Apr.
3, May 7, 21, June 4, 18, etc.).

Labasa-Suva: Dep. 11 a.m. Wed.,
Thurs., Fri. and Sat.

Labasa-Savusavu-Labasa-Suva: Dep.
11 a.m. Tues.

Savusavu-Matei-Suva: Dep. 11 a.m.
Mon.

Ura-Savusavu-Suva: Dep. 7.20 a.m.,
Wed.

Savusavu - Labasa - Savusavu -
Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Ura-Suva: Dep. 7.20 a.m., Sun.

Labasa-Matei-Labasa-Suva: Dep. 11
a.m. Mon.

Matei-Labasa-Matei-Suva: Dep. 11
a.m. Fri.

Savusavu-Suva: Dep. 11 a.m., Wed.
Details from Fiji Airways, Ltd., Victoria
ade, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles
du Vent), Society Islands.

Sat.: Dep. Papeete 8 a.m., Raiatea,
arr. 8.55 a.m., dep. 9.20 a.m., Bora
Bora, arr. 9.40 a.m.

S.: Dep. Papeete 7 a.m., Raiatea, arr.
8 a.m., dep. 8.20 a.m., Bora Bora,
arr. 8.40 a.m.

d.: 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.

rs.: Dep. Papeete 8 a.m., Bora Bora,
arr. 9.10 a.m.

: Dep. Papeete 8.45 a.m., Raiatea,
arr. 9.40 a.m., dep. 10.50 a.m., Bora
Bora, arr. 10.25 a.m.

n., 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.

es.: Dep. Bora Bora 9 a.m., Rangiroa,
arr. 11 a.m., dep. 3.15 p.m., Papeete,
arr. 4.45 p.m.

ed.: 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.

Thurs.: Dep. Bora Bora 5.30 p.m., Papeete,
arr. 6.40 p.m.

Details from RAI, Qual Bir Hakeim,
Papeete, 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 2.30 p.m. for Mare,
Noumea, arr. 4.30 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep.
Noumea 8 a.m. for Lifou, Noumea,
arr. 10 a.m. Mon. dep. Noumea 8
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.

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
Aneltyum, 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. (Apr. 14, 28, May
12, 26, June 9, 23, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr.
10.55 a.m. (Apr. 14, 28, May 12, 26,
June 9, 23, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae
arr. 12 noon (Apr. 15, 29, May 13,
27, June 10, 24, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for
Daru, returning same day via Balimo,
arr. 2.25 p.m. (Apr. 17, May 1, 15,
29, June 12, 26, etc.).

PT. MORESBY-WEST, PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema,
Baimuru, Kikori, Palbuna, Kerema, Pt.
Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for
Daru, D'Albert's Junction, Lake
Murray, arr. 1.25 p.m. (Apr. 23, May
7, 21, June 4, 18, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for
Daru, Pt. Moresby, arr. 11.40 a.m.
(Apr. 24, May 8, 22, June 5, 19,
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. (Apr. 20, May
4, 18, June 1, 15, 29, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m.
for Samarai, Deboyne, Samarai, Pt.
Moresby, arr. 4.30 p.m. (Apr. 27, May
25, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m.
for Samarai, Pt. Moresby, arr. 4.30
p.m. (Apr. 13, May 11, etc.).

LAE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU 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., Wapena-
munda, 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-RABAU-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m.,
arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m.,
arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot
Bay, Hoskins, Talasea, Kandrian, 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-FINSCHHAFFEN-LAE (Cessna)

Tues.: Dep. Lae 7 a.m. for Finsch-
hafen, Lae, arr. 8.15 a.m.

RABAU-BUIN-RABAU (DC3)

Wed., Fri.: Dep. Rabaul 8 a.m. for
Buka, Wakunai, Aropa, Buin, Kieta,
Wakunai, Buka, Rabaul, arr. 3.40 p.m.

RABAU-TALASEA-RABAU
Tues.: Dep. Rabaul 12.30 p.m. for Hoskins,
Talasea, Rabaul, arr. 3.45 p.m.

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with DC3's (unless otherwise shown)

Mon.: Dep. Lae 6.30 a.m. for Goroka,
Madang, Rabaul, arr. 11.35 a.m.
Dep. Goroka 7.45 a.m. for Kainantu,
Lae, Wau, Pt. Moresby, Wau, Lae,
Goroka, Mt. Hagen, arr. 5 p.m.

Tues.: Dep. Rabaul 7 a.m. for Wewak,
Madang, Goroka, Lae, arr. 3 p.m.

Wed.: Dep. Lae 6.30 a.m. for Goroka,
Madang, Wewak, Momote, Kavieng,
Rabaul, arr. 4 p.m.

Dep. Lae 8.55 a.m. for Goroka,
Madang, Wewak, arr. 12.15 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr.
12 noon.

Dep. Rabaul 5.45 a.m. for Lae, arr.
8.25 a.m.
Dep. Madang 7 a.m. for Goroka, Lae,
arr. 8.45 a.m.

Dep. Mt. Hagen 6.30 a.m. for Banz,
Goroka, Wau, Pt. Moresby, Wau, Lae,
Goroka, Madang, arr. 3.45 p.m.

Dep. (Piaggio) Wewak 6.15 a.m. for
Goroka, Wewak, Vanimo, Wewak, arr.
2.45 p.m.

Dep. Madang 8 a.m. for Mt. Hagen,
Banz, Minj, Madang, arr. 11.45 a.m.

Dep. (Piaggio) Goroka 8.15 a.m. for
Mt. Hagen, arr. 8.50 a.m.

Dep. (Piaggio) Mt. Hagen 6.30 a.m.
for Banz, Goroka, arr. 7.30 a.m.

Dep. (Piaggio) Wewak 8.30 a.m. for
Lumi, Nuku, Wewak, arr. 11.05 a.m.

Dep. (Piaggio) Wewak 1 p.m. for
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, Woiwape, Tapini, Bereina,
Kairuku, Aroa (opt.), Rorona (opt.),
Pt. Moresby, arr. 1.30 p.m.

Dep. (Piaggio) Pt. Moresby 8.20 a.m.
for Tapini, Woiwape (opt.), Pt. Moresby,
arr. 9.50 a.m. (30 min. later if call
made at Woiwape).

FIVE-YEAR PLAN FOR ROTUMA

A five-year development plan
being drawn up for Rotuma, Fiji
only dependency, about 400 mil
north-west of Suva.

This follows a visit to the island
in February of a development team
including land, public works and
agricultural experts.

Three sub-committees of the Rotu-
man Island Council discussed ag-
culture, communications and water
supplies with appropriate members
of the team.

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, Ballimo, Daru, Pt. Moresby,
arr. 1.50 p.m.

Dep. (Piaggio) Pt. Moresby 11 a.m.
for Cape Rodney, Paili (opt.),
Moresby, arr. 12.50 p.m. (20 min.
later if call made at Paili).

Dep. (Piaggio) Pt. Moresby 10.30 a.m.
for Woiwape, 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,
3.35 p.m. (35 min. later if call made
at Rorona and Aroa).

Wed.: 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 Tapini, Woiwape, Pt. Moresby,
arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m.
for Rorona, Aroa, Kairuku,
Moresby, arr. 3.35 p.m.

Dep. (DC3) Pt. Moresby 11.15 a.m.
for Bereina, Pt. Moresby, arr. 2 p.m.

Thurs.: (Piaggio) Dep. Pt. Moresby 8
a.m. for Woiwape, 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,
3.35 p.m. (35 min. later if call made
at Rorona and Aroa).

Alt. Thurs. (Apr. 9, 23, May 7, 21, etc.)
Dep. (DC3) Pt. Moresby 7 a.m. for
Popondetta, Embi, Wanigela, Vivigava,
Losula, Popondetta, Pt. Moresby, arr.
1.45 p.m.

(Apr. 16, 30, May 14, 28, etc.): Dep.
(DC3) Pt. Moresby 7 a.m. for
Popondetta, Pt. Moresby, arr. 9 a.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m.
for Popondetta, Pt. Moresby, arr. 9
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, Woiwape, Pt. Moresby, arr.
10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m.
for Rorona, Aroa, Kairuku, Pt. 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 Woiwape, Tapini, Pt. Moresby, arr.
10.30 a.m.

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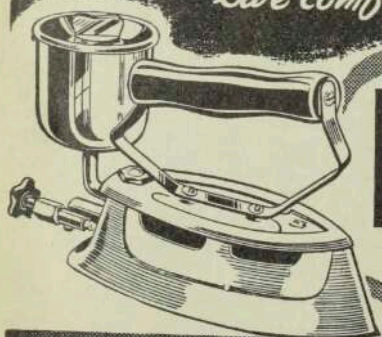
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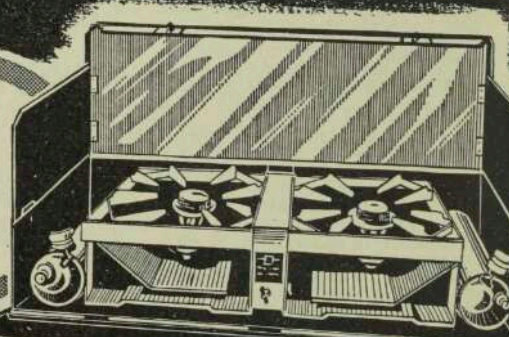
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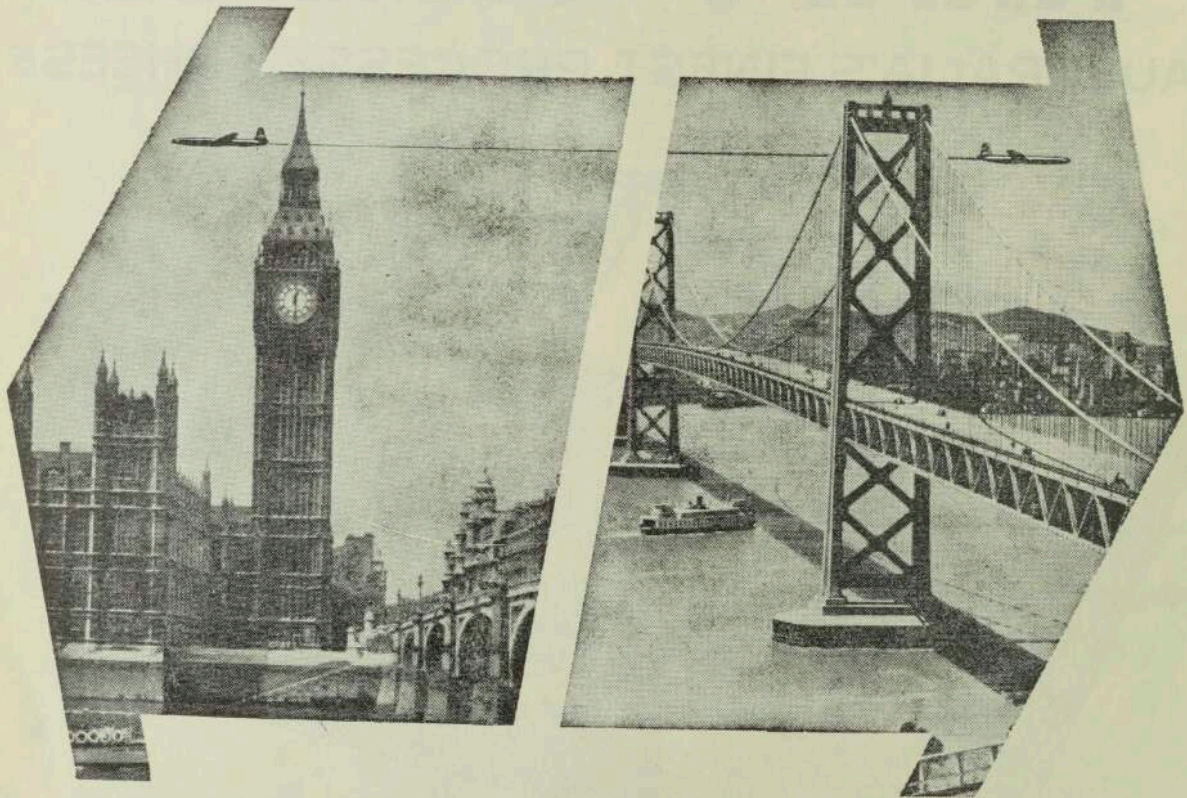
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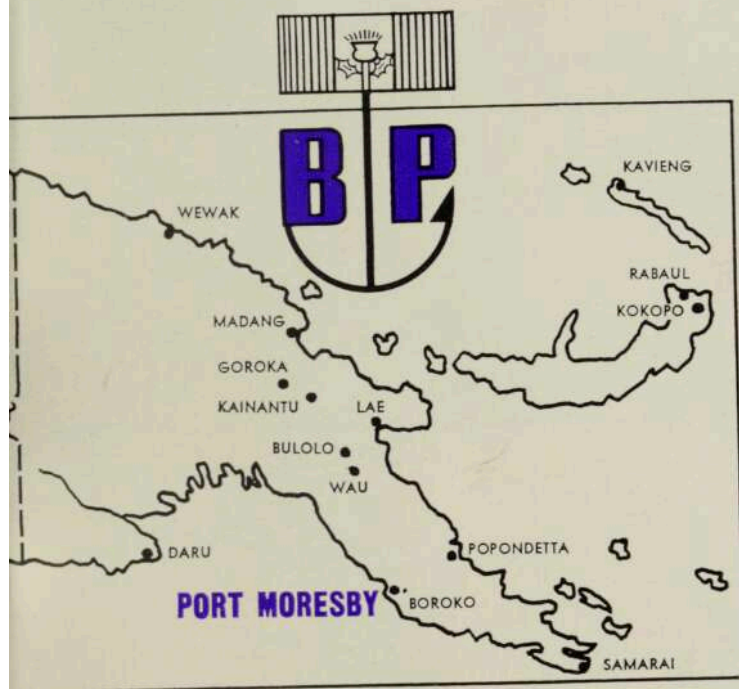
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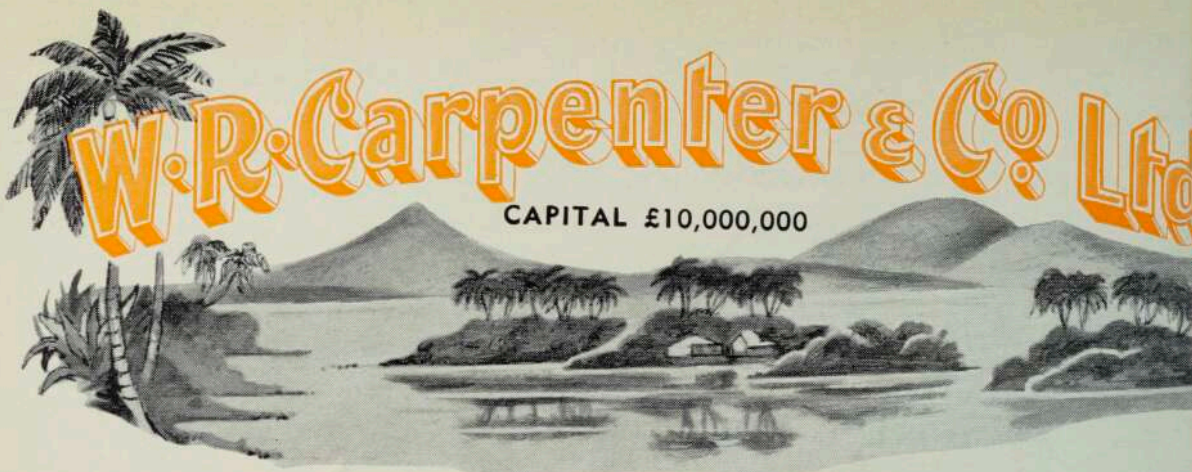
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