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Pacific Islands Monthly



JULY, 1962

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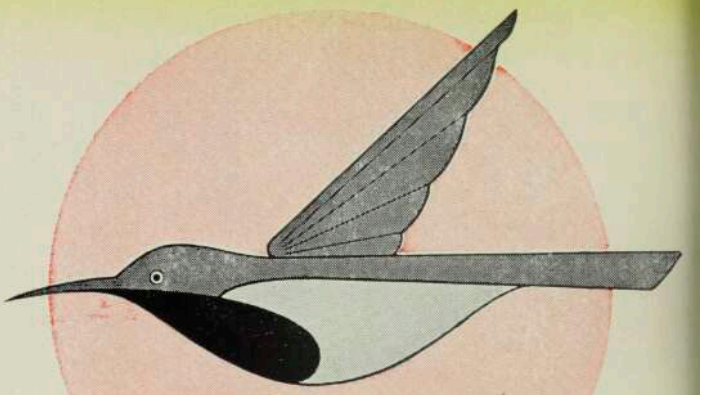
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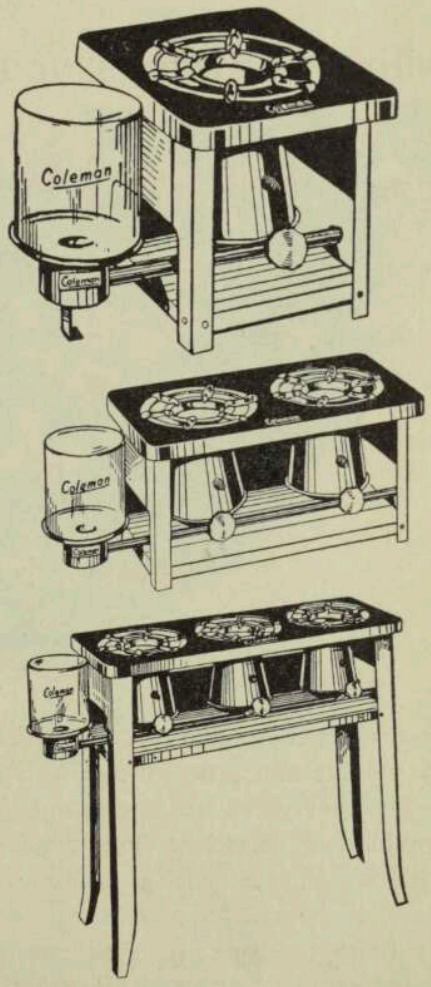
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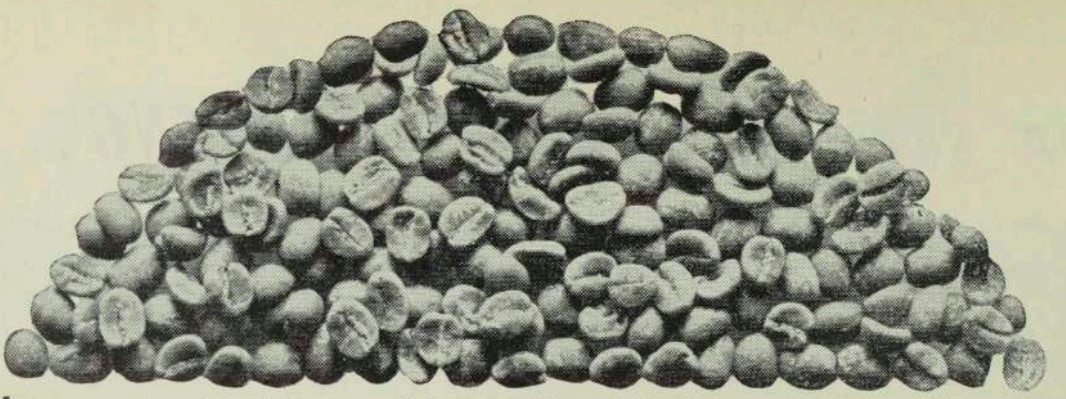
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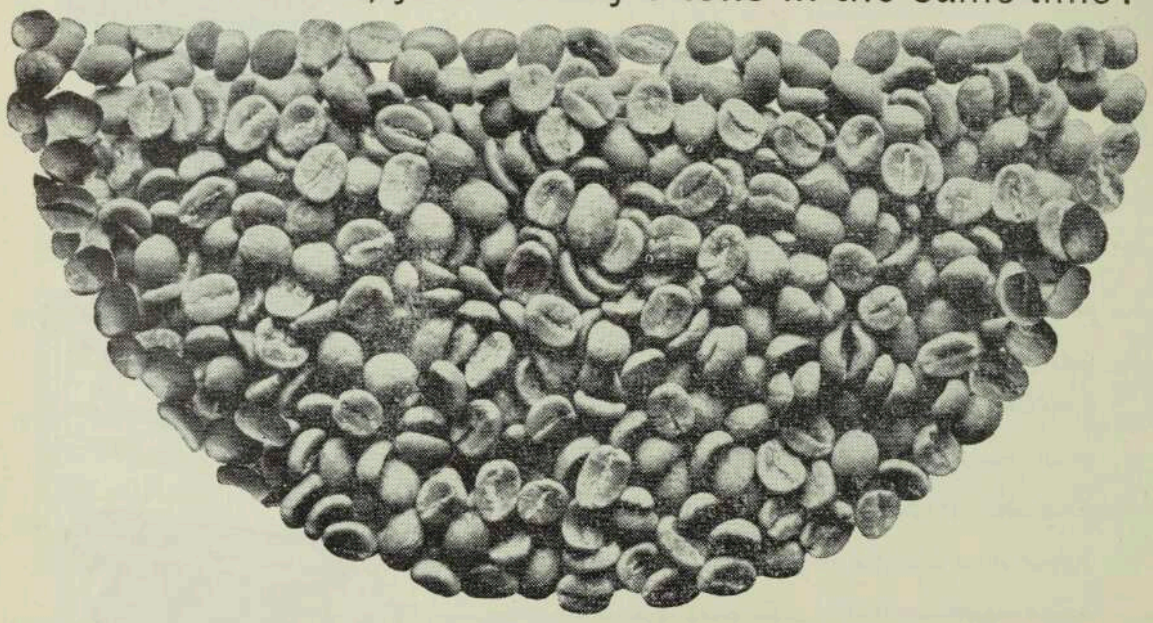
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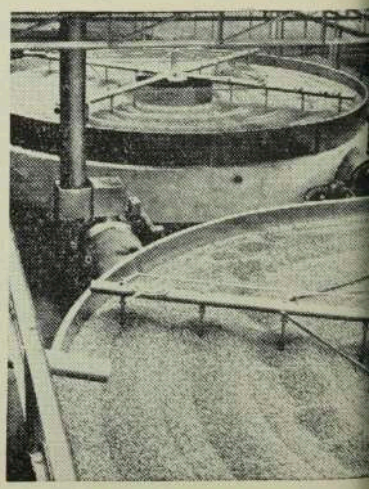


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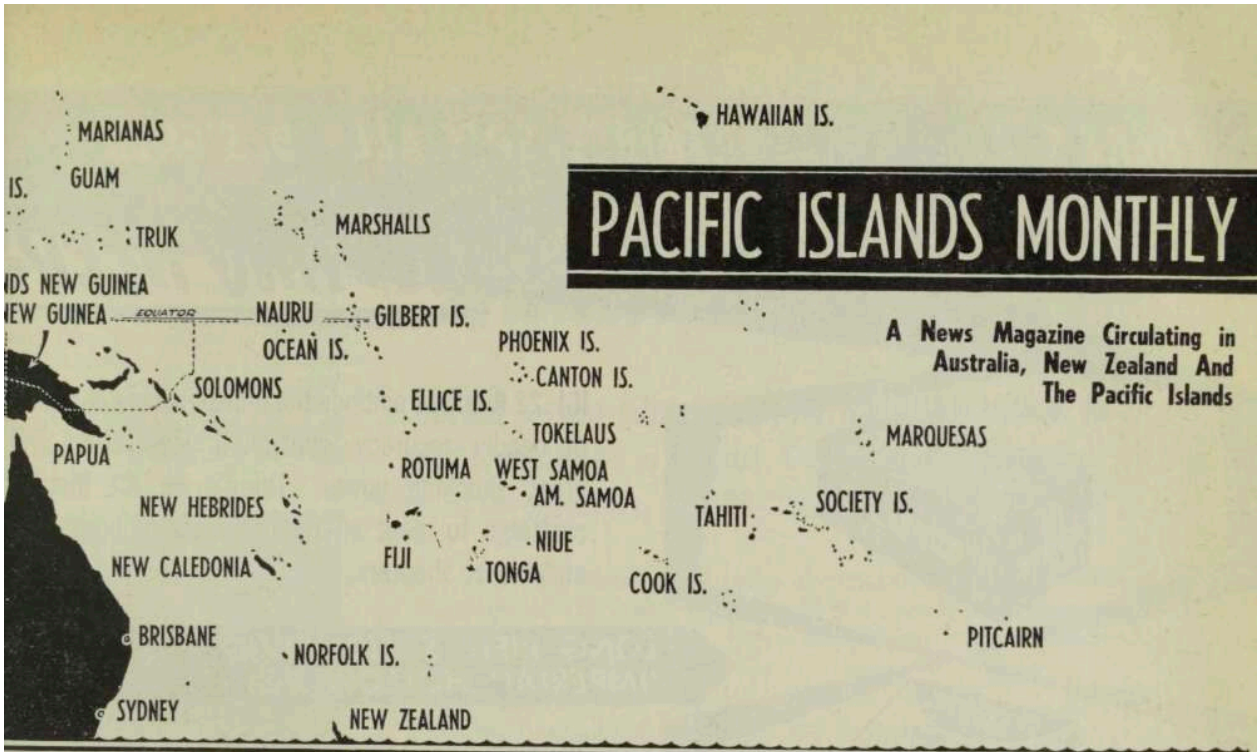
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THE COVER: This is Santa Claus in a straw hat. His real name is F. L. A. Gotz and he is New Zealand's Minister for Island Territories. When Mr. Gotz made a visit to rarely-visited atolls of the Northern Cook Islands recently (see p. 41) he had many lolly scrambles like this one at Ngake, on Pukapuka—and each of them was as popular.

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PEOPLE

er catching 23 bonito and losing
)-lb swordfish in company with
fishing enthusiasts Vernon Mac-
e and Alphonse Philipp, Hono-
businessman R. Carpenter in
said that Samoan deep sea fish-
as "terrific". He was impressed
e abundance of fish, their near-
o Apia, and the calm sea. Mr.
nter was visiting Samoa in con-
n with a proposed Coca-Cola
y for Pago Pago.



Miss Marina Kwan, of Kavieng, New (P-NG) gets some drum instruction expert, bandleader Frank Hurst, at ane function to launch her as an in the Miss International Quest. The in aid of a proposed University of nd residential college for overseas stralian students. Judging will be . Miss Kwan is a kindergarten teacher-trainee in Brisbane.

tery surrounded the purchase
block of land and buildings in
by former proprietor of the
nbo Hotel at Nadi Airport, Mr.
Philp. Mr. Philp bought the
nd building belonging to the
ablished Whan Construction
td. (now in liquidation) for
0.
wing Mr. Philp's close associ-
with the hotel industry in Fiji
any years locals drew an in-
e that Mr. Philp proposed to
a hotel on the site, which is
toria Parade, overlooking the

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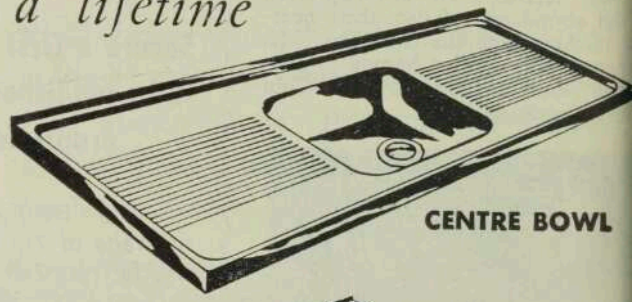
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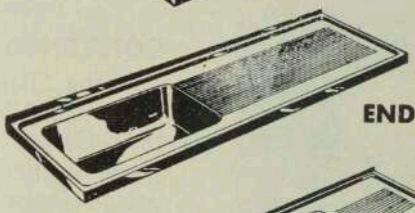
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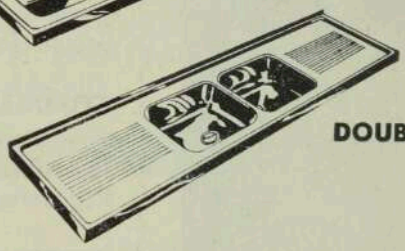
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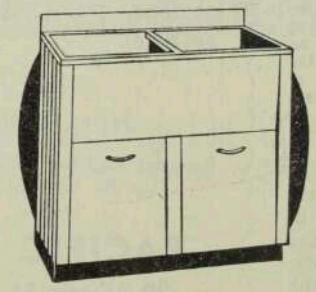
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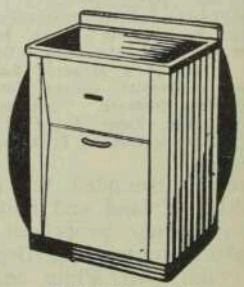
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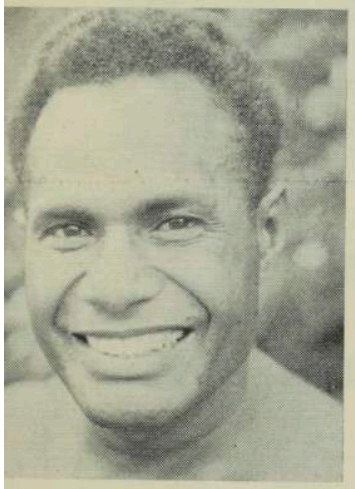
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mar School Hostel lawns and arbour and reef beyond.
on after the purchase was an-ced Mr. Philp went away to alia for a few weeks. On his he said he had no plans yet he future of the site.

* * *

unusual kind of research nt has appeared in New Guinea vid Simonett, from Lawrence, as, USA. He is spending several ns in the interior; and his pur-is the study of landslides. In nost mountainous country, sub-perpetually to volcanic tremors, ides are a common occurrence.



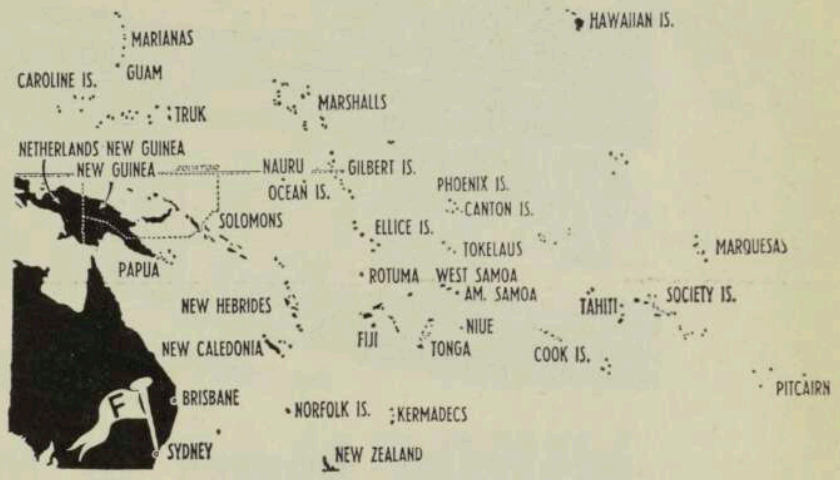
Mave, of Emirau Island, New Guinea, od reason to smile. A Seventh-day st pastor, Joseph has been chosen to iny Pastor J. B. Keith, of Lae, to the Council of his church to be held in ancisco this year. Pastor Mave will e West Coast and speak at church and will also attend the Seattle Space Age Fair.

re will be ceremonies in Honiara August to mark the 20th anni-y of the landing of US Marines p-held Guadalcanal in August, One of those who will be pre-is Mr. Martin Clemins, who to the BSIP as a cadet at the time as the present High Com-ner, Sir David Trench, in 1938, who stayed on to become a watcher.

Clemins is now living in re-nt in Melbourne, but 20 years e watched the Americans land the hills of Guadalcanal and a week later joined them after efoot walk through Jap-infested y. He then became British n Officer with the First Marine on and in this capacity ran the Scouts—of whom the now ated Vouza was one.

s understood that the United Consul in Fiji will be another in Honiara during the anni-y celebrations in August.

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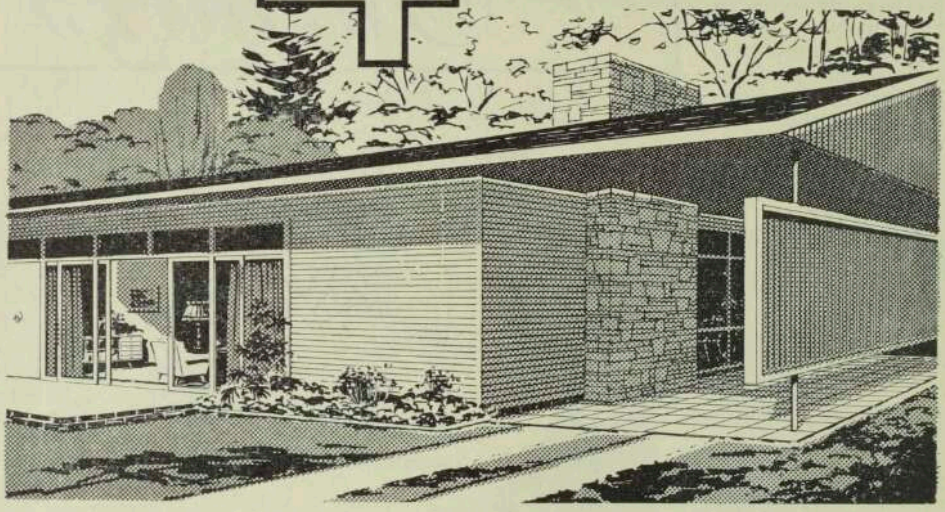
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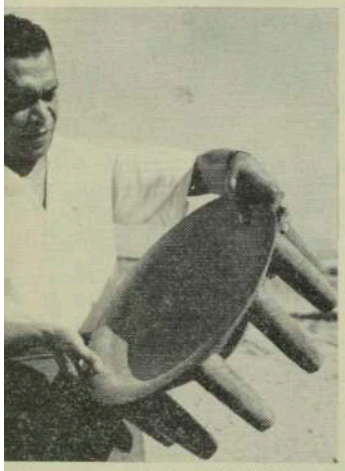
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lew South Wales man who has the right to be called at least porary Territorian, has been ted a Supreme Court Judge in He is Mr. David M. Selby, who was an officer of the 1 Battalion AIF at the time Japanese invasion of Rabaul y 1942. With some of his men caped into New Britain and ally got safely to Port by. A few years ago he wrote roversial book about the after- of the invasion of Rabaul *Hell and High Fever*. Last e spent six months in Papua- Guinea filling a temporary y as a Justice of the Terri- Supreme Court.

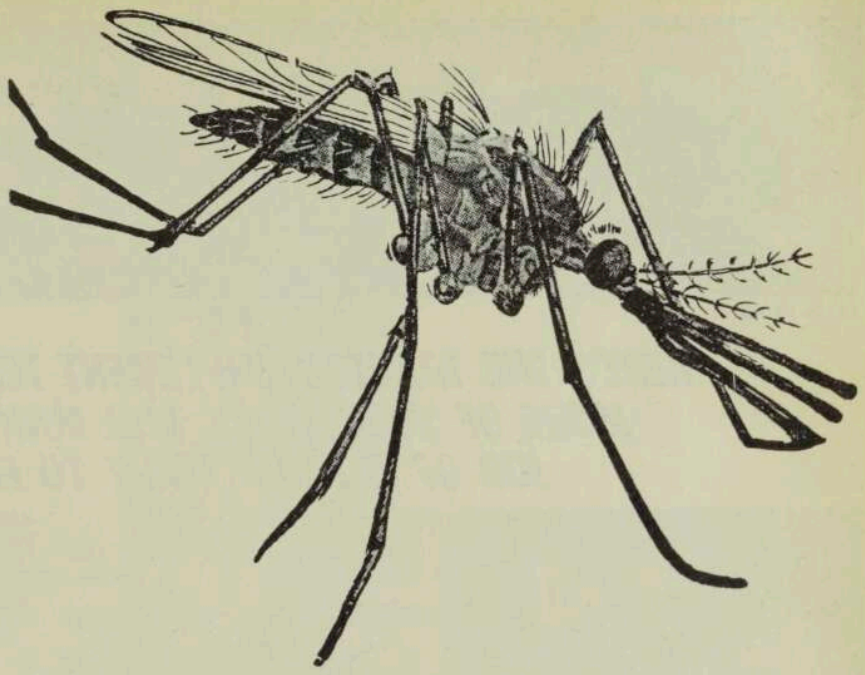
* * *

r some bad years, tourist in Norfolk Island is at last up-and-up. Tourist Bureau an F. J. Needham reports that has doubled over the last two It would probably continue to e so long as accommodation ansport services continued to l, he said.



Nayau (Ratu Tevita Uluilakeba), the nt chief of the Lau Group, Fiji, has d a gift of tanoa (pictured) to the ommissioner for the Western Pacific vid Trench), whose headquarters are ara, BSIP. The 13 lb tanoa which legs, is made of vesi (a Fiji hardwood), e is being held by Viliame Rokobuli, Postmaster at Suva. The tanoa, which for the drinking of yaqona, was air- l to Honiara. Viliame comes from Island, an island in the Lau Group s celebrated for its tanoa and canoes.
Photo: S. A. Whippy

e quaintest vessel seen in Syd- arbour for many a day" was Sydney newspaper described nese junk, the *Golden Lotus*, it turned up there en route to Zealand, from Hongkong. But t Chinese junks aren't particu- are in Sydney these days. They p from time to time. This one board it four young New Zea- s, Brian Clifford, 23, Graham



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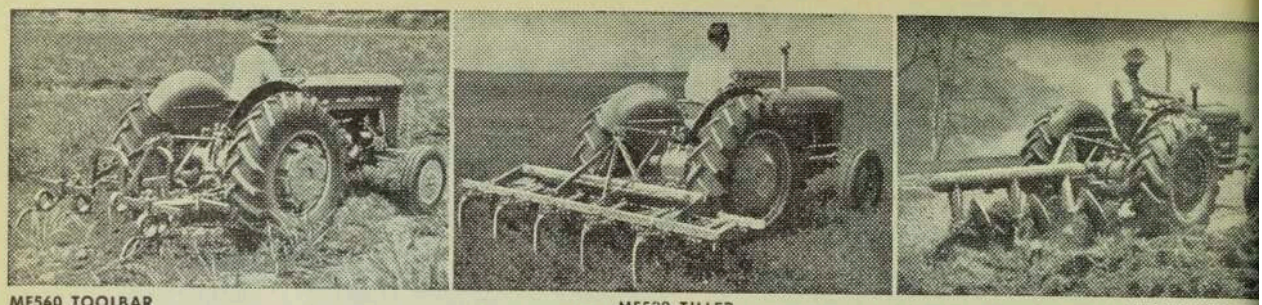
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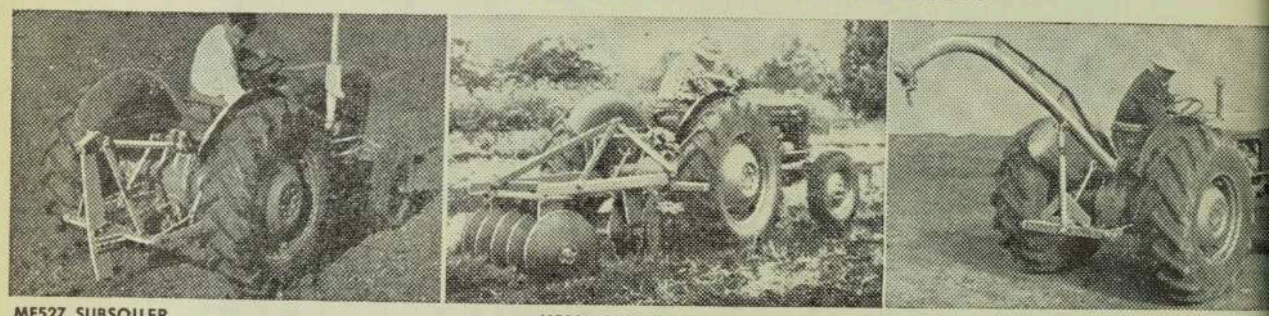
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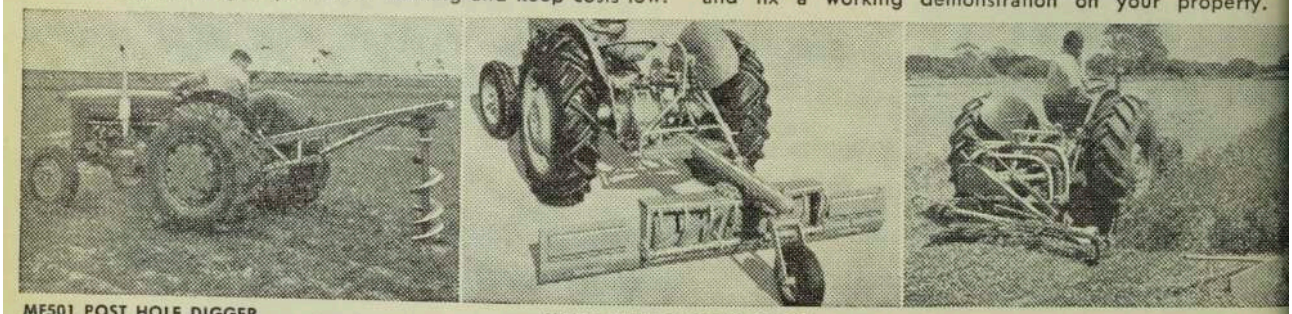


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d, 20, Max Matthews, 25 and
lcKinnon, 23. The Cliffords are
ı, the other two are dairy far-
and they had the junk specially
for no other reason than they
t she would be a good vessel
se in. Said Brian Clifford, "We
her *Golden Lotus* after a
s Chinese temptress with a
temper. We thought, 'Fair
'. After all, most boats are
y, like women, and you never
get to know them."

* * *

ano, a Tahitian who in Papeete
this year joined the crew of
nerican luxury cruiser *Wander-*
owned by US businessman
odore Carl Heintz, has also
vinning himself a fair share of
publicity in the South Seas.
is something of a star with
itar, and at every port of call
v Zealand and Australia he has
eted, filmed and photographed.
sbane, in more serious vein,
odore Heintz had some criti-
o make of American Samoa,
Wanderlure called. "America
giving these islands the thought
ould have," he said. "Where
de the mistake was in subsi-
these people. You just can't
American Samoan to work—
on't have to. America should
lesson from NZ and what
lia is doing in New Guinea."



was a busy day at Sydney at the
Pastor and Mrs. F. P. Ward. It
stor Ward's 71st birthday, which
to coincide with a happy reunion for
ds and John Fletcher Christian, Chief
te of Pitcairn, who was in Sydney on
part of a world tour (see below).
stian shared a birthday dinner. Pastor
s. Ward were Seventh-day Adventist
ries on Pitcairn from 1938-51 and
ep in close touch with the island,
despite their retirement.

Fletcher Christian, Chief
rate of Pitcairn, was in Aus-
and New Zealand in June, on
st leg of a round-the-world
y aboard the Royal Interocean
Willem Ruys, which started at
n in April, and which would
m back on the island in July.
ipping line arranged it all, and
hristian did more than his share

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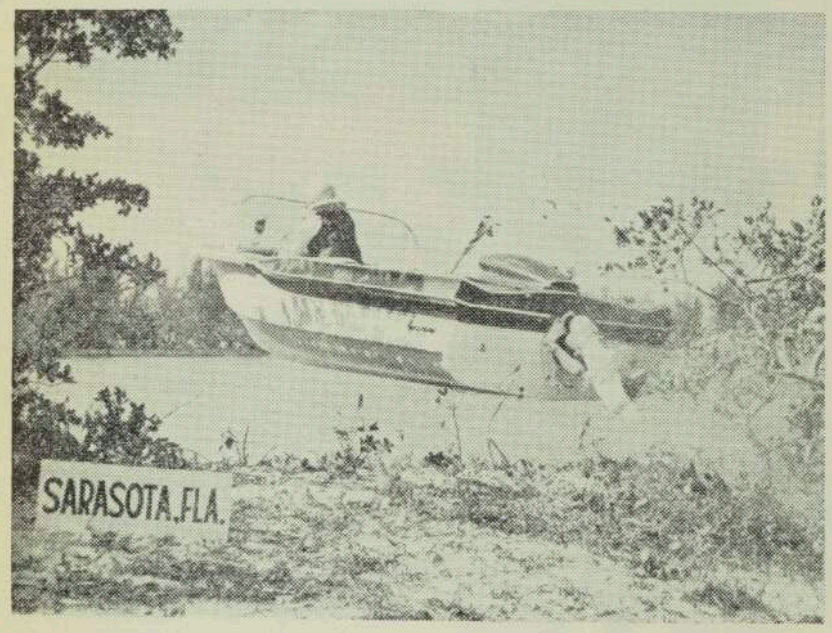
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urn by handling his big Press, and film conferences every- with a patient, good-nature, doing some happy fooling the occasion demanded. The t questions left him unruffled, is this one asked by a Pressman dney: "Is there any animosity on Pitcairn against Captain "

lied Mr. Christian, great-great- grandson of the first mate of *ounty*: "We never even think him!"



torian H. W. Evans, now of Turramurra, with his pretty daughter Miss Patty on the day of her recent marriage ey to Mr. Warren E. Milsom. ("PIM", June, p. 42).

was a month in which Nauru get more than its share of at- n in the UN Trusteeship Coun- it as a kind of a warm-up the in June published a petition had been sent to the UN ary-General, U Thant. It was ed by a group called "The sed Nauruan Beer Club", and n by the proposed club's sec- , Mr. G. Star, who said that prohibition against drink on was "antiquated" and ans wanted restrictions lifted.

* * *

not easy to do an intelligent, ive, full-scale article on any Seas territory and keep on-side everybody. But one of *National aphic's* assistant editors, John ld, managed it in his May issue result of a long trip to P-NG NNG at the end of last year. Guinea people voted the article lass. There has been no better -pictorial coverage of P-NG —and the shots were also the of writer Scofield, who regards photography as "a personal nge". Among the familiar and -familiar names mentioned in rticle: The Leahys (including Leahy), Brian Hull, Graham , Mr. and Mrs. David Hook, Ellis, J. K. McCarthy, Dr. Roy g, Dr. Andrew Gray and R. G. .

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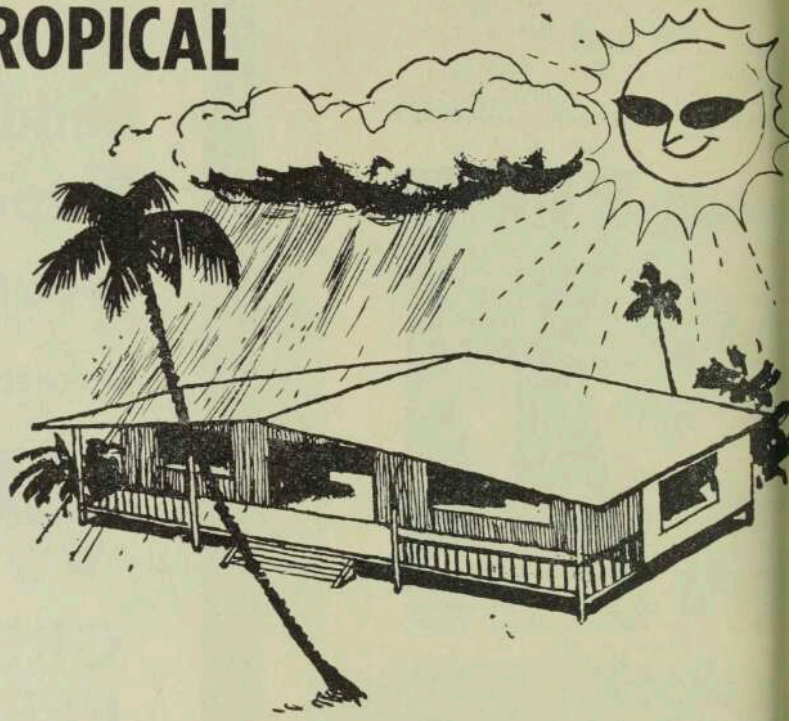
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Self Government Immediate Goal" for NZ Territories

ew Zealand's immediate goal ts three colonial territories— Cook Islands, Niue and the elaus—should be self-governt rather than full indepene, the Minister of Internal irs, Mr. Gotz, said in June.

told the Royal Commonwealth Society that although New Zea- was listed as a colonial Power he United Nations, which was ng for independence of all ial territories, full independence he 25,800 people in the three was not practicable.

en if the three were amalga- l they would still have a hope- ask as an independent State for mic and geographical reasons. eir economies could never sup- educational and health services, Gotz said.

ither was full incorporation of lands within New Zealand prace.

atoll dweller with four child- n the family benefit would be illionaire." All incentive to ce for export would be de- d, said Mr. Gotz.

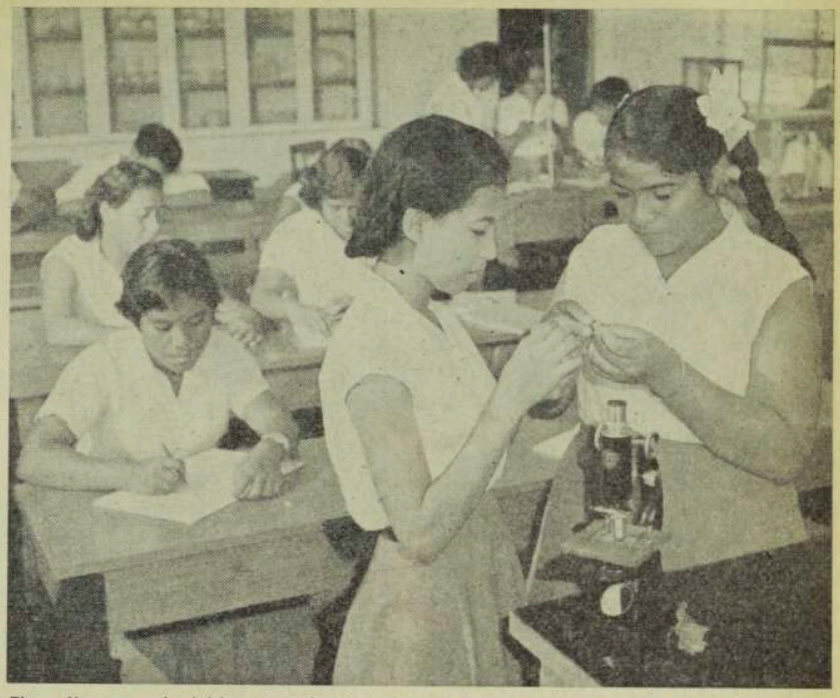
l self-government was the r. The position was very close t now in the Cooks and Niue. e next step was to work to- executives chosen by and re- ible to elected assemblies.

w Zealand should retain legis- on constitution, external affairs defence and empower the as- ies to handle other subjects.

w Zealand subsidies would be d for many years, he said.

SUGAR BOARD CHANGE

Air Chief Marshall Sir Arthur nders in late June resigned as irman of the recently created Sugar Board and returned to UK. The announcement came a shock, for it had not been lised his health would not allow n to continue his good work. He d spent two periods in hospital ce his arrival in Fiji last Decem- . In the short period of Sir hur's chairmanship matters in sugar industry had improved siderably.



These Nauruan schoolgirls, at work at a science class, may be part of a sovereign nation if the Nauruans are granted what they say that want. But how would an independent Nauru survive?

Nauruans Now Say They Want Independence

From our Canberra Correspondent

Newest proposals from the Nauruan people on their future —for the setting up of a sovereign State—seems destined to get no further than other plans which the Nauruans have put up.

HEAD Chief Hammer DeRoburt announced the plan in a Press statement when he was in Canberra for talks before going to New York as an adviser to the Australian delegation to the UN Trusteeship Council.

He urged creation of a sovereign Nauruan nation governed by the Nauruans in their own interest, but related to Australia by a treaty of friendship.

This would be similar to the Treaty of Friendship proposed between New Zealand and Western Samoa, and the one that binds Britain and Tonga.

Nauru wanted Australia as a "big brother," he said.

Without attempting to spell out the details of a treaty, the Nauruans would expect it to indicate the manner in which the two nations could co-operate.

It would cover such matters as trade, treaties, postal agreements, extradition, the extent to which Australia would be willing to act for and give advice on Nauruan external relationships, and political, trade and financial matters.

"We should hope that the earlier offers by Australia, the United Kingdom, and New Zealand to finance the cost of re-settling Nauruans in those three countries are an indication that finance could be made available for the establishment of a sovereign nation, following agreement on the method of creating our new state," he added.

"We have already expressed our wish to live in peace with all nations. But we desire that the creation of the Nauruan nation should do nothing to weaken Australia's potential to defend herself against aggression.

"We should consider it appropriate that a treaty of friendship should

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examine ways and means of preserving Australia from attack."

Chief Hammer DeRoburt put his plan before Territories Minister Paul Hasluck. The Minister told him that he (the Minister) could not commit the Australian Government in any way.

He pointed out that there were obvious difficulties in the way of implementing the proposals as they stood.

But he promised to discuss them further with the Head Chief on his return from New York and with other Nauruan leaders who would then be in Australia.

Chief DeRoburt's talks with the Minister were only part of a series which he held while in Canberra.

Apart from long talks with Australian officials, he discussed his island's problems with British and New Zealand officials.

All the indications are that the sovereign nation proposal did not get a very enthusiastic reception.

Most people in Canberra were inclined to write off the scheme as another of the "pie-in-the-sky" Nauruan dreams which have delayed the day when someone must get down to tin tacks on determining the future of the Nauruans.

The "sovereign nation" proposal did not touch the hard core of the basic problem—where to put the Nauruans when their phosphate deposits are worked out 30 years hence. Because a "sovereign nation" must have a home.

"Nebulous"

Indeed, some of those to whom Chief DeRoburt put his proposition gained the impression that he himself was aware of this flaw in the argument, but that he felt obliged to put the brief given to him by the island's people.

The basic truth is that Australia, the UK and NZ are waiting for some specific alternative from the Nauruan people to the proposal which the three Governments have made for re-settlement in the metropolitan countries.

So far, the three Governments feel, the islanders have come forward with only nebulous proposals.

But they are unlikely to commit themselves publicly until after Head Chief DeRoburt has had a chance to put his case to the Trusteeship Council, and the report of the recent UN Visiting Mission to Nauru is tabled. This will be at the end of June or early July.

Any suggestion of an enclave would be politically out.

And the Nauruans' proposal for an island for themselves seems to be foundering on practical realities.

No one has yet been able to suggest an island on which the Nauruans could establish a viable economy without elbowing some existing community out of its own home.

Even then, most officials who have studied the problem cannot see how the Nauruans—used to a per capita income comparable with that in Australia and New Zealand—could settle down to a normal tropical island economy.

That suggests that although the Trusteeship Council will air the Nauruan problem, it is unlikely to put forward any solution, and that the next move will still be up to the Nauruans—to put forward some *specific* proposal.

A late report from New York on June 29 said the UN Mission in its report had proposed that a model village of Nauruans be established in/or near an Australian city, preferably Sydney or Brisbane, or that an island be made available to the Nauruans off the Australian or New Guinea coast.

Both schemes should be put to the Nauruan people for a consideration, but in any case a decision should be reached within 12 months, as it was important that the matter be finalised.

Niue Was Nailed

"How many of you have had a puncture of your bicycle tyres this month because of nails left on the road?" asked the official Niue news-sheet. It explained that the Niue Administration spent £500 a year on repairing punctures to local vehicles, that it was fed up and that it had decided to offer 6d a lb for all nails picked off the Niue roads.

It was a fine idea. It was so good that in the following issue the news-sheet called a halt.

The response to the call, it explained, had been "staggering". It had been intended "that only nails off the roads would be taken, but some people must have misunderstood the request, as they brought nails from rubbish heaps and other places where they would have been better left."

It added: "We accepted all that was offered in good faith . . . and hope that the money paid out is being put to good use."

NAURUANS WANT THEIR WAGES DOUBLED

The Nauruans in May aske that the basic wage on the islan be almost doubled.

THEY made their request to th Administration through a speci arbitration agent supplied to them b the Australian Council of Trad Unions. The advocate, Mr. W. A Baker, BEc, visited Nauru to conduc the Nauruans' case before a Commis sioner appointed to enquire into th basic wage, Mr. W. Wilson.

The Administration was reporte to be "not very happy" that th Nauruans had brought the ACT into the enquiry. The Naurua Workers' Organisation, which mad the request to the ACTU for help, i not affiliated with the ACTU. Th Australian Seamen's Union wa anxious that the ACTU offer assis ance.

The Nauruan basic wage applies t all Nauruans employed by the Ad ministration on Nauru. However, i is generally accepted as the basi wage for all workers on Nauru, ex cepting the phosphate labourers, wh are Chinese and Gilbert and Ellic Islanders. About 120 Nauruans wor for the British Phosphate Commis sion on various jobs, mostly skilled.

The basic wage was established i 1953, by Mr. Wilson, at £4/11/- week. Adjustments have sinc brought it to its present £6/4/7 week, plus 13/8 dependant's allow ance for each child under 16.

The Nauruan Workers' Organisa tion asked for a new basic wage o £11/4/7 a week, plus a dependant allowance of 30/- a week for th third and subsequent children.

Mr. Baker asked the Commissione to agree that the wage be reviewe again in another three years. He sai the Nauruan Workers' Organisatio would in the next review ask fo "nothing less than European wag standards".

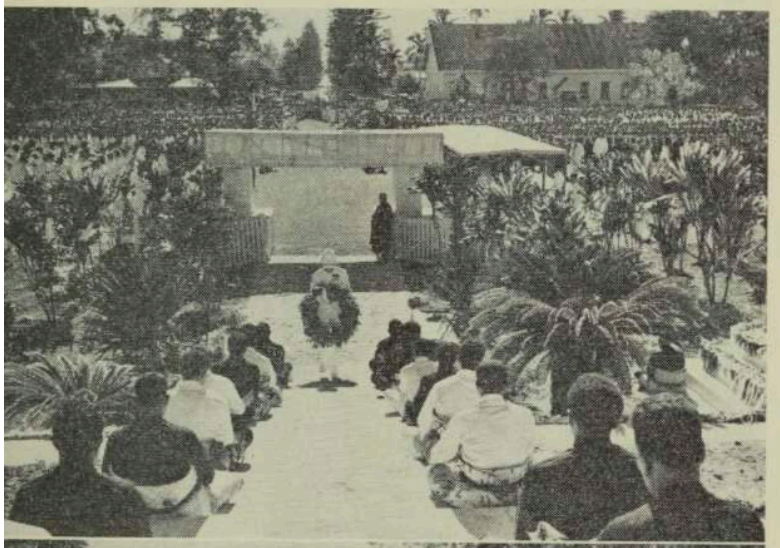
The Commissioner agreed to th review but reserved his decision o the wage. His report will now go t the Minister for Territories, Mr Hasluck.

● UNEXPECTED DEATH: Mr J. E. Willoughby, First Assistan Secretary of the Department of Terr tories, died suddenly in Canberra i June. (See p. 166).

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pation celebration scenes in Tonga, from top: Students of Tonga College perform a l gesture-song for the Queen; the new Tonga High School makes an unusual picture tors inspect it at night; the wreath-laying ceremonies at the Royal Tombs; and one kualofa's street decorations. This one reads: "Long live the Queen—Emancipation of Tonga".—Photos: Rob Wright.

COLOURFUL SPECTACLE IN TONGA

From "PIM's" Nukualofa Correspondent

The people of Tonga marked 100 years of constitutional rule on June 4, with a sunburst of flowers and the joyous voices of 12,000 children.

NEARLY all members of the community, with guests from neighbouring Pacific Islands, attended a wreath-laying ceremony at the tomb of King George Tupou I—the Tonga Group's first king under an 1862 emancipation code declaring all Tongans free men.

The tombs were decorated with great arches of bamboo and native flowers. In the background were the bell-clear voices of thousands of children joining in hymns.

Wreaths were laid on behalf of Queen Salote, by Prince Tungi, by Sir Kenneth Maddocks, Prince Tu'ipelehake, the British Commissioner and Consul, Mr. E. J. Coode, by Ratu Penaia Ganilau, and the Tui Nayau, chieftains of Fiji, by High Chief Tufele of American Samoa, Lieutenant Engleberg of the United States Navy and by many local notables and institutions, schools and colleges.

At mid-day, a 21-gun salute echoed over this independent kingdom, which has a treaty of friendship and protection with Britain, and all the school children joined in a military police parade. The parade marched under arches of palms and flowers, through the

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palace grounds and past Queen Salote.

For nearly an hour the procession paid its tribute to the Queen with salutes and cheers.

In the afternoon there was a band contest followed by a demonstration of police dogs of the Tongan Police Force. Under expert instruction from Sergeant 'Akau'ola and other police officers, the well trained dogs were put through their paces, to the delight of one of the largest crowds gathered in Tonga for many years.

Later in the evening Queen Salote opened the new modern two-storey Tonga High School building, which overlooks the Royal Tombs.

While the celebrations were under way in Tonga, on June 4, the Tongan communities in Auckland, Suva and Sydney and other parts of the Pacific also celebrated the centenary of the Tongan emancipation. There were singing and feasting in all those centres.

The observances in Tonga had begun on the Sunday with church services throughout the Kingdom, including a combined service in Nukualofa with the Bishop in Polynesia, Bishop Vockler, leading the prayer.

The celebrations continued on June 5, with feasts for 600 guests followed by Tongan singing and dancing. In the evening there was a spectacular ball.

Torchlight Display

The climax came at the end of the third day after more feasting when there was a torchlight display, or Tupakapakanava, extending for over four miles along the water's edge, turning the Nukualofa foreshore into a fairyland of dancing lights.

These torches date from ancient times, when the chiefs used them to light up any special occasion at night. They are made from the covering over the flower of the coconut, which when dried is made into torches about six to eight ft in length.

The celebrations in Tongatapu ended with a roller skating exhibition at Havelutoto.

The next morning, June 7, Queen Salote and Prince Tungi left in the Government ship MV *Aoniu* for the emancipation celebrations in the northern groups of Haapai and Vavau.

At Haapai after swimming and yacht races the first day of the Queen's visit ended with a dance. The torchlight display held there rivalled that of Nukualofa. On the third day Prince Tungi attended an athletic meeting which was followed by feasting. The celebrations concluded in Haapai with a second Tupakapakanava with simultaneous dancing and singing at Royal and Government residences.

At Neiafu, Vavau, Queen Salote arrived to a quiet and dignified Sunday welcome, with many hundreds lining the route to the Governor's residence. Lakalakas, singing and dancing began at 12.30 a.m. Monday and continued until daybreak. At nine in the morning, Prince Tungi accepted a presentation of food on the site of the original Free Wesleyan Church. The site was cleared and served as the Mala'e for all the official functions. Feasting began at one o'clock followed by singing and dancing. In all, 31 choirs performed for the Queen in Vavau.

All of Tonga was able to join in the festivities in the northern islands, thanks to on-the-spot descriptions by teams from Tonga radio station ZCO, The Call of the Friendly Islands. In Nukualofa during the three days of the major celebrations the station was on the air continously with direct broadcasts. It was the station's first big live broadcast since it was established only about 12 months ago. It came through with flying colours.

Look For These In Pacific Report

NNG's Eighth Political Party, Opposition to NG's Courthouse Plans, 133; NNG Health Figures, 135; New Caledonian Tourism, NZ Tragedy in New Caledonia, 137; NG "Elite", 138.

New Inspector-General of Pacific Health Service, 138; Islands Paintings on Exhibition, NG's Political Development, Fiji Duty-free Goods, 140; New Theatre for Lae, Fiji Criminal Cases Increase, 141.

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Fiji's New Liquor Plan Under Fire

From a Suva Correspondent

The major changes proposed in Fiji's liquor laws ("PIM" June, p. 138) excited surprisingly little comment till the Rev. L. D. Fullerton, acting-chairman of the Methodist Mission in Fiji, fired a broadside.

IN June he called the Liquor Bill, which the Legislative Council will debate in July, a "very disturbing document".

He said the general effect of the bill, if it became law, would be to produce a marked increase in consumption of liquor, a statement with which very few would quibble. To enact legislation such as that envisaged in the bill would be irresponsible and would do the people of Fiji a great deal of harm, he said.

Mr. Fullerton said the legislation would encourage the wage-earner, with enough worries as it was, to spend on liquor, money which was more urgently required for household needs.

The Government might gain revenue from increased customs and excise duty, but the net gain would be problematical, for greatly increased expenditure would be needed to police the wide range of licences suggested — hotel, restaurant, off-licence, club, etc. There would be an increase in crime, not only the usual run of drunks, but in which liquor was a contributing factor.

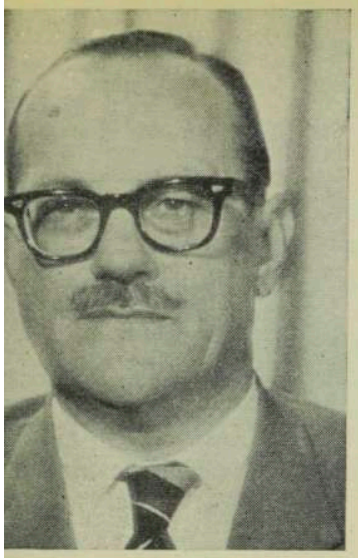
"Disturbing"

Mr. Fullerton drew attention to a disturbing possibility relating to off-licences, through which an unlimited amount of liquor in small quantities could be distributed to villages and small communities. With wholesale purchases at present limited to quantities of two gallons or more very little liquor gets into the villages. In any case Fijians and Indians require a permit to buy liquor for consumption away from licensed premises.

Mr. Fullerton said the only ones who would benefit from the changes would be the local brewery, hotels, clubs, restaurants, and stores with

(Continued on p. 168)

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HONOURS FOR TWO

une the Western Pacific High Com-
er was knighted, and one of his
, the British Resident Commissioner
e New Hebrides, was appointed
or and Commander-in-Chief of
us.
avid Trench's knighthood, a KCMG,
nounced in the Queen's Birthday
s. The date of the announcement,
, was also Sir David's birthday.
id was sworn in as High Commis-
on March 4, 1961. (Photo above.)
. S. Rennie will succeed Sir Colville
l as Governor of Mauritius. He
ke up the appointment in Sep-
Mr. Rennie was Deputy Colonial
y in Mauritius from 1951-55, be-
s present appointment as British
t Commissioner in New Hebrides.



Clouds Hover Over Fiji's Brightening Prospects

By a Staff Writer

SUVA, July 1.

The most important single item of news in Fiji today is that all the sugar-mills are busily crushing a first-class crop of cane, and that all the folk who service the mills—especially the Indian growers and the mill-workers—are quiet and, it seems, industrially content.

THE most disconcerting thing is the announcement that the United States will not take from Fiji the 10,000 tons of sugar per annum, which Fiji thought had been sold, on a recurring basis. The lower House of Congress, it seems, proposes, but the much more powerful Senate disposes.

But it is not a disaster. While the British Sugar Agreement lasts, Fiji probably can sell all the sugar it can produce. The politicians and the Common Market permitting, of course.

Fiji's economic outlook has improved, but it remains tinged with uncertainty. Ninety per cent. of Fiji's economic woes today can be blamed upon the British Colonial Office administration which dithered with the Colony's major problems for two decades; but at least it can be said that the present generation of high officials is putting everything it knows into the task of making the archipelago feed its rapidly-growing population.

New Hope in Bananas

That tireless man, Eric Bevington, who stepped from the Treasury into the Development Commissionership a few months ago, and now is the apex of a triangular structure which includes Development, Land Authority and industrial promotion, has just returned from visits to Japan, New Zealand and Samoa. There is nothing tangible to report, yet; but the talk is all of bananas. (See p. 21).

It is a pleasing prospect—but attended as usual by a cloud of uncertainty—in this case, a meteorological cloud.

Two seasons now have passed without a hurricane. Three years, free of these devastating winds, would be unprecedented. A hurricane usually puts banana plantations out of action for at least a year. It could be that any contract with Japan would be dislocated by a blow before it gets into gear.

Fiji-Japan trade has been growing. Japanese ships have been coming here for manganese and they have been bringing cargoes of Japanese cement, instead of coming empty. The huge new dock now being built here is based mainly on Jap cement. The new Fiji cement works are running only part-time.

The Japanese have been seeking markets for their manufactured goods throughout these Territories in recent years; and if Japan takes Fiji bananas, Japan will wish to pay in goods rather than in cash.

Suspicious Fijian Landowners

Some of us had expected the new Fiji Development organisation to make early, intimate contact with the Australian corporations which control so much of Fijian industry and goods distribution. Fiji wants capital investment, above everything—especially investment in Fiji of profits made in Fiji. But, so far, there seems to have been no contacts.

Meanwhile, there is much activity and planning by British-based corporations financed by Colonial Development funds, in the disposal of which Mr. Bevington necessarily has an influential voice.

It could be that the best-laid plans of the Developers, which were regarded as an irresistible force, have met an immovable object in the land-owning Fijians.

If there is to be large-scale development, there must be large-scale land availability. And there is not.

On the contrary, the Fijian community is more than ever withdrawn, suspicious and non-co-operative. The events of the 1960-61 period, when the Indian cane-growers would not cut cane, and a section of the Indians indulged in vicious political snarling; and the continuing Indian birth-rate of well over 40 per thousand per annum (compared with the healthy Fijian rate of 30 per thousand)—these things have scared the Fijian

(Continued on p. 168)

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The South Seas Will Meet At Pago Conference

Delegates from all over the Pacific will begin moving towards American Samoa in early July, where they will attend the Fifth South Pacific Conference in Pago Pago from July 18-30.

ABOUT seventy delegates will attend the conference from 18 Pacific territories, including the independent Kingdom of Tonga and the newly-independent State of Western Samoa.

From north of the equator, representatives from Guam and the United States Trust Territory of the Pacific Islands will travel by way of Hawaii. Cook Islands' delegates will fly from Rarotonga to Apia by RNZAF aircraft, and thence by air to Pago Pago.

Delegates from Tonga, Netherlands New Guinea, Papua-New Guinea, British Solomon Islands, New Caledonia, New Hebrides and Wallis and Futuna Islands, together with secretariat staff of the South Pacific Commission, will all travel by way of Fiji. Representatives from French Polynesia and Niue will travel to Pago Pago direct, the former by air, the latter by the *Tofua*. The Tokelau Islands delegate will travel by sea to Apia, and from there will fly to Pago Pago, as will the Western Samoan delegation.

The meeting will take place at Utulei village, about half a mile from Pago Pago, in buildings of the High School of American Samoa. Delegates will be housed in three newly-erected two-storey blocks. The conference will meet in the new, centrally-situated auditorium.

Facilities will be provided for observers and visitors, and nearby will be a Press room for newspaper correspondents covering the meeting, and a temporary post office and bank.

For recreation, delegates will be able to play tennis, volleyball, basketball or baseball. Of special interest to all attending will be the Pacific arts and crafts exhibition that will be mounted from exhibits sent in by participating territories.

A comprehensive programme of mainly traditional entertainments—kava ceremonies, Samoan dances, singing and feasting—has been arranged for delegates. A *fautasi* race on Pago Pago Harbour is planned (a *fautasi* is a longboat with about 40 oarsmen); and a visit will be made to the Van Camp Tuna Cannery nearby.



FOR SOUTH PACIFIC GAMES

The Governor of Fiji, Sir Kenneth Maddocks (right) inspects plans for the new pavilion at Buckhurst Park, Suva, in June—which will be the venue for the first South Pacific Games in 1963. With him are Mr. B. Derrick, consulting architect to the Games, and Mr. W. Ragg, acting chairman of the Games Organising Committee. The new stand will seat 700 and is in addition to other seating.

Photo: Rob Wright.

The Government of Western Samoa has also invited all those attending the conference to spend a weekend in Apia.

At the opening ceremony on July 18, conference members will be welcomed by the Governor of American Samoa, the Hon. H. Rex Lee, who will formally open the conference. The Senior Commissioner for the United States on the South Pacific Commission, Dean Knowles H. Ryerson, will be its chairman.

Main topics that delegates will discuss relate to the economic and social development of the South Seas. As at earlier conferences, discussions will be initiated by introductory papers which have been prepared by various delegations and which were circulated among them in advance for study. These topics, and the delegations preparing the introductory papers on them, are:

- Methods of training Pacific Islanders in business methods and practices.—*Kingdom of Tonga.*
- The needs for, and methods of, gaining interest and support for steps to improve the quality o agricultural produce, includin standardisation and inspectio schemes, and programmes to in crease marketing efficiency.— *Papua and New Guinea.*
- The changing role of women i the South Pacific territories.— *Cook Islands.*
- Ways of obtaining a reasonabl balance between social advanc ment and economic developme in South Pacific territories, wi due regard to labour problem and increasing population.— *French Polynesia.*
- The importance of organise adult education schemes in Sou Pacific territories.—*Netherlan New Guinea.*
- The importance of relating educ tion to the needs of a territory.— *United States Trust Territory.*

Following the last Conference he at Rabaul, New Britain, in May-Jun 1959, delegates put forward a nun ber of proposals for the furth economic and social development the region. At the July conference progress report on action taken b the South Pacific Commission these will be tabled.

From the conference will emer recommendations by delegates f consideration by the South Pacif Commission. Commissioners of th six member governments (Australi France, the Netherlands, New Ze land, United Kingdom and th United States of America), who wi attend the conference as observer will consider these proposals at special session of the Commissio that will be held as soon as the co ference ends.

First in 1950

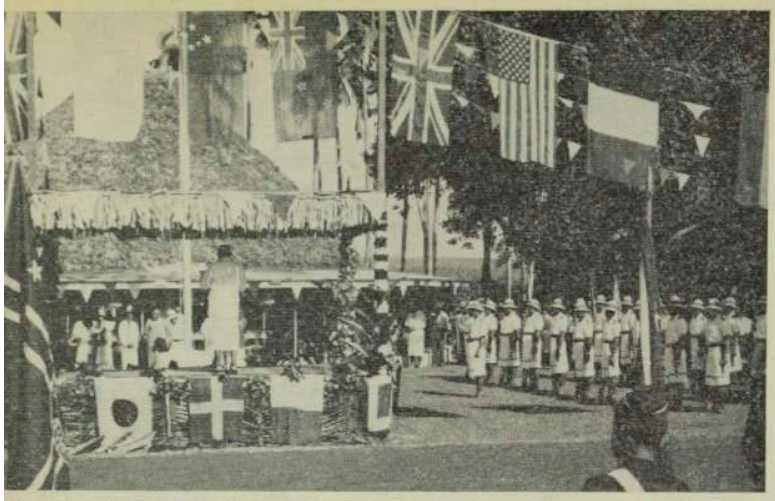
South Pacific Conferences we designed to get the peoples of th South Pacific together to discu common problems. They are he every three years. The first w held in Fiji in 1950, the secon in Noumea in 1953, the third aga in Fiji, and the Rabaul conferen was the fourth.

The first conference was more less an experiment, with everybo nervous. But as the conferenc have continued, the nervousness h disappeared and the Rabaul meeti was an excellent exchange of view and voted a great success. Out the Rabaul conference came t suggestion for a South Pacific Gam —and the first will now be he in Suva in 1963. It is expected become the Olympics of the Sou Seas.

Early reports indicate that t Fifth Conference at Pago will strongly covered by the Americ

(Continued on p. 167)

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ENDENCE. The scene at Mulinuu, West Samoa, as Malietoa Tanumafili, a Joint Head ite, gives a speech prior to the ceremonial hoisting of the Samoan flag on June 1 ebrate Western Samoa gaining its independence. Independence celebrations will be ach year on June 1 and 2 in future. Following the speeches and march-past of s organisations at Mulinuu, there was horse racing at Apia Park, followed by a Samoan regatta and rugby football matches.—Photo: Samoana.

Three Territories In First Trade Talks

West Samoa, Fiji and Tonga in June had joint trade talks the first time. The talks centred around the possibility of orting bananas to Japan.

MEMORABLE occasion," is ow the Premier of Tonga, Tungi, described the talks, were held in Apia. Prince took part in the discussions for Western Samoa was repre- by the Minister for Finance, . F. D. Betham; and Fiji by velopment Commissioner, Mr. Bevington, and the manager Fiji Development Company, I. Firmston Williams.

ier, Mr. Betham had visited where he had had talks with vernor, Sir Kenneth Maddocks, lr. Bevington. Mr. Bevington so flown to New Zealand for alks there. Bananas were the of discussion on each oc-

Bevington had in May been an, where he had been told pan would buy all the bananas iji could supply (see p. 160), rice better than New Zealand's at present takes bananas from amoa and Tonga).

big South Pacific banana deal arted off by Prince Tungi, who ced in April that Tonga had nce which would allow the m to sell to Japan bananas worth seven million dollars a year. (*PIM* June, p. 17.)

Fiji has very smartly got in on the band waggon, and after some initial dithering so has West Samoa. Real Samoan interest followed a visit by a Japanese businessman, Mr. T. Suzuki.

While in Apia Mr. Suzuki was conducted round Samoan banana plantations by Acting Director of Agriculture G. Minto, and had discussions with Government officials.

"I am very hopeful of Japan buying Samoan bananas, and later when good relationships have been established of buying other products such as more cocoa and copra from the South Pacific area," said Mr. Suzuki. He said that a decision on importing Samoan bananas should be announced before the end of July.

"We have plenty of bananas to sell," said Prime Minister Mataafa, adding that the decisive factor would be in the price offered.

On a visit to Apia in June, Mr. Ross Walker, the manager of Fruit Distributors Ltd., which under a Government monopoly handles the import of bananas and citrus fruit

(Continued on p. 166)

COULD INDONESIA JOIN THE SPC?

By Stuart Inder

Indonesia's determined attacks in and on Netherlands New Guinea could bring about far-reaching changes in the South Seas, through the South Pacific Commission.

SHOULD Indonesia succeed in its efforts to take over sovereignty from the Dutch, the participating Governments of the SPC may have to let her participate in the work of the Commission. Indonesia would merely have to state that West New Guinea was a dependant territory and it would be difficult for her membership to be refused in place of the Netherlands.

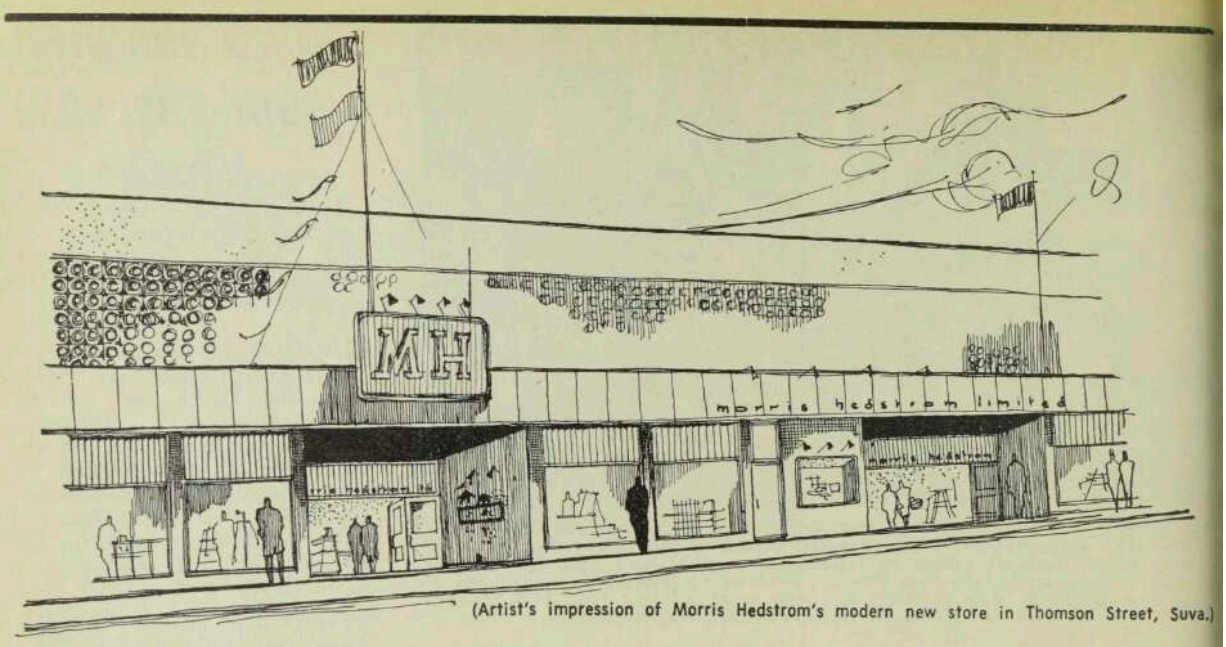
There is no reason to suppose that Indonesia would not be anxious to become a participating member of the SPC and in fact there is some evidence that a number of the participating Governments are worried at the possibility of Indonesia — a country which has strong connections with Russia, and which possibly might even go Red itself — entering the South Seas through this method.

There are at present six participating Governments in the work of the Commission. These are, with the proportion of money which they contribute in brackets: Australia (30 per cent.), Britain (15), France (12½), New Zealand (15), USA (12½), Netherlands (15).

Changes in the SPC structure will probably have to follow soon, now that Western Samoa has become independent and could probably be admitted as a member nation. America has for some time been wanting to take a larger part in the work, and President Kennedy appears to see a growing Red threat to the South Seas which requires American assistance — although in what manner he would like to see this given, nobody on this side of the Pacific apparently knows.

Possible changes in the Commission will be discussed at a review conference, no date for which has yet been set. It is unlikely now to be held before the end of this year, as some member Governments are anxious to see how the perplexing Indonesia problem works itself out. Some of the other proposals to be put before the conference have already been formulated and tentatively circulated.

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(Artist's impression of Morris Hedstrom's modern new store in Thomson Street, Suva.)

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COMMENTARY

ls Products and the non Market

OUGH the Common Market posal has been under dis- for a year, the colonies and s of the South Pacific have only just awakened to that, if Britain joins The Six EC—which now seems certain nomic future may be vitally

ountries most concerned are nd New Guinea, Solomons, and Ellice, New Hebrides, noa, Tonga and Cook Islands, e in the British sphere; and Polynesia, New Caledonia Hebrides, which are asso- ith France.

rench Territories appear to the clear. They are politic- an integral part of France, ir products (coconut de- some metals and phosphatic ve been entering the Common of The Six without let or .

Colonial Office people in taken it as certain that the of Fiji, Solomon Islands, nd Ellice and Tonga (mainly products and sugar) will be ly protected by Britain in mon Market, just as the of the French territories are .

porters of copra and coco- are not so sure, and they seeking reassurance. Will modities go into the Euro- rket, as produce of British countries", with the same as is now enjoyed by similar ties from the French archi-

Co. interests, which market duction of sugar, seem un- . The British-Fiji Sugar t does not expire until 1970, are sure it will be honoured. of the EEC, and of the Office, are less confident. eement, they say may run rm; but they are sure that does expire, Fiji will face oblem, because sugar always one of the world's most and uncertain food pro-

opra interests have other namely, the probable fate oducts of the Territories of and New Zealand. Exports uld be in jeopardy are the coconut products, coffee, cocoa and rubber of Australian Papua-New Guinea; the copra and cocoa of Western Samoa (which, though no longer under New Zealand, is still regarded as NZ's economic responsibility); and copra from NZ's Islands dependencies.

It is not expected that Britain will treat the Australian-NZ Islands' products with any more consideration than she has so far given the products of the Commonwealth countries themselves.

Some clarification of the position is being urgently sought. But there seems to be no authority competent to represent these diversified Islands' interests, and prepared to ask Canberra, or Wellington or London for clarification.

"It really doesn't matter in the long run whether Britain joins EEC or not," said a highly competent observer in Suva in June. "Britain's economic condition has been slowly deteriorating for years, and if she does not get the help she hopes to get through the Common Market, she simply will be incapable of continuing to provide the Commonwealth with safe and sheltered markets, as she has done for so long. No use blinking the facts—they are plain for any economist to see."

☆ ☆ ☆

P-NG at the End Of the Tourist Limb

THE development of tourism in New Guinea, which is an uphill battle in any event, has not been helped by the withdrawal of the Qantas Super-Constellation service through Port Moresby to Manila to connect with Far Eastern services.

Qantas originally ran an Electra service from Sydney right through to Hongkong calling alternately at Port Moresby and Darwin. When they switched to Boeing 707 aircraft (which cannot use Port Moresby's airport), Qantas put on a Super Constellation aircraft from Sydney through Port Moresby to connect with the Boeings at Manila. It didn't pay and has been withdrawn.

One reason why it didn't pay was that Qantas was not permitted to pick up or land passengers on the Port Moresby-Sydney section of the route in competition with Ansett-ANA and TAA which took over the Australia-New Guinea services from Qantas in 1960. (Through-passengers could, of course, break their journey at Port Moresby.)

In view of the great pioneering work that Qantas did in establishing the Papua-New Guinea services in the post-war years, the decision to push Qantas out of P-NG was to be regretted, on sentimental grounds alone.

But on hard, practical grounds the latest development is even more regrettable. The easiest way to develop a tourist industry is to be on the way to somewhere else. The Port Moresby-Far East link was part of a round-the-Pacific circle that must eventually have developed from the present increased interest in the Pacific. It is a natural for tourists to come down into the South Pacific from Canada and the USA by the old routes through Hawaii, Tahiti and Fiji to New Zealand and Australia and return by Papua-New Guinea, the Philippines, Hongkong and/or Japan. The withdrawal of the through-service at the beginning of this year made this difficult; the withdrawal of the connecting service to Manila now makes it impossible.

Tourists who want to include Papua-New Guinea in their travels now have to go there from Sydney or Brisbane and then come back about 2,000 miles in order to get a plane connection to anywhere else.

P-NG is now a complete dead-end as far as international services are concerned—an extraordinary development in view of the fact that the Territory was air-minded at a time when people in most other places in the Pacific were still getting about in canoes or model-T Fords.

New Caledonia, American Samoa, Fiji and Tahiti now all have full international jet airports and are on round-the-world air routes. Papua-New Guinea, which is the biggest, most populous and richest territory of them all now has only air connections with Australia and the Solomon Islands.

☆ ☆ ☆

Press and the Papuan Pastor

THE Case of the Gagged Papuan Pastor provided us, in June, with a good example of how New Guinea Territory affairs can be presented in distorted fashion by the Australian metropolitan Press.

Most metropolitan newspapers gave front-page prominence to a Brisbane story of how Pastor Ravu Hanao, an LMS missionary from a village near Port Moresby, had been "ordered" by the New Guinea Adminis-

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tration not to make any comments on political matters while in Australia.

After the absurd stories put into Papuan mouths by some Australian newspapers in recent months, such an order might even have been justified; but officialdom insisted that Papuans were under no restriction.

The Administrator of Papua-New Guinea and the Department of Territories went to some pains to deny that there was any directive to P-NG natives on what they should say or not say when overseas—and the Pastor denied it, too, eventually. But little notice has been taken of any of it.

The Sydney *Daily Mirror,* in the same issue in which it ran a story under the heading "Papuan Pastor Now Gagged by Own Church" also published an extraordinary editorial entitled "Fuzzy Wuzzy Fascism," which said, in part:

"The whole affair is unsatisfactory and must be cleared up. The Minister for Territories, Mr. Hasluck, must get at the truth of it.

"Assuming the district officer did give the instruction [not to talk politics] on whose authority did he act?

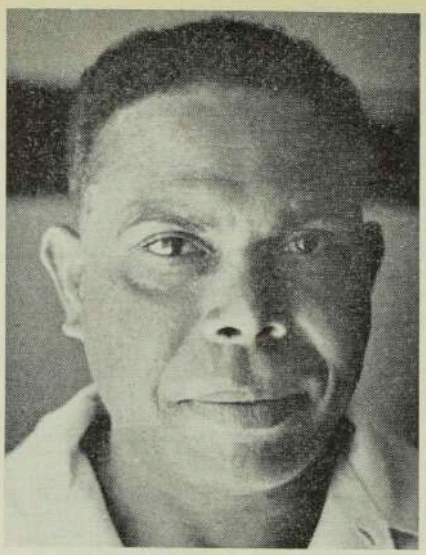
"Coming not so long after the Gluckmann affair when the administration succeeded in keeping out of New Guinea a distinguished authority on anthropology, this incident can only help those who for their own reasons want to force Australia to abandon New Guinea altogether.

"It is Mr. Hasluck's duty to repudiate the instruction absolutely. If he refuses then it can only be taken to reflect government policy. And in that case the sooner we do get out of Papua and New Guinea the better."

It is statements like these—which would make more sense coming from *Pravda*—that sometimes make Territorians wonder which side the Australian Press is on. What service has the airing of this piece of nonsense done to anyone—except to our enemies abroad?

The Hanao case—based on journalistic ignorance of P-NG conditions—does irremediable harm to Australian interests in New Guinea and frequently causes the Papua and New Guinea Administration acute embarrassment in its relations with the UNO authorities.

The number of literate natives in Papua-New Guinea is increasing, but is still very small. Probably there is not a dozen among the whole two million competent to give a thoughtful, informed answer to the kind of questions customarily asked of travellers by newspapermen.



Mr. Harry Spanner.

Spanner Speaks For P-NG's Mixed Races

By a New Guinea Correspondent

If the self-termed Euronesians will allow themselves to be led, Harry Spanner could be the man who will show them the way to better living conditions — and wages.

"WHEN you're white you're right; When you're brown stick around;
When you're black stay right at the back . . ."

So quotes Henry Lewerissa, disappointed and bitter Ambonese-born partisan for naturalisation among the NG territory's mixed races.

Since his plea for naturalisation of both Asian and self-termed Euronesians was answered in 1957 by the granting of naturalisation rights to the former only, Henry Lewerissa has faded out of the limelight in favour of more forceful speaker Harry Spanner, another born of mixed race.

Spanner's father, though, was an Australian—as if that makes any difference.

If any leader exists for these forgotten people, scattered throughout the Territory, Harry Spanner is that leader . . . educated, a logical speaker of good presence, Spanner knows his people's failings—and needs.

Most, the motley of mixed races (Filipinos, Malayans, Japane Germans, Australians, British, Dut Spaniards, Italians and Indian need wage equality with whites.

"We want to be paid on abilit Harry Spanner says. "If one our people holds an educati certificate he should be paid sal equal to any white holding the sa qualification."

Should, is right, but not accordi to a recent advertisement in Territory newspaper (see reprodu tion). The Government maintains DOES pay job applicants on abili thus apparently claiming the uni distinction in this case of assessi ability before sighting the applican

Without doubt more equita wages would make Harry Spanne job of uniting his disunited peo and raising their living standards less tedious one.

In Rabaul, NB, where live m of the Territory's apparently "u wanted", about 300 Euronesians a housed in squalid "Malaytown" lo since condemned out of hand by t Council of Social Services, w wrote a scathing report on the re dents' plight back in January, 19

"Unhealthy", "substandard", "ra shackle", "dangerous to health", w some of the opinions of a su committee of investigation. This Harry Spanner's second most impo tant target—to urge his people save to build their own homes.

Currently a privately sponsor scheme is afoot to provide a fou stage dwelling equal to the shrunk purses of the Euronesian peop The first stage, a 24 ft x 20 ft dwe ing with concrete walls, doors, sh ters and water tank will cost in t vicinity of £450, rising with improv ments to a home of 7½ squar "built as a European house", a costing £1,000.

(Continued on p. 167)

COMMONWEALTH OF AUSTRALIA

COMMONWEALTH DEPARTMENT OF WORKS

Temporary Position:

Plant Operator. Rabaul.

Weekly Wage:

European £26/1/3 per week (unmarr'ed).
£28/9/2 per week (married).
Asian/Mixed Race £14/12/ per week.
European single accommodation available £5/10/- per week.

This advertisement recently appeared in a N Guinea newspaper. Another one in the sa issue sought a ganger—at also much l money for "mixed race".

The Editors' Mailbag

ance of South Geography

etter this month points out, surprise", an announcement in nagazine by the distributors of sh firm, setting out a list of gents. Samoa is referred to as n Samoa" and New Guinea is ed as "British New Guinea". n Samoa, of course, is now an ndent country and while New , in an academic sense, might cribed as under British rule, arkedly and fundamentally an lian and United Nations re- ility.

ever, unlike the letter writer, not "surprised" at inaccurate tions of Islands territories by who should know better. It's perience that more territories ongly described in print than ise. The most common error istake one island for an entire Thus we have travellers return- m "the beautiful coral island nga", wherever that is, and had a honeymoon "on the of Fiji". And we are always about somebody who has just o Rabaul, "on the island of Britain, which is near New ".

e is a remarkably widespread ice in both Australia and New l on South Pacific geography. r as we know, the schools yet doing anything about it, e future generation will prob- e as ignorant as the present

"It would be most interesting to know, if as *Sydneysider* says, the British are now third grade citizens who are the first and second grade citizens?"

Grade maybe is the wrong word; but the idea seems to have got about that the Russians and the Americans are the most important, which is all very well if you are Russian or American.

Who Has Any Early Information About NG Gold?

Does any reader have any contemporary material or photographs on the prospecting phase of New Guinea's Bulolo goldfields before the Bulolo Gold Dredging Company was formed? If so, Mr. A. M. Healy, a Research Fellow in Pacific History at the Australian National University, Canberra, would like to have a look at it. He wants to use it as a lead-in to an objective academical study he is working on of the history of the Bulolo Gold Dredging Company.

Mr. Healy, who reports that he has the "full and generous co-operation of the company" in his project, will be visiting the Territory later in the year.

If anyone has any material they can post it to Mr. Healy at the Department of Pacific History, Australian National University, PO Box 4, GPO, Canberra, ACT. Mr. Healy assures us that material on loan will be carefully looked after and returned with the minimum of delay.

They'll Display The Bird of Paradise

The Bird of Paradise may be Papua - New Guinea's team emblem at the Perth Empire Games.

No decision has been made, but the Territory's Empire Games Organising Committee has been given permission by Territories Minister, Mr. Paul Hasluck, to use an emblem as a flag in the Perth opening parade.

Mr. Hasluck announced in Canberra that the emblem would have no national status.

It's Happened To Us, Too

We are not too sure whether this belongs to the *Editors' Mailbag* page. But it did come through the mail and it was addressed to the editors. It was in the form of a booklet, *Careers for Solomon Islanders*, 1962, a neat little volume, set-up and printed by the South Pacific Commission Literature Production Training Centre, Honiara. "See page nine" was scrawled in an anonymous hand on the front cover. Intrigued, we turned to page nine and found, under the boatbuilding section:

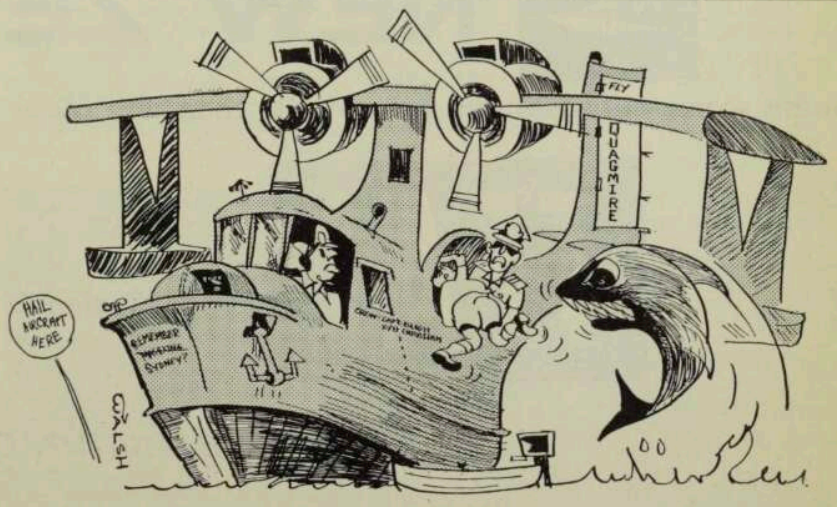
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ner Empire er Laments

ough *Sydneysider's* article in *PIM* (*Lament of an Empire*) seems to have got tangled n an argument about duty-free in the Nadi Airport shop *PIM*, p. 23) one Fiji citizen, t, speaks up in support of the of it—that it still should be ant to be British.

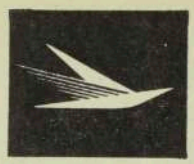
E. Jean Canard, of Lautoka, e has read *PIM* for 20 years s is the first time she has ever a letter to the editors. She silence to say that she heartily es the article and goes on:

e is a pioneer family of these ul islands, and I'm a fifth ion member of it, still proud British Passport.



"No need to hurry, mate. We've got five minutes to take-off!"

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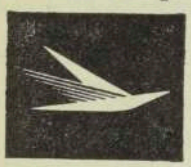
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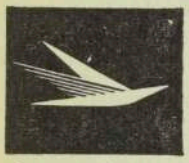
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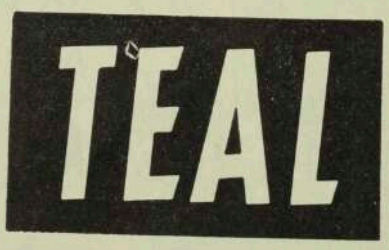
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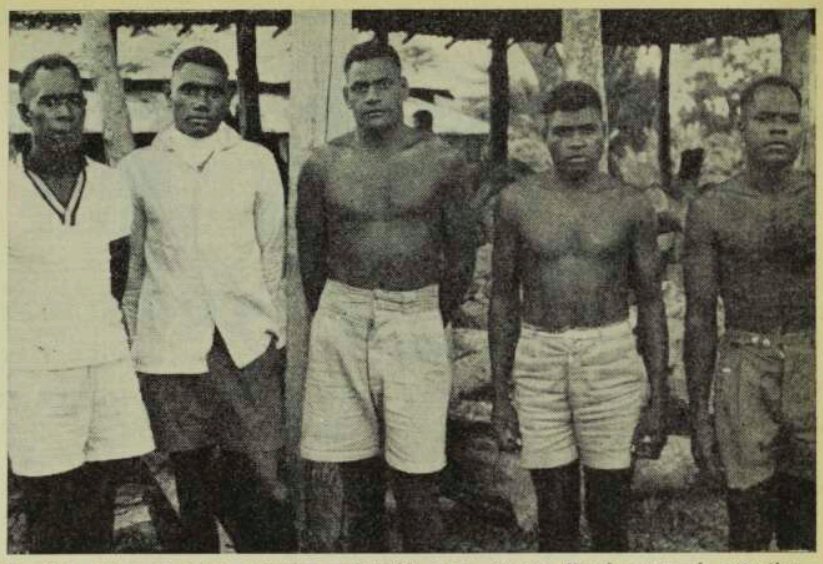
ork Begins Soon On US Tracking Stations In NG

American research space track- stations to be built on Manus d Buka probably will be com- ted by the end of this year, Administrator of Papua-New inea, Sir Donald Cleland, has nounced.

IE sites have been allocated, the Australian Government has ved and we expect the Ameri- will begin work as soon as le and finish by late Decem- Sir Donald said.
e major station will be built on Negros Island, which is separ- from Manus Island — a huge naval and air base during the d World War—by a narrow el.
e station on Buka will be built plantation on the north-western f the island, 600 miles south- of Manus.
each case, Administration land being used, Sir Donald said. He ted that there would be some for local people during instal-

e Manus Administrative district population of 18,000, and Buka l's population is 10,000.
s believed in Port Moresby that of the Allied wartime base on s will be incorporated in the s station site. Units of Papua- Guinea's Pacific Islands' Regi- moved out of Manus Island, buildings last month to new bar- at Moem, near Wewak, on the nainland.
d of May saw a five-man team eterminedly non-talking Ameri- on their way to Buka.
ey might have gone clean gh their last stop at Rabaul un- ed had not a Sydney news- emblazoned their purpose on ont-page. The deputation, said ewspaper, was going to Buka rry out last checks before in- tion of a satellite tracking sta-

e five-man team of satellite men ed by William Myklebost, who ieved to have US Defence De- ent connections, but in Rabaul nied the proposed bases had de- implications.
t previously a party of 23 Aus- ns and Americans, among them sentatives of General Dynamics the Pacific Missile Range, had d Manus.



Standing centre of other returning tax-trouble men, Frances Hagai commands attention—a tall powerful man his eyes are his most compelling feature.

Americans, Cargo Cult and the Future

Complicated Aftermath Of The New Guinea Buka Troubles

From a Rabaul Correspondent

The presence of a permanent American base on Buka Island could result in an up-flaring of the Cargo Cult. Returning Buka tax-rebels, their vanity inflated by VIP treatment, could use this circumstance as evidence of their Cult-powers.

IT would be improper to comment on the P-NG Chief Justice's decision to quash sentences in the case of the recent Buka appeals.

It is highly probable that, had not certain Australian unions with doubtful knowledge of issues involved chosen to buy into the sorry Buka business, the sentences imposed at Sohano by experienced magistrate Ralph Ormsby would have been permitted to stand, unquestioned.



Speaking together animatedly here, American space scientists Gordon Summers and William Myklebost were not so communicative when asked about the establishment of US satellite tracking stations at Manus and Buka.

For although the Sohano hearings were handled with speed (some say with haste) those who know the Buka have little doubt that the original outcome was just—letter of the law notwithstanding.

It took a surprise visit by Melbourne lawyer Cedric Ralph, financed by a group of trade unions, to introduce the possibility of appeals . . . but Ralph could only handle the prisoners' cases if the prisoners themselves expressed a desire to consult him.

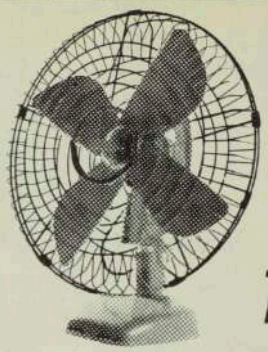
As Mr. Ralph put it prior to his departure from Rabaul: "Ethically I couldn't see them because none of them expressed a desire to consult me.

"The fact that a Crown Law officer went out to Keravat jail to do the asking may have had something to do with it."

(Over)

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In due course the appeals were put, and with the result that we know, the offenders were released by order of Sir Donald Cleland and allowed to return to Buka.

First, however, the ringleaders were taken on extensive tours of Port Moresby and Rabaul, travelling in chauffeur-driven government cars.

Rabaul-ites have been heard to say wryly after witnessing the spectacle of touring ex-rebels being chauffeured about the town and country: "If you want VIP treatment you've got to be a politician or a gaolbird".

The Welfare Society stalwarts of Hahalis village no doubt turned out en masse to greet the returning "heroes" on their arrival; and one of the first big items of news would doubtlessly concern the recent descent upon Buka (and Manus) of a team of American scientists to set up satellite tracking bases.

Though "King" John Teosin and Francis Hagai deny Cargo Cultism flourishes among their villagers, these two would be less than human if they did not rise to the opportunity now given them to claim manifestation of a cult miracle (see *PIM* June, p. 14).

One cannot help but wonder whether the decision to grant the US use of Buka and Manus Islands for space purposes (intent to build defence installations is denied) was taken with any kind of knowledge of the issues involved.

Both islands have had long records of Cargo Cultism.

The Cult of Good Things

The cult of "good things will come from the sky" is probably more strongly entrenched in these two islands than anywhere else in New Guinea, the New Hebrides or the BSIP.

The Administration has failed to stamp out the natives' traditional Cargo beliefs. It has little hope then of stamping out the newer version which spotlights mythical Americans as providers of all good things.

Territorians now will watch with close interest any situation which may develop following the return of the Buka "heroes" and the advent of the American satellite team.

What do the Bukas themselves say about it?

"All we want is to get home and plant more copra and cocoa to help pay this year's taxes."

So quoth the apparently repentant Buka tax-rebels after their release from gaol.

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ur 1958-9 and '60 taxes were with borrowed money," Francis i explained in a *PIM* interview, we must work to earn more y further taxes."

laudatory manner John Teosin Francis Hagai went on to tell they would urge the villagers Hahalis, Basbi, Hanahan and a to work earnestly toward future.

bing a finger to emphasise his Teosin, a slow speaker until ets going, said that the Buka e must not expect help until had helped themselves, must and raise money for needed ts.

gai, who once wore a Castro- beard and who moves his big with lazy ease, even insolence, s more readily than Teosin obviously thinks—and dis- es—faster than his partner.

e two were chosen to give our e the benefit of our education," explained. "We do not lead. old men are the leaders. But ve them our ideas."

ked who first started the ition to paying last year's taxes, men quickly replied, "All the of the villages decided together hey would not pay. They did have the money having repaid revious borrowed money".

that as it may £500 was found time of the Sohano trials and produced in payment of out- ng debts.

e collect maybe 88 or 100 bags pra every six months," Hagai The proceeds are shared evenly gst the men—about £2 per

at a suggestion that the is Welfare Society was ently not functioning as mically as a Local Govern- Council might, both men d the society could operate ntly. They are determined that uld not be abandoned.

was difficult to ascertain the ity of these young men as gave "pat" answers to questions them. But it was not hard the qualities that have made the leaders they deny being.

sin, though slower, less fluent Hagai, is a close kin of Anton Administration protege. (*PIM*, '60, p. 57). His appointment be for this reason only.

gai obviously needs no blood nship to strengthen his n. The miracle is that he, Teosin, seem unaware of the power that they hold. Having defied the Government and in some measure got away with it, they are in the supreme position of being able to assume outright control of all who would do the same.

Not only on small Buka Island, but throughout the Territory, there are many who would be willing to listen to the doctrine of these young men.

In short, Teosin and Hagai, or men like them could be the ones to unite many of the dissenting Territory tribes—for the reason that they have defied authority with very little loss of face.

PIR SUGGESTION 'ABSURD'

The Administrator of Papua-New Guinea, Sir Donald Cleland, in June described as absurd any suggestion that the Territory's Pacific Islands Regiment should be disbanded.

He was commenting on a report from Sydney that the New South Wales Country Party annual conference passed a resolution calling on the Government to disband the 900-man native regiment, which was "a threat to white people".

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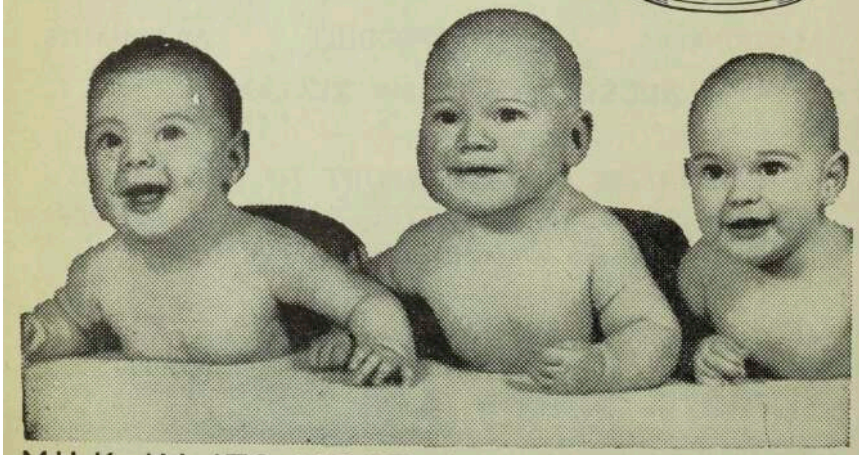
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There's No War: It's Business As Usual In Hollandia

From an AAP-Reuter Correspondent in Hollandia

It is still business as usual in the Dutch New Guinea capital of Hollandia—just as it has been every day since the Indonesians began making parachute landings in the Territory at the end of April.

THERE is little evidence in the capital of the hostilities. The fighting is a long way off from the steamy tropical town straggling around the shores of Humbolt Bay only about 25 miles from the Australian Trust Territory of New Guinea.

There is no state of war in Netherlands New Guinea, a Dutch Government official said.

"We have not declared war on anyone and Dutch troops in New Guinea are taking action against the Indonesians only to maintain the peace of the area," he added.

Certainly Hollandia itself shows little concern about the Indonesian activities as it goes about its day-to-day affairs.

Most of its population of 7,600 Europeans, 6,400 Papuans and 1,100 Asiastics are astir early each day, for life starts soon after dawn in Hollandia.

Civil servants are at their desks by 7 a.m. local time, and work through until 2 p.m., when they are finished for the day.

Most shops are open between 8 a.m. and noon and again between 4.30 p.m. and 7.30 p.m., but some of the Chinese stores open for longer hours.

Dutch housewives shop at the modern but small shopping centre in temperatures over the 80-degree Fahrenheit mark and in very high humidity.

Nearby, a group will be gossiping by the monument to Captain F. J. P. Sachse, the founder of Hollandia, who brought a landing party ashore here in 1909 from a Dutch naval vessel.

When he found that a German border patrol had christened its camp on the other side of the then German-Dutch New Guinea border, Germania Corner, Captain Sachse named his settlement Hollandia.

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But It's War By Mail

Dutch Government officials businessmen in Hollandia e started to receive propa- da pamphlets by air mail. One of the pamphlets shows kull wearing a tin helmet and rs the words: "Between life death . . . You can choose . Back with your family and tions and beloved Netherlands offering your life in the jungles New Guinea."
Another shows a picture of an active woman looking at the on and says: "Tonight she is alone and waiting for you." amphlets so far have been ted in Manila or Singapore. Dutch official said he thought had been sent by Indonesian ernment agencies.
He said a group of infiltrators arrived in New Guinea by t earlier this year carried phlets depicting a nude nan which obviously was in- led for distribution to Papu- who in turn might get them Dutch troops.

h a population of 300 in 1940 with every house wiped out raids during the Second World Hollandia has grown again the American base and military uarters established here in

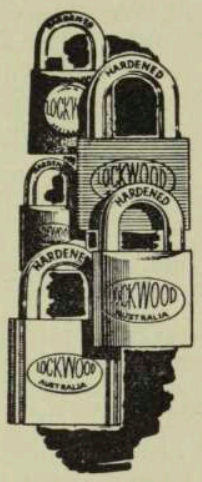
en the Americans left, the most able buildings were taken over e Dutch Government.
s explains why the capital spreads out over a distance miles around the bay and has 50 miles of roads.

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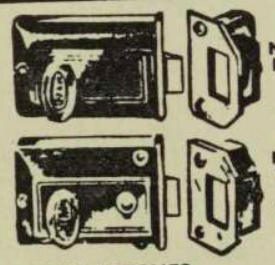
even Indonesian landings in erauke area, on the other side island from Hollandia, in June, the tenor of life in Hollandia, gh the Governor, Dr. Plateel, g a New Guinea Council ses- aid it was "with great indigna- that he had to say that Indo- leaders had decided to go on heir "cynical way of thought". were several paratroop land- n the Merauke area which is 40 miles from the Australian . The fact that the landings o close to the border caused a greater stir in Sydney and Can- For Hollandia saw no real in the new development, but lia suddenly realised how close getting to the trouble.

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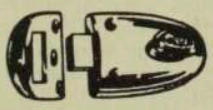
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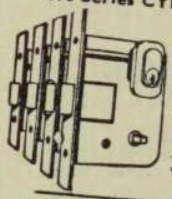


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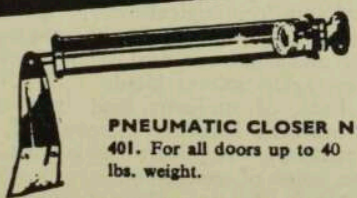
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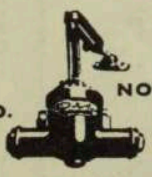
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Not Much Money, Either

New Guinea Land Commissioners Have A Herculean Task

From a Rabaul Correspondent

A mere six men are attempting the herculean task of surveying native-held lands in the NG Territory — a job which the Assistant Administrator says is the Territory's "most important".

THE frequent use of the term "native land tenure" in UN Mission discussions pinpointed interest in this forgotten problem facing Australian Administration.

Forgotten—not by Administration who are acutely aware of the task before them—but forgotten apparently by those who hold the budget purse-strings.

The job of surveying communal land and sorting out the complexities of native land custom in New Guinea's 93,000 square miles is being tackled by a mere six men. One, at most two, of these Lands Commissioners have the assistance of a cadet.

The work of ascertaining boundaries and recording ownership is regarded by Assistant Administrator John Gunther as "the most important" in the territory. It is also the job getting increasing prominence in Canberra.

The establishment of land titles and the surveying of boundaries are fundamental procedure in any advancing society but as Minister Hasluck admitted in April, 1960, such work in the Territory would involve research by anthropologists and geographers and would take generations to complete.

Such is the work of specialists and no one denies the six Lands Commissioners are the right men for the job. But the addition of genealogical and anthropological work to their general field work with its geographical and legal problems is prolonging the urgent job in hand.

Lack of uniform land laws, and a uniform language throughout the Territory, complicate their task to the point of confusion.

New Britain District Commissioner, Mr. John Foldi, told the visiting Mission that no one law applied to land tenure in the Gazelle Peninsula—there were thousands, changing every mile or so.

This should not have been an eye-opener to the Mission. They must have been aware of the nature of native land custom, if not in this Territory then in Africa where UN Missions have seen similar problems.

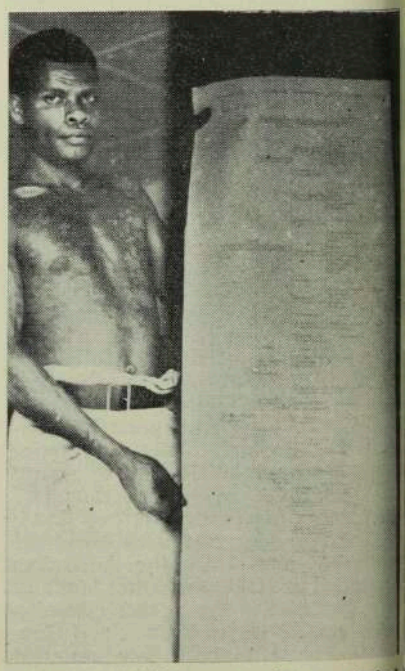
But it is doubtful if they became fully aware of the efforts being made, by so few, to sort out the tangled systems which prevail here.

In the Gazelle Peninsula, where most progress has been made, approximately 30,000 acres of communal land of a total of 130,000 acres have been surveyed by the two resident Land Commissioners.

This has been the work not of weeks—but of years. No possible target date can be set for completion of surveying work in the Peninsula, for progress is bringing more complications to upset the prevailing matrilineal system.

To the indigenes, Tolai land had little or no value prior to the introduction of cash cropping. Subsistence produce of the land was important and little trouble arose from the fact that all land was held communally in the vunatarai system, the basic land-owning unit.

A vunatarai could, and does, have rights to plots of land in other districts and each member of a vunatarai has rights over the land. The land is thus owned by a body of people who upon death automatically pass on ownership rights to the children of females—a matter



A native clerk holds up part of a genealogical tree showing six generations—part and parcel of the surveyor's work in New Guinea.

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r involved by marriage between
ers of vunatarais.
a further straw to break the
Commissioners' backs, vuna-
both sell, buy and exchange
ıccording to native custom.
ıe of these customs fit the
land tenure laws and as the
ıistration has stood steadfast
ts intention of respecting native
ı in all of its inquiries the
converson is a further prob-
ɔr the future.
have spent as much time sort-
t the ownership of a half acre
we have spent on properties
00 acres," Rabaul-based Lands
issioner S. Smith said recently.
lo not wait for land disputes
ur before going in and sur-
an area, but it is seldom a
t forward job. Counter claims
nmon."
method adopted by the Com-
ıers is painstaking and exact-
After proceeding to an area
surveyed a meeting is held as
y as possible on or as near the
ı question as is possible.
native land has strict boun-
and the Commissioner's first
to define the area involved
scover its district name.
ɔnged discussion follows into
custom until the name of the
an to have used the land is
red. This may take hours,
-or months, and commonly
ack six generations.

Many Problems

land in question may be
with coconuts interplanted
ɔcoa. Problems arise when
ın claims the land, another
onuts, a third the cocoa.
realisation that they cannot
e their land, nor even will it
tuity to their sons, has made
ogressive Tolais today anxious
e absolute title. The old mat-
system served subsistence
s well, but is quite inadequate
comes to cash cropping.
birthrate among the Tolais
nother problem—that of re-
nt. Lands Commissioner
ad of Rabaul is largely oc-
n surveying land areas which
used for this purpose. His
no less onerous than that
g Mr. Smith, for every single
inch of land in the Gazelle
a and beyond is owned and
must be exactingly investi-

ltimate plan is to introduce
land holding system through-
Territory and to this end
alled Uniform Lands Ordin-
ıd the Tenure Conversion





NEW GUINEA TRAVELLERS. Travelling recently in the "Malaita" from New Guinea to Australia were New Guinea people Frank Shaw (top) who did a spot of ironing on board, and Mr. and Mrs. L. C. Wellington, of Sohano, Bougainville. Mr. Shaw was afterwards a little concerned that the photograph might somehow fall into the hands of his New Guinea house boy!—Photos: Pat Robertson.

Ordinance are being drafted by the Australian Government. Introduction of these bills is not expected to hasten the job of converting native held land to our system. Persuasion will certainly be needed to induce many natives to adopt the new ways.

A number of diehards still plump for the matrilineal system—others want the best of their own and our systems.

Be that as it may, the projected bills are steps in the right direction.

Another step in the right direction would be to allocate more funds to the urgent job being performed by the Commissioners.

Only with additional finance and staff is the job likely to be completed within our time.

IN DEFIANCE OF POLITICAL ALARMISTS IN P-NG

Big Merger And Lively Trading

By a Staff Writer

Although some overseas traders, invited to invest in Papua and New Guinea enterprises, have expressed uneasiness about the Territory's political future, the corporations already established there show confidence in the future.

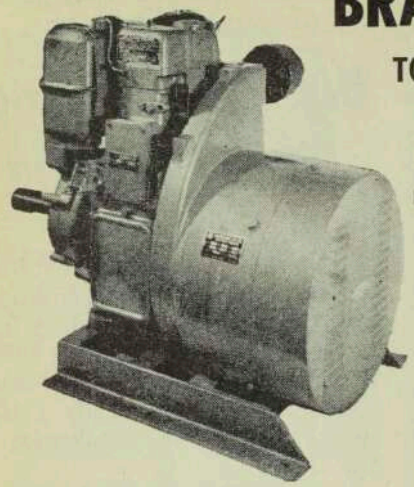
- It was announced on June 1 that Steamships Trading Co. Ltd., of Papua, had purchased the whole of the issued capital of Colyer Watson (New Guinea) Ltd., which has large general stores and other interests in New Guinea—notably at Rabaul, Lae, Madang and Goroka.
- The interests which took over Hamac Holdings Limited in P-NG in 1960-61 announced in May that they had sold two of the principal operating companies in the group—namely, Morobe Hotels Ltd. (Wau and Goroka Hotels) and Hotel Cecil Ltd. (Hotel Cecil, Lae)—to Sangara Holdings Limited; and Sangara Holdings later indicated that it planned to purchase the Guinea Brewery, in Lae, and the Cosmopolitan Hotel, in Rabaul.
- The W. R. Carpenter interests in New Guinea (New Guinea Co. Ltd.), after what was regarded as a period of uncertainty, have made plans for the erection of a modern retail store in Rabaul, to take the place of the large establishment destroyed by fire last year. (It had been reported—unofficially—that the Carpenter interests would not replace the Rabaul store, but would confine trading mainly to wholesale operations, as in Papua, where they operate as Island Products Ltd.)
- Messrs Robert Gillespie (New Guinea) Ltd., after the shock of a far-reaching financial readjustment of the parent company (Messrs. Robert Gillespie Pty. Ltd., Sydney and Brisbane), has decided to carry on with its stores in Rabaul, Lae, Madang and Port Moresby.

Trade Active Despite Politics

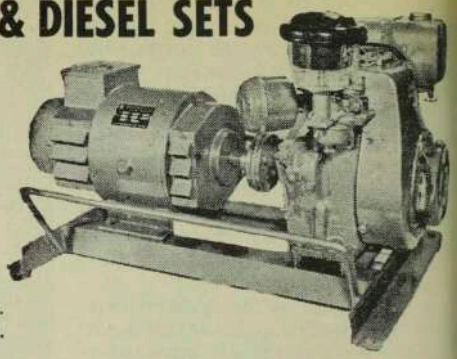
Although there has been some shrinkage in world prices of some of P-NG's chief products—notably, copra and coconut oil, coffee and cocoa—the Territory's total income

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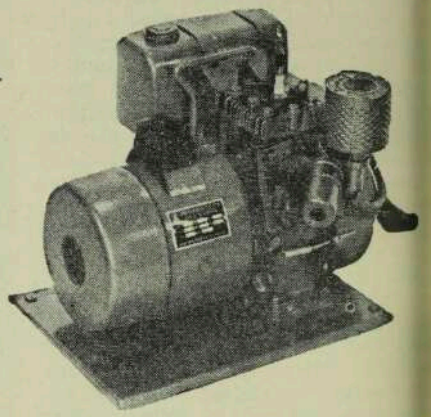
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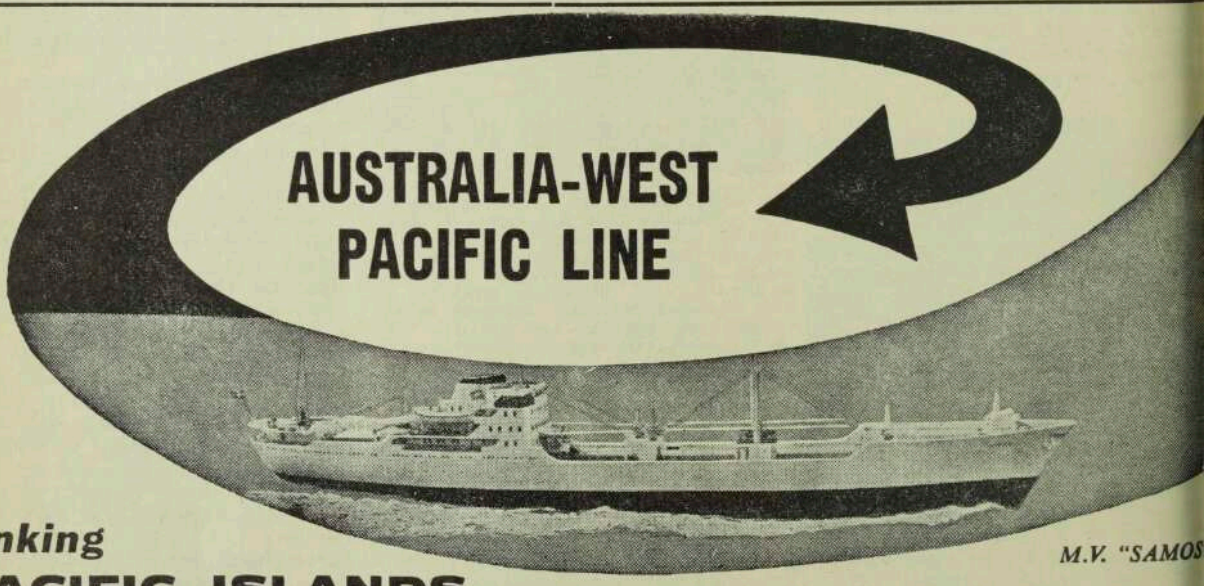
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A SCENE. Labasa, biggest town on Vanua Levu, Fiji, now has its own bulk um installation, provided by the Shell Company. Petrol prices have dropped as a Before installation, all petrol products were brought from Suva in drums, but o in bulk by barge. Here is a group of leading citizens at the official opening of the installation by the Fiji Commissioner Northern, Mr. W. Miller.

Photo: S. A. Whippy

arnings has not diminished; ıe Territory's income from the ian subsidy (ranging between llions and £17 millions) tends v.

equently, despite persistent alarms—such as the danger ıg Indonesians on the western , and the threat of native self- ıent very soon—general trad- P-NG is as lively and healthy it was. The big trading cor- ıs maintain turnover and comfortable profits; and all operators appear prosperous. Administration's "crash pro- " of preparing the natives for ernment has been regarded by planters and traders as ning" and "depressing".

others realise that "Self- ıent" means the increasing anisation" of the natives; and turn means that the natives ore and more of the European ıd manufactured goods which ers sell.

e, the natives will create n machinery of retail distri- they are certainly being en- l by the Administration to more and more "co- es".

e, the Chinese traders will ex- ir operations to take care of business. It is interesting to at the Chinese from New are moving into Port 's rapidly-growing eastern —there is an expanding f them now at the seaside f Koki, out beyond Ela where the trade is mainly (*PIM*, Nov. '61, p. 21.)

STC-Colyer Merger

The announcement of the STC-Colyer Watson merger, being admirably brief and pointed, is worth reproducing in full. The merger does not affect Messrs. Colyer Watson Pty. Ltd., of Sydney and Brisbane.

Joint statement by the chairman of directors of Steamships Trading Co. Ltd., Port Moresby, Mr. H. D. Underwood, and the governing director of Colyer Watson Pty. Ltd., Sydney, Mr. R. A. Colyer:

It is announced that Steamships Trading Company Ltd. has acquired the whole of the issued capital of Colyer Watson (New Guinea) Ltd. The consideration for the purchase will be the issue to the vendors of 192,709 fully paid £1 ordinary shares in Steamships Trading Company Ltd., plus a cash payment.

Colyer Watson (New Guinea) Ltd. will continue its operations and retain its separate identity, but as a wholly-owned sidsidiary of Steamships Trading Company Ltd.

The directors of Steamships Trading Company Ltd. will join the board of Colyer Watson (New Guinea) Ltd., and Messrs. R. A. and K. L. Colyer have agreed to remain on the board as consultants. This announcement desires to emphasise that this take-over of Colyer Watson (New Guinea) Ltd. is solely confined to the Colyer interests in New Guinea.

Further statement by Mr. R. A. Colyer: The consideration for the purchase of my interest in Colyer Watson (New Guinea) Ltd. was optional. I had the option of accepting either cash or shares; and I decided to accept shares as a confirmation to the Colyer Watson (New Guinea) Ltd. executives and staff, as well as to the public, of my faith in the future of the Territory and my continuing great interest in its development.

Further statement by Mr. H. D. Underwood: This move will give Steamships Trading Company Ltd. its first direct participation in trading in the Trust Territory of New Guinea, and represents a major change in the company's policy, which has hitherto confined its operations to Papua.

With stores and other interests in Rabaul, Madang, Goroka and Lae it is envisaged that the merchandising, shipping and other activities in those centres will be developed along the same progressive lines as has been followed in Port Moresby.

Re-alignments

The STC-Colyer Watson merger will have interesting repercussions. It means that STC emerges as Burns Philps' biggest rival in the P-NG islands.

Hitherto, the opposition to Burns Philp was divided. In Papua, the Big Firm's chief competitor was Steamships Trading Co. But STC did not enter the Trust Territory. There, BP's encountered three big retailers—Carpenters, Colyer Watson and Gillespies.

Now, the BP-STC battle will be joined in both Papua and New Guinea, with the powerful Carpenter interests apparently planning a full return to retail distribution in Rabaul, Madang, Lae and Kavieng.

Trading competition in the Territory is keen and ruthless. When the Gillespie headquarters organisation in Sydney got out of order, there was a sharp scramble by other traders for Gillespies' more valuable Islands agencies. Philips, probably the biggest and best, decided to make a change; and in May it was given to Burns Philp. There was a rush for another valuable Gillespie agency, Coleman's Lamps; but up to the end of June the big Canadian manufacturer had made no change.

(Over)

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Cockroach Watcher Advises

The man who has spent years watching the habits of cockroaches to find out how best to control them says: "You must cockroach proof every nook and cranny in your home with a long-lasting insecticide. By attacking and killing those you see, you only get to a fraction of those present. To guard against night intruders, sprinkle Pea Beu Powder on sheets of newspaper and place on the kitchen floor. This enables you to use the powder over and over again. Pea Beu Powder is the finest cockroach proofer you can use for this purpose as it is everlasting, non-poisonous and odourless.

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Beauty Shower

A cold shower in the morning is a wonderfully stimulating freshener. It helps to use up the figure-robbing calories because the body has to generate more warmth. In this way a shower will do much to improve the figure. Whilst the body is cool and you feel invigorated, give your self an all over massage with oil of ulan. The action of massaging is excellent figure improving exercise and the ulan will keep the skin clear and fragrant.

. . . . . Margaret Merril.

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. . . . . Margaret Merril.

Robert Gillespie Group

It was indicated in May that Messrs. Robert Gillespie (New Guinea) Ltd. were still in the firing-line, and that the Port Moresby branch was moving into Kriewaldt and Co.'s former large retail store premises in Douglas Street—Kriewaldts having decided to give up their central retail store in order to concentrate on the automobile and transport business.

Mr. Robert Gillespie, whose illness early this year precipitated a financial crisis in the parent company (Robert Gillespie Pty. Ltd., Sydney and Brisbane), has made a good recovery, and has been living quietly in Sydney during reorganisation.

Meanwhile, the two Islands companies (New Guinea and Fiji) have been carried on independently of the parent company's troubles; and it is hoped to restore the little group to its customary vigour before the end of the year.

Development of Hotels

Lively planning for the improvement of the New Guinea hotels is under way, since Sangara Holdings Ltd. purchased the Lae, Wau and Goroka hotels from the Hamac subsidiaries (*PIM* June, p. 157) and took over control of the Lae brewery.

The same group is now in control of the Cosmopolitan Hotel, Rabaul, through the Sandy Creek Company. Hamac, in selling the three hotels, took £50,000 cash and £55,000 in Sangara shares, which means that Mr. L. F. McEachern, through Hamac, is interested in Sangara; and Mr. McEachern and Mr. Stitt recently spread their Austro-New Guinea interests wider by buying substantially into Sandy Creek Gold Sluicing Ltd. Sandy Creek in May purchased the Cosmopolitan.

Attempts have been made to add the recently-renovated Madang Hotel to the Lae-Wau-Goroka-Rabaul chain; but views regarding price have differed widely.

As part of improvements now under way, it is reported that the main structure of the Cosmopolitan Hotel is being altered, so as to open the bar and the western side to the cool harbour breezes; and that the annexe, Crossley House, is being remodelled so that there may be a selection of modern rooms, with air-conditioning and showers, available to travellers.

The same group, in developing a timber mill at Wanigela, Collingwood Bay, is planning a new hotel-motel there, as a special attraction for tourists who wish to see something of the wilder areas, and perhaps engage in the tougher sports, like crocodile shooting.

This Sangara group announces that, as soon as the hotels have reached a certain standard, and the Markham Valley-Highlands road is through, it will "go after" the overseas tourist traffic, to which the unique attractions of New Guinea can lay claim.

Security and 'Compensation'

Meanwhile, outside investors with a substantial stake in the Territory especially merchants and planters have been putting pressure on the Administration and the Department of Territories to make some sort of declaration of policy.

The Port Moresby Chamber of Commerce, in placing material before the visiting United Nations Mission in May, said:

"Lack of Security:—private enterprise takes the view that with the advent of self-government there is the possibility that the system of private enterprise, as we know it, may not be allowed to function according to its own free enterprise pattern.

"Accordingly, it is the considered opinion that some measure should be implemented to ensure just and reasonable compensation in the event of any disturbance to democratic rights."

In simpler words, private enterprise seeks (a) an official assurance that its rights will be protected against losses through political development encouraged by the Administration and (b) in the event of such losses occurring—i.e., from self-government or through invasion of Western New Guinea by Indonesians—it may expect compensation from the Australian-controlled Administration.

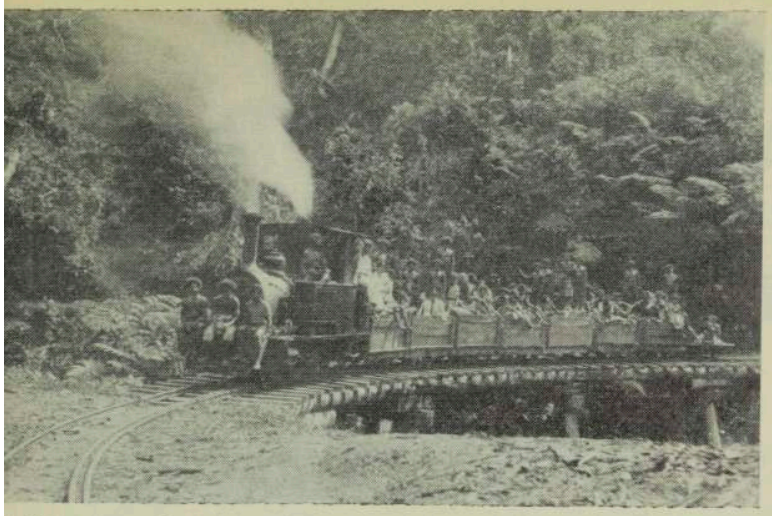
That request actually has been before the Territories Minister in various forms in the past years. But the Minister—naturally—has been very coy in the matter.

There is some anxiety, but no panic.

One or two corporations do see some threat to the future of the Trust Territory, but they are confident that there is security in Papua which is basically an Australian Territory, and which Australia dare not abandon.

"I think the Indonesians will come into West New Guinea," said one experienced observer. "But that would be a good thing. It would mean that European (Australian) control over Eastern New Guinea must continue at all costs, and that we must take care of the natives, even if it means taking them into a political partnership before they are ready for it."

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d Misima loco, with passengers from the buffers to the rear axle, negotiates a curved The front of the engine was always the best spot to ride on, Dr. H. Gillbee Brown recollects. This photograph is one from Dr. Bown's collection.

MOUNTAINS, GOLD AND RAILWAYS

Moutainous Misima island, in Papua's Louisiade Archi-go, could again become a fabulous producer of gold, rding to reports in June. But will Misima's mountains one echo to the shriek of a train whistle, as they did when gold king there?

rain has run there since 1923, ien the railway was sold and e pulled up. And what a ! There were eight miles of half of this length was in the hills with not a straight rail on it. There were zigzags, a coral tunnel, 27 bridges (some with bends in them) and in the hilly section the line dropped from 800 ft in four miles like a switchback railway.



el through the coral hill, one of features of the Misima railway.

There are no railways anywhere in Papua-New Guinea these days, but there is still gold on Misima. Pacific Island Mines Ltd., at its annual meeting in Sydney in June, announced that it shortly would begin developing "potentially rich" goldfields on Misima. The company had prospected for two years and now was most optimistic over development (see Commerce, p. 180).

The annual meeting was told that part of the old rail route would be turned into a roadway soon.

The railway ran from Bwagaoia wharf to the mine terminal at Umuna. The Government station was at Bwagaoia, and the Block 10 Misima Gold Mines NL were at Umuna, in the hills.

Bwagaoia was established in 1920 by acting Resident Magistrate W. R. Humphries, who was many years later killed in the Mount Lamington eruption of Papua. He moved the buildings from Woodlark Island. Soon afterwards, A. H. Symons took

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as Resident Magistrate and idated the station.

railway operated from 1920 3, when Block 10 closed down. nine later got going again as ert's, but this too closed and only in the last few years there been renewed—and ing—activity there by Pacific Mines. But there is no /.

H. Gillbee Brown, who was l officer with Block 10 in the ays, and who supplies these raphs from the big collection s of the railway in all its recalls that colourful railway

railway carried coal for the furnaces, which had needed s of firewood a day until the as imported. It also trans- food and general stores for ine population, which was 800 native workers and 100 ans.

n the mine at Umuna to i on the coast the line was in the hills. From Lapapai agaoia was entirely along the passing through a tunnel in ral cliffs and finally curving through a grove of coconuts to the small wharf in Bwagaoia Harbour.

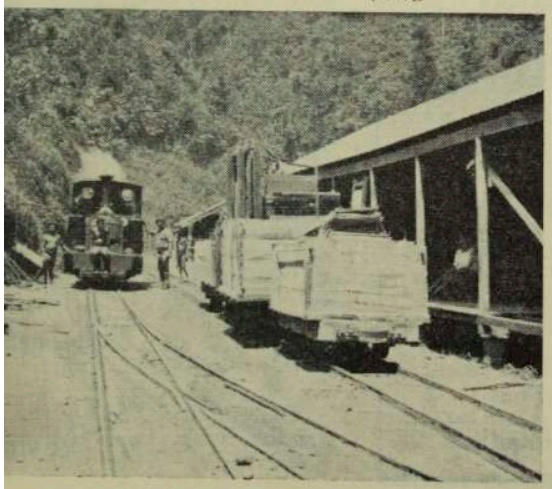
Recalls Dr. Brown: "First-class passengers usually rode on the front buffer plate of the engine, with feet dangling in front of the cowcatcher. This was the coolest spot, and it was also free of the sparks which burnt holes in the shirts of those who had to sit in the open trucks behind".

At one time there was a guard on the train, put there by one of the mine managers, mainly to check on delays to the train's schedule, which it was suspected were due to games of poker. But eventually he was removed. It was suspected that he, too, was taking part in the poker games.

The railway also used flat trolley cars in addition to the locomotive.

"A ride on one from Umuna, on the four-mile downhill run to the coast, was a greater thrill than Luna Park could provide," recalls Dr. Brown. "With a flat stick through the trolley platform as a brake, you endeavoured to slow down before it was too late."

Dr. Brown revisited Misima in 1951, and walked the site of the old railway. He saw pieces of coal still



The loco and trucks at the mine terminal at Umuna, in the hills. It ran to Bwagaoia on the coast, eight miles away. Misima is a rugged island, as the top photograph shows. It was also taken by Dr. Brown.

"Come Home" Call To Pitcairn Islanders Abroad

An appeal has been made to Pitcairn Islanders living abroad to return home and help the island out of a crisis.

"YOU are needed," they have been told. "Do you wish to see your island abandoned because there are too few left to man the boats and do the work around the place?"

The appeal to the Islanders to return has been made by the Pitcairn Education Officer and Adviser, Mr. S. A. Kinder. He published it in the April issue of the *Pitcairn Miscellany*, a monthly roneod news-sheet which is circulated abroad as well as locally. The April issue reached Sydney in June.

In his appeal Mr. Kinder said:

"In 1934 there were 251 people living on Pitcairn Island. Today there are only 115 islanders here. This fact in itself is startling enough, but when this number is analysed, it is revealed that there are 24 people over 60 years of age, and 44 under 16. From the remaining group there is a male working force of only 22.

"'What a predicament Pitcairn Island is in, for on this small body of men rests the maintenance of the roads and tracks, the boats and the other dozen-and-one jobs which are required to be done. It is little wonder that slowly but surely wild vegetation is taking over most of the land.

"How can this present grave situation be overcome?

"'The first and foremost solution is that back to their homeland must come many of those who have left it."

Mr. Kinder said that in appealing to this group who had left their homeland he wanted to point out that their departure had left "great areas of land" lying untouched and insects and weeds were thriving in these areas and threatening to overrun the island.

"Do you wish to see your island abandoned because there are too few left to man the boats and do the work round the place? It is possible," said Mr. Kinder.

"Give serious thought to these matters, for you are needed urgently.

"There is plenty of work to be

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Mr. and Mrs. Oscar Clark, of Pitcairn, a important citizens. Mr. Clark is the pos master. They are photographed here wi their family. Mr. Clark is brother of t previous postmaster, Mr. Roy Clark.

done and a good living is availabl despite the loss of one or two ship from the present Panama-Pitcair Island-New Zealand route. At pres ent investigations are being made fo more overseas markets for Pitcair Island handicrafts and these we hop will provide a ready sale for all tha are produced.

"'Come back. You are needed The more who return, the easier i will be for all and the future o your island is assured."

Statistics for 1961 showed tha at December, 1961, Pitcairn had ha 127 people, including 10 temporar residents. During 1961 31 Islander had left Pitcairn and only 11 ha returned.

Mr. Kinder, in the March issue o the *Pitcairn Miscellany*, urged Island ers to remember that "future genera tions would still want to live o Pitcairn and therefore action shoul be taken against the pests such a "that little green-backed beetle tha gets on your tomatoes and other pro duce; the wasps which are nestin everywhere and becoming a menac to us all; the rats and the mice; th coconut palms which are far fro being healthy; and the trouble in th oranges which makes them go brow in the centre and fall off before the are ripe."

Some of these pests were threaten ing the future food supplies of th island.

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hese are scenes from "Moana Roa's" of the Northern Cooks and Niue. ow, reading from top to bottom: his fine decorated mat was one of y gifts from the people of the thern Cook Islands to the New land Minister of Island Territories. vas made by the women of Tau-u, on Manihiki.
oung Cook Islanders receive an door reading lesson at a new nary school at Omoka village, on rhyn.
he new wing at the Lord Liverpool pital on Niue.
he Cook Islands Administration's dern citrus-packing shed at Avarua laying a big part in the develop-t of the territory's citrus industry.











Outrigger canoes escort the Minister as he heads for the jetty on Niue in the "Moana Roa's" launch.

Memorable Visit To The Cooks

From a Special Correspondent

"Memorable and unusual" were the words used by a ship-load of New Zealand tourists who recently made a three weeks' tour of the Cook Islands, including the seldom visited atolls of the Northern Cooks, and Niue.

THEY travelled aboard the 2,893 ton *Moana Roa* in the first direct voyage by a passenger ship from New Zealand to the Northern Cooks in almost 60 years. The last visit was when a New Zealand parliamentary party visited the atolls during a tour of the South Pacific in 1903.

The latest visit was also due to politics. The *Moana Roa* carried the New Zealand Minister of Island Territories, Mr. F. L. A. Gotz, and other VIP's. The 30-odd tourists who also went along, saw islands never visited by tourists and enjoyed entertainments and ceremonies which were especially arranged for the VIP's. The view of the tourists was unanimous: "The experience of a lifetime".

The *Moana Roa* is designed to handle heavy exports of citrus and other fruit during limited seasons, and to provide year-round facilities for passengers and general cargo. She usually maintains a monthly service from Auckland to Rarotonga, the islands of the Southern Cook Group, back to Rarotonga, and finally to Auckland.

Her commander is Captain R. A. Frazer, previously chief officer and acting master of the *Maui Pomare*. The ship accommodates 40 passengers in 14 double, and three four-berth cabins.

First port of call was Rarotonga, where students from Nikao Teachers' Training Centre and Tereora High School formed a guard of honour on the wharf, and contingents of Boy Scouts and Girl Guides, members of the Boys' Brigade and Junior Missionary Volunteers lined up in front of the Administration building, where there was an official welcome. The official party made an extensive tour of the island.

The section of the tour embracing the Northern Cooks began with a visit to lonely Penrhyn Island, nine degrees south of the Equator and 190 miles from the nearest land.

There the programme was the same as occurred later on Manihiki, Rakahanga, and Pukapuka, the other atolls visited in the Northern Group.

The Minister was challenged in

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the traditional manner as he stepp ashore. He met prominent peop of the island and inspected guar of honour. While the tourists look around the village, the Minister i spected the local school, hospit and administration buildings, a discussed local problems wi councillors.

In all Northern islands both M Gotz and the tourists received gif from the inhabitants. These rang from pearl shell, pandanus mat articles of Polynesian clothing, a models of outrigger canoes, for t Minister, to straw hats, fans, boni hooks made from pearl shell a canoe paddles for the tourists.

Penrhyn, which is visited only b occasional trading schooners, b came unusually busy about the tim the *Moana Roa* called. Two da before, an American ship arrived t examine the reef passage an prospects for anchoring in th lagoon. Penrhyn is the only islan in the Cook Group with a re passage large enough to admit shi to the lagoon.

More American ships and ai craft soon afterwards established station for measuring radiation fro nuclear tests at Christmas Island.

Having been an American ba during the war, Penrhyn is wel endowed with transport facilities. A 7,000 ft airstrip, which has bee maintained in serviceable conditio was used by parties stationed o Penrhyn during the Internationa Geophysical Year.

Probably the most striking dance seen by the Minister and tourist during their tour were those o Manihiki. One party, from th village of Tauhunu, performed th drum dance in costumes decorate with Union Jacks and designs in red white and blue.

Even more impressive, were th dances performed by the people o Tukao. Dressed in an attractiv mixture of European and traditiona Polynesian garments, they danced beneath trees at the edge of th lagoon. Rhythm for both groups was provided by musicians beatin skin and wooden drums, and a kerosene drum.

At Penrhyn, Manihiki, Raka-hanga and Pukapuka, passengers were taken from ship to shore in whaleboats or outrigger canoes. This necessitated skilful handling of boats while transferring passengers. At Manihiki and Rakahanga the boats passed through narrow passages in the reef, and at Pukapuka they had to cross the reef. Split-second tim-ing was required to ensure the boats caught the right wave to carry them

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ue girl is making a basket from
s fibre. Tourists on the "Moana Roa"
exhausted stocks of Niue's famous
plaited ware during their visit.

h. Pukapuka, an atoll of unbelievable beauty, was for the tourists that blue s, golden sands, vast groves of trees, and houses of grass and o really existed outside of ood.

erican writer Robert Dean lived on Pukapuka for many His daughter Johnny, now Carl Hebenstreit, author, and sian dancer, and occasional utor to *PIM*, travelled from nga to Pukapuka on the *Roa* with her husband and nall children. She was return- Pukapuka, where she spent ars of her childhood, to stay month or two.

the islands visited, the tourists Pukapuka was the least d by the twentieth century. nuine Polynesian atmosphere ndoubtedly enhanced by the strations of traditional skills sports—Polynesian wrestling, g baskets from palm fronds, ng flying fish in hand nets, g coconuts, lighting fires by g pieces of wood together, ng palm trees, and driving fish ets—provided to entertain the er and tourists.

apuka was the last port of call Northern Cooks, and then the *Roa* headed for the NZ terri- of Niue, 300 miles east of

Niue, Mr. Gotz travelled to the in a motor launch escorted by outrigger canoes, and walked n lines of cheering school n to the administration offices. a meeting of the Niue Island Legislative Assembly, Mr. Gotz expressed gratitude to the many hundreds of New Zealanders who, during their terms as officials on Niue, had worked hard for the future of the island and the progress of the people.

"Making the first steps towards progress is like starting a canoe," said Mr. Gotz. "It is difficult to get a boat moving but once it is started it gathers speed rapidly. The canoe of Niuean progress is now moving but I want it to sail even faster. We will do our utmost to train as many Niueans as possible to take up positions occupied by Europeans."

The highlight of the visit to Niue was a massed war dance by schoolboys dressed in traditional warrior garb and daubed with black paint, and singing and dancing by some 140 people from the village of Hakupu.

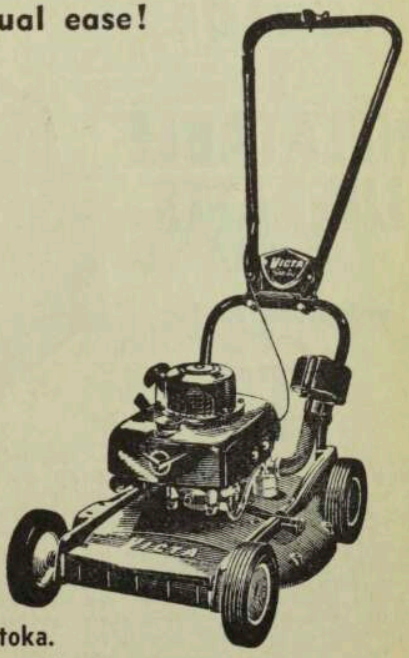
Mr. Gotz said that New Zealand was proud of the work done in improving health services in the island territories. "Once we were most ashamed of the high rate of infant mortality," he said. "Now we can be proud of the fact that the infant mortality for Niue and the Cook Islands are lower than the New Zealand Maori rate."

The tourists meanwhile voted Niue as fascinating a port of call as the beautiful Northern Cooks.

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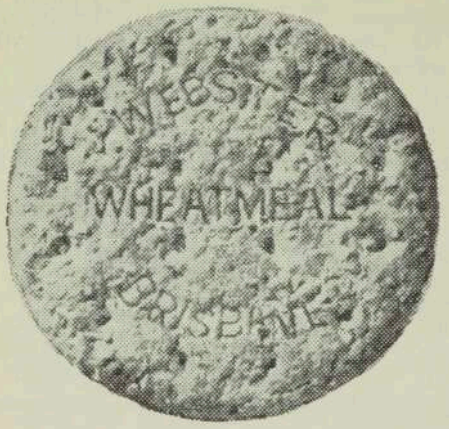


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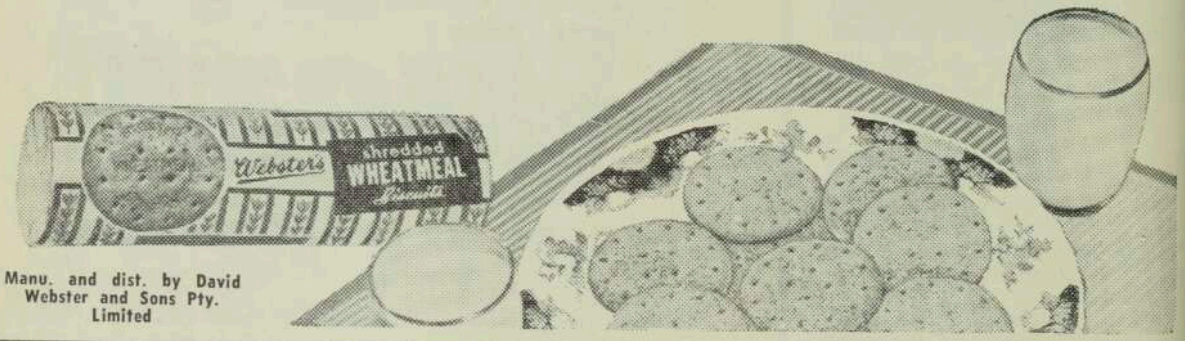
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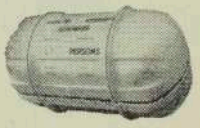
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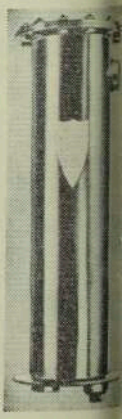


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Sydneysider At Home Base

ARE YOU FOR IT OR AGAINST IT ?

The traditional picture of father nervously pacing the floor ting for the nurse to bring him glad tidings from the labour d might have to be changed if an idea from one Sydney pital catches on.

N a maternity hospital an- ounced in June that fathers they wish, be in at the births children, it gave Sydneysiders ing to chew over in these cold f mid-winter. The arguments d con, have fought for pride ace in letters-to-the-editor s with birth-control pills and mmon Market.

of the letters have been pro from men who, while they ot said outright that they en- he experience, profess to have it "stimulating". Others have d how exhilarating it had share with their wives the of the first howl of their off- or that it "forged a new bond them". Many believe that it elax a woman, especially in ly stages of a confinement, to r husband with her.

arge proportion of the pro are from men—fellows with ly strong paternal instincts em to think that hitherto they een missing out on something. ost common-sense female ap- came from one woman who t if there are already a doctor nurse and several students at , one husband suitably con- ehind mask and gown and somewhere on the sidelines, going to matter one way or er.

of the sour "antis" were doc- ho said it wouldn't work; or usbands would have to be logically conditioned to the ex- e. The implication was that staffs have enough on their ith mothers without having to n the father as well.

this isn't to say that the in- te majority are for this new re in fatherhood. To the con- nost Australian men probably t be dragged into a labour ith a team of wild brumbies. e fact that it is now a matter n discussion and open choice is progress of a sort. Even ten years ago the idea would have been dismissed as eccentric, effeminate or as some migrant nonsense. Now the father can do what he wishes and no one cares a hoot.

What's it add up to? Civilisation, most likely, and not Nature, as some of the protagonists are trying to insist—the female animal makes sure that her mate is not present at parturition and the instinct is still strong in many women.

But civilised, 1962 man and woman, seeking to get some foothold on the shifting sands of modern life, have invented a whole mystique of marriage and parenthood that would have rocked the Victorians from their top-hats to their bustles. Whether marriages are any happier, or children any better, since the days when grandfather found there was to be an addition to the family only by discovering grandmother knitting tiny garments, is something we can argue about until the end of the century.

The Pill

Of even bigger current interest on the domestic front is The Pill. Those who are against oral contraception say it is morally wrong, unnatural and dangerous. That it causes women to grow hair (where they shouldn't); or induces serious organic disease; causes weight increases, and makes them feel sick; that where a woman forgets to take the pills for a few days, becomes pregnant then, without knowing it, goes on taking the pills, she may produce an hermaphrodite child or a sub-normal one.

Say the experts who are in favour of contraceptive pills: Taken 20 days out of 28 they are 100 per cent effective as a contraceptive and, so far as can be ascertained after seven years experimentation and trial, completely safe. (They admit, however, that it will probably be another 15 years before it can be absolutely certain that there are no long-term effects.) (Over)

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oral contraceptive is based on
terone, a hormone produced
lly during pregnancy and be-
to be the factor which, during
me, prevents ovulation. It was
al step from there to produce
rmone synthetically and use it
to prevent conception, but the
the hormone as a treatment
ier gynaecological diseases was
well-known before that. In
ter case, it is taken in massive
and it is the lack of after-
of this treatment that has en-
ed researchers to take a
able long-term view when the
ce is used only as a contra-
. (Nonetheless, a few women
ave had large doses for dis-
have subsequently produced
children with "minor male
eristics" which can be cured
gery; and women with a pre-
istory of thrombosis of the leg
night have a recurrence of the
.)

rding to the pro-Pill experts,
the amount of progesterone
ed in 20 oral contraceptive
read over 28 days won't grow
anyone; won't produce cysts
rmal children; will be 100 per
afe and yet allow a woman,
he wants another child, to con-
vithout difficulty.

the pill is a miracle worker
in no doubt, after which, of
the play comes back to the
ual's court. It is up to her to
whether to believe the experts,
y it is safe; or the theorists,
y it may yet prove a monster.

lly, The Pill is now accepted
g-room conversation although
methods of contraception,
mid-1962, are not. Recently,
en audience of anything up to
ion Sydneysiders watched a
n session in which a panel
nalists quizzed Dr. G. I. M.
consultant endocrinologist in
partment of Obstetrics at the
ity College Hospital, London,
ofessor R. P. Shearman, Asso-
rofessor of Obstetrics at Syd-
niversity, both of whom were
whole in favour of oral con-
on.

facet of The Pill was left un-
but not even the most re-
ry fuddy-duddy could have
xception to any of it.

Papua-New Guinea Admini-
has more than 350 trained
ians and nearly 1,000 natives
on Territory agricultural
. In 1950-51 the Agricultural
ment employed only 73 Aus-
and 114 untrained natives.

Natives "Should Have Council Majority" in P-NG

A prominent European member of the Papua-New Guinea Legislative Council, in the June session of Legco in Port Moresby, urged reconstitution of the Council to give natives the majority. He is Mr. Ian Downs, a New Guinea coffee grower and president of the Highlands Farmers and Settlers' Association.

Mr. Downs said Papua - New Guinea needed "a national voice." "If 80 or 90 Papuans and New Guineans—a frightening figure—sat in this House it would become a real parliament and what was decided here would be taken notice of," he said.

The country would profit if the Council contained more people who were going to stay and fewer who were going to leave, "taking everything with them in a suitcase."

Mr. Downs said he would like to see a native member for every 20,000 natives. (Under the present constitution 12 natives represent Papua-New Guinea's 2,000,000 natives. There are 12 Government members and 12 other Europeans nominated to the council or sitting as "non-official" members).



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The late Bishop Blanc.

hop Blanc, 90, ies in Tonga

PIM's" Nukualofa Correspondent

ading South Seas missionary, Joseph Blanc, died in ofa in June after 61 years in Tonga. He was 90.

OP BLANC had retired from ive work in 1953, because of health, and a successor was ed. He briefly returned to ve France shortly afterwards, se to come back to Tonga, he remained for the rest of

p Blanc was professed a of the Society of Mary in 893. On the completion of lies in France and England, ordained on June 23, 1895. some years of teaching he himself for work in the and in 1901 he arrived in ga, as assistant to Bishop Later he spent some time alofa.

912 on the death of Bishop he was appointed Titular- of Dibon and Vicar Apostolic al Oceania, a territory which cluded in addition to the Islands, Wallis and Futuna Niue.

editing the small newspaper he *Fafangu* he branched out larger paper called the *lelei.*

eat deal of his time was travelling. Even in his old age he could still count up to over 130 different boats he had travelled on to various places excluding local boats.

In spite of incessant labours he found time to publish several books.

Mr. C. V. Edens has been appointed manager of the Grand Pacific Hotel, Suva, succeeding Mr. Wesley Barrett, managing director of Cathay Hotels (Fiji) Ltd., who held the post in a temporary capacity for a few weeks. At the company's hotel at Lautoka, the South Pacific, Mr. A. Van Rees has succeeded Mr. Dick Hyde, former Sydney motor auctioneer, who has returned to Australia.

Annual Meeting of NG Women's Club

The New Guinea Women's Club of Sydney, which was formed as a war-time centre for New Guinea women evacuated from the Territory, will hold its 21st annual general meeting at the Feminist Club, 77 King Street, Sydney, on July 26, following morning-tea at 10.30.

The president of the club, Mrs. N. H. Foxcroft, is overseas at present, but in her absence the vice-president, Mrs. J. Edwards, will preside.

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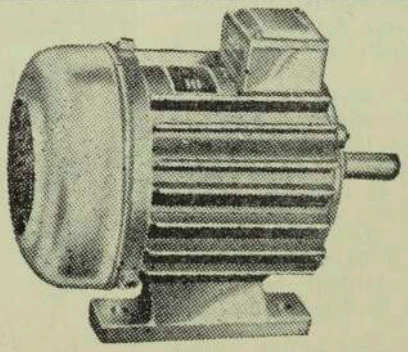
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Mr. R. S. Leydin.

LEYDIN TAKES UP POST ON NAURU

R. S. Leydin took up his s Administrator of Nauru ıe. This is Mr. Leydin's appointment as Adminis- of Nauru, as he held it usly from 1954 to 1958. eydin had just completed ears as Administrator of k Island.

Mr. Leydin, and his wife, in Nauru on June 1, they greeted by Mr. F. W. aghy who has been Acting strator since January when Administrator, Mr. J. Pres- nite, left. (A Port Moresby said that Mr. White was ex- o be appointed District Com- er of Milne Bay in July. Be- r. White was appointed Ad- tor of Nauru, he was a New District Commissioner.)

was generally a busy month nings and goings in Nauru. on June 2 the *Tri-Ellis* left sailing aboard her were:

F. W. McConaghy, the Acting trator, returning to Canberra.

Chief Hammer DeRoburt, been chosen as the Nauruan tative for this year's United Trusteeship Council's session.

W. Wilson, an officer of the an Department of Labour tional Service, who has been mmissioner of Enquiry into imen which constitutes the the Nauruan basic wage. It was last enquired into in 1953 (also by Mr. Wilson). Mrs. Wilson accompanied her husband.

Mr. R. Jackson, an officer of the Department of Territories, who acted as economic adviser to the Commissioner.

Mr. F. Gillies, an officer of the Department of Territories, who had paid a fortnight's visit to Nauru to assist the Nauru Local Government Council to consider the questions associated with a future home for Nauruans.

Mr. W. Baker, an Australian Council of Trade Unions' advocate, who at the request of the Nauruan Workers' Organisation, had arrived earlier to present the NWO case at the Commission of Enquiry.

A visitor to Nauru, on June 7, was Mr. V. J. Andersen, Resident Commissioner of the Gilbert and Ellice Islands Colony. He was paying a courtesy call on the Administrator, after having visited Ocean Island. He arrived at Nauru on board RCS *Ninikoria,* and was returning to Tarawa, via Ocean Island, where he intended to meet his new Government Secretary, Mr. R. Angeloni.

• For more details on the visits to Nauru of Mr. Wilson and Mr. Baker, see p. 16, "Nauruans Want Their Wages Doubled".

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THE THEORY OF HAIR CARE

THE HAIR

When the hair is magnified it will reveal millions of small overlapping scales of horny, translucent substances called Cuticle. When the hair is brushed or combed, the hair bends, and one scale slides freely over the next, giving the hair flexibility. The sliding movement of the scales is helped by nature's lubricant, called Sebum. The small cuticle scales have millions of recesses, each capable of holding a few specks of dirt or dust collected from the air. Now, if the hair is cleansed with a good shampoo, it will remove dust, dirt, and nature's lubricant. The removal of nature's lubricant is a great disadvantage, as it prevents the free sliding action of the scales, making the hair difficult to manage. The best way to rectify this and restore the hair to a soft, controllable lustre and a stimulating sheen, is to put back nature's lubricant in between the hair scales, where it was originally. This is exactly what happens when Figaro Hair Stim Cream is applied; it stimulates the hair on the inside, where nature does. A little different from some of the hair conditioning creams which merely lay a coating of brilliantine on the outside of the hair, making it look artificial. A crude type of conditioning cream may ruin the hair; others simply rinse off, leaving the hair no better than before. But you can always rely on Figaro Hair Stim to give your scalp that healthy look, and the hair a stimulating lustre.

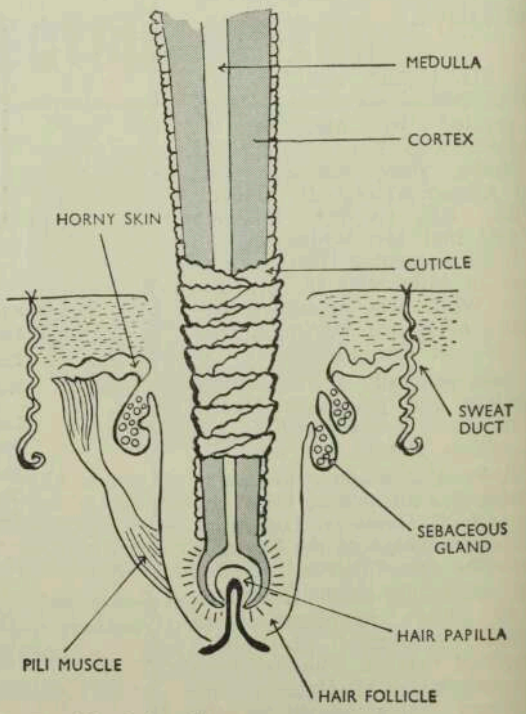
THE THEORY OF SCALP CARE

THE SCALP

The scratching of an irritating scalp will cause damage to the surface of the skin by breaking down nature's own barrier of protection against infectious micro-organisms. Now, these organisms may give rise to inflammation, starting disorders in the fat glands, which are called Sebaceous. These in turn, produce a variation in nature's lubricant, which forms an oily, waxy or scaly accumulation on the surface of the scalp, popularly called Dandruff. The best way to keep the scalp healthy is to remove all dandruff and stop the scalp irritation with an application of an effective Bacteriostat most suitable for this condition. This will be done with a treatment of Figaro Hair Stim.

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ANATOMY OF THE SKIN AND HAIR



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erritories TALK-TALK

It has often been stated that primitive people have a uliar gift of anticipating events. Some call it prophetic on; extra sensory perception or a sixth sense. The down-arth realist brushes it off with the one word: Coincidental.

. it what you may, my own perience with primitives bears : fact they *are* in possession ne acute faculty which we whites have lost—if we ever

n I first went to Buka in the n days (1912) the expatriate ion there was of a more or ternational character: There Paul Schmidt, a German I relieved); Gustav Thurm, Teuton; Eric Sjoberg, a Swede at Petats; a French priest at and a Chinese trader at

ly after my arrival a delega-f *kukurais* (chiefs) from Buka villages approached me, all seriousness asked me when lish were coming to take over nd. Such a question put to a r in a German colony was te. It was not the French, or Chinese they were in-in; only the English.

phatically denied such a pos- and in all good faith. The s departed, but I could feel was an atmosphere of in-y amongst them, as though re saying: Methinks he doth too much.

n a few months Burns Philp's l Plantations had acquired n Bougainville at Soraken, Teopasino and Arigua. Several s came to me then, repeated stion, with knowing nods, and maintained my negative atti-Who was I to know that *Der* s just around the corner?)

War I, and eventually the of Australian troops in New and the occupation of Kieta. oo, the *kukurais* to me again. ld you so," they said.

ed to assure them of my ignorance at the time of their ing. They were not im-

came the impending invasion ul by the Japanese in 1942. Tolai *luluais* asked me what appen. I was optimistic. The uld take Rabaul, but even-e driven out again, I told hey shook their heads. Rabaul med; it was finished, they as-e. How true they were! Not a house remained standing at the end of the three and a half years.

And now . . . we have the people from Bougainville and Manus asking the UN Visiting Mission for the transfer of the Trusteeship to the USA, which delegate Dalmas H. Nucker, in no uncertain language, told them was impossible. What happened? Shortly afterwards an official announcement stated that the US would establish "tracking stations" in Buka and Manus, entailing astronomical expenditure!

Europeans, inured to the vagaries of international politics, nuclear warfare and all the nerve-wracking "advantages" of our present generation,

With Tolala

can fully realise there is no association whatsoever with the Buka and Manus requests and the establishment of tracking stations in those areas.

But will the native people realise that? Will they laconically accept such establishments as an answer to their own wishful thinking and which their sixth sense assured them would eventuate? . . . Could be . . . Coincidental? . . . I expect so.

The Importance Of Names

It was in the January issue of *PIM* (p. 71) that I asked, parenthetically, as to the origin of the name Herbertshohe, now known as Kokopo and one-time capital of German New Guinea.

From Hans Mannsfeld, an old-time German resident of the colony and now living in Germany, I received the answer. He writes:

"I cannot remember that this nomenclature was ever discussed in the German time but I was always under the impression that it was some sort of homage to Bismarck. The name of one of his two sons was Herbert (the other's Bill) and if I am not mistaken it was Herbert who served as Secretary of State under his father and resigned when the Old Man was dismissed by Kaiser Wilhelm II. The mountain behind Herbertshohe, named by the natives Vunakorkor, got also a European name, viz., Varzin, which was Bismarck's old family estate in Pommern."

One of these days historians (Australian, Indonesian or Chinese!) will be searching for the origins of island place-names, and with what a problem they will be faced!

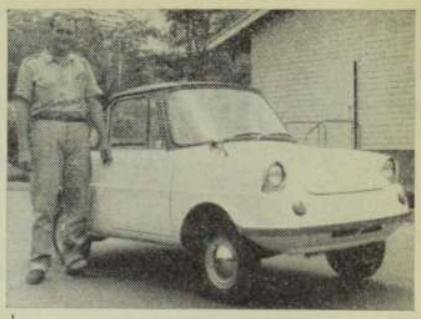
Careless journalism creates much unnecessary confusion. Not so long ago I was reading an article in a Sydney paper where a lady, who held a "one day seminar on Ethno-Musicology" which, in common parlance, is the study of non-western music, was repeatedly reported as making tape-recordings of native music in the Duke of Norfolk Islands, which obviously were intended to be the Duke of York Group, between New Britain and New Ireland. Authentic geographic names in the Islands are sufficiently confusing at times without inventing names through slovenly reporting.

Confusion in Place Names

And this is what I mean by the confusion:

Any NG resident glancing at a map of the Territory must be astonished at the unfamiliar names given to many of the island groups.

For instances: Nissan is also often shown as Green Island, also Sir Charles Hardy. Carterets appears as Kilinailau, also known as Green Island and Niue Island. The Mortlock group appear as Tauu and also Marqueen and the Tasmans as Nukumanu. The Witu (or Vitu) group used to be known as the Franzosische or French islands. The Portlands appear as the Tingwon group.



RABAUL MIDGET

Cars are getting smaller and smaller. Midgets like this one from Japan are now being sold in Rabaul. Larger sized Japanese vehicles are also on sale there—one shipment of 42 was sold in a few weeks.

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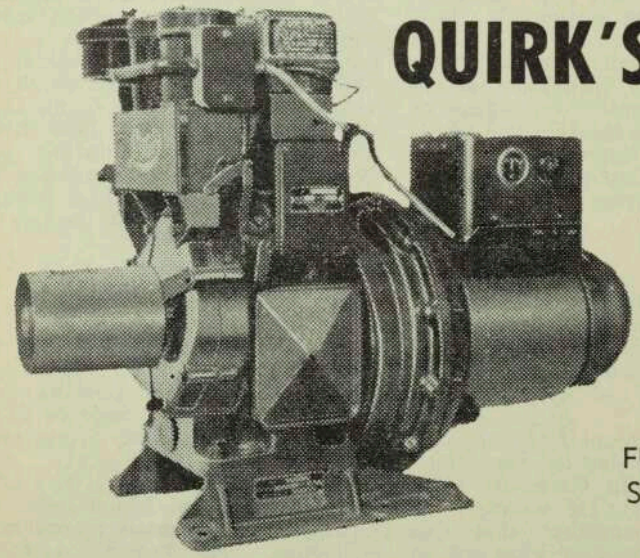
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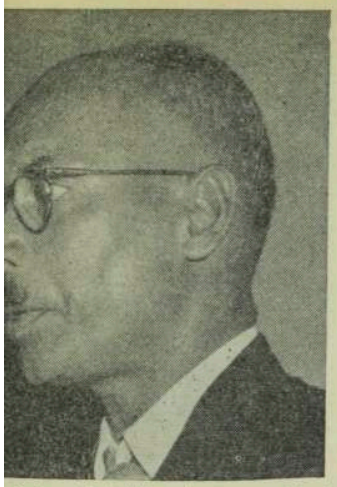
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Guise, MLC, "staunch supporter" of Bishop Strong.

Island appears as Wuvulu. ıy not Vuvulu, you might ask, most maps there is constant ɔn with native names contain- letter "W".

reason for this (and I don't ny memory has played me s that in about 1911 the Ger- lministration issued an order native place names with "W" be spelt with a "V". In some s charts and maps have been in some the old spelling still . Witu, Wanimo and Kae- are examples of the obser-

n Walis Island (Aitape coast tape as it was called up until ıe late '20's) there is further ın, for it is often shown as ın error carried down from charts which showed the old ' (resembling "f" without the

is really a subject which re- lose investigation by the ap- e authorities so as to arrive : specific standardisation of ımes. It is a wonder to me ıas not been done before.

hange of national control, I is attributable for much of usion. We had New Britain, land and Duke of York; then the change to Neu Pommern, ecklenburg and Neu Lauen- ıd then back again to their names.

te a portion of a geographi- cription of the Bismarck ago, published in a Sydney ɔk in 1918:

large and valuable islands of tain, New Ireland, New Han- l the numerous smaller ones, ing them—the Admiralty, Exchequer, Hermit, Anchorite, French, Gerrit Denys, Sir Charles Hardy, St. John, St. Matthias and Squally Islands and innumerable others of little or no importance—are comprised in the collective term of the Bismarck Archipelago. The aggregate area of these islands is about 20,000 sq. miles."

Can you pin-point all of them?

As a postcript, I would like to suggest to my colleagues of the Territorial Press that they give more attention to the correct spelling of place-names in their routine reporting of events.

Without trying to appear a pompous purist, I would point out that on many occasions the names of villages and plantations in their reports have been frightfully mutilated and—at times—almost unrecognisable. I remember the time when the local paper was accepted as a dictionary and a gazeteer. I don't know whether that would apply these days.

Rackets in Stamps

After reading the story about Tongan stamp errors (*PIM* June, p. 29) I am more than ever convinced that something should be done to tighten up the possibility of errors in stamp over-printing becoming so prevalent.

It is some years ago now that I

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Miss Alice Wedega, MLC.

described in my *Talk Talk* how I was approached in Rabaul to "overprint" some of the old German "yacht series" with the GRI surcharge. At the time I was engaged in the printing office, which held the type used in the original overprinting, and so I realise what potentialities exist for this kind of fraudulence.

Insofar as "errors" have occurred in the Pacific I note that invariably the "overprinting" is from hand-set type and printed on hand-fed machines—not the modern automatic feed. The loophole, of course, exists in the fact that there is a time lag before surplus issues, over and above the official issues, are discovered. The question naturally arises then as to how are you going to control subsequent issues when type faces are standardised and obtainable from any type-founders.

These are features for philatelists to guard against. And I leave it to them to nut out some sort of control, or system, to protect themselves against these possible Surcharge Racketeers.

They Want it Both Ways

Reports of the debate in the P-NG Legco on the repeal of the Native Women's Protection Ordinance indicate some opposition. And so this racial discrimination policy seems to be getting somewhat out of hand. It seems to be all right in certain aspects, but not in others. Surely that is evidence in itself that racial discrimination cannot be thrown overboard in a matter of a year or so. (And, perhaps, the dusky belles are not keen themselves on such protection!)

Bishop Strong and his staunch supporter, John Guise, have both come in the news against such a measure, and Alice Wedega added her opinion that she was worried about alcohol, social behaviour and films.

All of which only goes to show there are straws in the Winds of Change which need careful handling and that racial discrimination should not be accelerated just to please certain Afro-Asian members of UNO, irrespective of local conditions in Papua and New Guinea.

In the German days in New Guinea, it was the accepted thing for a single European to have a native woman in his household as a "washmary". It did not follow that she was a sleeping partner. But the companies recognised her and she was included as a unit of the labour establishment.

Despite the Teutonic discipline, the Germans observed colour discrimination far less than the Australians did when they took over in 1914. Many high-ranking German officials (as well as many of the planters) were married to Polynesian women. And very good matches they proved to be.

But harking back to the stand taken against repealing the Native Women's Protection Ordinance, if the argument is for protection of native women, how much more is it necessary to protect the people as a whole against the granting of drinking alcohol? Or doesn't that apply?

Bits and Pieces

Passed to his rest on June 8 was Edward Henty Smalpage, MB,Chem., FRCS (Eng.), a one-time well-known medico in New Guinea in the '20's. . . . On June 18 President of the Sydney Hospitallers, Dr. W. L. Calov and his wife, welcomed members to the Back to Sydney Hospital week. Doc. Calov is a favourite medical man with NG pioneers. I remember meeting him first in Kieta, where he was MO in 1921. He was a great cricketer and all-round sportsman in those days. . . . Benjamin Alexander Ray Costello, first officer of the ill-fated ANA Viscount, that crashed in Botany Bay last November, was the sender of the last message from the plane before it crashed. He was the only son of Mrs. Mildred Costello, widow of Ben Costello, of Gire Gire Plantation in the Kokopo area. . . .

Go-kart racing was to be held in conjunction with horse-racing in Rabaul from June. The Rabaul Go-kart Club, formed two years ago, has not been able to hold regular meetings for want of a track but now it is proposed to run Go-kart races alternately with horse races.



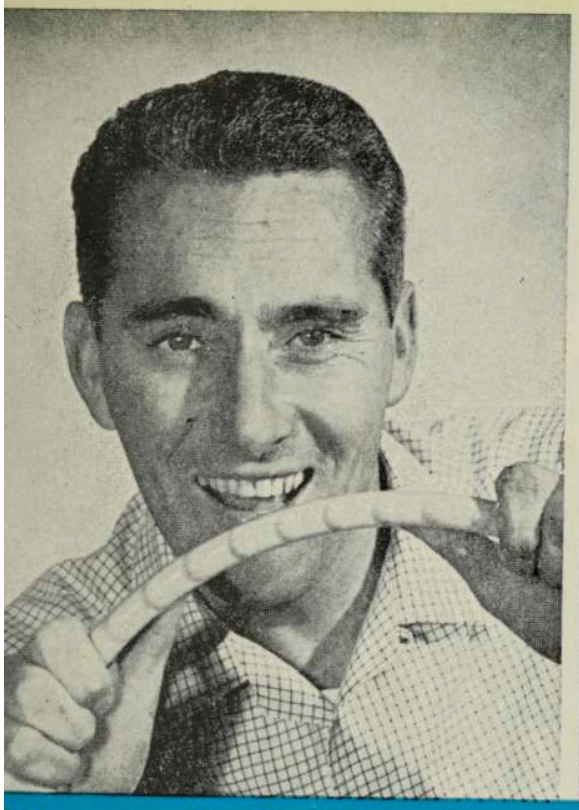


THE RABAUL SCENE

Highlight of a Red Cross Appeal barbecue held at the Residency, Rabaul, was the hula (top) performed by Flora Regione, recently arrived in Rabaul from Port Moresby. Some of the audience took the matter very seriously, and one helped Flora out, as seen here. It is not often that the hula is seen in Rabaul.

As part of a contribution to the Red Cross Appeal, children from the Rabaul Court Street School conducted a mile-of-pennies appeal, raising in all over £91—all in pennies. Pennies were arranged three deep along Mango Avenue.

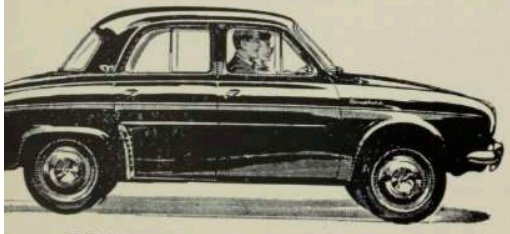
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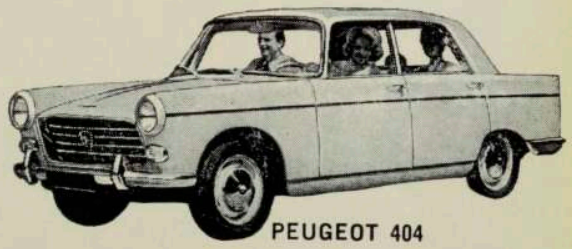


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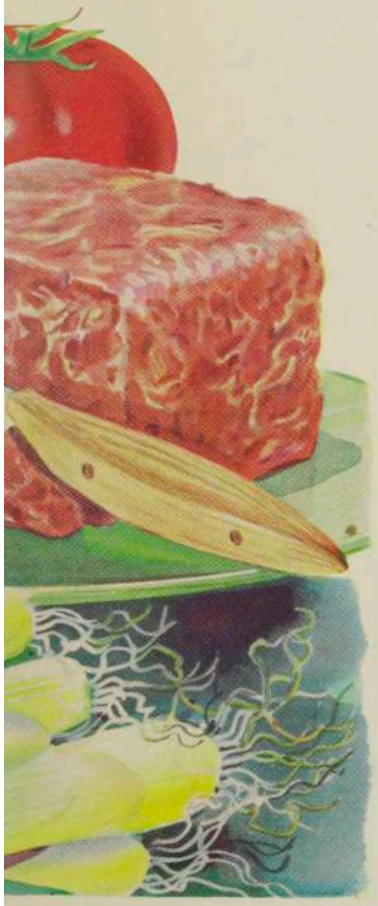
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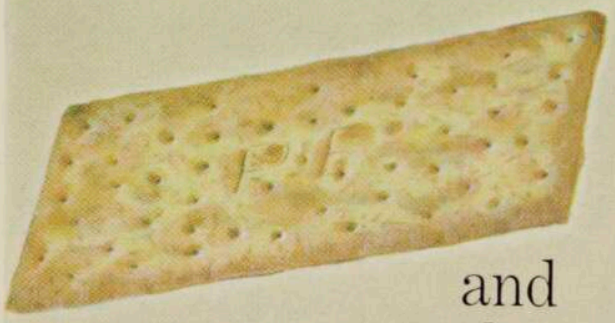
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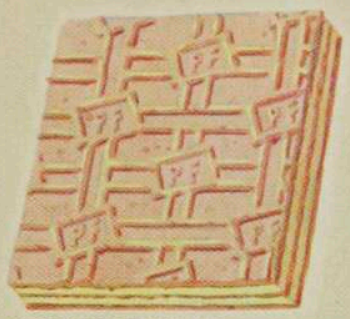


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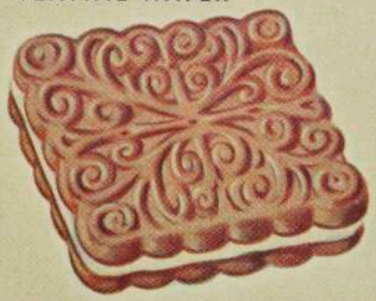
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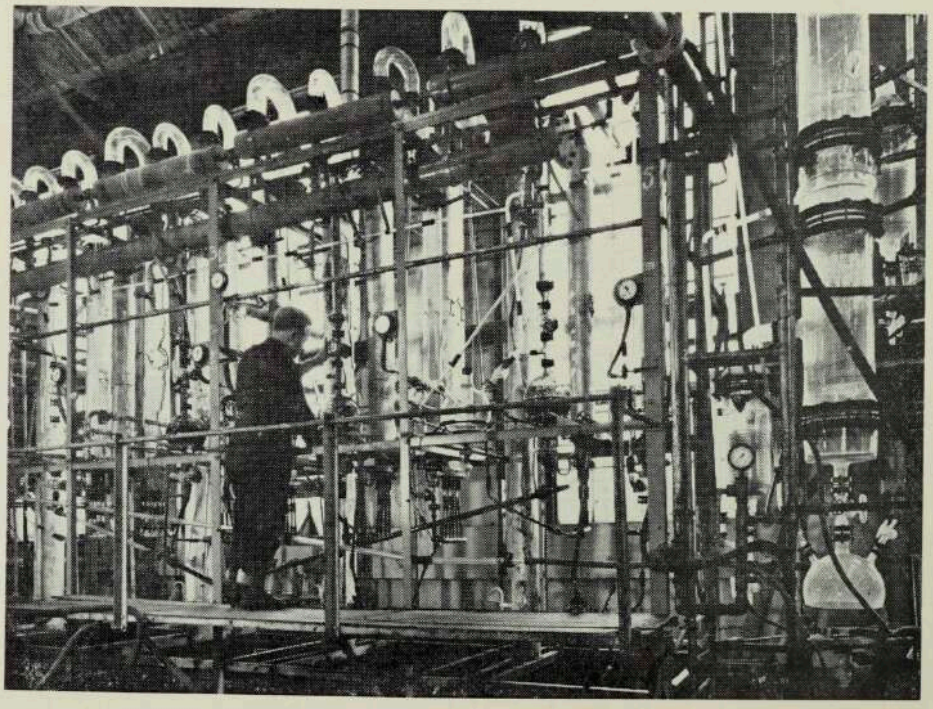
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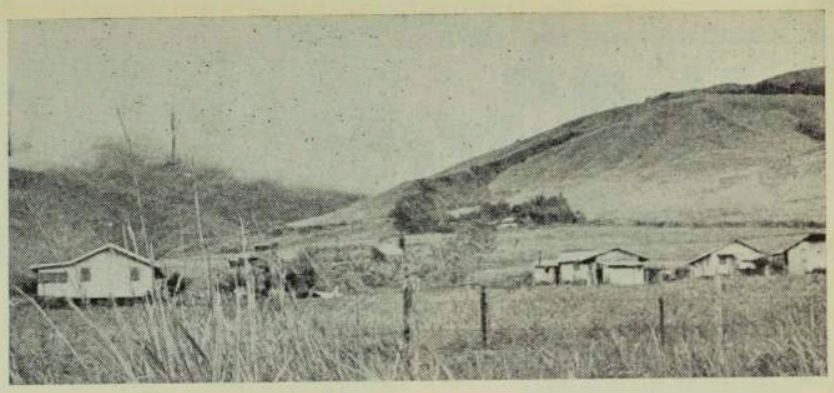


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The Leahy's homestead is among the trees in the background of this picture, which shows clearly the type of country in this part of New Guinea. There are clouds in the valleys in the distance.

The Belligerent Squire of Zenag

Old-Timer "Mick" Leahy Demonstrates Farming And Fights Bureaucracy

By R. W. ROBSON

A few people in P-NG shake their heads dolefully over hael J. Leahy. "His feuds have wrecked his public use-ess," they say. "It's a pity. Dear old Mick!"

LL maintain that Mick Leahy e most interesting, wholesome have met in thirty years' in New Guinea. Maybe it use I share with him a ion of petty bureaucrats; and racy naturally flourishes in a that gets a free annual Gov- hand-out of over £15 .

I, like most people, accept racy as an inescapable phe-n, like the fruit fly or a cold in the head, and try to live with it. Mick fights it.

Mick insisted that Australia's pig-headed engineers, having insufficient knowledge of New Guinea conditions, put the Markham Bridge in the wrong place; and he had many good reasons to support his claim.

When, as a member of the Morobe District Council, his request for sound data to justify the present siting of the bridge produced nothing, he expressed his opinion of gentlemen-in-office and walked out of the Council.

On May 3, I accompanied Mick Leahy in a car from Lae to Zenag. The Markham was running a banker; and from near the south end of the bridge, until we began to climb towards the Wampit, we ran through about two miles of flood water from the nearby river, covering the road in places by 12 inches.

In one place, the eroding Markham has cut about 100 yards of formed road completely away, and a temporary track of corduroy and rock has been built around the gap, through a swamp.

Mick grinned wryly. "That's exactly what I told them would happen," he said. "And it will keep on happening. If they'd built the bridge near Nadzab, as I urged, they'd have cut out all this useless country, and the road to the Bulolo would have gone up over those ridges, fairly straight and a reasonably easy grade."



Mr. and Mrs. Mick Leahy on the verandah of their homestead at Zenag.

Back Went the MBE!

After World War II, when he had finished with goldmining, exploring and soldiering, Mick put his all into a cattle-farm at Zenag (or Mumeng) —he had faith in the clean, new pastoral country at 4,000 feet.

A few years later, the deadly Queensland cattle tick appeared, and Mick's herds were threatened. Mick insisted that the scourge was introduced through the carelessness of certain officials of the Department of Agriculture; and with the aid of Territory lawyer Dudley Jones, he convinced the Territory's Supreme Court that his claim was just. The Chief Justice awarded him some £4,000 damages. The whole Territory, which has a delicate sense of justice, applauded.

Regarded with Suspicion

But the bureaucrats carried the case on appeal to Australia, and the verdict was reversed.

I do not remember the legal points

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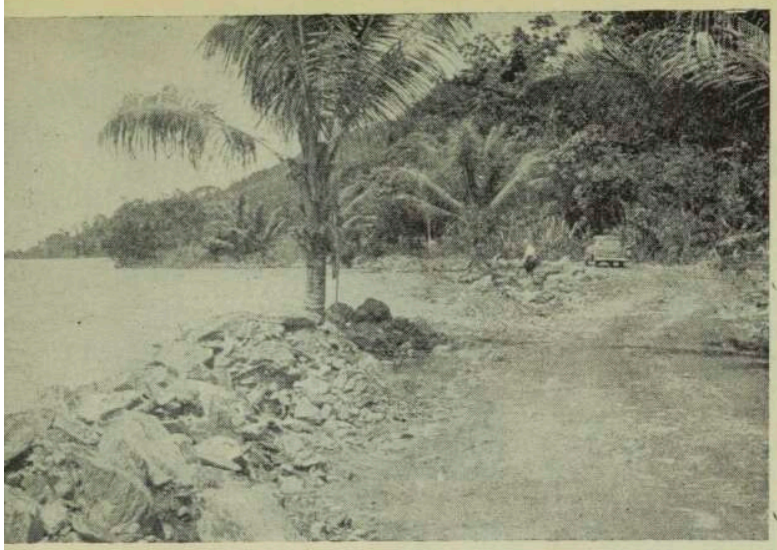


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ae-Bulolo Road, south of the Markham River, has been severely eroded for 100 yards e Markham floodwaters. The section of the road which was washed away ran left of the coconut tree in the centre of this photograph.

on the day; but I do remember ny own faith in the legalistic was badly shaken—especially I noted that Mick fought with vn money, while the bureau- of course, used public funds.

berra offered Mick a place Order of the British Empire rvices rendered in the develop- of the Territory. Mick sent oposition straight back to the high bureaucracy, with appro- comments. Who can blame

n Mick went in to demonstrate ssibility of establishing cattle- g on these stony plateaux, wasn't a native village any- in that region.

e time later, Mick bought a of 7,000 acres from another ner. I have seen the official drawn in detail in 1934 by Ballam, and attached to Pastoral Lease, Por. 62, for rs (and increased to 99 years) 3,122 hectares. This adjoins original property, and Mick as got his herds (they total all over it.

, some natives have come in omewhere, and are challenging occupancy of these lands; and now has appeared an Admini- n survey party, which is meticu- re-surveying the whole area ost, Mick estimates, of at least

ems absurd—but Mick is con- that that section of bureau- which so patently hates his s seeking some defect in his with a view to placating that ttle party of cruising natives who seem to have come over from the Buangs.

It will be interesting to watch the next move.

Far too many of Australia's investors in New Guinea are most uneasy about their security—they expect that the bureaucrats, under the pressure of UNO from without, and of very Pinkish officials from within, are getting ready to sacrifice Australian interests to natives who are still in political swaddling clothes.

Up on those cool plateaux, Michael J. Leahy has established an impressive farm. He has 1,700 fat cattle grazing over the hillsides; 100 cows being milked by machines; 10,000 poultry housed in the modern fashion—they never touch the ground—and providing Morobe district with eggs and dressed cockerels; widespread vegetable gardens, where all kind of temperate and tropical vegetables and fruit are produced in astonishing abundance; and a great array of pig-pens.

Every morning lorries from this large establishment go south-west to Bulolo and Wau and north-east to Lae, carrying the farm's produce to the towns, and depositing the surplus in a retail cold store in Lae's main street.

A book could be written about Mick Leahy's achievements on this Zenag plateau; but I think his most interesting demonstration is his pastures.

When he went there, these valleys and hillsides were covered thickly with the ubiquitous, useless, kunai grass. Mick has developed techniques through which this coarse vegetation can be swept away and its place

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by grasses and legumes of
it strength and aggressiveness
the kunai, and of sufficient
to feed and fatten fussy

e-farming in New Guinea has
l a stage where it is a story
f. Sufficient to say here that
Leahy is running, for dairying
es, the Illawarra Milking Short-
ind for general grazing Polled
rds, with a bit of Brahmin
through the breeds.

there have just arrived in New
, from Australia, three Santa
lis bulls, two of which have
M. J. Leahy's herds at Zenag,
e to brother Jim Leahy's herds
oroka. Mick is emphatic that
ds will benefit much from this
ction of the famous Shorthorn-
n cross from Texas's famous
Ranch.

future of cattle-farming in
is still obscure. Production
cale sufficient to justify freez-
export is not in sight; but
roduction is increasing, and
be sufficient to take care of
rritory's needs in meat, even
h higher native living stan-
increase meat consumption.

Leahy thinks his biggest
ry in pasturage is the Brazilian
(Stylo) which is bigger and
in every way than the Towns-
ucerne, which it somewhat re-
s. Cattle take it eagerly, and
opping its seeds all over the
s, where it displaces the
Mick found one Stylo runner
t long. He established this
aluable plant from half a dozen
ent him in a postal envelope
riend several years ago.

ong the many tropical grasses
gumes which now are flourish-
these flats and hillsides (the
so stony that they are useless
griculture but they support
es excellently) are paspalum
um, kikuyu, molasses grass,
grass, pangola, elephant grass,
ima. There does not seem
any future pasturage problem
ag.

Mr. Leahy seemed to be demon-
g certain farming and animal
dry values for the good of the
ry, I asked him what real help
l had from the Department of
lture. I gathered that he has
s troubles with that section of
dom; but he said that in recent
he had received much help and
kindness from individual
s.

he will go down in history as
utstanding New Guinea farm
r who battled through in spite
eaucracy.

No Date Yet For Fiji's Levuka Tuna Industry

The Japanese-dominated fishing company which plans to operate out of Levuka, Fiji, will receive a licence under the Protected Industries Ordinance. Appropriate legislation will be introduced in the Legislative Council soon.

The Fiji Development Commissioner, Mr. Eric Bevington, who visited Japan in May, said on his return that he had met members of the South Pacific Fishing Co-operative Association, which would organise the fleet to supply the freezing plant and cannery at Levuka.

The Japanese were keen to press on with the venture, although they gave no likely starting date. They estimated that they would require £750,000 in capital.

The industry, when established, will give the old capital a shot in the arm. Levuka, since copra from the neighbouring islands of Lomaiviti was taken direct to Suva about four years ago, has taken on the appearance of a ghost town.

Tourists have provided some sort of an income, and a little copra grown on Ovalau Island has helped out, but otherwise there has been virtually no income.

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leglected Kieta till Awaits Its romised Wharf

a Bougainville Correspondent

people of the Kieta area ugainville, with its town d on one of the finest and icturesque harbours in the s, are an example of public dness and community ness that other places could ll to copy.

town has a very strong social b—its building and con- es are the envy of visitors ownships four times its size. ıb is by no means the result efforts of only the planting ernment section of the com- but the result of the genuine ation of all members. Kieta the Bougainville home of L, the Bougainville Improve- Association and the Rifle

Kieta Choral Festival is an t example of co-operation Administration, private natives and Missions of all nations, and its committee is ed of representatives of all roups. The Festival, com- only four years ago, already visitors from as far as

native people are working r their own development and plantings of coconuts and would already possibly equal, e expected to surpass, that Tolai of the Gazelle Peninsula. in a few years the community particularly wealthy and the farmers themselves not in- rable employers of labour. rs of Bougainville have faith Territory, as instanced by the opening of the Kieta Guest (soon, it is rumoured, to be sed hotel) with normal ac- dation for 20 guests. There as been a move afoot by a floated association to invest in a modern cacao holding

rtheless, the people of this and progressive area feel that re often overlooked by the Government in distant Port y. Almost two years ago, istrator, Sir Donald Cleland, ed that Kieta would be given verseas wharf—Bougainville's first—but it has not yet been started.

Although Sir Donald's promise will be honoured in due course, local people feel that the island's production (greater than that of Papua) warrants *immediate* action. The Copra Marketing Board has made it clear that it will not establish a depot until a wharf is built.

Native planters are especially impatient—and in some instances even sceptical—about the wharf. They feel that to have to pay an additional £7 per ton freight to the CMB depot at Rabaul is unfair, in view of their own efforts and self help. As one leader recently said, "We are building our own roads, but we are incapable of building a big wharf".

Another complaint in Kieta is the lack of a Medical Officer over the last six years, although there had been one stationed there since 1913.

Leaders in the community realise that the Administration has many commitments. But they feel there should be a greater recognition by the central authority of the existing production, the revenues obtained, the great potential and the preparedness of the Kieta community to knuckle down to the job. Bougainville people do not sit back and vociferously demand the unreasonable or unobtainable.

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pecimens from the Chipper collection.

Timber Man With A £5,000 Crystal Collection

m a Rabaul Correspondent

er contractor J. L. (Jack) , of Rabaul, is a man of acets. Timberman, truckman, contractor, goldminer, he r the years dabbled in many ıd made a name for himself than one.

ember of both the Rabaul Advisory Council and of the & New Guinea Legislative Chipper has been con- active over many years in which had to do with utification and development own of Rabaul.

ew ever suspected he is also g collector of Lalique hand- talware.

Lalique, it will be recalled, fore his death a few years e of France's foremost de- of crystalware and jewellery. inals are today sought after ctors in many countries.

ack Chipper said: "I have all over the world looking uine examples of Lalique's r my collection".

original Lalique (only are hand-signed on the the designer) is a glorious of the designer's craft.

ıple wineglass or goblet in thin crystal contains as wonder at in perfection of ıs any of the larger more lar pieces.

Chipper collection, which ore than 150 pieces and is ıt over £5,000, is the fruit of at least 20 years' searching and contains items ranging from diminutive crystal birds to huge bowls and a tablelamp base cut from a single piece of crystal rock.

Some items Chipper has bought for substantial sums—he paid £15/15/- for a plate only a few weeks ago through one of his scouts in Sydney but many pieces cost five times as much.

Several pieces were acquired recently when a prominent Lalique collector in France disposed of his treasures.

Others have been picked up, thanks to luck, for a mere song—such as a glorious stained crystal fruit dish, handsigned, which Chipper himself found in a Mosman, NSW, secondhand shop.

In Chipper's tastefully furnished Rabaul home some of the Lalique treasures are kept in a large glass cabinet under lock and key.

Others are in everyday use . . . for neither Jack Chipper nor his businesswoman wife Joan, believe in owning lovely things just to hide them from sight.



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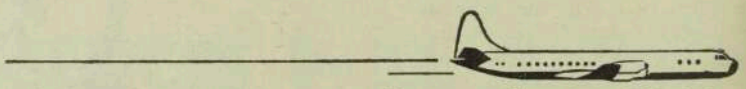
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Government
r New Guinea
In Ten Years?

our Canberra Correspondent

self-government in P-NG come in 10 or 15 years, ooner, according to the r of the Research School cific Studies, Australian al University, Sir John rd.

HN, a former permanent of the Trade Department, in the last of a series of ures arranged by the ANU e-requisites of independence

to hand over fully in the or three years would do a to P-NG, he said; to pro- ly in the belief that we had more of unprotesting and -operation was surely self-

n urged forward planning investment and probable xpenditure, because this

together developmental rammes;

ify the case for International k and UN aid;

a first-class opportunity educating native leaders.

rward planning might even iscord, but this could pro- al education of the highest creating an awareness that could not be done at that priorities must be

ucity of native peoples in political roles, in the ranks of the civil service nior economic roles illus- foolishness of talking about NG tomorrow'," Sir John

se very facts point to the epping up the pace. While ducating people we must eir practice in government ls.

native leaders should quite allowed to share with the tor embryonic Cabinet ties.

efficiency need to be run up the rate of indigenes' n in political government in the civil service."

Crawford added: "There l conviction that the time before the Papuans and New Guineans pass from tutelage to self-government is not long. Yet panic is not justified.

"External pressures are real, but unfortunately some are merely ignorant and malicious.

"Internal pressures are not yet great. There is even evidence of anxiety lest Australia withdraw too soon.

"But as we encourage economic and social development so we rightly encourage a pressure from these same people to be allowed to run their own lives.

"A judgment has to be made when the point of self-determination has been reached. We can share in that judgment most effectively if we continuously step up the pace at which we transfer day-to-day responsibility in political and economic management to the people who must finally manage for themselves."

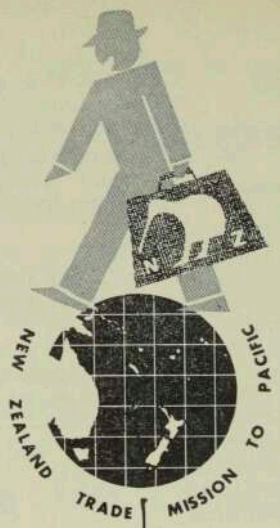
A new £4,500 automatic telephone exchange at Sogeri, near the start of the famous Kokoda Trail of Papua, began operating in June. It meant that all telephone exchanges in the Port Moresby area are now automatic. The Administration plans eventually to have automatic exchanges throughout P-NG.



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NEW ZEALAND'S links with islands in the Pacific are as old as the history of New Zealand itself.

Since the beginning of this long association, the utmost goodwill has always prevailed. One reason has been the growth of two-way trade which benefits all concerned.

New Zealand has a wide range of high quality products to offer including foodstuffs and manufactured goods. Buying from New Zealand has certain advantages—New Zealand is the nearest major supplier; good regular, direct air and shipping services ensure speedy fulfilment of orders which arrive in first rate condition; and excellent servicing. Moreover, New Zealand exporters are familiar with Pacific trade and the special requirements of this market.

But not only is New Zealand a supplier of quality products. It is one of the best customers of the area. Indeed, New Zealand takes a large proportion of the exports of the Islands being visited by the New Zealand Manufacturers' Trade Mission in July and August. New Zealand takes 9 per cent. of Fiji's exports, 41 per cent. of Western Samoa's, 16 per cent. of Tonga's and 11 per cent. of French Polynesia's exports.

The forthcoming visit of this trade mission reflects the interest being shown by New Zealand manufacturers in supplying the particular needs of the Pacific islands—an interest which is shared and encouraged by the Government of New Zealand.

By buying from New Zealand, customers in the Pacific can be assured of

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MR. R. McLAUGHLIN,
New Zealand Government Trade Correspondent, C/- TEAL, Reseau Aeriens Interinsulaire, Quai Bir-Hackeim, Papeete, Tahiti

MR. K. W. GIBSON,
New Zealand Government Trade Correspondent, C/- TEAL, Nandi Airport, Fiji

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New Zealand Government Trade Correspondent, C/- TEAL, P.O. Box 340, Suva, Fiji

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W ZEALAND SEEKS TO NCREASE LONG-STANDING TRADE WITH THE PACIFIC

New Zealand manufacturers are looking at the Pacific ıds as a natural outlet for the products of their growing stries. They see the basis of a logical mutual trade to fit both.

W ZEALAND trade mission—r 20 strong—visits the Islands and August to tell of the range of goods produced. the Union Steam Ship Com-island trader *Tofua,* and by AL and TAI) the mission Fiji, Niue, American Samoa, Samoa, Tahiti, New Cale-nd the New Hebrides. Apart splays ashore, the *Tofua* will ed as a trade display ship.

nission is led by Mr. R. H. of Christchurch, president Canterbury Manufacturers' ion.

Zealand and the Pacific Is-ave traded with each other ny years. Now, because of ıg industrialisation, New is producing a wide range ufactured goods which will Islands' buyers.

Many Advantages

quality and competitive prices ly two of the advantages by the New Zealand Trade to the Pacific in buying from ealand. Manufacturers draw ı to quick delivery by air ı, handy servicing facilities, benefits of increasing two-de.

Zealand has traditionally been cer from the land, but since War II, the level of export as helped to dictate a policy nsive industrialisation. From New Zealand had to match d goods in quality and price. esult New Zealand industry vn in range and efficiency.

the products of New Zealand are offered to islands in the from which New Zealand pical produce amongst other which cannot be produced in ealand's temperate climate. coffee, bananas, pineapples, oconuts and copra have long ipped to New Zealand, and foodstuffs, including dairy produce and meat, bought in return.

There are many products from New Zealand industries which will meet the needs of developing Pacific territories. Treated timber is used in housing projects; special earth-moving and agricultural machinery, chemicals, medical preparations, hard-ware, electrical appliances, plumbing supplies, paints, footwear and cloth-ing, and many other products are available.

Thorough inspection of meat and dairy produce, and manufacture to the specifications of the New Zealand Standards Institute ensure that over-seas customers receive goods of the high quality they have come to ex-pect.

New Zealand is well situated to supply the South Pacific, and is the nearest source of supply of manu-factured goods to most island groups. The speedy and regular sea and air services offer advantages to the Is-lands buyer. If necessary, goods can be ordered in smaller quantities—there is less need to hold large stocks of perishables. New Zealand goods arrive fresh. Spare parts of machines and appliances are readily available and only a few hours away by air-freight. Skilled New Zealand tech-nicians are close at hand if quick servicing is required.

Quick Servicing

Air and shipping lines of New Zealand and other countries operate regular and direct services from New Zealand throughout the South Pacific. Return services carry Islands' produce for the New Zealand market. By concentrating on and studying Pacific trade, these organisations operate specially designed and equipped craft to serve the two-way trade.

New Zealand manufacturers are now intensifying their efforts to meet the particular requirements of the markets in the Pacific. New Zea-

(Continued on p. 75)



Natural Trading Area for NZ, Says Minister

New Zealand's first trade mission to the Pacific presents a wide range of manufactured goods, resulting from the considerable recent expansion of secondary in-dustry in this country. Tradition-ally a farming country, the need to diversify our economy has led to the growth of vigorous and widely varied light industries.

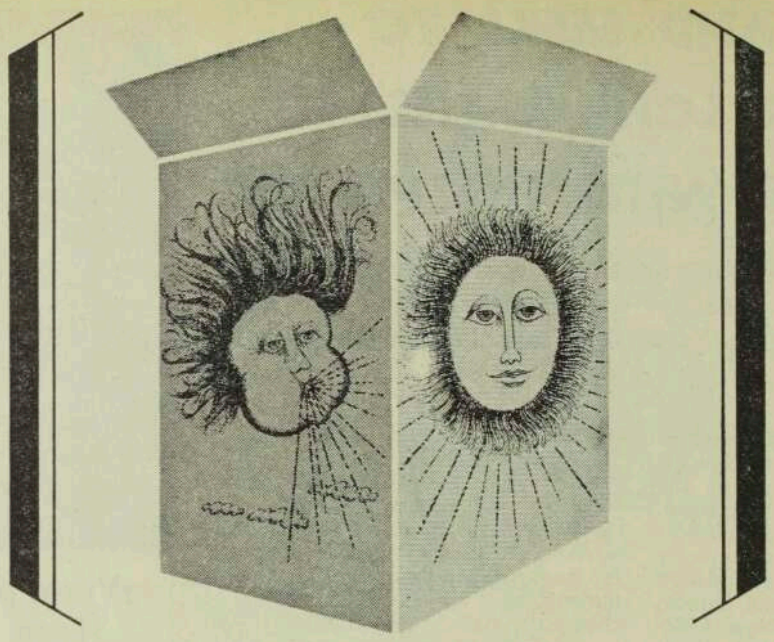
Reciprocal trade with Pacific groups is long established, but our recent developments are yielding new products which should be of considerable interest in the Pacific. New Zealand industries repre-sented in the mission include high-quality producers in the fields of light engineering, construction equipment, hardware, clothing and food specialities.

Through their displays and visits, members of the trade mission hope to interest Pacific clients seeking fresh avenues for local development of consumer sales. As a Pacific state, New Zealand feels this region is an important and natural outlet for its goods on a basis of mutual trade There is nothing new in this, but New Zealand now offers a much more diverse range of products. The mission's purpose is to establish personal contacts as a foundation for future as-sociations.

This New Zealand Trade Mission, initiated by the New Zealand Manufacturers' Federation, has the full support of the New Zealand Government We all hope that its 8,000-mile journey will strengthen ties between New Zealand and Pacific nations.

J R. MARSHALL,
NEW ZEALAND MINISTER OF OVERSEAS TRADE

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CLIMATE MAKES NO DIFFERENCE!!

Whatever the climate conditions, continuous rain . . . hot, windy weather . . . rugged tropical storms, United Empire Box products are durable. United Empire Box Co. Ltd. is the largest packaging manufacturer in New Zealand. Satisfied clients have helped them become that. And they're satisfied because of the service they hoped they'd receive . . . and did; because the packs recommended were the only ones for the job; because they were given an original design idea and the goods were delivered on schedule. All this, and much more is the reason why United Empire Box is the packaging specialist for a packaging problem. Perhaps you've got one! United Empire Box Co. Ltd., the largest packaging manufacturer in New Zealand, also make a wide range of plastic goods, from bobby pins to shower curtains.

Better packaging makes better sales

UNITED EMPIRE *Box Co., Ltd*

Head Office: P.O. Box 2793, Wellington

5897

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proximity enables salesmen to acific territories regularly to their wares, and to study re- nts and learn consumer tastes ferences.

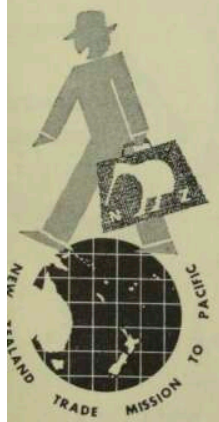
rapidly growing Pacific tourist as created a demand for foodstuffs such as are pro- y New Zealand. Besides meat y produce New Zealand offers range of canned and deep- delicacies. Air freight has al- roved economic for carrying od supplies to tourist centres.

pplying tariffs on imported New Zealand, and British Is- ritories and Western Samoa, n the Commonwealth pre- system. Trade between New and other Pacific islands is on a Most-Favoured-Nation

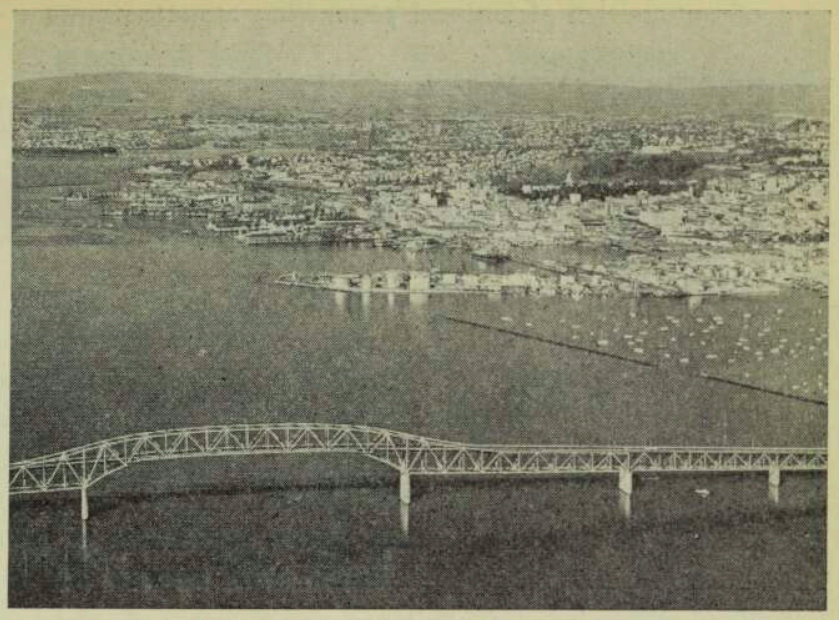
trade between New Zealand itories in the Pacific is sub- Fiji is New Zealand's largest in the South Pacific, exports in 1960 amounting to 0,000. In the same year ex- Western Samoa amounted to 000; to Tonga £NZ304,000; rench Polynesia £NZ149,000. exports to New Caledonia y £NZ2,000; but in the first nths of 1961 this figure rose 0,000. Exports to the New in 1960 were £NZ4,000.

tal in 1960 of trade in both s between New Zealand and itories on the mission's was £NZ4,035,000.

rowth of two-way trade be- e Islands and New Zealand as logical and necessary by of the New Zealand Trade They believe that New proximity and the nature oducts each has to offer the a good basis on which to ex- two-way trade.



of NZ Trade Mission to the Pacific.



A glimpse of Auckland city and waterfront—an increasingly popular haven for world-cruising yachtsmen.—Whites Aviation Photo.

New Zealand Buys From The Pacific

New Zealand is a ready market for Pacific Islands territories. Though itself situated in the Pacific, New Zealand has a temperate climate, and this has led to a two-way trade based mainly on foodstuffs peculiar to tropical and temperate conditions.

THOSE islands in the Pacific which are administered by New Zealand, do not satisfy New Zealand's demand for tropical produce. As a result, a large trade in the produce of Fiji, Western Samoa, French Polynesia and Tonga has grown.

New Zealand's sugar comes mainly from Fiji, and though imports into New Zealand in 1960 amounted to only £NZ358,000, imports during the first nine months of 1961 were valued at £NZ415,000. Imports of bananas from Fiji in 1960 amounted to £NZ70,000. Compared with total imports from Fiji in 1960 of £NZ479,000, total imports during the first nine months of 1961 were £NZ508,000.

Imports from Western Samoa in 1960 totalled £NZ576,000 of which the main items were copra (£NZ290,000), bananas (£NZ233,000) and cocoa-beans (£NZ42,000).

From French Polynesia, New Zealand imported in 1960 goods worth £NZ251,000. Of this figure rock phosphates accounted for £NZ238,000, the remainder comprising mainly vanilla beans and fresh fruit.

At £NZ83,000, New Zealand's imports from Tonga were £NZ18,000 greater than the previous year. Bananas (£NZ70,000) formed the main item of trade.

Itinerary

New Zealand's Pacific Trade Mission visits:

FIJI (July 6-14): Lautoka, Korolevu, Suva.

TONGA (July 16-17): Nukualofa, Vavau.

NIUE (July 17): Alofi.

AMERICAN SAMOA (July 18): Pago Pago.

WESTERN SAMOA (July 19-24): Apia.

TAHITI (July 24-30): Papeete.

NEW CALEDONIA and *NEW HEBRIDES* (August 1-10): Noumea, Santo and Vila.

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• **From the New Zealand members of the world's largest group of automotive piston and piston-ring manufacturers . . .**

"ENZED" Piston-Rings, Pistons and Valves Now Available to Pacific

Pacific Island motorists will soon be able to buy replacement precision car components made to the world's top standards.

"Enzed" piston-rings, pistons, valves, cylinder-liners and valve-seat inserts for cars, trucks and tractors are on display in the "Tofua" on this month's New Zealand trade mission throughout the Pacific.

They are also being featured in special displays at the New Zealand Trade Fair in Suva

All are made by New Zealand's largest manufacturer of automotive components—member of the world-wide Associated Engineering group, the largest manufacturers of pistons and piston-rings in the world.

Members of the Associated Engineering group in England manufacture original piston-rings, pistons and other components for such famous firms as Austin, Ford, Morris, Standard, Vauxhall, Rover, Hillman, Humber and Rolls-Royce—and nearly every other manufacturer.

"Enzed" products are made by Associated Engineering (N.Z.) Ltd. in New Zealand to the same top standards.

Special-Type Iron Castings, too—

Associated Engineering (N.Z.) Ltd. also offer the Pacific Islands a wide variety of castings in the special type of cast iron, Spheroidal Graphite—or S.G. Iron.

Commonly known as the iron that bends, S.G. Iron has the same casting and wear properties as cast iron but most of the physical properties of steel.

Because it can be cast with great accuracy, it can often save machining costs on items previously made from steel, such as clamps, brackets, gears, plough-shares and door-hinges.

Samples are on display in the "Tofua" and the Suva Fair—and an executive of Associated Engineering is accompanying the New Zealand Trade Mission to discuss technical and sales arrangements with manufacturers, distributors and agents.

ASSOCIATED ENGINEERING (N.Z.) LTD.

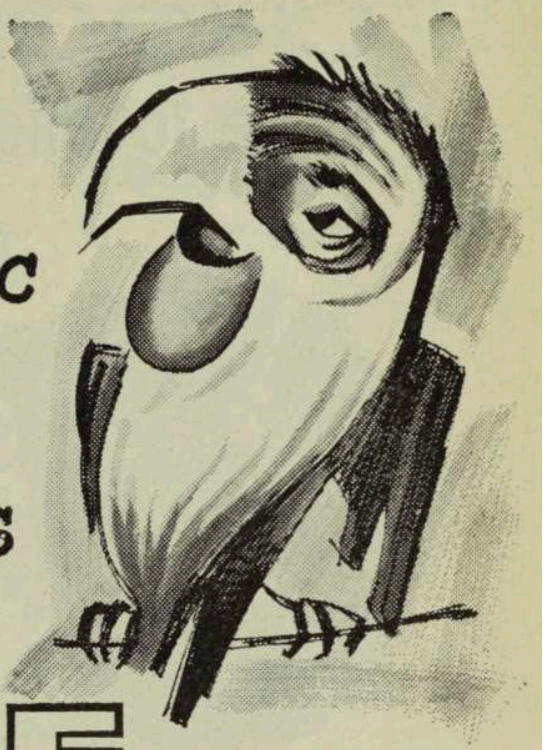
New Zealand's leading manufacturer of automotive components.

P.O. BOX 14-143, PANMURE, AUCKLAND, NEW ZEALAND

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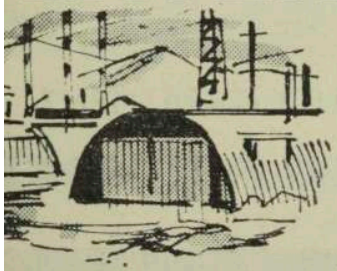


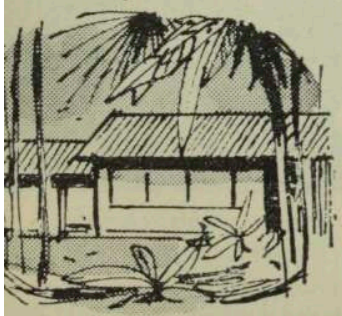
from the Antarctic to the Tropics



RESENE PVA

LATEX PAINT (INTERIOR & EXTERIOR)





Resene has been used successfully in the tropics and in the Antarctic. Its special qualities make it moisture and mould resistant and it wraps buildings in a plastic cocoon impervious to extremes of heat and cold. It has even successfully withstood the severe chemical attacks that are made on paint in the thermal regions.

Resene is especially suitable for concrete, asbestos cement board, stucco and masonry surfaces. Resene bridges hair cracks in stucco and its colours are light-fast and lime-fast. Available in a specially formulated exterior semi-gloss and an interior satin finish.

Made by

STIPPLECOTE PRODUCTS LTD.

Kaiwharawhara, P.O. Box 2288, Wellington, N.Z.

ZEALAND TRADE MISSION TO THE PACIFIC

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CHOOSE
to be lovelier . . .





BLUE SAPPHIRE
Sonata's conditioning, brittle-banishing shampoo for dry and normal hair.

WHITE SATIN
Sonata's perfectly balanced, special formula shampoo for normal hair.

PINK VELVET
Sonata's corrective shampoo for oily and normal hair.

GREY'N WHITE
Sonata's special non-alkaline conditioning shampoo to prevent discolouration in grey or white hair.

choose a SONATA

BEAUTY TREATMENT
SHAMPOO

HIGHLY CONCENTRATED, deeply lathering SONATA Shampoos cleanse and condition your hair to caressable radiance that lasts days longer.
Creaming quickly to a rich, deep cleansing lather, SONATA Shampoos leave your hair really clean, really shining, revitalized and so manageable.
Dry hair? Oily hair? Normal hair? Grey or white hair that tends to discolour? SONATA have prepared a special shampoo to suit your individual requirements.
You can be selectively beautiful when you choose a superb beauty treatment SONATA Shampoo.

Available at beauty salons, chemists, cosmetic counters everywhere.

Trade enquiries to:
Sonata Laboratories Limited, P.O. Box 7, New Lynn, Auckland, New Zealand.

AK5771

NEW ZEALAND TRADE MISSION TO THE PACIFIC

cific Foodhouse New Zealand

w Zealand" is almost ymous with "food" through- ne trade world. Responsible 3.1 per cent. of the nation's as earnings, farming there scientific industry.
Zealand is the world's t exporter of meat and products, and second only stralia for wool. Meat, wool, and cheese earned £252- n of the total export income 300-million in 1960, with by- cts earning £13-million

h a population expected to rom 2,400,000 now to three n in 1974, increased farm ction and export is vital to Zealand. Land development onsiderable farm research is aken.
e than 30 laboratory centres experimental farms are en- in farm research, particu- with soils, plant breeding and y, plant diseases, animal and nutrition. Two agri- al universities, school farm s, and State field instruction r encourage scientific farm-

ures predominate in New id, covering one-third of the y's total area of 66 million One-third is marginal land for run stock or commercial y, the last third being too ainous for farming.

MISSION REPRESENTS MANY INDUSTRIES

New Zealand manufacturers selling with the Pacific trade mission represent a wide range of industry. In fact the variety of accounts indicates just how diverse New Zealand manufacturing is.

MUCH of New Zealand industry is geared to development, so logical entries include welding equipment, paints, painting concrete, plastic and electrical fittings, builders' ware, sanitary ware, and heavy-duty clay products.

New Zealand's primary production has led to sizable food speciality and farm service industries. On the foods side, frozen foods, foodstuffs and beer are represented. Agricultural chemicals are also offered.

Cosmetics and chemicals, along with soap products, are part of the mission's selling task. In the clothing field, knitted underwear, knit shirts, fancy skirts and blouses, and other clothing are featured.

A firm of monumental masons and stained glass craftsmen is represented, as are leathergoods, furniture and tubular. Further variety of products is provided by manufacturers' representatives, handling the production of a big range of New Zealand industry.

Mission displays ashore and aboard the *Tofua* will give a further indication of the high-quality lines presented by the New Zealand Trade Mission.

ESTABLISHED 42 YEARS

Bromley Park Ltd.

Tuakau, N.Z.

Suppliers of High-Class Poultry to the Pacific Islands

Continuous supply through the year

COCKERELS — Day Old £2/10/- per 100

PULLETS — Day Old £17/10/- per 100

MEAT CHICKEN — Day Old (unsexed) £7/10/- per 100

All charges plus freight and customs

FIJI AGENCY—ROBT. GILLESPIE
Victoria Parade, Suva.

D.Y.C.

"YEAST" "VINEGAR"

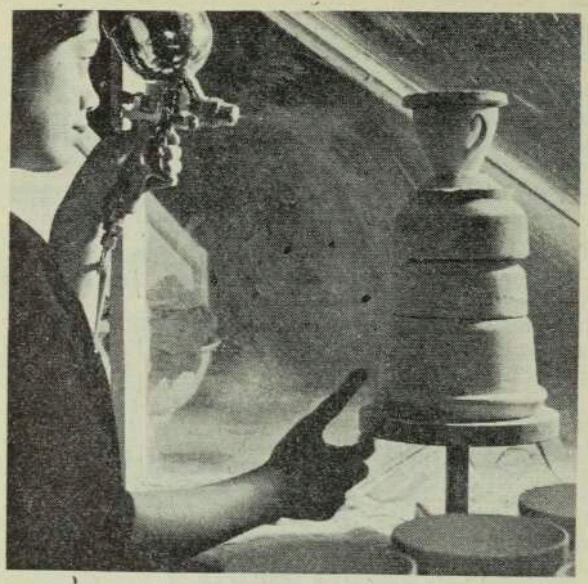
DIRECT orders supplied to any Baker or Grocer

Write to: DOMINION YEAST COMPANY LIMITED
P.O. Box 10,
AUCKLAND, N.Z.
For Price List.

MINIMUM QUANTITIES:—

COMPRESSED YEAST	in 1 lb pats	One carton 50 lbs.
DRY YEAST	in 6 oz jars	One carton 3 doz. jars.
DRY YEAST	in tins	One carton 2 x 5 lb tins.
DRY YEAST	in tins	One carton 1 x 20 lb tin.
MALT VINEGAR	26 oz bottles	Twelve cartons each 1 doz.
MALT VINEGAR	½ gallon bottles	Six cartons each ½ doz.

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CROWN LYNN, THE LARGEST MAKERS OF CERAMICS IN THE SOUTHERN HEMISPHERE WILL SHORTLY BE MAKING DINNER-SETS AND ARTWARE SPECIALLY FOR FIJI AND PACIFIC ISLANDS.

Trade enquiries should be addressed to—

F. C. MIDDLETON & CO. LIMITED,
Argus House, High Street, P.O. Box 3023, AUCKLAND.

CROWN LYNN POTTERIES
LIMITED
AUCKLAND NEW ZEALAND

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W. H. GROVE & SONS LTD.

Established 1896. P.O. BOX 490, AUCKLAND

ISLAND MERCHANTS

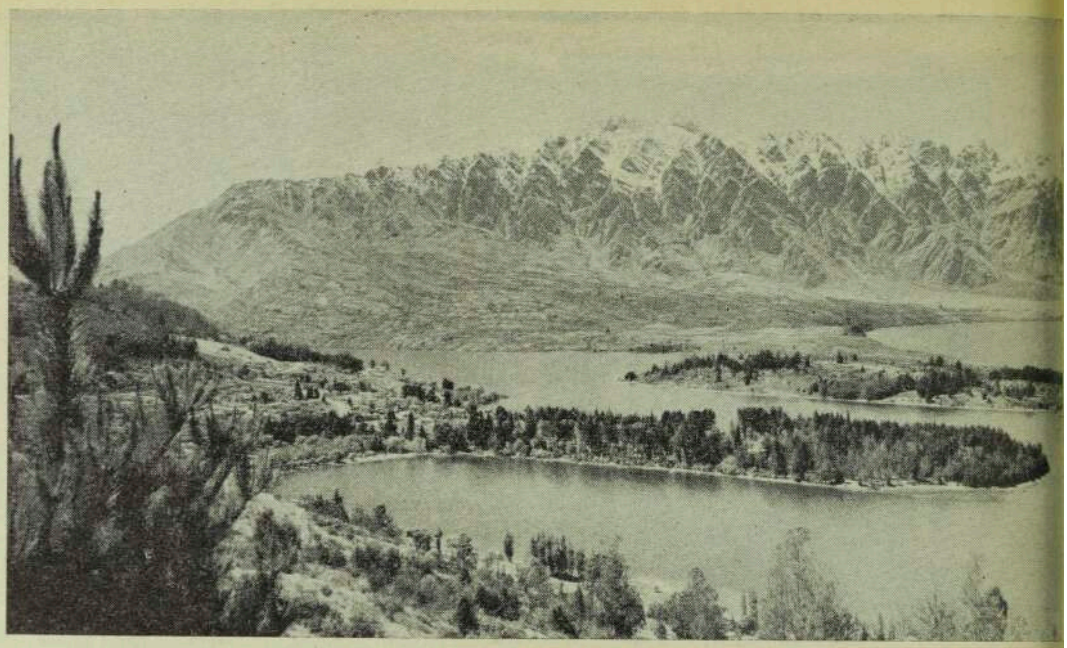
REPRESENTING MANUFACTURERS THROUGHOUT THE PACIFIC ISLANDS.

IN FIJI AS :

W. H. GROVE & SONS (FIJI) LTD.

ZEALAND TRADE MISSION TO THE PACIFIC

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Queenstown, New Zealand.

For a holiday that's *different*

VISIT NEARBY NEW ZEALAND

Every day in New Zealand holds a new experience. There's so much to see, so many things to do. The two islands are like two entirely different countries. The North Island has the unusual—a unique Glow-worm Grotto, weird geysers and hot springs, a mildly-active volcano.

The South Island has spectacular scenery—towering, snow-clad mountains, deep fiords, an 18-mile long glacier and lovely lakes.

If you don't visit **both** Islands, you miss the best of New Zealand.

And New Zealand is a sportsman's paradise—trout fishing; big game fishing; hunting for deer, chamois and thar; skiing.

For further information write to:

NEW ZEALAND GOVERNMENT TOURIST BUREAU

97 Queen Street, AUCKLAND.

Mercer Street, WELLINGTON.

Cathedral Square, CHRISTCHURCH.

NEW ZEALAND TRADE MISSION TO THE PACIFIC

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New Zealand Has Been Diversifying Economy

New Zealand, biggest island group in the South Pacific, traditionally one of the world's biggest primary producers. e industries represented in the New Zealand Trade Mission the Pacific are an important recent development which at- npts to diversify an economy still mainly dependent on toral production.

NTIFIC farming is coupled th a temperate climate to give ghest productivity per worker in orld. In 1960, meat, wool, and cheese were worth £252 1 of a total export income of million. By-products such as and skins brought £13 million

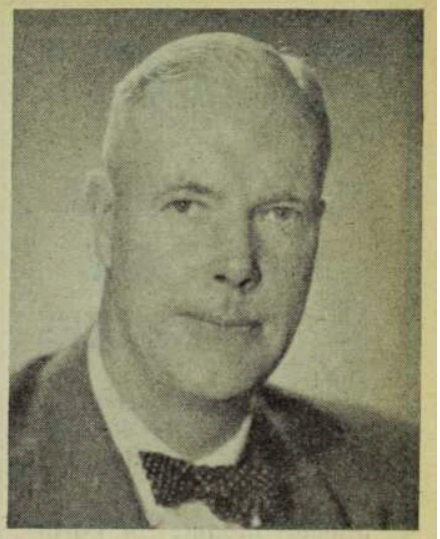
ss is the basis of prosperity, ing 47 million sheep and six 1 cattle with grazing. A third country is too mountainous rming, another third marginal

1 a population of 2.5 million Zealand is developing rapidly pe with a population which reach 3 million by 1974. ghout the land new roads and facilities open the way to new y, new land, greater produc- Higher returns are vital if liv- andards are to be maintained country is heavily dependent ort-import trade.

t New Zealanders trace British t, 161,000 are Polynesians but equal citizens enjoy the same responsibilities, duties and privileges. Government follows closely the British system of democracy. Universal suffrage decides the Government and a Governor-General represents Her Majesty Elizabeth II, Queen of New Zealand as well as Head of the British Commonwealth.

New Zealanders are perhaps most

(Continued on page 84)



Mr. K. W. Davies, New Zealand Trade Commissioner to the Pacific, and a member of the Trade Mission.

A WHOLE TOURIST WORLD

Every year the South Pacific's largest islands—New Zealand—are the holiday destination of more than 3,000 residents of other South Pacific Islands.

THE lure that attracts them is not hard to define. Nearby New Zealand's scenic and sporting attractions are so many, so varied and so spectacular that they draw tourists from the far ends of the earth. For people in the Pacific there are the added inducements of cheap, fast and frequent transport services by air and sea, and the fact that New Zealand's attractions lie so compactly together that all can be visited without straining a holiday budget.

As a holiday wonderland, New Zealand has something for everyone —scenic splendour for the sightseer, sporting excitement for anglers, hunters and skiers, modern cities for those who live in isolation, peaceful country panoramas for the city-dweller, and a year-round mildness which appeals immensely to those who live in more difficult climates.

World in Miniature

New Zealand's variety is such that it is often described as "a world in miniature". Certainly, it offers the visitor most of the highlights of a world tour, as well as some extra features uniquely its own.

Contrast is the keynote of the two main islands.

The North Island, more densely populated, has the largest cities and is noted for the world's greatest concentration of geysers and other awe-inspiring thermal activities.

The South Island is more rugged, more spectacular in sheer scenic grandeur. Its alps, rising over 12,000 ft. within a few miles of the western coastline, are greater in extent than the whole of Switzerland and in more

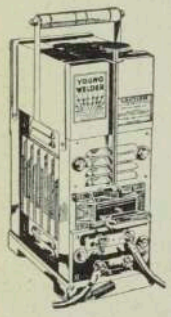
(Over)



ateau Tongariro, New Zealand's famous mountain sports resort in the North Island.

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WITH THE NEW ZEALAND TRADE MISSION



YOUNG ARC WELDERS

Models from 100 to 500 amps.

Special models for Farm and Industrial use.



G.R.YOUNG & CO. (N.Z.) LTD.

P.O. Box 13019, Auckland, N.Z.

than a dozen places are indented with fiords rivalling in beauty those of Norway.

Both islands, although their terrains are different, have many things in common. Both offer splendid trout fishing, hunting and ski-ing for the sportsman, both contain fine examples of New Zealand's unique glow-worm grottoes—at Waitomo in the North Island, Te Anau in the South; and both are studded with scores of beautiful, forest-fringed lakes, each a scenic gem in itself.

With a wide range of accommodation available and with most resorts easily accessible by road, rail or air, New Zealand is one of the few remaining unspoiled countries where the visitor can satisfy almost any interest, travelling independently or in an organised party, at a price to suit all pockets.

Diversified

(Continued from page 83)

proud of their equality and democratic institutions, free education to University level and social security system covering sickness, old age, disability and widows benefits. The 40-hour five-day week is universal.

Though an agricultural country only a sixth of the working popula tion are farming. Two-thirds of New Zealanders live in the North Islan and 55 per cent. in cities of mor than 20,000 people. Auckland, th main manufacturing centre, has th greatest population (423,000), th administrative capital, Wellington has 241,000 and the main Soutl Island city, Christchurch, is a farm ing, industry and manufacturin centre of 215,000. Dunedin, also i the South Island, has 104,000.

Despite its long dependence o Britain for its main market, New Zealand has always been a Pacifi nation. Though temperate rather tha tropical, and more than 1,000 mile from its nearest Pacific neighbours New Zealand shares many of th problems and concerns of Pacifi states.

Administrative links with th Cooks, Tokelaus, and Niue, goo transport links by sea and ai common defence arrangements, an a growing two-way trade, all under line Pacific connections.

New Zealand, steadily developin a more active place in Pacific life can do much to stimulate for othe Pacific communities the increase prosperity that follows an increase interchange of trade.

"There's a DULUX Paint for every purpose"



DULUX Super-Enamel The glistening full-gloss enamel. Dries to such a tile-hard gloss and looks so lovely for so long it's the most economical paint to buy. DULUX Super-Enamel flows on easily, transforms kitchen, bathroom or laundry in a few hours.



DULUX Hi-Gloss

Flows on evenly, dries to a brilliant hard gloss, won't peel, flake or blister. Colossal modern colour range.



DULUX Linseed Oil House Paint

Mould-resistant, specially made to withstand merciless tropical sun; stays fresh-looking far longer.





DULUX Super-Matt

The beautiful, perfectly flat enamel for inside or outside. Needs no sealer. Washes easily. Beautiful, modern colours.



DULUX Super-Satin

The true semi-gloss finish. An attractive, durable, soft, satin enamel for all interior woodwork.



DULUX Super-Latex

The modern plastic paint for outside masonry and inside fibreboard, etc. Resists the worst weather.

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IN SERVICE TO

- **AGRICULTURE**
- **INDUSTRY**
- **COMMERCE**
- **BUILDING CONSTRUCTION**
- **THE DOMESTIC CONSUMER**

A.C.I. offer a specialised service through these subsidiary companies. Their experience is wide; the field of their activities is various; the quality of their products is consistently high.

N. Z. GLASS MANUFACTURERS CO. PTY. LTD.

Glass bottles, jars, tube vials. Standard or custom mouldings, with or without Permanent Ceramic labels.

A C I PLASTICS PTY. LTD.

Compression injection and extrusion mouldings. "Garnite" Contour Pipe. "Garnite" polythene film for building, household and horticultural use. "Garnite" packaging layflat polythene film. "Garnite" rigid styrene sheet — thermoplastic sheet for re-processing by the plastic forming trade.

N.Z. FIBRE GLASS LTD.

Glass fibre derivatives for precise sound and heat insulation in domestic and Commercial Buildings.

HYGRADE PACKAGING CO.

Manufacturers of corrugated cardboard for packaging. Single and double face, single and multiple cushioned. Pure white, off white, one-sided white; or factory printed to order in solid colour. Packaging designed and manufactured.

FLEXIBLE PACKAGING LTD.

Manufacturers of packages and containers in polythene, cellophane and laminates of all kinds.

JOHNSTON CARDBOARD BOX CO. LTD.

Manufacturers of cartons and boxes of all kinds either printed or plain and using either corrugated or solid cardboard.

BANKS BOX CO. LTD.

Makers of cartons and boxes of all kinds in solid or corrugated cardboard, either printed or plain.

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A.C.I. subsidiary companies of Australian Consolidated Industries Ltd.

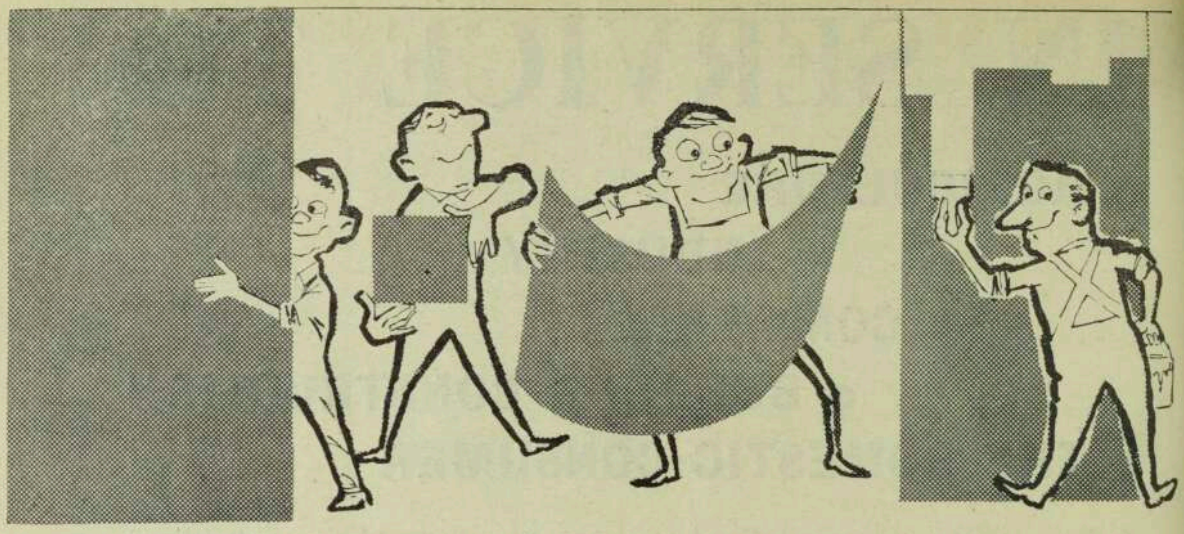
Trade Enquiries to: A.C.I. Industries Limited, Private Bag, Auckland.

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ZEALAND TRADE MISSION TO THE PACIFIC

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NEW ZEALAND TRADE SUPPLEMENT IS CONTINUED ON P. 102



use it big .. use it small .. bend it .. paint it

It's the world's most useful sheet

lining material — and the best

Pinex Hardboard is easy to cut and nail—easy to use—easy to buy.

LENGTHS: 8 ft., 9 ft., 10 ft.
WIDTHS 4 ft., 4 ft. 6 in.
THICKNESS: 1/8 in.,, 3/16 in., 1/4 in.

Pinex Hardboard is just one of the many wallboards produced in New Zealand by New Zealand Forest Products Limited, the greatest Forest Utilisation Company in the Southern Hemisphere.

PINEX
hardboard

Trade enquiries to **EXPORT SALES DIVISION**

N.Z. FOREST PRODUCTS LIMITED

Wallboard Mills, Penrose, Auckland, N.Z. **Address: Private Bag, Auckland, N.Z.**

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Pacific Islands Monthly MAGAZINE SECTION

Are Those Pacific Treasure Stories More Fancy Than Fact?

SYDNEY WRITER ROBERT LANGDON TAKES A LONG, HARD LOOK

Back in the early 1820's when the South American patriot General San Martin was closing on Lima, Peru, to free the people from the rule of Spain, the wealthy Spaniards of Lima ıred their valuables in a fortress at Callao, four miles away, for safe-keeping.

This, it seems, was the starting point for most of the melodramatic stories that have snowballed down the s about buried treasure on islands in the Pacific, and a few others elsewhere.

:ORDING to these stories, ɔme of the Spanish treasure tolen from Callao by pirates the Spaniards sought to ship k to Spain.

l in true-blue pirate style, it uried on lonely, far-off islands the pirates found it too "hot" ıdle for one reason or another.

ɔng the islands which are d to have caches of Spanish re are Cocos Island, 500-odd west of the Panama Canal; namned island in the Marianas; ad Island, 700 miles off the of Brazil; Pinaki atoll in ı Polynesia; Hat Island (Vatu in Fiji; and Suwarrow Island Cook Group.

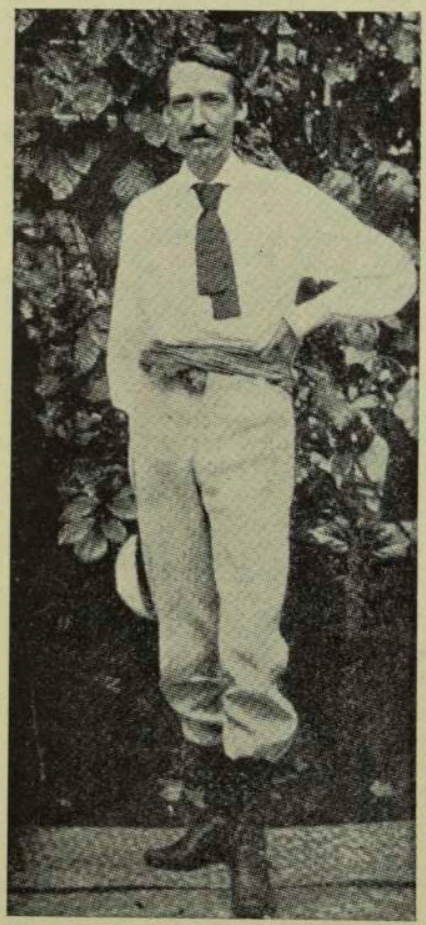
cles on the Pinaki and Hat treasures appeared in *PIM* ıy (pp. 76-77) in which one writers took me to task for ng the authenticity of the treasure, among others. (See Feb., p. 21).

a result, I made a thorough gation of all the Pacific e stories, and now I am than ever convinced that, with possible exception of the ow story, none of them is

My chief reason for this un- tic, spoil-sport outlook is . There appears to be no e that any treasure ever was from Callao in the 1820's, is what is alleged in the case e of the islands.

econdly, most of the stories the various islands are vague, here they contain details that can be checked, the details are almost invariably wrong.

- Thirdly, most of the stories are suspiciously similar.
- Fourthly, despite numerous expeditions to the various islands, no reliable reports of the finding of treasure have ever been made.
- Fifthly, although many of the treasure-seekers have had "authentic" maps, the maps have always proved to be useless.



Is it mere coincidence that most Pacific buried treasure stories bear a resemblance to R. L. Stevenson's "Treasure Island"?

One of the few facts in the various stories that is undisputably true is that the Spaniards DID store their wealth in a fortress at Callao during the revolutionary wars.

Proof of this is to be found in Lord Cochrane's *Narrative of Services in Chile, Peru and Brazil*, published in London in 1858.

Lord Cochrane, an English aristocrat, was in Callao as commander-in-chief of the Chilean Navy when General San Martin proclaimed the independence of Lima on July 28, 1821.

At that time, the Spanish treasure was still stored at Callao—and it remained there until San Martin allowed the Spaniards to remove it three weeks later, much to the chagrin of Lord Cochrane.

Writing of this incident, Lord Cochrane said: "The Spaniards today (August 19, 1821) relieved and reinforced the fortress of Callao and coolly walked off unmolested with plate and money to the amount of many millions of dollars—in fact, the whole wealth of Lima—which, as has been said, was deposited in the fort for safety".

Lord Cochrane, however, makes

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Maps, Maps, Maps—And No Treasure!

(Continued from previous page)



English aristocrat Lord Cochrane, who was in Callao in 1821, told how the Spaniards had stored millions of dollars worth of treasure in a fort in that port, but he said nothing about any of the treasure being stolen.

no mention of any of the Spanish treasure being subsequently stolen by pirates—nor, as far as I can find out, does any other writer who was in Peru at the time.

In fact, the first time anyone is definitely known to have heard of such a thing was in the 1880's. This was just at the time when Robert Louis Stevenson's *Treasure Island* was first capturing the imagination of the world.

So it may not be mere coincidence that many aspects of the Pacific's treasure island stories have a Stevensonian ring.

Take the Cocos Island treasure story, for example. The first man who is definitely known to have heard about that was a German seaman called August Gissler.

Some time in the 1880's, he was working on a ship bound for Hawaii, when an unnamed Portuguese passenger told him that his grandfather had served under a piratical fellow-countryman called Benito and had helped him to bury some loot on a Pacific island named Las Palmas.

The treasure was said—or has since been said—to have been stolen from Lima in the time of the famous Liberator, Simon Bolivar, who, incidentally, took no part in the liberation of Lima.

The Portuguese also showed Gissler a map of Las Palmas, which Gissler copied, indicating where the treasure was allegedly buried.

Eight years later when Gissler was living in Hawaii, another man showed him a map of Cocos Island, which belonged to his aged father-in-law, which also showed the location of some reputed buried treasure.

On comparing the two maps (which seem to have been two-a-penny), Gissler concluded that Las Palmas was really Cocos Island, and soon afterwards he set out for Cocos Island to find the treasure.

Six years later, after two unfruitful treasure-seeking expeditions, Gissler was doing his third stint on Cocos Island when a Mrs. Keating turned up to search for the treasure.

She, too, had a map (so maybe they were three-a-penny), but according to her, the treasure had not been buried by the pirate Benito, but by a sea captain called Thompson, skipper of the brig *Mary Dear*.

Thompson, so her story went, had been in Callao "about the year 1820" when the Spaniards chartered his brig *Mary Dear* (unknown at Lloyd's to take about 12 million dollars worth of treasure back to Spain.

However, after the treasure was loaded into the *Mary Dear*, Thompson ran away with it and buried it in a cave on Cocos Island —because a Peruvian man-of-war was in hot pursuit.

Thompson was never able to get back to Cocos to retrieve his treasure, but as he lay dying in Newfoundland in 1844, he gave Mrs. Keating's husband a chart of the island showing where the treasure was hidden.

Keating then told a Captain Boag (or Bogue) about it, and they chartered a brig, the *Edgecombe*, to visit Cocos.

The Wife Searched

According to stories that have since grown up, Keating and Boag found the treasure cave and secretly carried some of the gold to their ship in canvas pockets sewn inside their clothes.

Other stories say that they didn't find the treasure at all; that Boag, his pockets loaded with loot, was drowned in the surf; and that Keating hit Boag over the head and killed him in the treasure cave.

At any rate, Mrs. Keating eventually inherited her husband's chart and went to Cocos to search for the treasure, which seems to indicate that Mr. Keating had not had much luck.

Ever since then a year has seldom passed without someone—usually armed with an "authentic map—turning up at Cocos to searc for that treasure.

However, the only person who known with certainty to have foun any gold on Cocos is Augu Gissler, who lived there for 2 years. His find was a solitar doubloon minted in the reign o King Carlos III of Spain!

The story of the Trinidad Islan treasure is remarkably similar t that of Cocos Island. It, too, wa first heard of in the 1880's, and— according to some versions, it eve features one of the same pirate the Portuguese Benito.

The best account of this story in E. F. Knight's sailing classi *The Cruise of the Alerte*, which wa first published in 1890.

The Usual Murders

Knight first heard of it in Sout Shields in 1888 when he was tol of several expeditions that had bee to Trinidad to search for treasur reputedly stolen from Lima in 182

Knight was told in South Shield by a Mr. A——, that a Captai P—— (don't laugh!), who com manded an opium trader betwee China and India between 1848 an 1850, was given a map showing th location of the Trinidad treasur by a Russian Finn who died o dysentery in a Bombay hospital.

The Russian Finn had bee Captain P——'s quartermaster, an had bequeathed the map to him o his deathbed in gratitude for th captain's kind treatment of him.

The Russian Finn claimed to b the only survivor of the pirates wh had buried the treasure—the other having been hanged in Cuba year earlier.

Knight was told that the myseriou Captain P—— had intended to loo for the treasure himself, but fo various reasons he did not do so and eventually he told severa people in England about it, som of whom did.

However, none of these peopl managed to find the treasure. No did Knight when he went to Trinida in 1889.

Meanwhile, another story ha become current in the Pacific abou some treasure from Callao being buried on an island in the Marianas near Guam.

According to this story, an Englishman serving as a lieutenant

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r Charles Nordhoff told the story of the elusive Pinaki treasure.

Peruvian Navy got wind of treasure that was loaded in a n brig for shipment to Cadiz. ping aboard the brig with a band in the dead of night, zed the ship, sailed her out llao Harbour and eventually d the Marianas where the e was buried.

course was then steered for ulu, but when quarrels broke mong the crew, the English ant, with his two officers and boy, left the ship in a boat setting it on fire.

of the officers was murdered hrown overboard before the reached Honolulu, where the rs claimed they were victims shipping disaster.

r, the lieutenant and the other hired a schooner—whose , believe it or not, was son—to go to the Marianas e their treasure.

the voyage, however, son suspected their motive, the lieutenant overboard, went his effects, and lo! found rt of the island where the e was hidden. But, alas, the of the island was omitted.

afterwards, Captain Thomphted another brig, the master ich was a friend of his, and ir agreed to search for the treasure together. The surviving pirate was to be given a share of the loot, if he pointed out the hiding place.

This, however, did not fit in with the pirate's ideas of fair play, and in a fit of despair at being so rottenly treated, he filled his pockets with lead and iron bolts and jumped overboard.

Captain Thompson was thus left with the chart of a treasure island, but no one to tell him where it was.

Many of the elements of this story and the others turn up again in the tale of Pinaki. The chief difference is that when this tale was first recorded, the treasure was said to have been stolen from Peru during the war with Chile in 1859-60.

This, however, seriously weakens the story, as Peru and Chile were not at war during those years.

The Pinaki story was first recorded in 1921 in *Faery Lands of the South Seas*, a book written in collaboration by Charles Nordhoff and James Norman Hall, authors of the well-known novel on the mutiny in the *Bounty*.

In 1920, Nordhoff and Hall were doing separate trips through the islands of French Polynesia in search of material for a book when Nordhoff called at Pinaki atoll. There he found a solitary Englishman, Charles Edward Howe, busily searching for treasure.

According to Howe, the treasure had been stolen from Peru by four men—a Spaniard named Alvarez, an Irishman called Killorain, and two others of uncertain nationality, Luke Barrett and Archer Brown—in the autumn of 1859.

Another Map!

They had found it under the floor of a church while serving in the Peruvian Army. It comprised seven chests of 30-kilo ingots worth in the neighbourhood of £3,500,000.

Having buried their find in the vicinity of Pisco, the four men set out for Panama (surely a long way to go) in search of a vessel.

In Panama, they signed on as members of the crew of a small schooner, and as soon as they got to sea they knocked the skipper and the two sailors overboard.

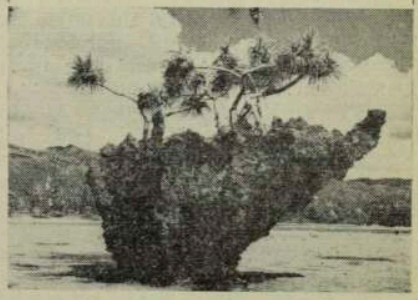
Returning in the schooner to Pisco, they loaded their gold on board and set out for the Tuamotus where they buried the loot on Pinaki. This was in December, 1859.

The four men then sailed for Australia, scuttled their vessel outside



New Caledonian Oddities

A New Caledonia tribe has a peculiar custom at the departure of any noted visitor. As the visitor is paddled across the river a young woman climbs to the top of a high tree and jumps into the water. Here is one farewell gesture—on the way down. Lower photograph shows an unusual coral formation, "The Flower Basket", on the Yate reef, which will soon figure in full colour on a New Caledonian stamp. The top growth is pandanus. The formation suggests different figures, depending on the angle it is viewed from. Here, it could easily be a trumpeting elephant.—Photos: Fred Dunn.



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"Facts" On Hat Island Treasure

(Continued from previous page)

Cooktown and went ashore with a tale of shipwreck.

After going through such gold as they had brought with them, they went to work on the Palmer goldfields, where Alvarez and Barrett were killed in a skirmish with aborigines.

Brown and Killorain were both later gaoled for 20 years for manslaughter. Brown died in prison, but Killorain served out his term and afterwards spent most of his time either stealing or trying to earn enough to get back to Pinaki.

In May, 1912, at the advanced age of 87, he had still not raked up the necessary and was working as a watchman at Rushcutters Bay, Sydney.

Meanwhile, Howe (the Pinaki treasure-seeker) had come to Sydney for treatment for an infected spear wound, sustained in a brush with a native on the New Guinea goldfields.

As luck would have it, Howe got lodgings in the same boarding house where Killorain was staying, and one night he lent Killorain a few shillings to get to Rushcutters Bay.

Several months later—in December, 1912, to be exact—Howe got a message to go to Sydney Hospital where he found Killorain on the point of death and anxious to repay the loan that Howe had made to him. (Shades of Captain P——and the Russian Finn!)

Killorain's repayment was in the form of a map of Pinaki atoll (that had been sewn in the lining of his coat) and a circumstantial story about the theft of the treasure buried there.

Useless Chart

Howe told Nordhoff that his immediate reaction was to dismiss the story as nonsense, but on checking the story with friends in Cooktown and Peru he became convinced it was true.

However, Howe's enquiries apparently weren't very thorough, for in February, 1912—only three months later—he was put ashore at Pinaki by a small cutter.

When Nordhoff called at the atoll in 1920, Howe had dug trenches all over the island but had not found the treasure. Killorain's chart, he said, had been of little use to him because it referred to trees that had been cut down by natives of neighbouring Nukatavake.

It is not clear from subsequent literature how long Howe stayed on Pinaki, but it seems that in 1926 he was deported from French Polynesia as an undesirable alien.

One story says that he eventually realised that Killorain's map was really a map of another island, that he went to this island, found the treasure, and got into trouble with the French authorities when he tried to get away with some of the treasure without notifying them.

The same source—George Hamilton's *The Treasure of the Tuamotus*—says that in 1930 Howe turned up in Sydney again where a journalist called William Edwards became interested in his story.

Three years later Edwards organised an expedition to search for the Pinaki treasure on Howe's other island (unnamed, but near Makemo), but no treasure was found.

Meanwhile, Howe had disappeared into a cloud of blue smoke and he does not seem to have been heard of since.

As for the story of treasure which allegedly exists on Fiji's Hat Island, it seems that this has been passed down by word of mouth for many years and that it is only since World War II that it has been published.

Many of the details of the published stories differ widely, but the following "facts" are common to all of them:—

- Until his death on Hat Island in 1909, there was a man called Thompson who had lived there for many years who believed that the island contained some treasure.
- The treasure had been buried on the island by Thompson and two companions who had been wrecked in the vicinity in a barquentine which had come from South America.
- Somewhere along the line (the versions differ) Thompson killed two men over the treasure.
- In the last few years of his life, Thompson's mind became deranged and he would never allow any Fijians to land on the island.

In view of this last fact, and also because there is apparently no evidence of a barquentine ever having been wrecked near the island, it may be that the story of Hat Island's treasure was merely a figment of Thompson's disordered imagination.

It is possible, in fact, that the story may have grown up in his mind after hearing or reading about his mythical (?) namesake, Captain Thompson of the brig *Mary Dear!*



Mr. and Mrs. John Gilmore—photographed Rabaul some years ago at the first Frangi Ball. On the right is Mr. George Clarke, at Madang.

New Guinea Old-timer Who Left Their Mark

THE GILMORE

By a Special Correspondent

New Guinea's "Befores" still sp with affection and respect of J Joseph Gilmore and his wife, Fl Doris Gilmore, who died within few months of each other last y after giving 40 years of their li to the Territory. Theirs was a typ Australian New Guinea story—w some special touches of their own.

JACK took Flo and 2-years-o John to Rabaul about 1920, a he became engineer for t Expropriation Board. Later, became the Board's manager in t Duke of York Islands, while energetic wife took over the Koko Hotel. It was about this time t the Gilmores purchased Put P plantation.

Fabulous stories from the n Edie Creek goldfield lured Ja Gilmore away, and he and partn Shannon made a clean-up with t El Dorado mine; while Mrs. F Gilmore kept the home fires burni at the Kokopo Hotel.

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n Jack returned to New they took over the atung Hotel, outside of and then, for a time, Flo d the Rabaul Hotel for Ivan

d War II came, and young oined the Army; and a little Irs. Gilmore, with Territory- Peggy and Grahame, went

Jack Gilmore stayed until the me in; and he and a small ot away to Papua in Jack's the *Gawa*. The Army seized nch, and Jack tried to enlist back; but they said he was

then joined American Small nd had a remarkable career— s the Americans' salvage- all the way through Oro Bay, afen, Hollandia, right to a—and he ended the war as nel, and aide to General er.

The Move to Madang

war over, the Gilmores re- to Put Put Plantation. had married, and was Mrs. ; but soon afterwards her l was killed in an accident. rried again—she now is Mrs.

es Bates had become DC at , and insisted that Madang a hostelry; and he persuaded d Mrs. Gilmore to leave in 1952 and establish and Madang Hotel. They spent ainder of their lives there, l much public service, and valuable property to the five of John, who is a coffee- near Goroka; one child of e, also a Highlands planter; gy's three children.

Flo Gilmore died and was in Australia in May, 1961. ed in Madang in October; demonstration at his funeral how much the Madang loved and esteemed the old

and Grahame, for the are managing the hotel ang, and Grahame recently ervised big additions of new odation blocks — private with air conditioning, hot from solar gadgets in the and modern things of that

and Jack might be a little if they could see the Hotel functioning today; but they heartily approve the enter- their two sons.



Mr. Lindsay Buick-Constable, on the air with a group of Fiji school children of all races.

School's In! On The Coconut Radio

From Elspeth Robbins, in Suva

For some reason I always become a little misty-eyed when I listen to Correspondence School of the Air. The mental picture conjured up is probably quite incorrect—but I think of children isolated in some lonely, gale-lashed lighthouse or studying in some remote farmhouse cradled in the snow-covered alps or way across the arid, parched outback of Australia, and this always brings a lump to my throat.

HERE in Fiji, of course, the mental picture is different. One might almost envy the children who, when released from their lessons, can race bare-footed and carefree along the palm fringed, golden sands of their coconut plantation islands.

But the most interesting feature of Fiji's school broadcasts is not the Correspondence School of the Air which is designed for English-speaking children who cannot attend school, but the broadcasts directly beamed to the schools themselves.

To appreciate the difficulties which beset the Fiji school broadcasts, one must capture a little of the local atmosphere. The mixture of races, creeds, languages and customs is the most striking feature of the population of Fiji.

The housewife going about her shopping will hear people speaking in English, Fijian, Hindustani, and here and there some of the language of other Pacific Islands, and also Chinese.

To cater for these people, the Fiji Broadcasting Commission station in Suva has regular Fijian and Hindi programmes, in addition to those in English.

How then does the school broadcasting system cope with this multi-racial, multi-vernacular problem?

On most mornings of the week regular broadcasting ceases at 10 o'clock. Listeners will then hear the voice of a New Zealander, Mr. Lindsay Buick-Constable, announce the morning's lessons to various classes, speaking in slow, simplified English. Up till their fourth year in school all pupils have been taught in their mother tongue, at the same time being coached in English as an extra subject. Most of the multi-racial students surmount the language hurdle by the end of the fourth year and they are a credit to themselves and

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to the monumental patience and methods of the Education Department and school broadcasts.

Broadcasts to schools first commenced in Fiji in 1956. Although he came to Fiji with a wealth of experience behind him in New Zealand, Mr. Buick-Constable had to start from scratch. For instance, villages fortunate enough to possess a radio often had only the simplest knowledge of its mechanical workings. Pamphlets were prepared to show the teachers the best position to put the receiver in the schoolroom, and how to link up the aerial for best reception.

Singing lessons had instant appeal, for part-singing is a distinctive feature of vocal music in Fiji. As a substitute for a piano (such things exist in Fiji, but mainly in the towns) our versatile teacher provided a series of bottles filled with water to various levels.

In early broadcasts, "Boy Boy", a radio fairy, was introduced as a gimmick to sustain the children's listening ability. So great was "Boy Boy's" popularity he received about 3,000 fan mail letters one year—60 to 75 a day at times. Many of the school pupils of 1956 are now fledgling young teachers in Training College and they still giggle a little self-consciously about "Boy Boy", for he no longer exists. Now there are real pupils in the radio classroom.

It is tremendously interesting to listen to these half-dozen children who take part with the teacher in the studio each morning, and to hear their gradual mastering of a foreign tongue as they progress through each class.

Sound Trouble

Many English sounds do not exist in Hindi, Fijian or Chinese. Little Johnny Chinese is truly velly velly sad about those "R" sounds that *will* turn into "Ls". Joni Fijian and John Indian ripple "Rs" off their tongue easily, but they each find their particular hurdle. Rogue "Ps" turn into "Fs", and "sh" becomes a long hiss.

Not only do the pupils have to learn new sounds but also rhythm, pauses and stress or accents on parts of words. To overcome this, "jingles" are learned each week. Difficult sounds are cunningly introduced to ensure the children of each race have adequate practice in saying the words they find most difficult to utter.

Mr. Buick-Constable now has trained assistants chosen from locally born people. A radio teacher must have a good radio voice and personality. He also needs the ability to cope with a great deal of paper work, duplicating and tape recording behind the scenes.

Every opportunity is taken to bring to the classroom the voice of an expert, and guest speakers from many parts of the world, and with interesting occupations, are featured wherever possible.

Mr. Buick-Constable's present assistants are Alan Gopalan, son of a well-known Suva doctor, and Jemesa Roborobolevu. Alan spent 17 years of his school life in New Zealand. Jemesa has also been overseas, to England, where he went on a British Council Scholarship.

All Ages Listen

Fiji has broadcasts for secondary school pupils, too. The BBC probably never envisaged the varied listening audience that would gather at the radio in tiny Fiji for 45 minutes each afternoon to listen to its specially prepared broadcasts for secondary schools. By this time students have completely mastered the language difficulty, and the emphasis of the broadcasts is on English literature and social studies.

"Did you hear how *she* said it?" my neighbour (a MA) asked, poking her head through a hole in the hibiscus hedge. I knew immediately she was referring to a passage from *Macbeth*.

We are both avid afternoon listeners to the rich, resonant voices of some of England's most experienced Shakespearean players, and there is many a housewife who admits to taking the transistor radio to the bedroom while she has her afternoon rest.

Not only housewives, but pilots from the RNZAF station at Laucala Bay, the crews of ships at sea, nuns and patients from Makogai and other isolated Mission stations, and patients in the local hospital all derive much pleasure in going back to school for the all too short afternoon session, and have expressed so in appreciative letters to Mr. Buick-Constable.

Probably some 30,000 pupils in up to 400 schools scattered over a wide area of the Pacific are being reached by radio in some form or another.

While all the radio-linked schools benefit from the radio lessons, the deepest appreciation comes from the most remote areas where the European voice is still seldom heard except by radio. Many a lonely outpost teacher expresses the feeling of being better linked with the world, and not forgotten.

Yesterday

The war bulked large in the affairs of the South Seas 20 years ago this month, as these extracts from the issue of July, 1942, show:

All South Seas copra distribution was now Government controlled. The only copra now available was being produced in Fiji, and comparatively small quantities produced in Tonga, Samoa, and Cook Islands and the French Colonies. Planters sold direct to the Governments.

* * *

Men of the American forces in NG and the Solomons were using the native village greens as baseball grounds, and the natives were picking up the game, and "displaying remarkable throwing powers".

* * *

Our correspondent in Fiji reported that this was the time to think about changes in the administration in Fiji after the war. There must surely, he said, be "a practicable plan". He felt that there should certainly be a separation of the offices of Fiji Governor and High Commissioner for the Western Pacific.

* * *

Since the war, the number of mosquitoes in Suva had risen sharply. Reason was that water was being held in slit trenches, tins, bottles and bamboos discarded by defence workers, drains were blocked by dumpings from new shelters and construction work, and there were hundreds of drums set up as an emergency water supply. Responsibility was placed on householders to keep down the mosquito larvae in their own areas, or risk heavy fines.

* * *

The amount of clothing coupons issued to New Guinea refugees in Australia was being described by them as "ridiculous". The coupons permitted purchase of two-piece suit, one extra pair of trousers, two pairs of underpants, two singlets, four pairs of socks, two pairs of pyjamas, one pair of boots and one overcoat. There was no provision for items such as shirts and hats and, in winter, waistcoats or cardigans, and the Islanders were feeling the cold.

* * *

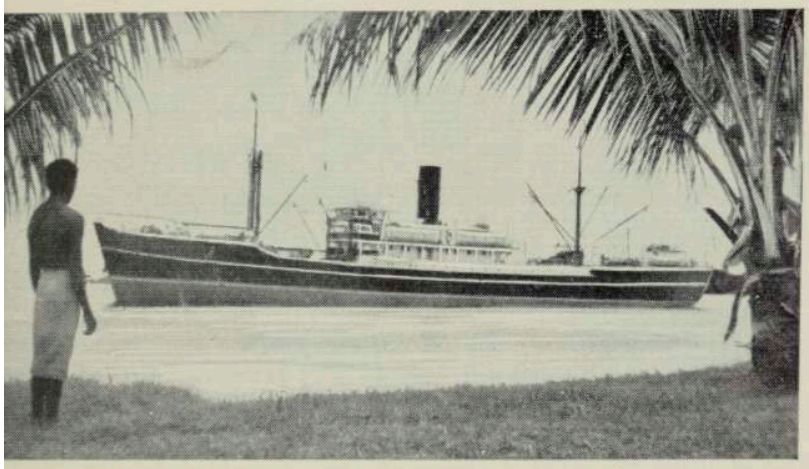
An appeal was to be made by the Pacific Territories Association against the official decision that compensation for damage suffered in New Guinea would not be paid for "consequential war damage"—that is, looting, and destruction and deterioration caused by the evacuation of owners and caretakers.

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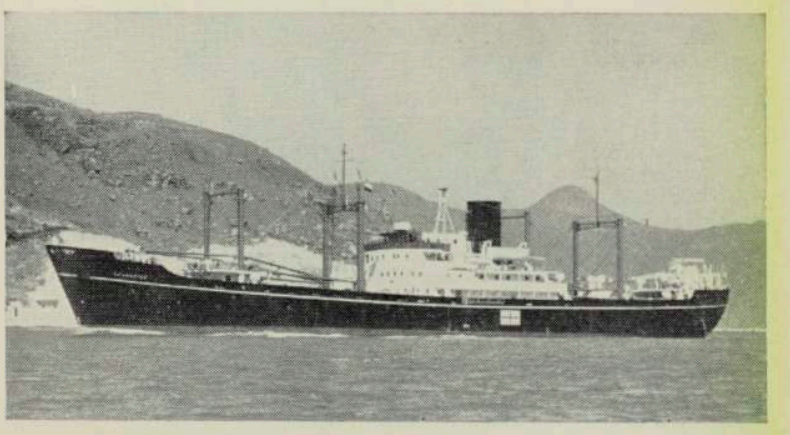
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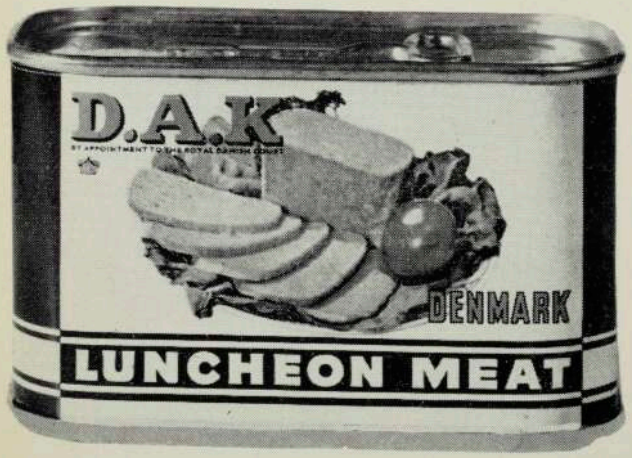
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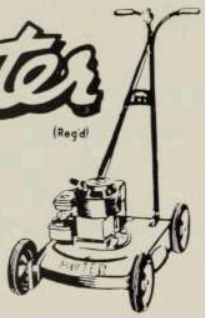
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HE MONTH'S NEW READING

WITH JUDY TUDOR

Four Centuries of Malayan Adventure

No person living in Australia or the South-West Pacific afford these days to ignore South-East Asia. Whether we e it or not this is the uncomfortable camp into which we being forced.

help you understand the back-round better, *A History of a*, by J. Kennedy, Senior Lec- in History at the Malayan ers' College, is timely. It is rief enough and presented well h not to be beyond the capacity ople who aspire to be nothing elevated than middle-browed. aya, in the author's sense, ing with the 15th century, in a lot more country than the al entity we call Malaya to- Sumatra came within its orbit; the Moluccas, Celebes and all had fingers in the pie at s times, having alliances with r another of the separate king- that existed in the narrow Malay sula.

more than anything, Malaya's y was shaped by its geographi- sition and the configuration of nd. Hanging down from the nass of Asia, it separates Indian from China Sea and formed tural gateway through which s and adventurers from east vest must pass.

Malacca's Importance

m the beginning of the 15th y, the most important element e shaping of Malaya was the om of Malacca, founded about by Parameswara, a political e from Sumatra. Within a e, Malacca, a former pirate and g settlement, on its river port facing the Straits of Malacca, ecome an international market. se silks, gold thread, porcelain ottery were traded for Burmese and rice, Arabian opium and nes, Indian cloth, tapestries and e. From Malaya itself, into *ntrepot* of Malacca came tin ngle produce, gold, pepper and spices.

h the goods came merchants— Gujerat, Calcutta and Bengal; China, Formosa and the Philip-

By the time Parameswara was gathered to his fathers, his capital was already a cosmopolitan centre of many languages and many cultures.

When the Europeans finally found the sea route to India, it was inevitable that they should eventually go further, follow the trail already blazed by the Gujeratis and others, and arrive at Malacca, "the city made for merchandise".

The Portuguese came first in 1509 and were less than welcome. Sequeira, who led the first expedition escaped less two ships and a score of men; two years later he was followed by Albuquerque, who took the town by force and fortified it.

The Portuguese held Malacca to their profit until it was taken from them by the Dutch, allied to the Johore Malays, after a six months seige in 1641.

The British took over from the Dutch in 1795—by agreement, with what might have been called a "Free Dutch" Government in London where Dutch William V had fled when France invaded Holland in 1794.

Although this was to have been a war-time measure, Malacca was not, in fact, returned to the Dutch until 1818 and they held it only until 1824 when under the Treaty of Lon-



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Like Mother Made

A Malayan student at Adelaide University has capitalised on the fact that Australians generally like Asian food, and has produced an attractive cookery book, "Recipes of the Orient". He is Ashar Ilias Abbas, and in a foreword says that he learned how by trotting around his mother's kitchen at her apron strings.

This is one of the rare occasions we have reviewed a cook-book produced by a man—but for our money, we think there should be more of it. Men, after all, do most of the eating.

The recipes in this book are made from ingredients obtainable in Australian cities and there are special instructions for soups, rice, noodles, fish, vegetables, meat, curries and sweets —all with Malayan, Chinese, Indonesian or Indian accents.

(Published by Rigby Ltd., Adelaide. Price 8/6.)

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don England got Malacca and the Dutch got Bencoolen, on Sumatara, where the British had been established since 1685.

In the meantime, of course, the English East India Company had entered the picture, first with the settlement at Bencoolen and in 1786 through a treaty with the Sultan of Kedah for a settlement on the offshore island of Penang.

Francis Light, ex-Navy officer and sea captain who had promoted the idea, became Penang's first Superintendent—a title that was subsequently changed to Lieutenant Governor.

To Penang, in 1805, ten years after Light's death in office, came a junior officer—an Assistant Secretary—by name of Thomas Raffles, a young man who was just beginning his career in the East after serving the East India Company's London office from the age of 14.

Raffles' Period

Two years later while on sick leave in Malacca, Raffles occupied his time writing a long report on the desirability of the retention of Malacca. A copy of this he sent to the Governor-General of India, Lord Minto, who was so impressed that when the British, in 1811, took Java from the Dutch to save it falling into the hands of Napoleonic French, Raffles was made Lieutenant-Governor.

During the period he "made bold and liberal reforms but involved the Company in heavy expenditure" and when Lord Minto died in 1813, Raffles was dismissed shortly before Java was returned to the Dutch.

Raffles went to London, for health reasons, and whatever the East India Company may have thought about his extravagances, he was feted by London society and knighted by the King (choosing to be called "Sir Stamford", although born Thomas.)

He was appointed to Bencoolen in 1818, but evidently regarded it something of a punishment station. Within seven months he had set off to visit the Governor-General of India, ostensibly to discuss the future of Bencoolen, but in reality to propound a favourite scheme for a new British settlement nearer the southern end of the Malacca Straits.

A small fleet was put at Raffles' disposal and having been forestalled by the Dutch on the island of Bintang (Rhio), landed on the south coast of Singapore Island at the end of January 1819. It was then inhabited by a small Malay community and a few Chinese settlers but Raffles signed a preliminary arrangement with the ruler of Johore, who claimed it, on the day after his arrival.

There followed the usual recriminations, from the Company and from the Dutch, who cared as little for Raffles as he did for them. It was not until the Treaty of London in 1824 that the matter was resolved as far as the Dutch were concerned, but a great influx of people to Singapore within the first few years of Raffles' first landing, soon showed the Company on which side its bread was buttered.

By 1820 revenues from the port were meeting cost of administration, and trade was soon outstripping that of Penang or Malacca.

Raffles himself worked out plans for administration, law and land tenure—a "mixture of idealism and realism"—and laid out Singapore's first Botanical Gardens and established a college known as the Singapore Institution.

The 1824 treaty between Britain and Holland marked the end of an era, in that it set out clearly the two spheres of European influence, and as such they remained until the Pacific War of 1941.

It Wasn't Wasted

In 1941, the prospect of a united or independent Malaya still seemed a long way off—it took a war, the post-war "Emergency", and much rethinking to produce the right climate for that. Malaya had never been directly under British rule, with the exception of the Straits Settlements, of Singapore and Malacca; both the four Federated States and the five Unfederated States had various individual and group treaties with Britain and different administrations, in which many forms of Malay political power were preserved. Moreover, the population was almost equally divided between Chinese and Malays, with a minority Indian group.

History is a continuing process and the 4½ centuries that Mr. Kennedy has been able to present here seems to prove nothing more than that everything comes full circle. The European adventurers who pushed out from their homelands in the 16th, 17th and 18th centuries and changed the face of the whole world, are now in full retreat. But there is nothing in this book to show that what they accomplished could, by any stretch of imagination, be called a wasted effort.

(A HISTORY OF MALAYA. Published by Macmillan. 49/9.)

The Strange Case o Breaker Morant

A war and a tradition is the subject of "Breaker Morant", by F. M. Cutlack. The war was the Boer War and the tradition that of Harry Morant, who was executed in the Transvaal in February, 1902.

THE crime for which Morant w executed was that of shooti Boer prisoners. But whether the were extenuating circumstances whether he was the victim of British War Office witch-hunt h been a matter of controversy— Australian controversy—ever since

Whatever is the case, the who business was carried through wi the stiff-necked stupidity that h periodically poisoned the relatio between Britain and her Dominion

The court-martial of Morant an the three men who were charge with him, was undertaken under smoke-screen of secrecy. Weeks aft the execution of Morant an Handcock (another Australian), th Australian Government had had n word of proceedings. Even toda according to the author, inquiry the War Office about the cou martial meets with the curt repl that the records are no longer i existence.

The case of Morant has, there fore, been a recurring matter o interest in Australia, althoug Cutlack's account is probably th most comprehensive and is give added interest by the fact that a a youth he knew Morant personally

Morant was an Englishman o good family although his origins ar not precisely known. He arrived i Australia about 1880 and became drover and a horse-breaker of con siderable merit. He had a gift fo writing and jingling verses of thi bush-ballad era and under the pen name of "The Breaker" contributed to the Sydney *Bulletin* about the same time as Paterson and Lawson.

He went to the Boer War with the South Australian Mounted Rifles and became a lieutenant in an irregular unit called the Bush Veldt Carbineers.

The Australian horsemen, used to much the same kind of life as the Boers, needed no training in veldt tactics and this superiority over the English who were trying to win the war on military text-book lines is thought by many to have provided a background of resentment that

"I'm sorry, but I think you misunderstand the functions of a New Guinea Native Affairs officer."



d a large part in Morant's tion.

hough neither the Australian rnment nor any other individual ver able to get any satisfaction the British War Office, the nt case did have one lasting . When Britain was again at in 1914 Australia refused to the British Army regulations rning the death penalty in the to apply to the AIF.

second half of Cutlack's book ts of a selection from the bush- ls of Morant.

EAKER MORANT. Published by mith. Price, 21/-.)

The Lunacy and Glory That was Crete

It is probably not altogether coincidence that the biggest acies of both World War I and World War II vitally con- rned Australians and New Zealanders; or that one man was architect of both.

man was Winston Churchill; he lunacies, Gallipoli and although not even the people paid the highest price then are to think of the three facts in hat juxtaposition.

the time, the exigencies of oment, patriotism and the lay- delusion that High Authority know what it was about, ed the issue. It is only in post-mortems, when historians writers vie with one another t cause and effect right on the hat an over-all picture emerges. by then it is too late.

s said that Australia and New nd found their nationhood on beaches of Gallipoli. The on of Anzac is something the nticists still weave stories d; the bungling, the amateurish ing of the whole campaign, the of direction and intention, are all forgotten—perhaps as it should be—in the memory of deeds of great courage.

Crete, 26 years later, just as futile, just as bungled, follows on the Gallipoli story.

One of the best accounts of the 1941 campaign in Crete, and the preliminary skirmishings in Greece which preceded it, is *Battle for Crete* by John Hall Spencer. Spencer, an ex-regular Royal Marines officer, spent two years in intensive research with access not only to British, Australian and New Zealand records but also to German accounts, and he has corresponded with commanders and private soldiers of all forces. The result is a cohesive story of the whole episode which pulls no punches but dims none of the glory.

He recounts something of the confused negotiations between Anthony Eden, Churchill's emissary, and the Greeks as to whether the British should be called upon to help defend their country; some obvious cloak-and-dagger manoeuvring in Athens by a British General for the same purpose; and the extraordinary confusion that existed between the British War Cabinet and their commanders in the field as to whether Crete should be defended or not.

When the Germans made their first assault on Crete on May 20, 20,000 troops of the garrison of 29,000 were evacuees from Greece, and badly equipped.

Most of them had lost machine guns, mortars and even rifles. Many Australians were without hats and other articles of clothing; few had blankets or any mess kit or personal gear. During daylight hours they sat under the olive trees and licked their wounds and watched the German Stukas play merry-hell over Canea; and at night they huddled together for warmth.

There were, however, diversions in this brief respite. Their behaviour, says the author with fine understatement, was "not of uniform quality". They looked on the wine when it was red and some "developed a taste for raki, the absinthe-style liquor common to the Levant".

Three of them tried to shoot Prince Peter, who was General Freyburg's Greek Liaison Officer,

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and because of their habit of shooting out any light that appeared after dark a general order was published ordering that "this practice cease forthwith".

One reason for Australian restlessness was that their whole Corps Headquarters was missing, having been evacuated direct to Egypt from Greece; but the more compelling reason was probably just their Australian nature. When put to it they fought like gods—or demons; when they were idle, they took to their own wild ways and were intolerant of authority, especially of the kind that Spencer describes somewhere in his book as "that mild *hauteur* which has been known to afflict British officers in proximity with Dominion colleagues".

The New Zealanders on the other hand seemed to be far less obnoxious in their "off-duty" behaviour. They appear to have done nothing more exhilarating than indulge in "bathing parties in the Mediterranean or bask in the sun". The author's special admiration of the New Zealanders is quite plain throughout the story—and not without reason, as the narrative shows.

When the Navy ships from Greece discharged their human cargoes at Suda Bay, a British officer sto where the road forks and said "Ne Zealanders to the left; Australia to the right".

In this lottery, the New Zealande got Maleme and Canea; the Au tralians Rethimnon and Iraklio Later regiments of Black Wat York, Lancaster and Leicester Reg ments and Greek battalions join the Australians; and companies of t 2/7 and 2/8 Infantry Battalio AIF, went to the Kiwis at Suda Ba But, by and large, the big end the stick fell to the NZ-ers, as t Maleme sector contained the mo important airfield and they e countered German troops landed b glider as well as by parachute.

Historically the battle of Crete important as it was the first ai borne assault of a defended island Spencer's book confirms a legen in which any Britisher, Dominio or Mother Country, can take prid —at least in their fighting men.

(BATTLE FOR CRETE. Published b Heinemann. Price, 37/3.)

New Guinea Man On Crete

In "Battle for Crete", Spence describes how the battle arou Rethimnon swayed back and fort between the Germans on the hill a the Australian 2/1st and 2/11th wh were trying to get them off it.

Of interest to Papua-New Guine people is this paragraph: "Th Germans broke up the dawn counte attack with a dense pattern mortar-fire. Captain D. Channel, one-time radio announcer fro NSW, and Lieutenant W. Delves . were both wounded. Their me advanced 60 to 100 yards unde intensive fire and then were drive back until they were clinging to precarious foothold on a spur at th western edge of the hill".

Douglas Channel, who subsequentl became a POW, is now manager o the Australian Broadcasting Com mission's organistion in Papua-Ne Guinea, although the book does no state this. It gets on with th war—Captain O. Moriarty and Lieut Col. Ian Campbell rallying th remnants of platoons from four com panies and organising them int groups. . .

"At 8 a.m. the Australian attacked," writes Spencer. "It wa carried out with the dash an angry, casual-seeming determinatio of the Australian infantryman anathema in his less sober off-duty moments to some British regula officers, but here, at his best, in comparable. As the groups me again, 2,000 yards on, beside th main road, these sweating, rangy me found they had collected 3 prisoners and recaptured the 75s."

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SPAIN MADE HER LAUGH

The Spaniards still have a few old-fashioned ideas about men's place, and the bull-ring is not one of them. But this where, according to her own story, Elizabeth Ferguson, by onality Australian, found herself.

E she got back to Australia the last year, Elizabeth has two TV appearances to tell t and has written a book called *Laughter,* which is ely guaranteed to make no 'd laugh. To tell the truth, t do much for this Australian,

beth's comic-opera is laid-on trowel. And Spain is the ace where this sort of treat- is unnecessary. To tell it , with its fun, laughter, sad- eauty and ugliness, should be . Spain is an anachronism one half of the world (in- Elizabeth) pines to reform; which the other half (includ- rs truly) likes to escape from e have made of the rest of rld.

beth landed in Barcelona with ney, no Spanish and no place but with the cosy idea that uld make a living teaching ds to speak English. She n a house for revolutionary students and graduated to o dancing before catching the a famous matador whose tance, naturally, led to her a bull-fighting school. in turn, naturally, led to her a band of gipsies at Granada. all too quickly four years The time element alone that the Regime has some e. No Spaniard could have so long in the UK without -permit; nor would such an ic as Elizabeth have got past t immigration barrier in Aus-

whatever else you may feel he girl, you have to hand it that she never sees anything ll and mediocre sizes. The s are peasant-ier than any seen elsewhere. *Donas* are r; and the revolutionaries evolutionary than anything in enturies.

Guardia Civile don't just up and down the beaches and the roads, as poor, bemused see them—they rattle about celona tram-cars *leaning on ub-machine guns.* And when th flies, the beaten-up DC3 claws and bounces through the air like a yo-yo while the passengers mutter prayers and cross themselves.

But even more extraordinary than her book was her last appearance on Sydney television after the book was published in late May. In a five minute interview, in which she did not stop to draw breath, she described how, since the book appeared, strange Spanish gentlemen have been materialising out of the solid Sydney landscape and threatening her with a nasty end.

From all reports, the Generalissimo is rather busy on the home front these days, but if what she says about some of his emissaries is true, we can't altogether in our hearts blame him.

(SPANISH LAUGHTER. Published by Angus & Robertson Ltd. 25/-.)

It Made This One Sad

A MUCH more mature and authentic Spain emerges from *Time is an Ambush,* a novel by Francis Clifford, although the theme of it is slight.

It concerns a German couple and an Englishman whom fate throws together in a town near Barcelona, but although the central characters are expatriates the events that make the story could not have been forged or shaped anywhere but in Spain.

Tyler, an English novelist, has an affair with Ilsa Scheele, wife of a German tourist who seems more interested in exploring the country than in his wife.

Events become complicated when flood rains cause a dam in the mountains to burst and the husband is a victim, and even more so when it is found that the husband was shot before he drowned, in a deserted mountain village that was destroyed during the Civil War at the command of a German officer.

The theme of the novel is guilt-complex. That of Ilsa, because she had been with Tyler at his villa when her husband died—a fact that becomes an impassable barrier to their affair; and the larger guilt of the Spanish people about the Civil War.

The latter is manifested through the behaviour of Captain Romero of the Civil Guard towards those he considers still on the other side of the fence. The cleavages of 1936-39, it is shown, still exist, more dangerously so because the generation which suffered most has pushed those years vigorously out of sight in the furthermost recesses of their minds.

(TIME IS AN AMBUSH. Published by Hodder and Stoughton. Price, 18/9.)

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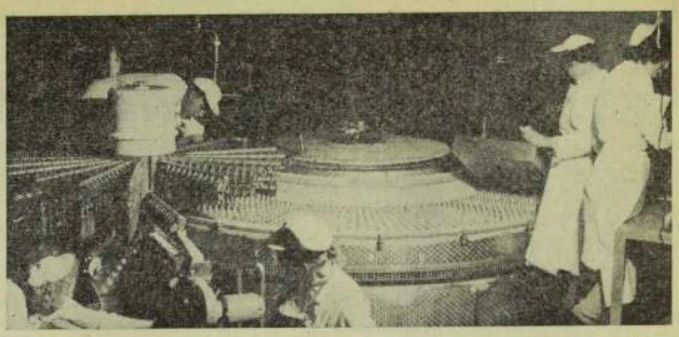
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ZEALAND manufacturers e concentrated their activities ield of light industry, and in ig food specialities because materials are readily avail- wenty-six per cent. of New workers are employed in turing industry, many fac- e small, but the last five years en a number of heavy in- established or planned, to continuing industrial growth. e past three and a half years an £NZ85 million has been or committed in the de- nt of manufacturing indus- ields of investment include s producing machinery and anufactures, footwear, goods, carpets, textiles, food- hemicals, petroleum products, any other products, which esult in increased production alue of £NZ80 million annu- dded to these figures must be million for the development luminium industry which is l to produce goods to the f NZ50 million annually.

Wide Range

uality of New Zealand goods, compares favourably with products from other countries, ded in many cases by inter- ly accepted Government stan- nd inspections. Much atten- paid by New Zealand factories y, efficiency, design and servic-

he South Pacific, New Zealand has long produced agricultural products. The timber trade is growing. There is now available a much greater range of manufactured products of high quality.

Members of the New Zealand Trade Mission to the Pacific offer amongst other goods, plastics, paints, pottery and chinaware, garments, hospital equipment, furniture, confectionery, frozen and canned foods, and beer.

For many years New Zealand products have met the demands and tastes of buyers in the South Pacific. New Zealand exporters are determined to meet the requirements of their customers and to ensure satisfaction.

This trade mission is a reflection of the growing interest shown by New Zealand manufacturers in South Pacific markets, and in meeting the special requirements of the area.

Improved shipping and air services have meant improved delivery and better servicing facilities.

To illustrate how good quality New Zealand goods are in demand throughout the area, Tonga has bought building materials, paint, putty and varnish, drugs, medical supplies, tobacco and box shooks. Importers in Western Samoa have purchased soap and detergents, tobacco, drapery, insulated cable and electrical equipment. Because it is close by and well served by transport, New Zealand is looked to as the logical source of supply of perishables such as meat, frozen fish, biscuits, frozen foods, fruit and vegetables, and ice cream.

Other products which have been shipped to the South Pacific and which are available in quantity to meet the Islands' needs, include steel office equipment, pre-cut furniture, timber products such as hard board and coreboard, and timber for all phases of construction.

Many new products come from the expansion of established industries, but many new industries have been or are being established. In the metals field these include a merchant bar mill, a wire-drawing plant, a wire rope works, an aluminium rolling mill, a factory to produce aluminium extrusions, and a plant to produce telephone cable.

New machinery manufactured includes such items as fork lift trucks, equipment for use in agriculture, and parts for New Zealand assembled

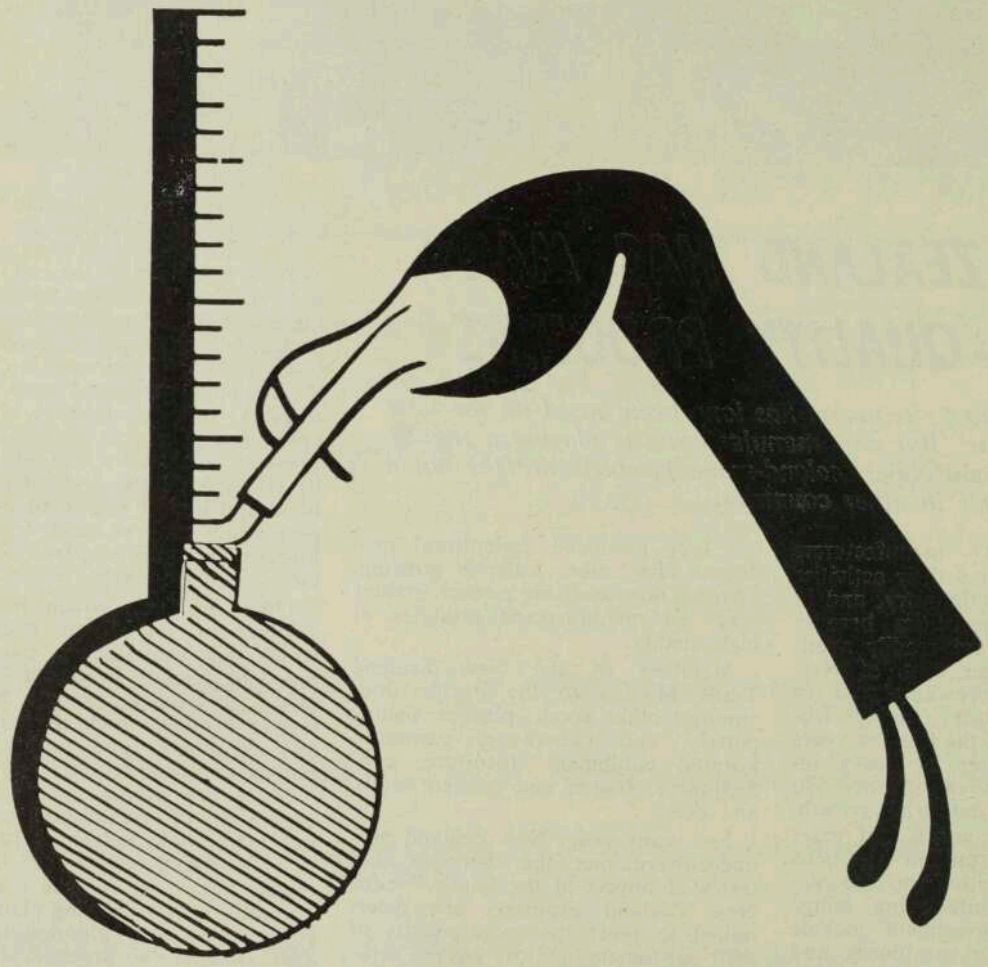
(Continued on page 105)



ZEALAND TRADE MISSION TO THE PACIFIC

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A Message From Mr. T. E. Bower, President Of The New Zealand Manufacturers' Federation

The New Zealand Manufacturers' Federation, in pursuance of its policy of encouraging manufacturers to take an interest in the export business, is particularly pleased to sponsor the Pacific Trade Mission.

Comprised of manufacturers from all over New Zealand, the mission, under the leadership of Mr. R. H. Stewart, of Christchurch, will very ably represent the country's manufacturing industry.

I trust the readers of this journal will be interested in inspecting the variety, quality and value of the display of New Zealand manufactured goods, to be shown wherever the mission goes. Trade between the Pacific Islands and New Zealand can be greatly expanded and we look forward to the mission making a major contribution in this respect.

...s Many Products

(from p. 103)

...vehicles. Sheet glass will be ...ctured for the first time this ...though New Zealand glass... ...ave made bottles and tumblers ...ny years. Fibreglass is also ...oduced.

...e clay field, production which ...nding in both range and ... extends from bricks, pipes ...s, through sanitary ware to ... and pottery.

... Zealand's 950,000 acres of ...rests produce timber and ...ctures of timber worth about ... million annually. Consider... ...antities of New Zealand-made ...rd, cardboard, kraft paper, ...t and pulp are exported as ... being used in New Zealand. ... of forest products including ...mber, logs, pulp and paper ..., are worth about £NZ8.5 ...a year.

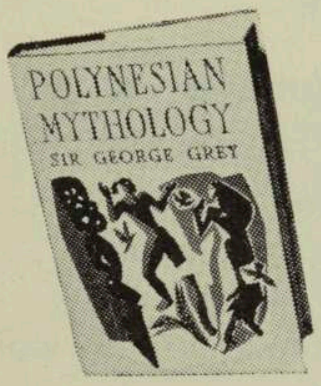
...ulture in New Zealand is ... the most scientifically de... ... in the world. Not only do ... methods and equipment in... ...roduction, but also the quality ...e highest. From agricultural ...ry and equipment, to vac... ...nsecticides and stock foods, ...aland manufacturers offer a ... products to which New Zea... ...gricultural success is ample ...y.

...neighbour in the Pacific, New ... finds the Islands' territories a ... market. With the growing ...on of quality goods, quickly ..., and easily serviced, New ... hopes to interest Pacific ...rs further.

New Zealand Trade Mission ...Pacific wishes to increase the ... substantial trade which exists ... New Zealand and its Pacific ...neighbours.

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POLYNESIAN MYTHOLOGY

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Originally published in Maori in 1854 with an English edition the following year, Polynesian Mythology edited by William W. Bird and illustrated by Russell Clark, has been republished in an unusually handsome edition. **Price 17/6 N.Z.**

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An exciting saga of epic voyages that interprets the fascinating history and culture of the Polynesians. **35/- N.Z.**

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The standard text on Maori ethnology which for the general reader is a brilliant study of the Maori and of the Polynesians in general. **Price 35/- N.Z.**

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of New Plymouth, New Zealand, are manufacturers and marketers of a very wide range of chemicals for weed and pest control and the clearance of unwanted vegetation. Their products include the world-famous Weedone range and they are proud to be represented on the New Zealand Pacific Trade Mission.

Already marketing in the Pacific Islands and manufacturing and marketing in conjunction with other interests in Malaya and Australia, Ivon Watkins Ltd., are keen to expand their already considerable trade in Pacific markets.

Enquiries with regard to their Agricultural Chemicals or their specialisd Technical and Service Facilities will be welcomed by the company at any time. Ivon Watkins Ltd. are represented on this Mission by their Associate Director, Marketing, Mr. L. R. Harland, who will be pleased to handle enquiries.

These may be addressed to

MR. L. R. HARLAND
C/- Pacific Islands Trade Mission

or sent to

MR. L. R. HARLAND,
Associate Director, Marketing,
Ivon Watkins Ltd.,
P.O. Box 144,
New Plymouth, NEW ZEALAND

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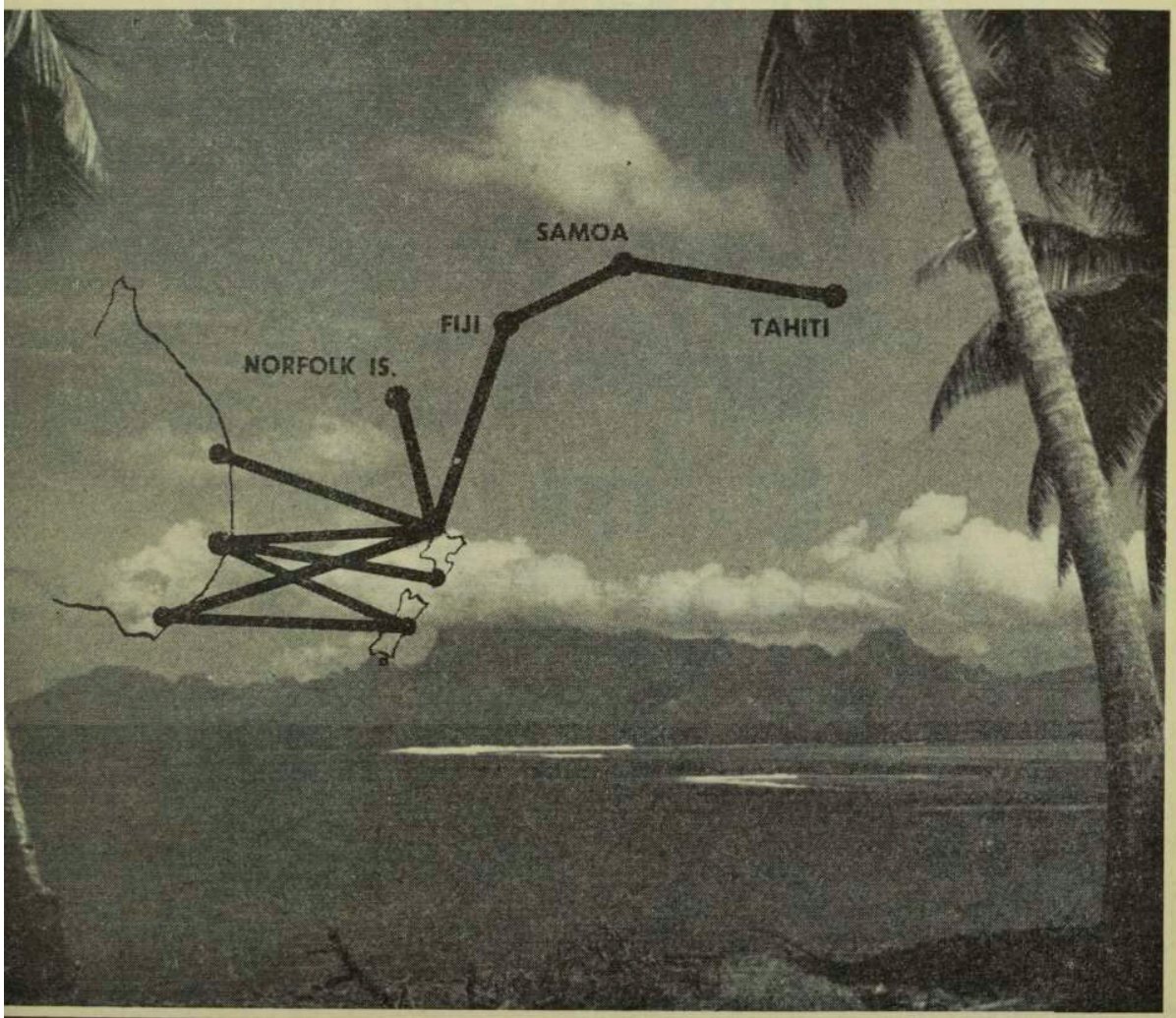
EAL KNOWS THE SOUTH ACIFIC SO WELL

Knowledge based on twenty-one years of service . . . twenty-one years' experience of the of the South Pacific. New Zealand; Australia; Fiji; Samoa; Tahiti; olk Island . . . in these lands, along the air-routes of the South Pacific, has built up, over the years, an unexcelled reputation in passenger n cargo transport. TEAL Cargo has made a vital ibution to trade in the Pacific.



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South Pacific and the
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Stewart, leader of the New Zealand ade Mission to the Pacific.

Mission Leader Is Confident Of Success

This New Zealand trading mission to the Pacific Islands, sponsored by the New Zealand Manufacturers' Federation, is confident of success.

NEW ZEALAND designs and prices can meet competition, and the enthusiasm and drive of the members to obtain orders and establish long-term trade with our near neighbours will, I am certain, be realised.

We have many advantages to offer to the areas to be visited.

The fact that our products are designed and produced for a small market means that in many cases they are more suitable than those designed for large markets; our members would certainly be prepared to design especially for the particular needs of the importers concerned.

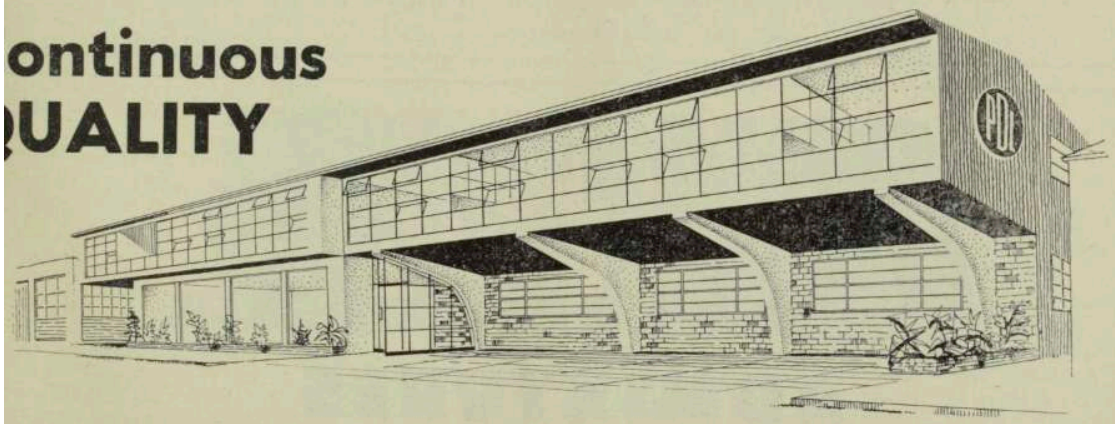
Decisions have been taken to ensure continuity of supply when orders are obtained; and, of course, we have the advantage of nearness.

As Mission leader, I lead a team of keen top executives, able to make decisions on the spot, eager to produce results satisfying not only to New Zealand but to our friends in the Pacific Islands.

R. H. Stewart

R. H. STEWART,
Leader of New Zealand Trade Mission to the Pacific Islands.

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UALITY



QUALITY YOU TRUST . . .

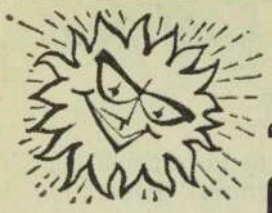
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100% pure glass, Fibreglass is the world's finest insulating material because each tiny fibre sits in its own air-pocket, giving a glass-air combination that **refuses** to conduct heat or cold.

Fibreglass not only cuts down on air-conditioning costs (and noise too!) but is also moisture-proof, odourless, vermin proof — won't ever sag, rot, warp or settle. It virtually lasts forever. And Fibreglass is the easiest insulation of all to install: you can do-the-job-yourself with compact building batts or flexible Fibreglass rolls. At a cost pleasantly surprising!

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Please send me full information on A.C.I. Fibreglass Building and Industrial Insulation.

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Used in Slurry coat gives adhesion.

Used on plaster gives adhesion, abrasive resistance, impact resistance, especially to floors.

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DISCON used in Concrete for:

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Easy release and cleaning of formwork.

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High early strength.
Waterproofing.
Slight air entraining.

CURECRETE Concrete curing membrane:

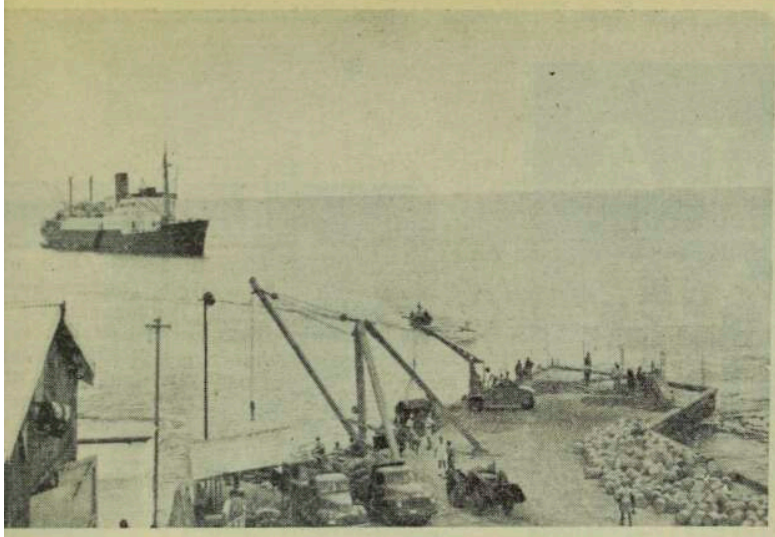
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The "Tofua" anchors off Alofi, on Niue Island, to take off passengers and cargo on its regular Islands round.

'Tofua' As A Trade Fair

The Islands vessel *Tofua* has been especially prepared for its part in the New Zealand Trade Mission to the Pacific.

IT will be the first time a New Zealand ship has been used as a floating trade fair, but the fittings have been so arranged that they do not intefere with the comfort of the passengers. And *Tofua* has been noted as a comfortable ship ever since she arrived in New Zealand on her maiden voyage in December, 1951.

Since then she has become a famous and well loved link between New Zealand and the South Sea islands, as she runs her passenger and cargo service in conjunction with the *Matua*.

Tofua, owned by the Union Steam Ship Co., is 375 ft in length, 54 ft in breadth and has a gross tonnage of 5,299 tons. Speed is 16½ knots.

Tofua was built in 1951 by William Denney and Bros. Ltd., Dumbarton, and sailed from Liverpool in November, 1951, for Auckland via the Panama.

She has accommodation for 73 passengers, all in one class. She operates out of Auckland at monthly intervals, the round trip taking about three weeks. Her present master, Captain N. H. Pearson, brought her out in 1951.

Her usual ports of call are Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and back to Auckland.

S INTERNATIONAL AIRLINE WILL P TRADE MISSION

EAL will fly a special east-d Coral Route service Nadi through Eastern a to Tahiti on July 24 ing members of the New nd Trade Mission.

ION members will join this ervice at Pago Pago Inter-l Airport in American Samoa, ng their visit to Western on the morning of July 24 rive in Tahiti early afternoon ne day.

service has been added AL's normal schedules to the requirements of the 's itinerary.

L has also arranged to make es at both Suva and Papeete le as temporary "field arters" of the mission.

airline's general manager, A. Reeves, said TEAL wel-the opportunity to support de mission, and at all points the South Pacific where was represented by staff rs or by agents, assistance ing given in arrangements o the mission's arrival, and during the mission's visit.

New Zealand's international we are naturally very pleased e can place our long ex-e in the South Pacific at the of this trade mission and the present drive for greater sales," he said.

L began its New Zealand/Fiji services in June, 1950, and during the next two years extended its routes to include regular services to the Samoas, the Cook Islands, and French Polynesia. Throughout most of the 1950's TEAL's Solent flying-boats were the only regular air connections to these otherwise isolated island groups. Flying-boat services were withdrawn late in 1960, and since then TEAL services through the South Pacific have been made by regular Electra flights.

Late 1961, the NZ Government appointed three TEAL men as trade correspondents in the Pacific area. They were Mr. J. B. Wisdom, Pacific Islands manager, stationed in Suva; Mr. K. W. Gibson, TEAL representative at Nadi Airport and Mr. R. McLaughlin, TEAL representative at Papeete.

Messrs. Wisdom, Gibson and McLaughlin undertake trade enquiries on the Government's behalf, provide centres for the issue of trade publicity, act as enquiry points for general information about trade with New Zealand, report on general market prospects and particular trade opportunities.



A TEAL prop-jet Electra gets a warm welcome at Tahiti's new airport. TEAL will fly the mission to Tahiti on its Pacific trade tour.

ZEALAND TRADE MISSION TO THE PACIFIC

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Accord

Like to give a colour-lift to your hair, but you're still just a trifle colour shy — ACCORD is for you! It's not a tint . . . not a colour rinse . . ACCORD is a *natural* colour freshener with 3-in-1 instant action — conditions, sets, enhances the natural brightness. Brings silver beauty to grey hair too. May be rinsed out if desired.
In 11 colours for natural hair tones, including grey or white hair.

Effecton

In 21 colours including fashion shades, natural and grey tones. Want a semi-permanent colour change or accentuation? EFFECTON is for you! Won't rub off, won't rain out, lasts through the next shampoo or two, but EFFECTON is specially semi-permanent to allow a fashion colour switch whenever you wish. And as it colours, it perfumes, and conditions too with "Life-tex" the unique vitalizer.

wellaton

Want hair colour that's *more* than semi-permanent? WELLATON is for you! It's the colour toner Continental women rave about because WELLATON colour lasts so much longer. Even grey hair can be shampooed quickly and easily into glowing colour. Conditions as it colours too. In 27 natural and fashion shades, including silver

WELLATINT

In 17 flattering colours, fashion shades, natural and silver tones. Want a professional type hair colour, simple to apply yourself and really lasting? WELLATINT is for you! WELLATINT has a special deep, yet gentle action that reaches right down into the hair shaft and leaves no telltale harsh lines as the hair grows. Completely covers grey and also conditions as it colours. Never ever drips or runs.

Available at beauty salons, chemists, cosmetic counters everywhere.

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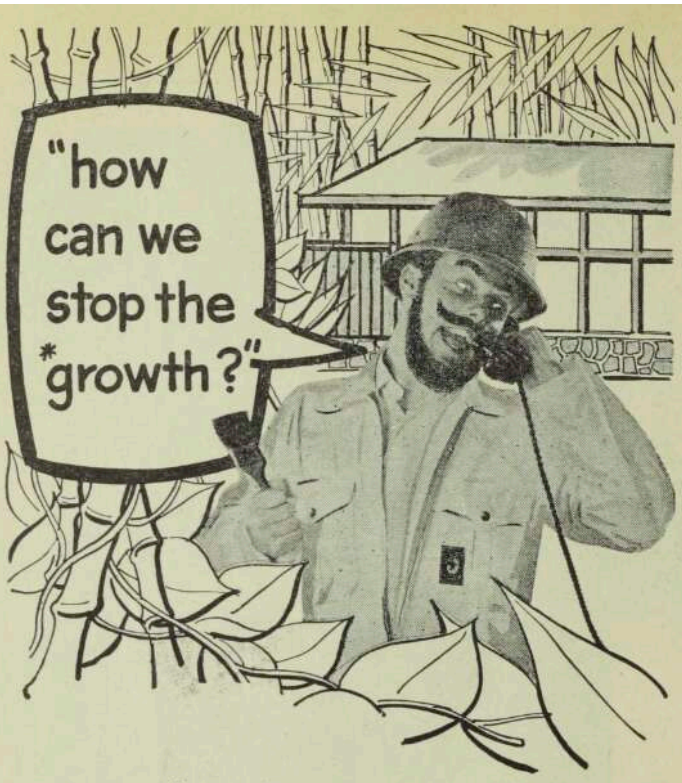
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★ *(he refers to the fungi, mould and bacteria growth.)*



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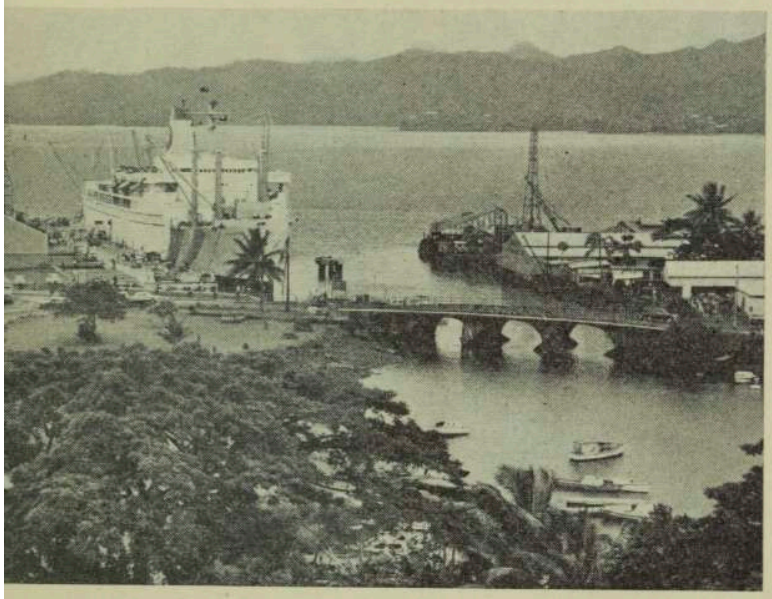
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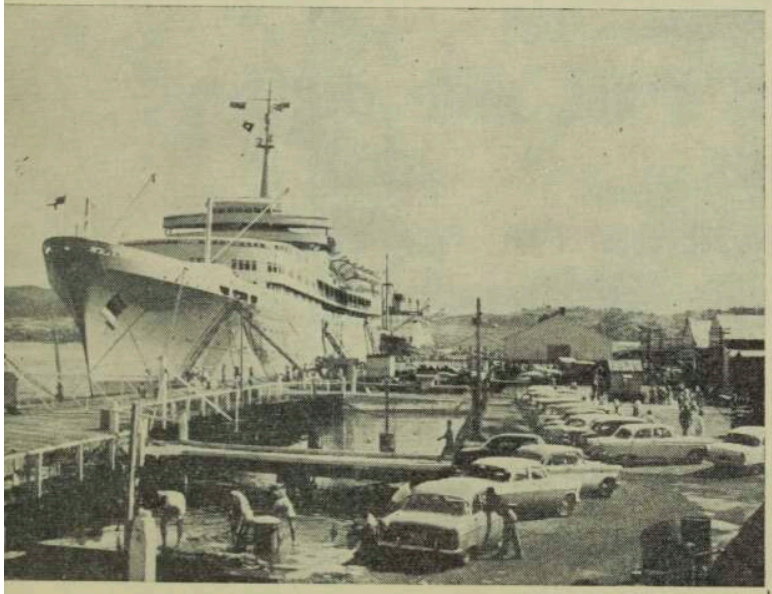
and distributed throughout FIJI, SAMOA and TONGA by . . .

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Pacific Shipping And Cruising Yachts





New Suva Wharf in Operation

has a greater wharf area following the completion of the new section at the Walu end in June. First overseas passenger liner to use the 600 ft section was the on Line's "Monterey". She is seen in the top photograph, in scenic surroundings are a pleasant change from the outlook passengers get when berthing at the main (below). At the main wharf in this picture are the Tongan Government ship iu" (left, almost out of the picture) the "Southern Cross" and in the background the "Tofua".—Photos: Rob Wright.

The chance discovery on June 15 of a wreck off the NSW east coast was expected to solve the mystery of the loss of the 300-ton *Fairwind,* with all hands, in 1950, while she was en route from Port Moresby to Sydney.

THERE were 17 aboard the *Fairwind* when she was struck by a cyclone off the northern NSW coast in June, 1950. Wreckage, but no bodies, was found.

Besides the master, Captain A. Campbell, 62, there were aboard First Officer J. E. Wilson, 25; Chief Engineer L. T. Myers, 31; Fisheries officer D. Connelly, 25; technician W. Brightwell; and 12 P-NG native seamen.

Captain Campbell was better known to prewar P-NG residents as "Sandy" Campbell, of the BP ships *Macdhui* and *Bulolo.* He retired from BP's during the war, but ferried small ships occasionally and at one time was acting Harbourmaster, Port Moresby. He captained the *Fairwind* on Government fisheries research for six months and was bringing her south to return her to the Australian Navy (who had loaned her for the job) when the vessel was struck by the gale. The *Fairwind* was last heard of on June 23 when she radioed that she was short of fuel and that she was sheltering from heavy seas at Cape Solitary, 12 miles from Coff's Harbour.

She asked for permission to put into Coff's to obtain additional fuel, but she never put in there. It was believed she ran into the full force of the cyclone shortly after sending the message. In the next few days there were some of the worst seas in the memory of residents of the north coast.

The discovery of what is believed to be the wreck of the *Fairwind* was made by two Kempsey skin divers who were searching for a prawn net in 45 ft of water near the entrance to the Macleay River. One of the divers, Mr. Roger Blackwell, estima-

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Ballina, Richmond River, N.S.W.

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AND ALL FORMS OF MARINE
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The News This Month

	Medley
abe	Maui Queen
	Marinero
	M's Santana
hita	Noona Dan
ion Monarch	Northern Star
rasse	Nordleys
	Slevik
ind	Sepik
eather	Sea Fox
hea	Southern Cross
	Spencer F. Baird
	Skokal
hima Maru	Slagen
Lee	Svea
	Takitumu
lk	Taluma
	Tatoosh
oussole	Tapatsco II
hui	Tilburra
ca	Tofua
	Trangie
a Roa	Woollambi
rey	Wanganella
	Yankee

he length of the vessel as 80 ft, aid some of the timbers seemed l enough. A section of the boat been badly smashed. The two s prepared for a full scale water expedition later in the h, to be carried out with the of the Macleay fishing fleet.

THAT *YANKEE* SAGA IN!: The story of the cruise *Yankee* threatens to develop a shipping saga. *PIM* thought it said the last word in June 103) when *Yankee* left Port sby for Indonesia with its third in. Trouble looked like being at nd. But *Yankee* got as far as in, Northern Australia, where tayed for a fortnight instead of days, and as a result the new r, Captain P. J. Sullivan, re- l and flew back to Cairns, he had joined her in April. delay had upset his personal ar- ments and he couldn't wait any r.

o other passengers and the also left at Darwin. When last of, *Yankee* was preparing to for Singapore, where owner Burke would meet her, as ed earlier. New captain was the nate, John Cronholm.

A SHOT ACROSS HER S: There have been some in- ing paragraphs in the *PIM* ship- section recently about the kind ception mariners can expect in nunist Chinese ports. Last n master of a Japanese freighter the Australian Press about his iences in Indonesian waters. The r, Yashiji Hamaskima, of the *hima Maru*, 3,366 tons, said his was off the Halmaheras, en for Port Hedland, West Australia, when an Indonesian gunboat fired a shot across her bows and ordered the captain to follow her.

The ship went to Galela Bay, where the captain of the gunboat boarded the freighter, searched the ship and sealed the radio room. He was told the freighter had been stopped because she was in Indonesian territorial waters. *Hiroshima Maru* was held in custody for 10 days before being allowed to proceed.

● THEY'LL VOYAGE THE OCEAN: Having got their feet wet earlier this year with the help of a specially-made raft, members of the Rarotonga Boys Brigade are now planning for a longer voyage next year—either by raft or double canoe, in the old Polynesian fashion. The plan is to sail either the 110 miles from Rarotonga to Mangaia or 140 miles from Rarotonga to Aitutaki. The experience this year was with a raft sailed from Ngatangiia to Avarua, on Rarotonga. It was built during a 10-day camp at Muri, Ngatangiia lagoon, and named *Takitumu*, after one of the canoes which carried the Maoris to New Zealand from Rarotonga in the 14th century. *Takitumu* was 25 ft long, 15 ft wide, drawing 4 ft, and comprised two floats made from petrol drums, and a central bamboo deck. A sail of

CAPTAIN W. L. KENNEDY

(Established 1931)

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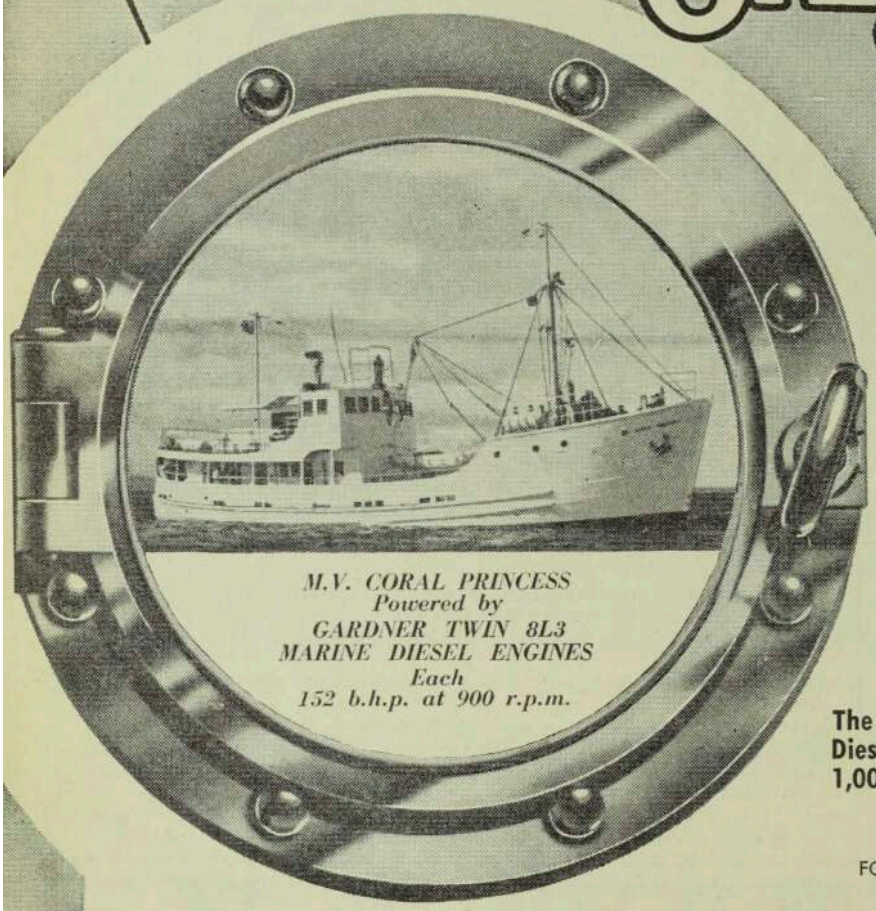
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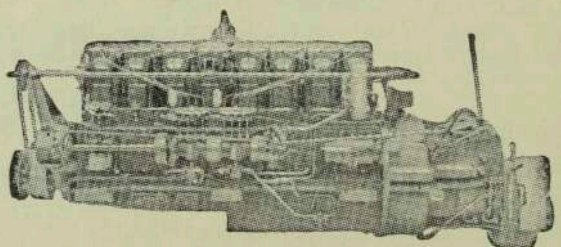
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RABAUL SCENE. A gay sight in Rabaul on the Queen's Birthday in June were the s near the small ships' wharf, which were decorated with bunting and flags. Stern end in the foreground are the "Tilburra", "Mercy" and "Garua".

t leaves, two outboard motors paddles provided the motive

NOONA DAN IN THE BSIP: cientific expedition aboard the vessel *Noona Dan* was ex- to reach Honiara on July 20. to head for Rennell and Bel- slands, then San Cristoval and a. An advance party was to in Honiara by air on July 16. eader of the *Noona Dan* expe- Dr. Torben Wolff, was in the ons in 1952 with a previous research expedition in the graphic research vessel *Gala-* Dr. Wolff's main job in the will be to survey the large in- ke on Rennell with a portable ounder. The *Noona Dan* will to Honiara on October 1, and rs will fly home.

BARGE MEANS CHEAPER OL: The retail price of petrol asa, Fiji, dropped sharply by gallon, from 4/11 to 4/2 on 8 when the Shell Co. (Paci- nds) Ltd., opened a new bulk um depot. At the same time e, sold in 44-gallon drums, d from 3/2¾ a gallon to 2/5½ n.

reason was that the company a new bulk storage depot, £30,000, on the banks of the River. The depot comprised ,000 gallon tank, two 26,000 tanks, plus ancilliary buildings. company has bought a barge, will be towed from Suva to by tug in 100-ton shipments. sly petroleum products had delivered to Labasa by the laborious method of 44-gallon drums.

The new system is expected to save petroleum consumers in northern Vanua Levu thousands of pounds a year.

● NEW TIMBER WHARF: Karlander NG Line's MV *Slevik* became the first ship to berth alongside Thompson & Wright's new wharf at Cape Hoskins in May.

Slevik discharged logging equipment and took on a full load of sawn timber and logs for Sydney.

Max Wright, of Thompson & Wright, operators of the timber mill at the thriving community of Cape Hoskins, said there is 15 ft of water under the new wharf. Before its installation timber and logs were lightered or floated out to ships anchored in the bay.

Hereafter Karlander Line ships will use the wharf regularly to unload supplies and take on timber for southern ports.

● *SEPIK* DAMAGED: Two small boats played tag around the hull of departing MV *Malacca* in Simpson Harbour, New Britain, in May, the loser being the 45 ft workboat *Sepik*, which plies between New Britain and New Ireland ports.

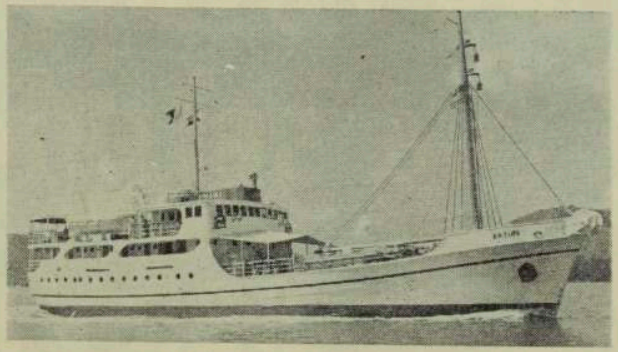
Hit on the portside by the port's tugboat *Buke*, *Sepik* suffered 14 smashed ribs, sprung decking and damaged deckhouse timbers. She was beached to avoid sinking and later towed to Hap Hing's slips where she was laid up for several weeks.

Estimating damage at around £600, *Sepik's* master and part-owner, Joe Chan, said the collision occurred when he went to pass along the *Malacca's* portside and *Buke* suddenly rounded the stern in her path.

● *MONTEREY* HAS WHARF HONOUR: The Matson ship, *Monterey*, was the first overseas liner to use the new 600 feet wharf at Suva. She had a slight mishap as she was coming into berth when the bow touched a steel kerb plate, and caused superficial damage.

The *Monterey* at the time was in

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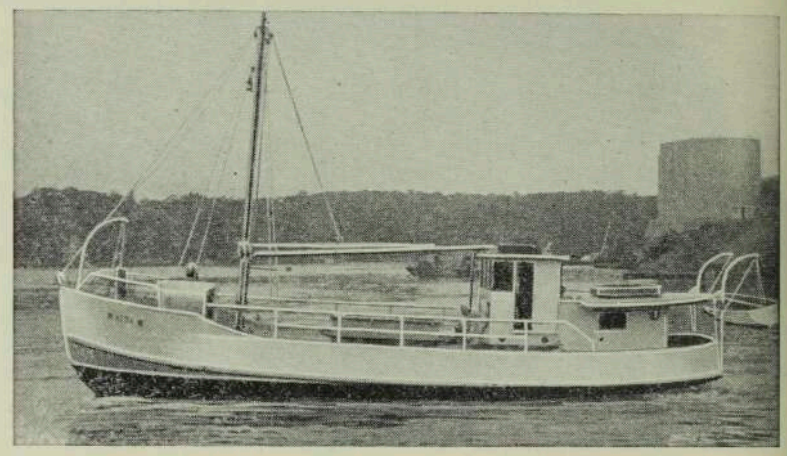
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FIC VISIT. A caller at Suva in June was the United States "Spencer F. Baird". a floating laboratory, equipped with the latest electronics to take temperatures earth's crust at its thinnest point. Here she is seen in Rabaul in May, with her for lowering instruments to the seabed towering over Rabaul's main wharf. Details June, "PIM", p. 113. "Spencer F. Baird" is on a Pacific tour for the Scripps raphical Institute of the University of California, sponsored by the National Science Foundation of the USA.

rge of the Suva Harbour (Captain E. L. James). The as behaving normally when ldenly lurched towards the apparently because a light y wind sprang up.

in James said later that the nent of water may have had ect on his control of the ship. nterey was 7,000 tons dead- nd when she moved into the harf, towards Walu Bay, ns of water had to make r her. He said he was trying ut the case of the *Monterey* lurching towards the wharf. sive rubber buffers, about worth, which line the berth, minimised the effect of the hese took up much of the Captain James eased the

eds of Suva people, braving ents (it was a real Matson y, for Suva very seldom good weather for the *Mari- Monterey*) to watch the berth. The band of the ary Forces was in attendance a musical welcome.

ARGE FOLLOWS EXCESS G: The BSIP Marine De- is reported to be "checking on ships coming into to make sure that they are ing cargo or passengers in that on their certificates. llows a case in the Central Court in which a Chinese l £5 after having pleaded carrying excess cargo in the g Lee. The MV *Hung Lee* was carrying copra from the Eastern District to Honiara. A correspondent reported it was probably the first case of its kind to be heard in the Protectorate.

● *SEA FOX* AGAIN: Now lying on a Darwin beach the US luxury yacht *Sea Fox*, once owned by actor-magician John Calvert, is to be rebuilt and sailed in the next Sydney-Hobart race.

She has been bought by Mr. R. A. Carr, an Adelaide business man, who plans to spend at least £10,000 on repairs.

The *Sea Fox's* timbers were sprung and other severe damage caused when she toppled over at Elcho Island three years ago after Calvert, Manila singer Pilita and five other members of the crew had been missing with the yacht for several days in the Arafura Sea and made headlines as a result.

The 110 ft *Sea Fox* was acquired by Darwin marine contractor Mr. Carl Atkinson, who has sold her to Mr. Carr for an undisclosed sum.

● MAIDEN VOYAGE. Shaw Savill's one-class 22,000 ton *Northern Star* will reach Sydney on her maiden voyage from the UK on August 15. She replaces the recently retired *Dominion Monarch* and joins her sister ship, *Southern Cross*, on the around-the-world service via Panama. *Northern Star* will carry 1,400 passengers. She is fully air-conditioned.

● RED SPY SHIPS: An American Defence Department spokesman in June claimed that Russian ships are spying on the current US nuclear tests in the Pacific. Three Russian ships fitted with electronic gear were checking all tests in the Christmas Island area but they were outside the restricted area and the US had no power to stop them, he said. The Russians, who had ignored a warning of fall-out dangers, were "obtaining valuable military information".

He said the largest of the vessels was the *Skokal*, a 3,600 ton hydro-meteorological ship, loaded to the Plimsoll with scientific instruments. The two smaller ships were converted trawlers equipped to obtain auxiliary electronic data.

Meanwhile in Sydney in June some scientists forecast freak weather to follow the tests. They said they expected "freak storms, blizzards, tornadoes", and a completely changed weather pattern over Australia. The news never disturbed the local populace. They had heard it before.

A bomb carried by a US Thor missile fired from Johnston Island in June went wrong and was destroyed in the air, pieces of it falling into the Pacific. The bomb was meant to be the first in a series to test a high altitude nuclear explosion. Two weeks later the Americans tried again. Result: ditto.

● NEW COMMODORE: The British India Steam Navigation Co. has appointed Captain B. A. Rogers, commodore of its fleet, in succession to Commodore Bond, who is retiring.

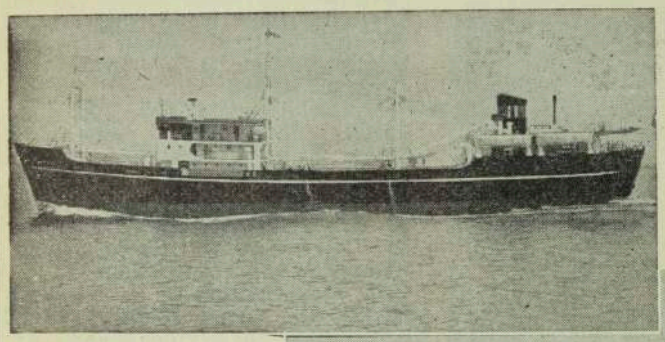
● NEW PORT: Karlander New Guinea Line Ltd. has added Gizo as a port of call in its freight service



ON THE BRIDGE. Latest photograph of Captain R. A. Frazer, master of the New Zealand Department of Island Territories' ship MV "Moana Roa", which recently visited the Northern Cooks. She was the first passenger ship to make the direct voyage from NZ since 1903.

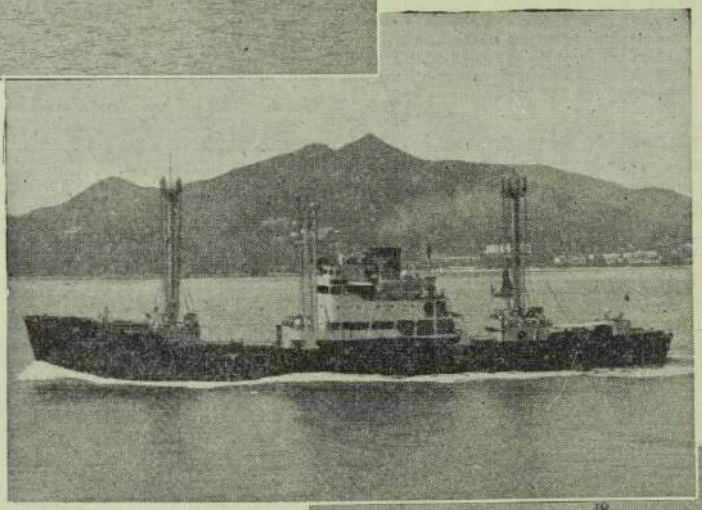
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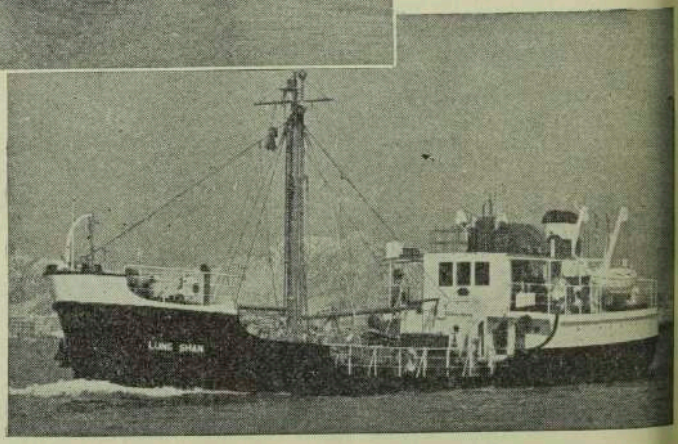
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Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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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en the Australian east coast and SIP. The *Slagen* made the first in June.

NEW SHEEP SHIP: With the *ambi* (*ex Delfino*) just a dim ry as a South Seas sheep ship ing between Australia and the new sheep ship is shortly to . She will be the *Trangie*, a banana carrier, currently d in New Orleans under the of *Eros*. She is 6,000 tons. oup of 60 NSW graziers nced in Sydney in June that had bought the vessel, would her in Sydney in the next onths, and use her to export 100,000 sheep a year mainly entral and South America. e will also carry cattle. A ny named Rigryth Ltd. has ormed to carry on the busi- The company already has orders for shipments, most m from shareholders' proper- The ship already has air con- ng plant, which can be used as ventilation or for chilling ated cargoes. Chairman of , Mr. B. F. Richardson, a of Trangie, NSW, said the ould probably make a round ery two months. The com- as "interested only in export- eeding stock, not in carrying bs for slaughter".

HECK ON *HIRI*: New 60 G Co-operatives' vessel *Hiri*, npleted 200 hours of running beginning of June, and so a visit from Mr. A. Pollard, for her builders, Ballina and Engineering Company, o make some routine adjust-

mid-June *Hiri*, which was p from Sydney by a P-NG rew under Chief P-NG Lands sioner, Captain Ivan on, was expected to set out first voyage into Eastern waters, including the casteaux group.

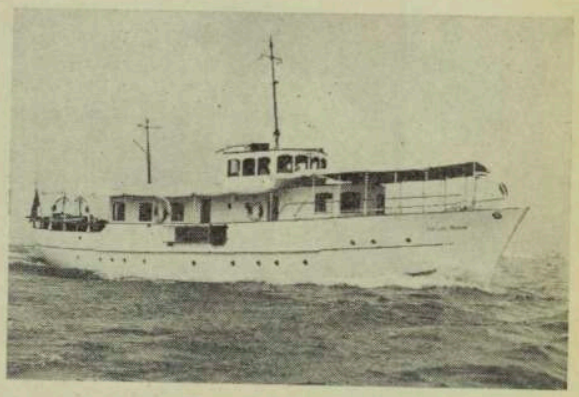
JVA INTEREST IN *L*: *Gretel*, Australia's speci- ilt challenger for the US classic, America's Cup, will e good wishes of the Royal cht Club when she goes into n September. In Sydney on , the Suva club's pennant ge was presented to Sir Frank chairman of the Australian 's Cup Challenge Association, ormer Rear-Commodore of YC, Ian Mackinnon. The ion followed a suggestion y Mr. John Millett, son of H. H. Millett, who conducted the Melbourne Hotel in Suva for many years. Incidentally, *Gretel* is pronounced Gray-tel. The yacht is named after the late Lady Packer.

● AGROUND NEAR SANTO: A South Pacific Fishing Company vessel (no name supplied) went aground in poor visibility in the Segond channel, near Monsieur Ratard's plantation, on May 25, but she was refloated with the tide about 10 hours later, with only light damage to her hull. The vessel was loaded with fish at the time.

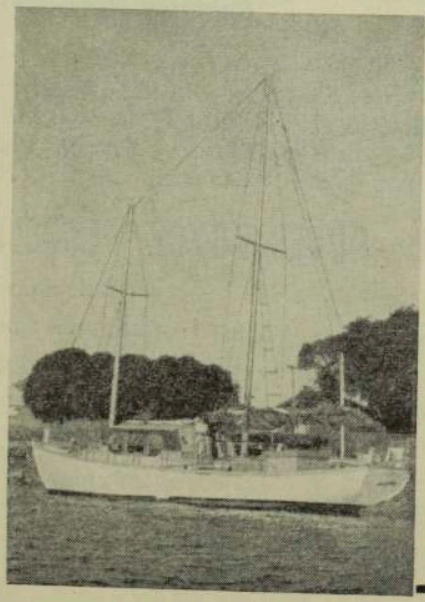
● VANIKORO EXPEDITION: Vila diver Reece Discombe, who has quite a soft spot for Vanikoro, was reported headed that way again in June to look at the possibility of salvaging a cargo of scrap brass which the MV *Milos* jettisoned when she went on a reef about two years ago.

Discombe will probably make another visit there at the end of the year, too, this time as member of yet another expedition to search for the wreck of La Perouse's second vessel, *La Boussole*. The *Astrolabe* has already been discovered and Reece Discombe has taken part in two expeditions to it. This expedition is being led by Monsieur

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M.L. "The Lady Maurine". Twin Screw Teakwood Launch for Hong Kong Government. Delivered 1953.

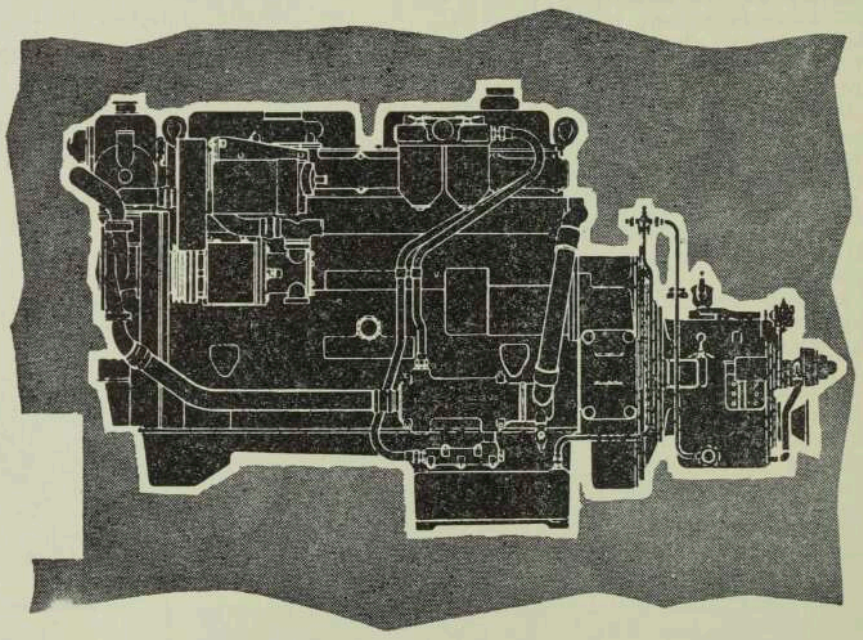


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, a vulcanologist who visited ew Hebrides a few years ago ho has already taken part in xpedition to Vanikoro. This s being sponsored by the of La Perouse's home town nce.

JS BOFFINS FOR WEST RALIA: A Naval communica- station costing a mere £A33 is to be erected by the States Government on North Cape, Western Australia. nal sums will be spent on and amenities for 450 many of them families. of the station, according to ian Prime Minister Menzies announcing his Government's l to Federal Parliament, is ide radio communications for allied ships over a wide area Indian Ocean and Western

will be a complete antenna and high powered trans- and receiving equipment, in- special equipment to enable nications with atom-powered nes.

will start "as soon as " and will be at its peak from 1965. There will be employ- or 1,000 people during the . Mr. Menzies said a agreement was being worked over the status of Americans ll be working for the station is completed. Facilities at ion will be available to Aus- forces. The new station y will be an important link in the South Seas.

RACKING STATIONS: he same time as Mr. Menzies ed plans for the US naval there was also an announce- at the US would return to time base at Manus, New —this time with a tracking for space flights. The US put in a station at Buka, gainville. The Manus site n in the offing for several *PIM* mentioned it as long 1959. The Americans ed it at the time they put tracking station at Canton, y also considered putting a n at Honiara. Both Honiara nus were not needed, and in ject Mercury flights (man ce) the existing world-wide luding the two in Australia th Australia and Western) have apparently been There have been suggestions new Manus tracking station e used in conjunction with missile missile project to be operated from Kwajalein later this year, but officialdom is keeping its mouth shut.

● FRENCH CRUISER VISITS: The French cruiser *De Grasse* received a royal welcome at Papeete in June when she made a goodwill visit. At a reception on board, there were 400 guests including the French actress Martine Carol, who is currently living in Tahiti. She came aboard barefooted, with flowers in her hair, but nobody complained. *De Grasse* was due at Noumea about June 25, which was the same day as a flotilla of Japanese warships, and later planned to visit the Loyalty Islands and the New Hebrides. She will take aboard some naval reservists from Noumea for this cruise, including High Chief Boula of Lifou, who served for a number of years in the French Navy.

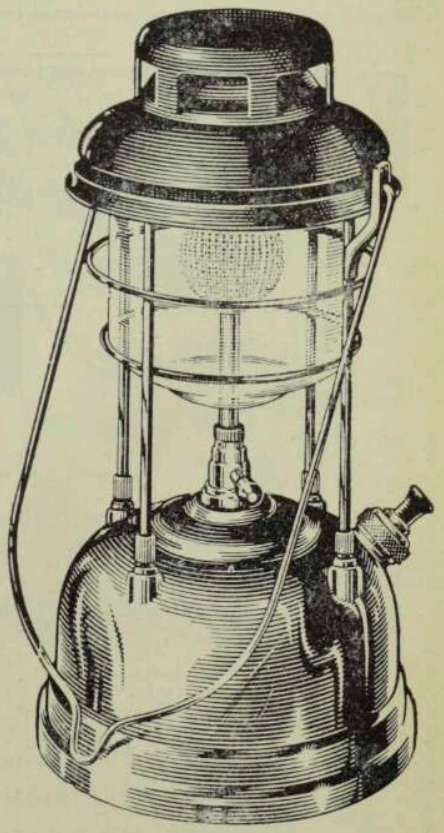
● THE *DOBIRI* DETAILS: This section reported last month (p. 101) how the Rarotonga-based *Dobiri* was the subject of some Search and Rescue flap for a few hours in May, but had turned up all right without an air search being required. The details: *Dobiri* left Rarotonga for Mangaia on a mercy mission in bad weather. The mission was expected to be a matter of life and death for

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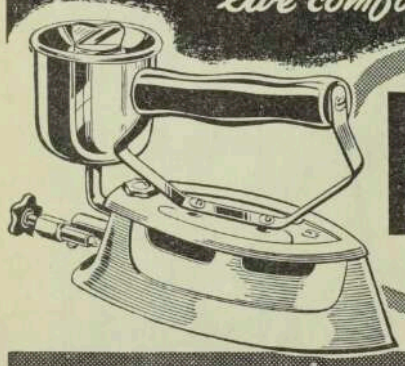
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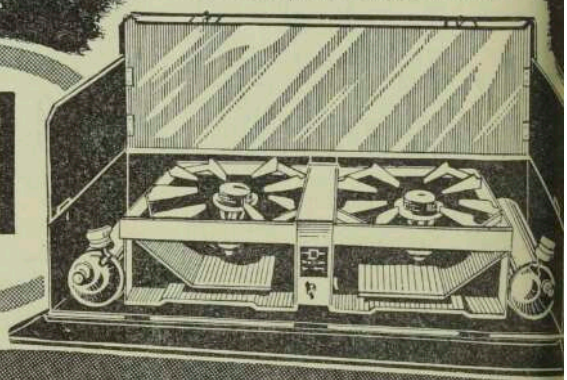
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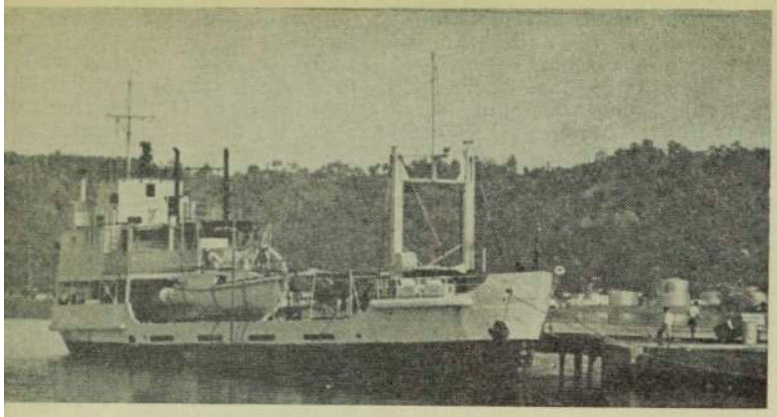
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JL SURVEY. HMAS "Paluma", hydrographical survey vessel photographed in Rabaul, s to completely re-sound the harbour within the next two months. Details were given in June, p. 141.

f two patients to be picked When *Dobiri* got into the open was found the winds were r than had been expected. eather got worse and at times was unmanageable. She got urse. Then the radio broke *Dobiri* kept going until the got a break in the weather urth day out, which allowed check his true position. She anchored on the sixth day out. ade the 110-mile return trip to nga with two sick patients in rs! The dangerously ill patient perated on in Rarotonga fully.

LAST CRUISE: The trans-'s *Wanganella,* which has ld to a Hongkong firm which ver in October, was due to be the South Sea islands under sent owners for the last time when she was to make an cruise from Auckland. She e to leave July 5, returning) after calls on Fiji, Samoa nga. *Wanganella* is owned by aith McEacharn Ltd., who ld her to Hang Fung Shipping ading Co. Ltd. She will begin East service for the new

SOUTH AMERICAN SER- MV *Havfalk,* first direct ship ustralia to the east coast ports h America, left Melbourne in he was farewelled by some ncluding the Australian Minis- Shipping and Transport, Mr. an, and the Consul for Brazil ourne, Mr. E. A. Gloor. he inaugural voyage the MV carried steel, timber, coal, ural machinery, zircon sand er Australian products. As space for liquid and re- d cargo the ship can provide s accommodation for 12 pas-

The MV *Havfalk* is operated by the Australia-South America Line which will provide a three-monthly service from Australia to the east coast of South America under a subsidy arrangement with the Australian Government.

The Department of Trade has a small trade display aboard the ship featuring Australia's rapid industrial development. The new direct shipping service will link major Australian ports with Buenos Aires, Montevideo, Santos and Rio de Janeiro.

News Of Cruising Yachts

● *ISIS,* 32 ft Sydney cutter for which Australian police were searching after it left Sydney on May 19, (*PIM,* June, p. 141) turned up in good condition in Norfolk Island in June. Aboard were owner Walter Martindale, his 21-months-old daughter Liane, and two crew members, Derek Brewin and George McCafferty. The daughter was taken into custody on Norfolk Island by court order and later was returned to her mother, who flew to Norfolk Island for the reunion. The Martindales (who formerly lived in Tahiti) are estranged.

During the trip from Sydney, *Isis* hit four storms and during one of them the wind reached 60 m.p.h. The cutter hove to during two of the storms but kept going through the other two.

The cutter put to sea again from Norfolk to escape bad weather on June 11. Mr. Martindale remained on Norfolk Island. *Isis* was driven 200 miles north with the two men aboard, and was feared lost, but turned up at Norfolk again.

● *FAIRWEATHER,* 58 ft. schooner, left Auckland for New Caledonia at the end of May, with

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Cockroaches Are Suspicious

Cockroaches will make a cautious approach to any suspicious object. They will even stand back a little to "sniff" succulent food and make careful prods with their feelers before feeding. The insecticide, therefore, that spells their doom is one that has no odour or caustic effect. This is why odourless non-poisonous ever-proofing Pea Beu Powder is proving so successful. They walk into it without fear and do not associate it with danger as it kills them off. Simply spread Pea Beu everywhere.

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. . . . . Margaret Merril.

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Mrs. William Adams as skipper, after Mr. Adams had flown back to the US for business reasons. Also aboard were sons Rick, 20, Jon, 17, Pat, 12, and daughter Sue, 12, plus Verne Hansen, 31, navigator, Harold Stephens, 35, journalist (from the schooner *Nordleys*), Melanie Cox, 19 and Ray Pettigrew, electrical engineer. *Fairweather* had been in Auckland about five months, arriving via Fiji, and the family plans to cruise the New Hebrides after New Caledonia, thence the GEIC and Japan. From Japan they will head to Sumatra and the Mediterranean and so back to San Francisco.

● *MEDLEY*, a 37 ft staysail schooner in first class condition, should now be in Papeete from Honolulu with owner-skipper Dean Harrel, Charles Tanner, Frank Wade, John Rowe, and Frenchman Jean Froment, who is already well known in Tahiti.

● *TATOOSH*, a heavyweight 34 ft double ended ketch, arrived in Hawaii 24 days out of California, and by now should have departed for Papeete with owner Elmore E. Brown and crew of two.

● *MAUI QUEEN*, an 85 ft auxiliary vessel, captained by Edward Tremper, arrived in Honolulu after a rough passage from Kwajalein. After a haulout she will continue to the mainland US.

● *TAPATSCO II*, a sloop of about 40 ft, owned and skippered by a Mr. Murray of New York, is at Honolulu on a round-the-world trip against the Trades. Having crossed the Atlantic and Indian Oceans, Mr. Murray will leave Hawaii soon to complete the crossing of the Pacific.

● *MARINERO*, 38 ft Californian ketch which arrived in Auckland in December last year, was in May planning another cruise. Owner Floyd Christensen, his wife, Doris, and their two children Keith and Karen, with a new crew member, R. D. Wood, plan to sail to New Caledonia, Fiji, and New Hebrides, and then back to NZ.

● *M'S SANTANA*, with Homer Parrish and family, was still in Singapore in June after her Pacific crossing of last year. A note from Mr. Parrish says that he has seen a lot of Ed Dreis and his 34 ft cutter *BORACHITA*, who were in Tahiti in October, 1960, at the same time as *M's Santana*. They met again in Suva, Santo, Port Moresby, Thursday Island and finally in Singapore, where *Borachita* changed from cutter to ketch rig. Dreis lone-handed through Indonesia for a time, but is currently en route for Japan with a young Japanese crewman who wants to return home. Homer Parrish published a piece in *PIM* (Jan., p. 63) about his happy experiences in Indonesian waters, which should be read by anybody headed that way. He found the Indonesians most hospitable.

● *SVEA*, 38 ft US ketch (last reported here in Nov., 1961) was in the news in June when it was reported a woman was lost overboard on *Svea's* voyage from Noumea to Port Moresby.

The skipper-owner of the ketch, American Robert Y. Kittredge, told Port Moresby police on his arrival on May 24 that the woman, Miss Patricia Ann Cleveland Crozier-Durham, had apparently fallen overboard 90 miles off the Papuan coast on May 20.

Kittredge and the only other person aboard, a young New Zealander, Harold Hudson, had put the ketch about and conducted a search for the woman. They had been below and Miss Crozier-Durham had been on deck when the accident occurred.

Miss Crozier-Durham was the daughter of the late Captain Crozier-Durham and Mrs. Crozier-Durham, of Black Rock, Melbourne. Reared amongst yachts at St. Kilda Miss Durham had a passion for the sea and in recent years was one of a syndicate operating a trawler off the Tasmanian coast.

On several occasions she had been one of a crew to sail small boats across the Tasman and was generally conceded to be fully conversant with the sea and its moods. She was also a good swimmer.

She joined the *Svea* in Auckland as a crew member hoping to take part in a 12 months cruise through the Islands, the Red Sea and the Mediterranean.

The *Svea* is described as well-found with a good motor, plenty of fuel on board, a rubber dinghy in case of mishaps and carrying emergency rations and shelter.

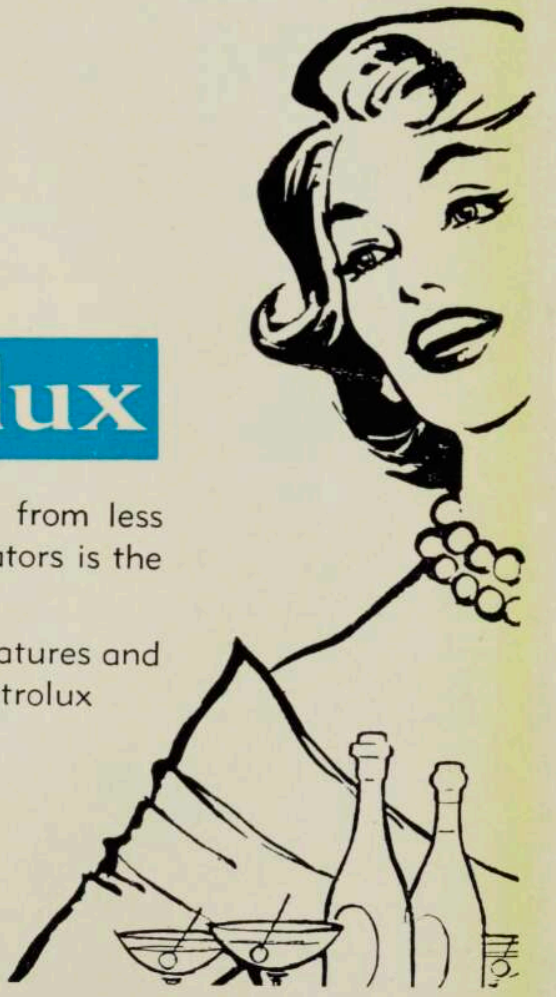
Kittredge's original intention of sailing to New Britain after leaving New Caledonia was cancelled in favour of Port Moresby. It was on this voyage, during a heavy early morning swell, that Miss Crozier-Durham was lost.

Meanwhile the ketch is held up in Port Moresby and an advertisement calling for a crew-member, man or woman, has appeared in the local press. Destination is stated to be the Red Sea and Mediterranean.

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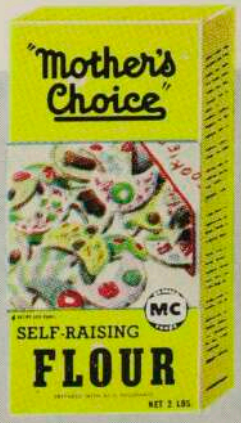
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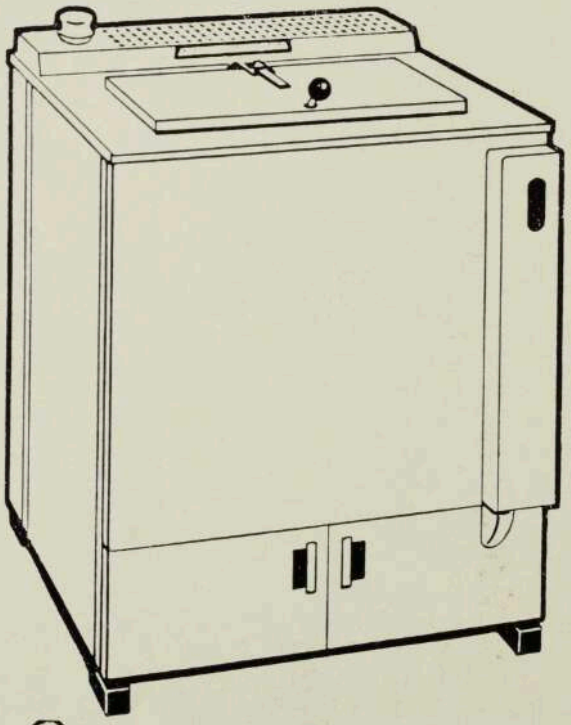


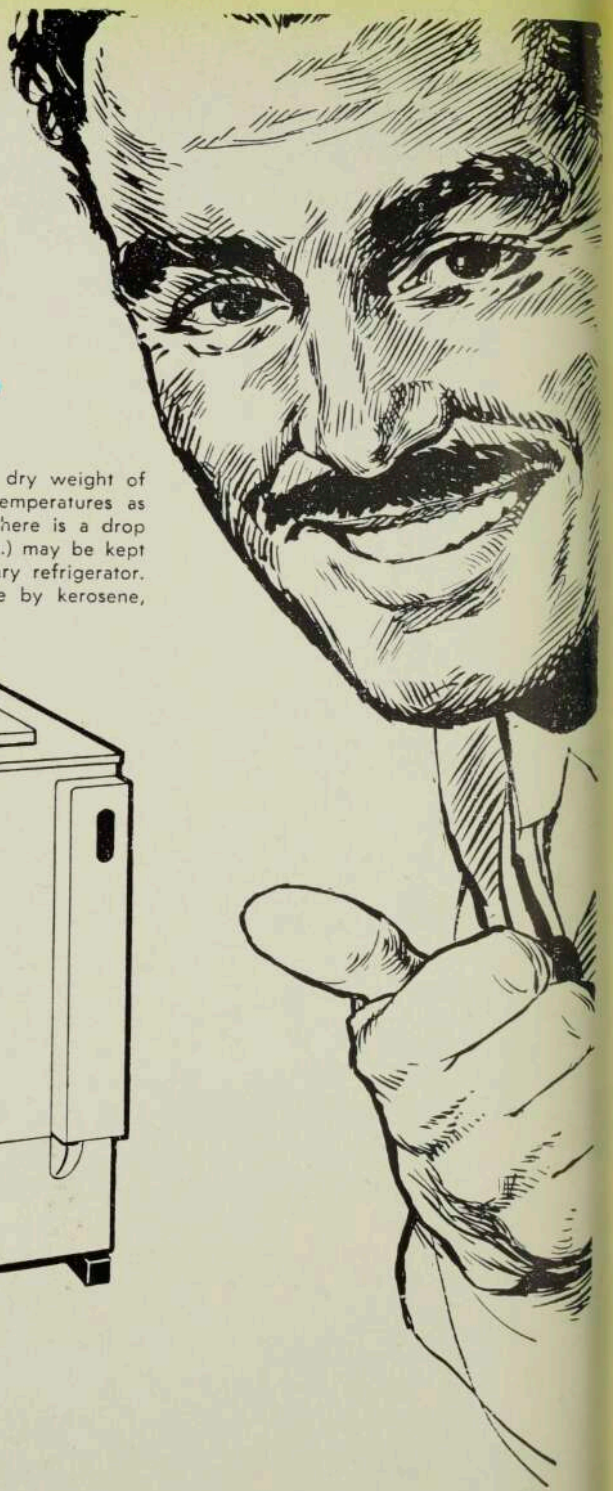
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Pacific Report

The month's round-up of news and pictures of people and ents, from *PIM* correspondents in the South Pacific.

Now Has Eighth ical Party

ther native political party has created in Netherlands New a.

s known as The People's Party reedom and Justice, and has uarters at Merauke, in the ex- south-east of Dutch New a.

mbers of the party say they formed it as a common front t the Indonesian invasion.

new party—there are eight now created by the Moejoe people ntral Eastern New Guinea, who settled in the Merauke area.

auke has a European popula- f 800, more than 3,000 Papuans, ,000 Chinese and Indonesians.

Indonesians mainly are from Moluccas, and have been there time.

is party is important because d despaired of an indigenous al movement in the Merauke said Mr. C. A. B. Pley, Neth- s Liaison Officer in P-NG, in Moresby in June.

Opposition to New ea's Courthouse Plans

ice is traditionally blind. And elaborate garb proposed for Australian Territories Minis- asluck, she must be stone deaf ll, else she would heed the ioned outcry which has resulted the Minister's proposed court- plans in New Guinea.

urprisingly, the sturdily indi- istic citizens of Rabaul seem heading the rumpus.

owing years of urging for bet- harves, better roads, better facilities, better housing, they tunned by the recent announce- that the Minister proposed to a courthouse in Rabaul which cost the princely sum of 00.

ncillors at the next Town ry Council meeting berated the proposal, claiming that while the present makeshift arrangement of hearing civil and criminal cases in the Masonic Hall was inadequate, nevertheless justice was being done and the Crown's dignity was being upheld.

A proposal to spend £100,000 on a courthouse when other more urgent works needed fund allocations would be decidedly out of order, the council implied. Other councils on the New Guinea mainland were also critical.

In an attempt to appease and clear the air, Mr. Hasluck then issued an article to a Territory newspaper in which he attempted to explain that Halls of Justice require a certain architectural dignity to impress their purpose upon the indigene.

In Rabaul, Councillor Brian Darcey delivered himself of a scathing speech against the Minister's plans.

The proposed courthouse for Rabaul represented one quarter of this year's estimated income tax revenue from the whole of New Guinea, Councillor Darcey said.

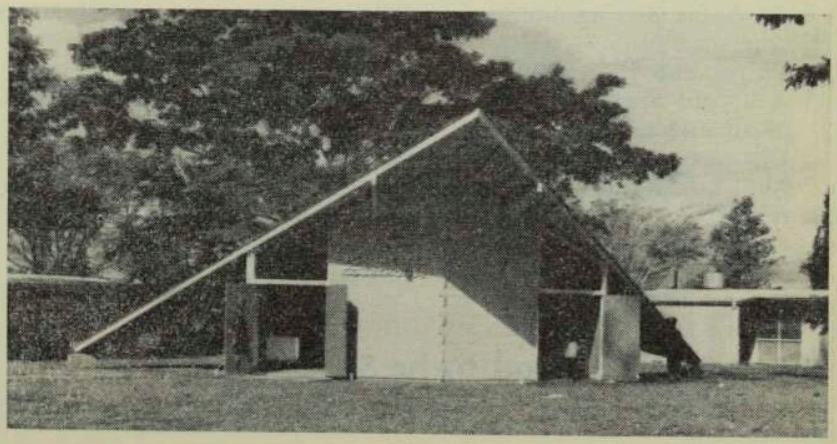
The same amount of money would seal all of Rabaul's dusty pumice streets; it would go a long way towards sealing the Rabaul/Kokopo Road; it would solve the Euronesian housing problem; it would build a new Health Centre.

Darcey was reinforced by MLC John Chipper, who said that New Guinea's present judicial system had failed and was failing to gain native respect.

He was doubtful that a new and perhaps monumental courthouse would alter this and claimed the money would be better spent building new roads to open up country and thus help produce additional revenue.

He didn't say, but members knew, that scarcely 50 miles of new roadway has been built in New Britain since German times; that vast tracts of country not far from the Rabaul port need only road access to open them up and place them under profitable cultivation.

Aside from Administration council



The design of this modern new courthouse at Popondetta, Papua, shows the local influence.
—Papuan Prints

The Grog Is On In Betio

As a result of new liquor laws in the Gilbert and Ellice Islands Colony, the first public bar was opened at the Government Station at Betio, Tarawa, in mid-May.

The bar is run by the Wholesale Society, and the Resident Commissioner, Mr. V. J. Andersen, who is chairman of directors of the Society, was there to drink a ceremonial pint.

The bar is named Nei Binobino after the mythical woman for whom the Gilbertese traditionally offer the first half coconut shell of toddy from each newly-cut tree.

The beer is on at Nei Binobino for three hours each evening, plus two hours at midday on Saturdays and public holidays.

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itees who all refrained from
, Councillor Darcey's motion
sed strong disapproval of the
ouse proposal and requesting
s construction be deferred until
urgent works were completed,
assed unanimously.
vever, some councillors are
al. They fear that this motion,
iany another in the past, will
rridden by officials who accept
dvice of "Advisory" councils
vhen it suits them.
as perhaps inevitable that the
ouse issue would come up
There was quite an explosion
P-NG Legislative Council last
iber when the Administration
iced it had ear-marked £70,000
ew courthouses at Kerema,
, Popondetta, Finschhafen and
g, and that additions were to
ade to the courthouse at
u.
rtunately, the Treasurer chose
the House at the same time
ioney was short and that the
istration planned to increase
n beer and spirits, soft drinks,
s, radios and cars to balance
dget.
e was no mention of a Rabaul
ouse at that time, but elected
rs protested about the expense
other buildings and attempted
to reduce the Estimates by
g the courthouses until next
The modern Popondetta court-
(see picture) was opened re-
It is a new departure in
ry architecture.

essful' Health Fight
therlands New Guinea

attack on the main diseases
g the people of Dutch New
has been so successful that
re less hospital beds in use
territory than there were
ears ago.
Assistant Director of Health
st New Guinea, Dr. Otto
donk, said in June that in
here were 1,200 beds in the
ment's hospitals. Today there
bout 900.
said this was brought about
reventive rather than a cura-
proach to medicine in Dutch
uinea.
Kranendonk also said that in
he then Director of Health,
Bierdrager, decided to attack
malaria, tuberculosis and
. He selected four doctors
ade each of them responsible
e fight against one of the
.
Kranendonk was chosen to
he campaign against yaws.

He said that when he started the anti-yaws campaign about 10 per cent. of the population were affected and his teams had to cover many miles of rugged country to give penicillin injections to the people.

By April, 1957, they had covered the whole area under Administrative control and had given injections to 275,000 people.

"We reckoned that each day we worked for three hours and walked for four hours to the next village," Dr. Kranendonk said. He also said that annual surveys showed that the disease was on the way out. "You would not find a case in the administered area now."

Dr. Kranendonk said there were about 5,000 cases of leprosy in the territory today, of which about 800 were contagious. Of these 600 were in five treatment and isolation centres.

He feels that leprosy is on the way out.

He said that in the fight against tuberculosis the Health Department had established 18 X-ray centres.

More than 2,000 cases were being



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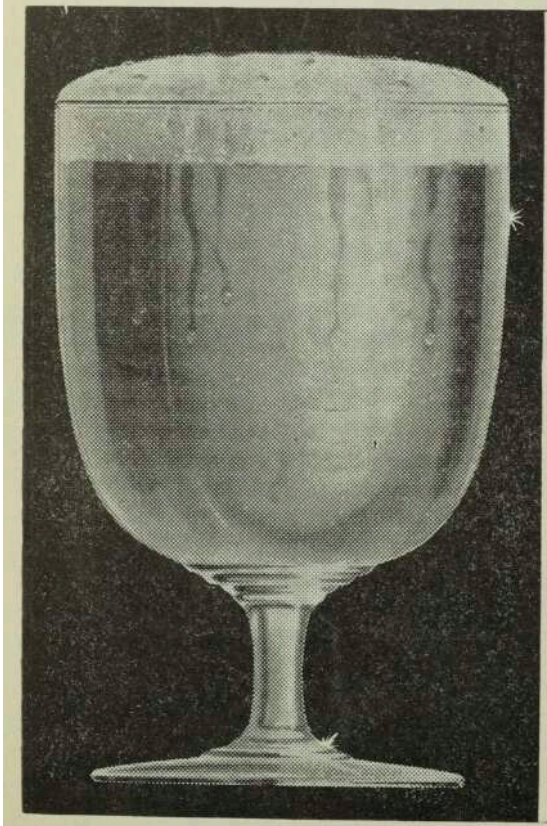
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ed mostly as outpatients which, aid, was just as good as hospital ment.
alaria is also on the way to being olled.
e doctor said it was technically ble to eradicate malaria, but were many difficulties in a paign against mosquitoes. All es had to be sprayed twice a

village house does not last more two or three years, so new ones constantly being built and must prayed, Dr. Kranendonk said.
said the budget for the West Guinea Health Department has from £550,000 in 1954 to 8,500 last year.

Caledonian Tourism Is test Developing"

e rate of development of the st industry of New Caledonia become the highest in the ic, Mr. Henri G. Martinet, a ng figure in the tourist industry, at Wellington in early June.
chemist in Noumea, Mr. Mar- is also chairman of the directors ew Caledonia's inter-island air- Transpac, and controls Relais de mera, a tourist resort on the of Pines.
r. Martinet was visiting Welling- o call on the de Havilland Air- Company, which services the e's equipment and to see the Caledonia team play its second r match with New Zealand.
his diverse roles he said: "The e is for my pleasure; the tourist t is for the future; the phar- makes all these interests ble."

sage Named After h of the 'Bounty'

e passage by which Captain am Bligh entered the Fiji group is historic voyage after the ty mutiny, is to be named ty Boat Passage.
though earlier mariners had ed islands in the Fiji group, r credit for the discovery and ding of the islands goes to Cap- Bligh when he sailed through group on his open-boat voyage Tonga to Timor.
e passage through which Bligh ed Fiji waters is in the Lau between the islands of Moce Komo in the north and Namuka the Yaqasa cluster in the south. ar the passage has been un- d. The new name was brought use from July 1.

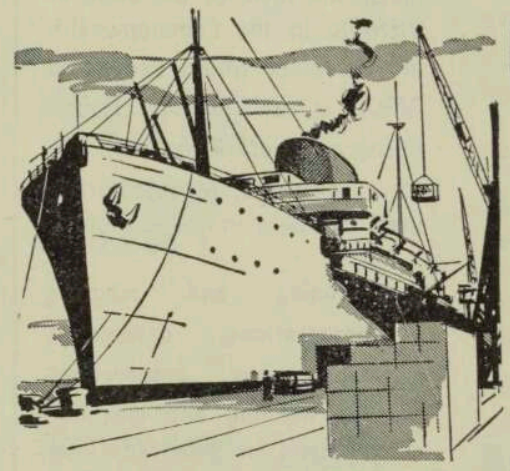
One other stretch of water in the Colony, to the north of Viti Levu and the south-west of Vanua Levu, through which Captain Bligh passed, has been known as Bligh Water for many years.

Two NZ Visitors Drown In New Caledonia

Two New Zealand tourists were drowned in a tragic accident in New Caledonia in early June. They were Dr. Lindsay Rogers, 65, and his mother-in-law, Mrs. Beatrice Downes, 85.

The tragedy occurred at the Tchamba River, not far from the tourist centre of Touho. Dr. Rogers had hired a small car and was touring the East coast with his wife and her mother. He was unfamiliar with the road and in the dark ran down the ferry loading ramp of the river into 18 ft. of water. Mrs. Rogers, who was able to open a window, fought her way to the surface. After several diving attempts to rescue her mother and husband, Mrs. Rogers had to give up and swam to the shore. When the ferry arrived she enlisted the aid of the natives on board. The natives dived and brought the bodies ashore, where artificial respiration was applied to no avail.

It is thought that Dr. Rogers either saw the lights of a car on the ferry and thought that he was still some distance from the river, or else in



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the dark failed to see the signs denoting the river crossing. Local newspapers were inclined to blame the lack of clear warning signs.

There'll Be New Guinea Elite Under Another Name

Australia would not create or cultivate an "elite" group of natives in Papua-New Guinea, Mr. J. K. McCarthy, Director of Native Affairs, said in Port Moresby in May.

Mr. McCarthy had been asked to comment on a claim that whether Australia liked it or not, an elite had emerged or was emerging in the Territory.

The claim was made in Canberra by Dr. F. J. West, Senior Research Fellow in Pacific History in the School of Pacific Studies at Australian National University, who said that it was plain there was some emotional dislike for an elite.

"But whether it is liked or not, one has emerged in Papua-New Guinea," he said during a lecture. (*PIM*, June, p.122.)

Mr. McCarthy said: "We are not deliberately encouraging an elite. As I see it, the word elite means the fostering of a special separate class of Papuans and New Guineans better educated than the rest, and who at a comparatively early stage, would be selected as leaders."

The Australian Government's policy did not run along these lines. The Government planned general education for a mass of people, Mr. McCarthy said.

Its policy was obvious, and he thought it was a good policy in a country where "the past has resulted in an unequal development for certain areas and people".

He added: "It is certainly not our intention to hold emerging leaders back, but I think it is true that some men will rise above the rest and are accepted as leaders by the rest. But it is wrong to use the term elite when referring to them."

New Inspector-General of Pacific Health Service

Dr. Charles Gurd, 42-years-old superintendent of the CWM Hospital at Suva, has been appointed Director of Medical Services in Fiji, and Inspector-General of the South Pacific Health Service. Dr. Gurd succeeds Dr. P. W. Dill-Russell who returned to London early this year to take up a top post at the Colonial Office. Dr. W. H. McDonald, who acted as director after Dr. Dill-Russell's departure, and whose substantive post of

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Samoan-NZ Treaty Soon

Western Samoa's Treaty of endship (or Mutual Assist-e) with New Zealand should concluded in another two or ee months.

Western Samoa's Prime Minis- Fiame Mataafa, said in May t the Government was going r the draft treaty prepared New Zealand, and discussions e taking place with New Zea- d officials.

Although the Apia Chamber of nmerce is pressing for trade eements with New Zealand permanence for the present eement whereby Samoan pro- e enters New Zealand duty , there are no trade agree- nts in the clauses of the aty, said the Prime Minister. Neither Samoa nor New Zea- d wants to be tied down by set agreement," he said.

y Director of Medical Services, to retire to New Zealand later ear.

Islands Paintings xhibition

a 10 days' exhibition of 60 gs in June, New Guinea's Mrs. Kuster gave Sydney one of its unusual art exhibitions—un- in subject matter and unusual cution.

. Kuster has been painting she was a small child at the ope mission school near Ko- but, so she told a *PIM* re- the 60 pictures she exhibited ney had all been done in the x months. As some of the pic- were as big as murals, the sheer al effort involved would be suf- to shake the morale of most

even if the pictures were all d in this short space of time, overed many periods and cer- many moods. They ranged h the large poster-like pre- ons of the old Kokopo Hotel right, theatrical tropic sunsets. were birds-of-paradise, New a flowers and a native mask n another mood, some small, il studies in monotone that had ing about them of the dis- d Japanese print.

show with the paintings was Kuster's collection of New a shells—which includes two n Cowries. (For a reproduc-

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tion of one of the paintings see *PIM* Jan., p. 71, and for a report, May, p. 125.)

Fiji 'Recruits' Let George Do It

A Suva man, George Rajendra Narayan, alias George Chandra, recently came up with something new, but didn't get away with it.

Knowing that many young men from Fiji were anxious to get to England, particularly since the British Army recruited 200 of them, Narayan let it be known that he was agent for a British firm which was offering employment to 30 men from Fiji. It did not take him long to recruit the 30. Narayan suddenly became the most sought-after man in Suva—not by the police, but by other young men who wished to join in the migration.

Even when told that the quota was full they remained hopeful.

Narayan's scheme was that each man should pay him £25 as an advance on his air fare, that the firm, B. Guggenheim Ltd., London, would pay the remainder, and would dock a certain amount each week from the recruit's wages when they started work.

Narayan carried documentary "proof", including letterheads carrying the name of the firm. Most of the men he chose were in employment, and without any checking, they resigned.

By this time the police were becoming interested.

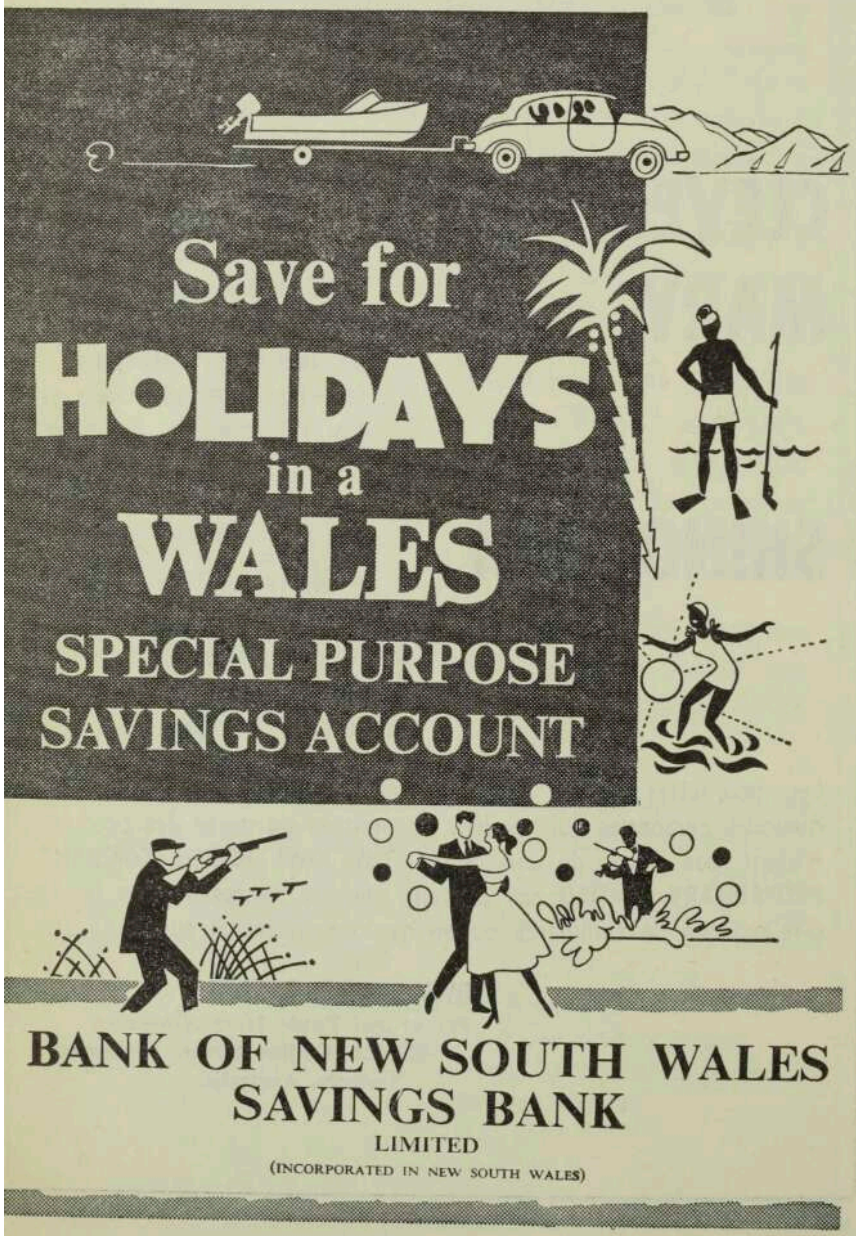
They decided to arrest Narayan, and they charged him with false pretences on three counts. When he first appeared in court he was refused bail, in his own interest, because it was feared that some of the men he "duped" would be out to avenge themselves.

But there was a hard core among them who believed that Narayan was on the level, and that everything would come out all right in the end. Next time he appeared before the court, Narayan was allowed bail, and apparently police fears that he might be assaulted were unfounded.

The police meanwhile established that there was no such firm as B. Guggenheim Ltd.

When he appeared in court late in May Narayan changed his not guilty plea to guilty, and received 12 months' sentence on each count, the terms to be served concurrently.

The "hard core" have since changed their minds. And a handful of those who resigned were lucky enough to be reinstated by understanding employers.



Examining New Guinea's Political Development

The Third Secretary of the United States Embassy in Canberra, Mr. Paul Cleveland, in June made an eight-day tour of Papua, New Guinea, to "examine political development."

Mr. Cleveland flew to Rabaul in New Britain on June 21, after meeting Administration Departmental Chiefs and native leaders.

Mr. Cleveland said he wanted to examine politics among natives and meet the Native Workers' Association leaders.

The Administration's executive officer for policy and planning, Mr. J. Toogood, said the visit was part of the United States Embassy's policy of learning as much as possible about Australian Territories.

Duty Off on 'Tourist' Goods: Move in Fiji Legco

For years those interested in building Fiji into a tourists' buying Mecca have been hammering at the authorities for the removal of duty from luxury goods, such as cameras and accessories, binoculars, transistor radios, watches, etc., without much

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JINEA WEDDING. Miss Noela Bainbridge lovely bridal picture on the day of dding to Kandrian agricultural officer corn. Before her marriage Mrs. Alcorn high school teacher with the Education Department, Rabaul.

s. The main argument is that the average local cannot afford tems, and probably would buy f them even if he could, free- ng tourists would.

the duty were dropped, the onists claimed, there would not uch loss of revenue to the nment, and in any case with increased sales retailers would nake it up in income tax.

there is a good chance that ity will be dropped on these and also on cigarette lighters, razors, genuine jewellery and goods which have a special to visitors.

a lawyer, Mr. John Falvey, a er of the Legislative Council, ven notice that he intends to at the July session of the coun- t the duty on the luxury goods ved.

uva correspondent reports: "As alvey is rather a cautious in- al, it is confidently expected e has received the nod from nment that an appropriate mo- ould receive a favourable hear- And the developing tourist y can expect a shot in the

oon To Have w Theatre

he well-built area south of the , at Lae, New Guinea, Mr. Harry Starr is building a new cinema theatre, 180 feet long, with all modern amenities. It will replace the old native cinema, which was built soon after the war between the airstrip and the Lae Hotel, and which now is being swept away as part of the operation of enlarging the airfield for jets.

The new theatre is designed not only for cinema audiences, but also for large festival gatherings, sporting tournaments, etc. — it will be the largest auditorium in Lae. Mr. Starr, a canny investor, is building the huge place himself, with the aid of Chinese technicians, and it should be in operation by mid-year. Mr. Starr's European theatre, up on the terrace in the new town, where Mr. Starr lives, will continue as usual.

Increase in Criminal Hearings in Fiji

Magistrate's courts in Fiji in 1961 dealt with over 2,000 more criminal cases than in the previous year, according to the annual report of the Judicial Department.

There was a drop in offences against public order and property, but an increase in offences against morality, against the person, and in public health, liquor and immigra-

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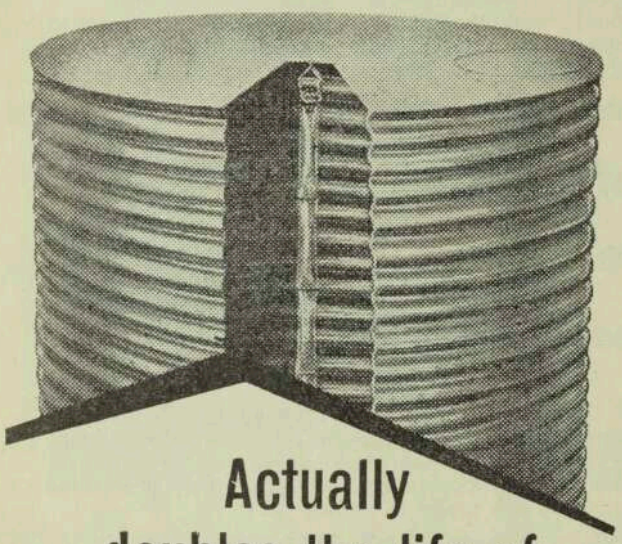
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tion cases. The largest increase was in traffic cases, which rose from 2,409 in 1960 to 3,835 in 1961.

Of 9,776 persons found guilty in criminal cases before magistrates, 3,088 were Fijians, 5,878 were Indians and the remainder were from the other races.

The Supreme Court dealt with 30 criminal cases, involving 24 Fijians, 17 Indians and two "others." There were 10 cases of murder involving five Fijians and seven Indians, and one "other."

On the revenue side court fees, fines and other receipts at the Supreme Court Registry totalled £17,410/4/4, while in the Magistrate's Court the "earnings" from fines totalled £22,038, and court fees were £11,534.

Army Roadbuilders On Wewak-Maprik Rd.

About 120 men of the Australian Army's 17th and 24th Construction Squadrons have been relieved in North-West New Guinea by the 21st Construction Squadron and a troop from the 24th which had been under separate command in Australia.

The newcomers will carry on where their mates left off—with the reconstruction of the Wewak-Maprik Road. The first team of men spent 11 months in the Territory and the current units will also.

There is already a road from Wewak to Maprik—except when there has been heavy rain, when there isn't. It was built over half a dozen years back by local New Guinea natives and it is negotiated only by jeep or Land Rover—and then only if you work hard at it.

A Busy Coffee Mill In NG Highlands

Because the taste of the Dutch was shaped over the years by Netherlands East Indies coffee, and because they now cannot get coffee from what is now Indonesia, they are buying supplies from the Australian planters in the New Guinea Highlands.

A contract recently was made between the Co-operative Coffee Mill in Goroka (which is operated on behalf of the co-operative by Messrs. Colyer Watson Ltd.) under which Dutch consumers will take 50 tons of Highlands coffee each month. This is a good contract for the Territory.

The mill, which has been running for about five years, takes in coffee from any Highlands planter, European or native, grades and processes

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ction of the 36 Eastern Highlands native girls who sit all day beside the travelling ns, and pick defective coffee beans from the moving mass of beans, which go for ment into the Goroka coffee mill. They pass the monotonous hours with cheerful singing—some of their ringing choruses can be heard a quarter-mile away.

d sells to anyone interested. It is supplying a large market in alia and the Southwest Pacific ally.

mill, also, is providing employ- for a considerable number of s. Over 30 girls, for example, day beside moving belts, pick- ut poor and discoloured beans the stuff that has been taken by the mill.

v equipment that has just been ed in the big building of cement ron in North Goroka should are of all demands for the next ears.

a-New Guinea to ish Film Censorship

n censorship for Papua-New a natives would be abolished igust 1, the Administrator Sir d Cleland announced on June

om now on Europeans and s all will see the same films," onald told a Press conference. censorship for the natives has naintained firmly since the end orld War II. Sir Hugh Foot, nan of a United Nations n which visited the Territory y, described the censorship as of the discriminations that be swept away in New a".

ing the Press conference, Sir d announced that the com- to inquire into the relaxation al liquor prohibition for natives "sit as soon as a chairman ointed". The plan for the ssion of Europeans and , with a licensing expert from lia as Chairman, was an- d on May 15, the day on the United Nations Mission pua for Sydney.

The Administration has prohibited liquor for natives since Papua became an Australian possession in 1905 and since the New Guinea Trust Territory became Australia's responsibility in 1920.

After August 1 Australian film standards will be accepted for all races (native and mixed, Chinese and Europeans) in the Territory, Sir Donald said. However, films would be "subject to any special conditions which may be imposed by the Territory's Chief Censor, the Chief Collector of Customs, Mr. Keith Chambers".

Sir Donald described some films spotlighting sex, violence and racial troubles as unsuitable. He was asked if this meant that films in this bracket normally shown to Euro-

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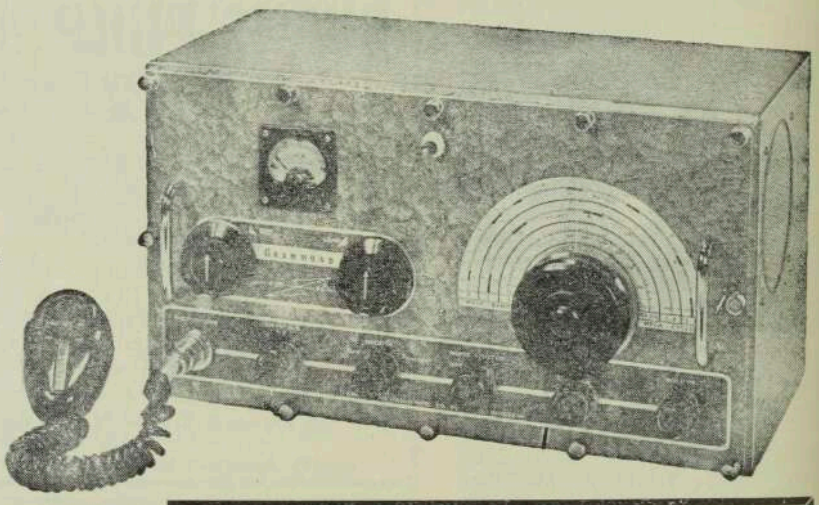
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FOR ISLANDERS. Sixty boys from Western Samoa, the Cook Islands and Niue, attending Zealand secondary schools on Government scholarships, recently gathered at Reikorangi, iiles from Wellington, for a holiday camp. Object was to enable students to in touch with others from their own territories, and to help them get to know nts from other territories. Camps have been held almost every year for the past ears. The camp was arranged for the Department of Island Territories by the islands tion branch of the Department of Education. It was conducted by the Wellington Institute. Here young Niueans practise a little close harmony as they prepare for a concert at the camp.

would be banned. Sir Donald ted that the same films would own to all races.

used the same answer when orter suggested that if certain were considered unsuitable and es would be shown the same then the new system actually impose censorship on Euro-

Donald said his proclamation provide for a censorship ory Panel of five Europeans natives, one of whom would woman.

re are six theatres, three Euro- and three native, in Port by and a total of 40 permanent nakeshift theatres throughout ritory.

ns being shown to Europeans hout Papua-New Guinea re- include: *Home from the Hill* tised as a "powerful drama llegitimate son . . . outshocks *a Hot Tin Roof*"), *Live Fast, oung* ("today's beat genera- *Let No Man Write My h* ("ripped raw and roaring real life"), *Indiscreet* ("how they?"), *Miami* ("the mob to bump me off . . . but not I spill everything"), and ("a runaway finds passion"). audiences are shown ns, fantasies and travelogues.

efeller to be mbered in Hollandia

k on a museum to com- ate Michael Rockefeller, son Governor of New York State, art soon in Hollandia, Dutch Guinea, reports an AAP-Reuter ondent.

efeller was lost off the south- ast of New Guinea last No- vember when a Catamaran-type raft in which he was travelling, overturned and drifted out to sea. At the time he was on an expedition to collect specimens for the Museum of Primitive Art in New York.

Now a Dutch anthropologist who was with Rockefeller on the raft, is supervising plans to build the museum with 20,000 dollars given by the American's father, Mr. Nelson Rockefeller, in gratitude for Dutch assistance in searching for his son.

The anthropologist, Mr. R. S. Wassing, said the Dutch had wanted to call the museum the Michael Rockefeller Memorial Museum, but Mr. Rockefeller had not approved the idea. Instead, a plaque in memory of Michael Rockefeller would be placed inside the museum, Mr. Wassing said.

"The accident involving Michael Rockefeller was a great tragedy," he added. "He was excited about New Guinea and said that when he came here he had begun to live. He really felt that this country had something to offer."

Mr. Wassing is at present working on the museum project and on collecting specimens of the native handicrafts in which Rockefeller was so interested. He said the museum, apart from displaying native art, would show the way of life of the Papuan peoples through collections of food vessels, personal decorations and other things in every-day use.

He also hoped to have models of their houses and canoes on display "so that people can take a peep into a section of Papuan life."

One of the features of the museum will be intricately carved 30-ft. poles consisting of three or four figures, each standing on the shoulders of the one below. These are called "lis" poles.

These are used in a six-months' long ceremony by the Asmat people in which they commemorate a chief or brave men of the tribe .

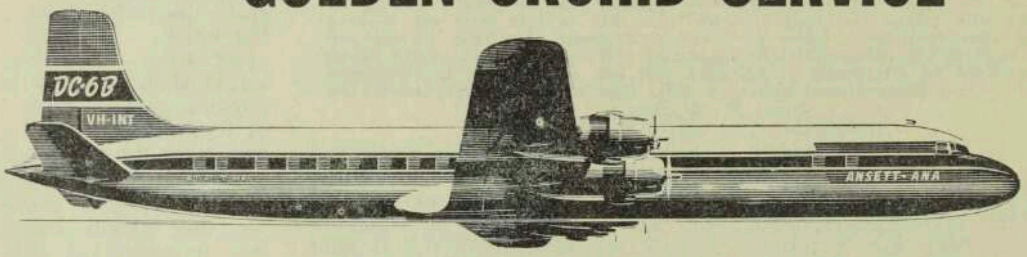
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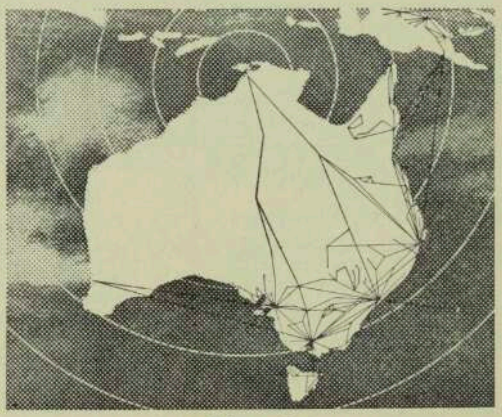


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and Rockefeller had seen the
of such a ceremony at Aman-
ai, a village on a tributary of
Kampong River, and were re-
ıg to see the end of it when
ccident happened, Mr. Wassing

h ceremonies were held only
once in four years and included
ıg and feasting, he said. In one
the women of the village en-
the hut where it was taking
and had to stab the men per-
rs with Cassowary-bone dag-

y strict ritual was involved in
certain women having to stab
ı men, according to their rela-
ip with the person whose
ry was being honoured.
ıe of the women did little more
rick the men with the daggers,
others inflicted quite large
s. These did not seem to
the men and healed very
y.

lopment With irfields

Chris Ritchie, manager of
irways, about two and a half
ago, expressed an interest in
osal to lay an airstrip at Ba,
d not receive much in the
support from official quarters.
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egular Drover service between
i and Ba, to provide much
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reasoned that there would be
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e was much sound sense in
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hing to visit Suva would first
o motor about 40 miles to
ınd once he reached Nausori
ıld have another 14 miles'
o Suva.
air authorities considered that
posed airstrip, at the old Ba
rse, was a little tight for a
and did their best to dis-
Fiji Airways.
vay, the airstrip plan for Ba
till late in May when the
Works Department started to
e old racecourse, at Namosau
a 2,700 ft. runway, 200 ft.
But it was not for Fiji Air-
ut for Korolevu Air Trans-
owned by Suva businessman
iji aviation pioneer, Tom
and manager of Korolevu
Bill Clark). Korolevu Air
rt, or KAT as it is popularly
plan to run a service with
per Caribbean.



In Rabaul Danes of the "Noona Dan" expedition exhibit zoological specimens before their despatch to Copenhagen University. From the left, Buch, Lyneborg, Trap-Lind, and expedition leader Torben Wolff.

The Ba Township Board has obtained a lease of the land, and says it will not hesitate to raise the standard of the airfield to cater for all-weather operations. This could give Fiji Airways a leg-in in the not too distant future.

There is also some talk that the old Drasa airstrip, near Lautoka, may be re-formed. It is at present under cane. Should that ever come to fruition, and with Ba about to become operational, plus the international airport at Nadi, north-west Viti Levu will be well served for airfields.

The old airstrip at Drasa may be restored and maintained by the Lautoka Town Council. The Civil Aviation authorities in Fiji have asked the council to take over the strip. Should the council agree, it is likely that in the first instance Korolevu Air Transport will use it for a taxi service with their Piper Caribbean.

From Snakes to Snails: Danes Have a New Britain Field Day

The Danish schooner *Noona Dan* reached Rabaul late in May after picking up a four-man team of scientists who had spent three weeks in the Bainings of New Britain.

The *Noona Dan* is on an extensive scientific expedition to the Pacific.

Sticks of trade tobacco persuaded the shy Bainings' people to bring in vast numbers of animals birds, fish and snails to add to the expedition's collection.

The 450 people of Yalom village in the Bainings also performed their famous spear and fire dances for the scientists and afterwards willingly sold their tapa masks.

Accompanied by Government interpreter Ismail, of Rabaul, the four men, Torben Wolff, Leif Lyneborg, William Buch and Ib Trap-Lind travelled to Yalom on foot, a distance of 20 miles in from the coast and 3,500 feet above sea level.

They found wild life particularly prolific and collected in all 70 specimens of bats, comprising six species, wallabies, bush rats and mice, 126 birds of 48 species, including the very rare flycatcher, *Myzomela cruentata*, of which they were able to get eight good specimens, several gallons of snails, 27 snakes up to six feet in length, 31 lizards, 50 frogs, and 10,000 insects!

Two unusual varieties of fish caught by the scientists in swiftly flowing inland streams exhibited strange sucking disks on their bellies and pectoral fins adapted to hold fast to rocks on the bottom.

"A most successful trip," Tobin Wolff said.

The *Noona Dan* left Rabaul on May 29 for Mussau, where team members hoped to locate a freshwater lake. On the way they set down an ornithologist on Djaul Island, where he was to stay until picked up a fortnight later. *Noona Dan* then plans a short trip to Manus to investigate freshwater lakes, calling at Cape Hoskins and Duke of York Islands before her return, her last, to Rabaul on July 16.

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ne Lave Throws In Towel for Good

ner Tongan heavyweight Kitione Lave, has given the away. He has also given up his ss, and has joined the Royal orce. He was sworn in recently ffield for nine years.

ording to the *Yorkshire Post*, e has left no doubt in any- mind what he thinks about ional boxing.

want to forget about boxing tart my life afresh." Kitione Once I lived for boxing, but it longer a sport. A man is used ancial gain.

has got to do what he is told hough that may be wrong to have no regrets. I have been top of the boxing world, but I never been happy. I want to down to a quiet normal life RAF with my family."

one had a chequered career in g. He had some amazing wins, me equally amazing losses.

returned to his native Tonga ears ago, but did not receive elcome he had expected. The ns, he said, treated him rather ledly. Kitione became fed up, ft the Kingdom, vowing never rn.

announced when he passed n Fiji at that time on his way o England with his English- vife and child that in future hed to be known as Kitione *of England*.

Guinea Should Grow nas for Babies

t the territory of New Guinea according to a visiting Ger- otanist and food chemist, Dr. Kribben, is a research insti- here preservation and food of tropical fruits can be

Kribben spent two months in Britain and Bougainville study- pical fruits and vegetables be- turning to his lecturer's chair rankfurt-on-Main University, Germany.

he Gazelle Peninsula's volcanic e doctor said, "Your rich soils rfect for producing tropical -the soil contains all needed ls and trace elements. Fer- would only be necessary to what the plants take out."

o, coffee, avocadoes and s were of particular interest Kribben—cacao and coffee ir respective drugs theo-bromin ffeine, avocadoes for their oils, ns and minerals, and bananas for their potential as a complete infant food.

"Germany buys West Indian bananas and by a drving and powdering process makes them into a baby food. This product is sold extensively throughout Europe," Dr. Kribben said. "I see no reason why you could not make a similar product here and export it—providing you grow selected strains of bananas containing the necessary food elements."

Territory-grown bananas were mostly hybrids of unknown food value, Dr. Kribben said. He could not estimate the cost of establishing a processing plant for producing infant food, but had "no doubt" it would be a profitable enterprise.



Dr. Franz Kribben.



NEW GUINEA BROWNIES. At a combined campfire recently held at Vunamami (out of Rabaul) members of the 1st Vunamami Brownie Pack were enrolled. This is a mixed race company, as the photograph shows.

"But first you need a food research institute," he said. "In avocadoes, for instance, you have one of the richest fruit foods—yet no way has been devised for preserving them. A research institute could probably find the answer."

Story of the Papuan Pastor—And What He May Have Said!

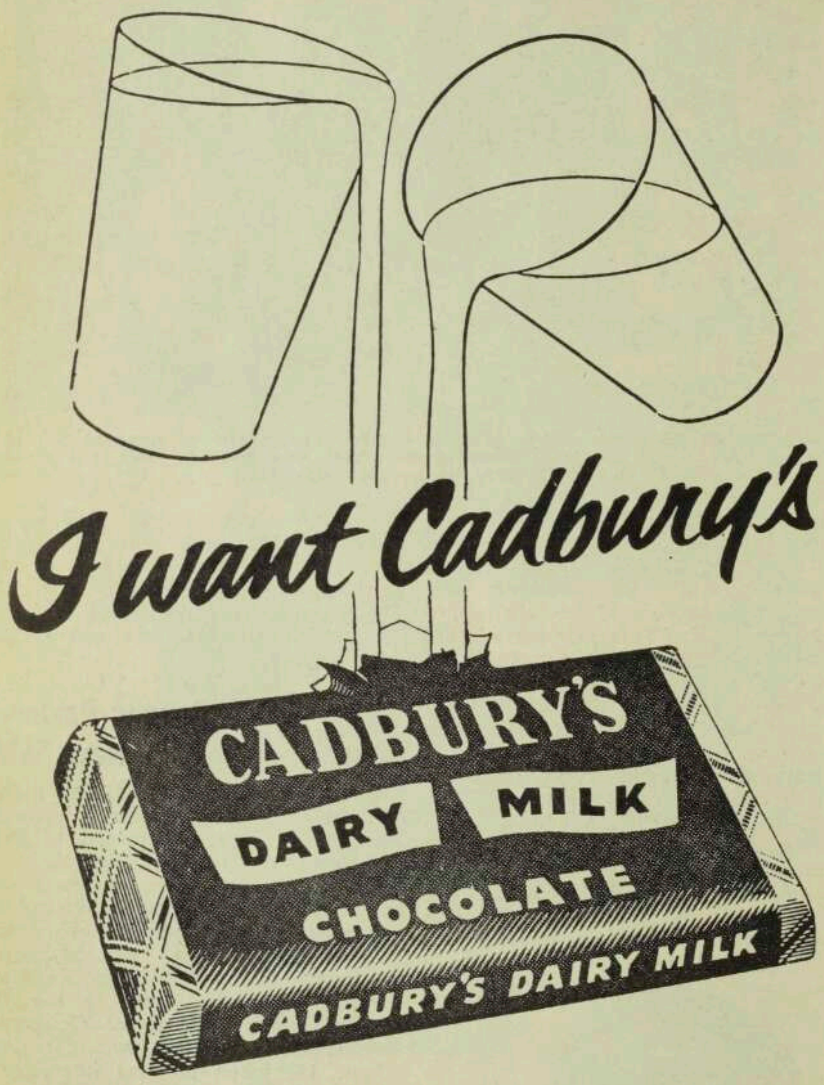
Pastor Ravu Hanao, a native minister of the London Missionary Society in Papua, returned to Port Moresby on June 17 obviously a somewhat confused man after having unwittingly become involved in a newspaper witch-hunt against the Papua-New Guinea Administration.

Pastor Hanao had been in Australia a month, attending the Biennial Conference of the Congregational Union, but it was not until June 13, when he was interviewed by a reporter at Brisbane airport, that his troubles began. The story that was printed subsequent to the interview alleged that Hanao had said that he had been asked by the P-NG Administration before he left Port Moresby, not to make any comment on political matters while in Australia.

"I was told I must not do this or I would be in trouble." He is also alleged to have said that an Administration officer visited him in his village to lay down this directive.

Next day, after the story was given publicity, Hanao refused to see any other reporters, but through the Rev. T. Rees Thomas, with whom he was staying in Brisbane, denied that he

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. . . because there is a glass and a half
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half pound of Cadbury's Dairy Milk Chocolate

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had said what had been attributed to him.

By now the affair had swollen into a sensation and had broken out in a rash of headlines in all Australian newspapers and Minister for Territories Hasluck and P-NG Administrator, Sir Donald Cleland, were being called to account. They denied that any muzzle was put on travelling P-NG natives, and the Administrator called for an investigation of the allegation that an official had warned Hanao off. (He said later that he was convinced that no one had.)

In Port Moresby, other native leaders who have been out of the Territory, said they had never been told what to say or not to say when they went overseas.

A member of the Legislative Council, Ephraim Jubilee, said the Administration had never told him not to talk politics on tour. Jubilee was adviser last year to the Australian delegation to the United Nations Trusteeship Council.

Another native leader, Somu Sigob, who was to leave on June 23 for New York with the Australian United Nations Delegation, said he was being coached on protocol, but no one was telling him what he could or could not say.

Papuan M.L.C., John Guise, said he talked "with impunity" on Papuan, New Guinea and Dutch New Guinea politics.

Administration officials who are preparing 10 Papua-New Guinea natives as delegates to next month's South Pacific Conference in Pago Pago, American Samoa, said it was not part of their jobs to warn the delegates against talking politics.

On the day after he returned to Port Moresby, Pastor Hanao was interviewed by the local Press in the presence of the Rev. and Mrs. W. G. Bache of the L.M.S. He denied Brisbane newspaper reports that he was afraid of reprisals by the Papua-New Guinea Administration if he "talked politics" while in Australia.

"I did not say the things they said I talked about," Pastor Hanao said. "They want to make quarrelling and confusion between me and the Administration."

Pastor Hanao said the Brisbane reporter suggested to him that if Hanao or other Papuan visitors talked politics, they would be in trouble and might be banned from further visits.

"If I am an expert on political matters, I am sure the Administration would not mind if I talked about them—but I am not interested in politics," he said.

"The reporter asked me to begin

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hat I thought about the situa-
etween Indonesia and the
but I said I would not talk
s because I did not know
about those things."
reporter, said Hanao, then
him whether the Papua-New
Administration had asked
to talk politics in Australia.
d him no. I said that I must
things I do not understand."
r Hanao and Mr. Bache
during the interview that when
ported to the Port Moresby
Office in May, before Pastor
went to Australia, they
the impression from the as-
district officer, Mr. R. Bourne,
at Papuans did not understand
ould not talk about. "It was
, but I got this impression,"
Hanao said.
Bache said the impression
ned from Mr. Bourne during
eral conversation, but it was
down as a directive.
Bache pointed out that the
Missionary Society itself had
"no politics talk" directive
District Office interview, and
had been enforced by Terri-
London Mission Society Sec-
the Rev. D. E. Ure, when
Hanao and Mr. Ure were
ved jointly in Adelaide.
ding to the Brisbane report,
Hanao told a reporter that a
Officer had gone to his vil-
issue a directive about poli-
k.
ing was said by me in the
interview about a District
n my village," Pastor Hanao
They made it up."

al Bog-Down
v Caledonia

Caledonia's Conseil de Con-
which deliberates on any
nt against the Administration,
early June to deal with a
by the UNR political party
nt elections of the Assemblee
ale be declared invalid be-
"certain irregularities."
majority party in the As-
(Union Caledonienne) op-
he request, but the Conseil
favour of the plaintiffs and
the elections in the Noumea
uthern New Caledonia elec-
null and void.
Conseil consists of the chief
tes of New Caledonia and
Government officials.
ecision is open to appeal, but
al must go before the Con-
tat in France, which is
highest legal institution for
rative disputes.

The decision of the Conseil d'Etat is final. An appeal must be lodged within 30 days and the decision of the Conseil de Contentieux is automatically cancelled the moment the appeal is made.

The Conseil d'Etat is bound by no time as to when it must hear and deliver a verdict on cases.

It was not known (June 8), whether the Union Caledonienne would appeal or go to the polls again.

Meanwhile, in Paris the governmental mission under the leadership of President Griscelli, of the Assemblee, and Vice-President of Conseil du Gouvernement, M. Roch Pidjot, is cooling its heels.

Members of the mission cannot make any moves without informing the Minister of Overseas Territories, but according to one member of the mission, they are being treated with the greatest suspicion by officialdom generally. Requests to see President de Gaulle or Prime Minister Pompidou have been unavailing.

The only man who could help them is de Gaulle, but as he is surrounded by security men and by many troubles, is unlikely to be much worried about New Caledonians and their local politics.

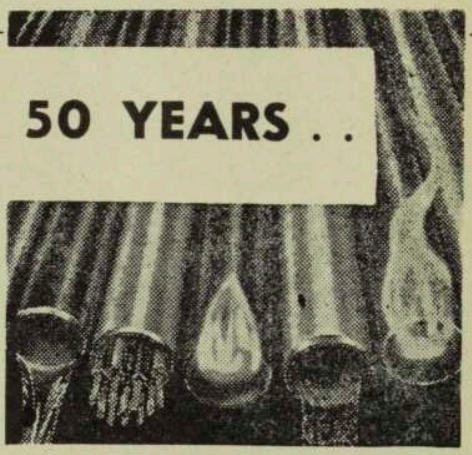
Prime Minister Pompidou has Rothschild connections and Rothschild money is in the New Caledonia Nickel Co. which has no particular cause to love the Union Caledonienne to whom members of the mission owe allegiance.

Besides which, say New Caledonian cynics, the mission went to Paris to ask for money (as well as political approval), and as everyone knows, that is a heinous offence. It is said that only those former colonies who voted to quit the French Union have the right to ask for and receive money from metropolitan France.

Discrimination Off "Low Europeans"

The Papua-New Guinea Administration, which evidently believes that native women have advanced sufficiently in the last 10 years to protect themselves against what the Bishop of New Guinea calls "low Europeans," has repealed the Native Women's Protection Ordinance.

The ordinance was introduced in 1952 at the request of native people and prohibited a European man



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GUINEA ARMY OFFICERS. Seen chatting in Port Moresby are, left to right, Major Newman, new Australian Regular Army Commanding Officer of the Papua and New Volunteer Rifles, Lt.-Col. J. W. Norrie, formerly the CO of the Pacific Islands nt, Major Harry Green, of the PNGVR, and the new CO of the PIR Lt.-Col. K. McKenzie.

a native woman on his prem- tween 8 p.m. and 6 a.m. un- had a licence from the Dis- Commissioner or was accom- by her husband or close rela- There was prohibition on an men visiting certain native s during the same hours.

repeal was made after the nce came up for debate in the eeting of the Legislative Coun- l all of the 11 native mem- resent had something to say it. Most, however, were con- pass the buck to the Adminis-

Roman Catholic and Anglican members were against its but most European members it clear that this was an issue ich they had no intention of their colours to the mast.

Anglican Bishop of New , Bishop P. N. W. Strong, the Administration to curb an scrimination campaign that, he as leaving natives unprotected. reformers got busy they never when to stop.

e Papua-New Guinea Admin- n "were a free agent, it would so unwise as to repeal this nce. But it had to dance to nd-waggon of the United Na- nd the condition of the band- n at present is to abolish dis- ation in all aspects and "

rmers "go from one extreme other and what is beneficial pt away together with what is ental."

there is discrimination in this nce," he added, "I maintain iscriminaton against Europeans rather than against indigenes—it is discrimination against a certain type of low European."

Miss Alice Wedega (Eastern Papua), opposing the repeal legislation, said natives were grateful for the good things Australia had brought to the Territory, but were worried about the bad things. Alcohol, certain social behaviour and poor films and magazines were among the bad things, she said.

Vin Tobaining (New Britain), said it was too soon to repeal the ordinance, but Somu Sigob (NG Mainland) said—speaking nothing but the truth—that women had been a problem even before Europeans arrived, but some educated young natives thought the ordinance discriminatory and wanted it removed.

John Guise (Eastern Papua) said, apparently with some regret, that as far as he knew no Europeans had been gaoled for molesting native women.

"But there are many natives in gaol and many are black-listed from towns and when they come to towns are followed about by police," he said. "If the Government repeals this bill they should make it clear that natives will enjoy the same everyday life as Europeans. . . . We want a common law for all."

Mr. Paul Mason (NG Islands), said the ordinance was introduced in 1952 because of outside pressure "and now because of outside pressure it is being stripped away."

In some cases, Mr. Mason said, natives probably would be more advanced had there not been certain legislation.

Mr. L. Hurrell (NG Mainland), said the ordinance was discriminatory, but only against Europeans. But of 36 native groups canvassed by the Government, 25 wanted the ordinance repealed and 11 were undecided, he said.

Islands' Interest in Sydney ANZAAS Congress

Subjects of Islands interest will be among those discussed at the 36th congress of the Australian and New Zealand Association for the Advancement of Science, to be held in Sydney for four days from August 20. The congress celebrates 75 years of work for ANZAAS.

Among the papers of special interest are those dealing with New Guinea administrators, political changes in the New Hebrides, the economy of New Guinea and Pacific archaeology.

R. B. Joyce will speak on Sir William MacGregor; Dr. F. J. West will speak on Sir Hubert Murray.

J. A. C. Mackie will present a paper on The Indonesian Regional Revolts of 1957-58.

M. R. Allan will speak on the economic and political changes in Aoba, New Hebrides, and Dr. Paula



Jackson's Airport in Port Moresby is changing. A new sight for travellers these days is the new control tower under construction. New airport offices are at the rear.

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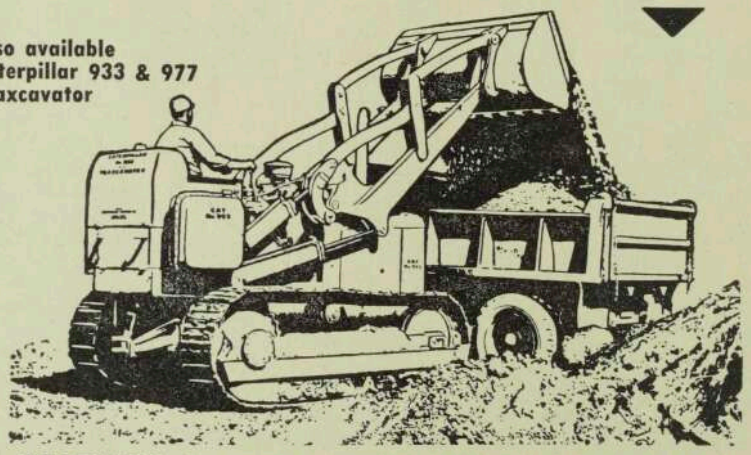
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will speak on the economic olitical changes in the New Highlands.
rs on Papua-New Guinea also e presented by Dr. Murray , Dr. Peter Lawrence, Dr. R. rndt, and Miss Dawn Ryan.
e will be papers on the de- ent of New Guinea as seen) the Geographer, presented G. Irwin and G. A. V. Stanley, e Economist, presented by K. eman, (c) the Anthropologist, ed by Dr. M. J. Meggitt.
ews of New Zealand, Pacific ustralian archaeology will be ed by J. Golson, Dr. Roger D. J. Mulvaney, F. D. Mc- and R. Wright.
rs on linguistics will be pre- by Dr. A. Capell and C.

e will be a symposium on lia's Position as an Industrial in the Pacific."
aper on "The Present Status graphical Knowledge in New —A Review of 23 Years of s" will be read by Mr. G. A. ley, of Port Moresby.

More Hebrides ts in Gaol

s reported from the New es that British and French ties recently have captured a band of natives who are as the Taptapus Gang.

gang of natives, which has cally terrorised parts of Santo last 30 years, has its head- s in one of the most inacces- arts of the island. However, f the band were captured early 1 and two more early this Two others were killed some ago and it is believed that re than six of the trouble- are now at large.

e who have been caught are ing time.

Do You Remember Papua's Old Flag ?

Mr. John Guise, native member for the Eastern Papua electorate in the Papua-New Guinea Legislative Council, wants final union between Papua and New Guinea and a flag and a national anthem to go with it.

In the Legislative Council in Port Moresby in June he called on Australia to bring it about—in view of what is happening in West New Guinea, he said.

The territories at the moment are administered jointly, for convenience. But while Papua is an Australian Commonwealth territory, in the same way as Norfolk Island and the Northern Territory, New Guinea is a UN Trusteeship Territory held only "on trust". Short of straight out annexation, we can't see Mr. Guise getting what he wants, and in theory, it is possible that self-determination will be forced upon the New Guinea territory while Papua will remain an Australian dependency. (In the present climate of international affairs, it would be hard to believe that this will happen.)

One person who would have been interested in the appeal for a flag would be Mr. E. A. James, now living in Brisbane, who was a Member of the Legislative Council until 1959.

Papua did once have a flag—unofficially perhaps—but it was one of the things that went by the board when Papua was administratively linked with New Guinea. During his time in the Council, Mr. James made several speeches on Papua's old flag, deploring the fact the Territory no longer had it.

Few people now remember what it was like and no textbooks or handbooks mention it or describe it. Maybe some old Territorian can describe it to us, or send us a photograph or drawing of it, so that we can record it before it is entirely buried in the realms of forgotten history.

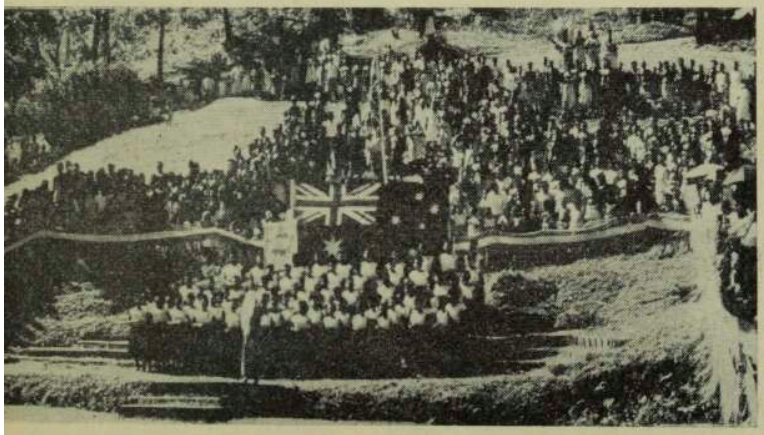
More Than 4,000 at The Kieta Choral Festival

A special aircraft was put on by TAA to handle the visitors who attended the 4th Kieta Choral Festival at Kieta, Bougainville, in June.

The occasion was a success with about 4,000 natives attending, and 100 Europeans and Asians. The festival attracted a greater number of out-of-town visitors than last year.

The winner of the Kieta Club Shield for the best choir was the Rumba, Seventh-day Adventist choir, runner-up was the St. Joseph's Rigu choir. The prize for the best mixed choir also went to the Rumba choir.

The objects of the festival, which is organised by local people, are to allow children of different areas to meet and mix, and to give rise to a spirit of friendly competition, and to show the public one facet of education which will rouse adult interest in education generally. The organisers stress the word "festival" and say it is not an Eisteddfod.



The Kieta Choral Festival is always a spectacular affair. Here crowds line the hills to listen to one choir in action.

Samoan Officers May Leave To Beat NZ Car Regulations

Because of an amendment to New Zealand regulations concerning motor cars, the Samoan Public Service is about to lose 26 seconded officers, they have booked their passages to return to New Zealand before the end of the year, in spite of the fact that their contracts will not have finished for up to two years hence.

The amendment, which comes into operation on January 1 next, disallows any car being imported into New Zealand tax free unless the owner has been resident outside New Zealand for the preceding five years. This has caught many officers seconded to Islands territories who

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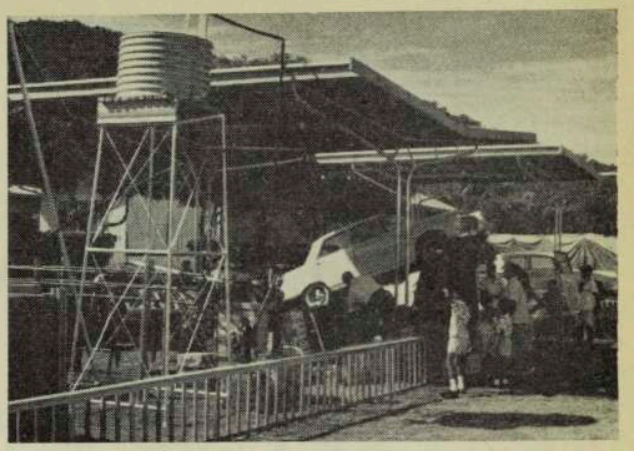
bought cars since taking up duties.
cording to those people ed, they are now faced with choices—either lose up to £250 turning with their car when their act terminates, or break their act before January 1 and lose y as a result of having to pay fares to New Zealand.
cluding those who are terminat- heir contract, or leaving for reasons, over one-third of the ry's overseas officers can be ted to leave at the end of the said J. R. Robinson, president he Western Samoa Overseas rs Association in June. "Western a is in for a difficult time due his New Zealand regulation, e the support New Zealand d last January to this newly endent country."

ti Getting Into The Business

iti is hoping to follow the lead me other Pacific territories and nto the tuna business. An ican company, Star Kist Foods, ans to construct a freezer there e fish it will catch in adjacent .
fleet of 16 "chasers," each of ns, will do the fishing with ese crews. A specially equipped will call periodically at Papeete k up the catch to carry it to and America. The company to catch about 30,000 tons of er year, in which event a can- will be established which will employment to some 200 s.
v Caledonian authorities are ing these developments with interest. In a speech recently, w vice-president of the Conseil ouvernement, Mr. Roch Pidjot, sed that every encouragement be given to any such project ew Caledonia. Recently charges made in local newspapers that ican and Japanese capitalists een rebuffed in New Caledonia e local Administration.

as a Fair Day abaul

mething for everyone" could been the theme of Rabaul's Fair, 1962, staged on the oon and evening of May 19. crowd estimated at 4,000 ged to Malaguna Technical ge grounds to view exhibits, athletics and buy themselves nce in housie-housie, chocolate s and a monster fun auction.



Exhibits at the Rabaul Apex Fair ranged from water tanks to luxury cars. There was something for everyone. The winning outdoor exhibit featured a prefab steel building. See below.

Standard of booth construction and quality of displays was exceedingly high with some surprises—for instance few suspected a prominent local builder of being the expert cabinetmaker his display indicated.

Mechanical and industrial equipment formed the major displays with some emphasis on prefab and semi-fab steel buildings suitable for the tropics.

Motor traders were well in the forefront with displays of sleek modern cars and display "gimmicks" were up-to-date and ingenious . . . one prominent trader displayed a luxurious model on a turntable while a remote controlled motor mower fascinated others.

Athletes hopeful of Perth Games selection performed during the afternoon. Others, chiefly women, found their enjoyment in watching fashion parades.

The Fair was officially opened by District Commissioner John Foldi who also judged the exhibits. First award in the outdoor displays went to Rabaul Metal Industries, with J. L. Chipper & Co. second. Indoors, Joan's Salons took first place with Malaguna Technical College second.

Apex committeemen — Brian Darcey, John Herlihy and Bob Buder—drew thankful sighs at end of day. Long planning and organising had paid off handsomely for Apex, given the public a chance to see the newest and choicest in goods and equipment and at the same time given citizens one of their rare chances to spend a day "just looking".

BSIP Government Sees Light on Electricity

The second session and second meeting of the British Solomon Islands Legislative Council commenced on June 5 when four new members were sworn in.

The vacancy caused by the retirement of Mr. C. Reece, from the unofficial side of the Chamber, has been filled by the Rev. Father J. M. Wall, SM. (There are 10 Unofficial Members—four Europeans and six Solomon Islanders, with 11 Official Members.)

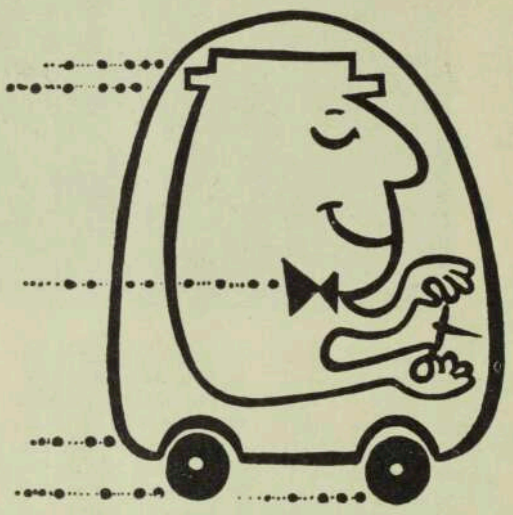
The Council passed seven bills, all except the Electricity Bill, 1962, without amendment.

This bill, on its first reading, gave complete control to Government. Mr. E. V. Lawson pointed out that any person authorised in writing by the Authority had powers of entry to inspect any electric appliance at any time, with no come-back for the consumer. He said that with electricity voltages fluctuating as they do in Honiara, or carelessness on the part of employees of Government, hundreds of pounds worth of damage could result and the consumer would have no redress.

The bill came up on the first day and as most unofficial members felt they were not concerned with electricity, there was very little debate at the first reading. Most of them have to come into Honiara from outlying districts (where there is no electricity) and do so at the last moment which leaves them very little time to study their papers. As one member stated, they "come in to bat on a sticky wicket".

However, Mr. Lawson's criticism bore fruit. An amendment now stands that Government accept liability for any loss or damage caused to any apparatus or equipment belonging to any consumer and lawfully connected to the electric lines of the Government when such loss or damage is proved to have been caused by the negligence of any person employed by the Government or the Authority. (Over)

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ıted Tikopia Has ɔnut Troubles

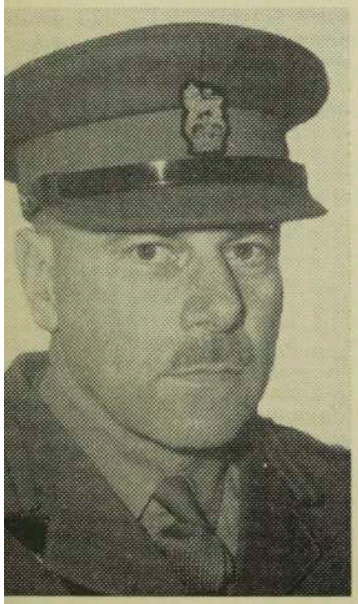
Tikopia, in the Eastern Solo- , a small red insect has caused : in the coconut palms. Damage een extensive and severe as the s turn brown, then black and ately both fronds and nuts fall d the tree appears dead.

ne specimens of the insect have sent to the Department of Agri- e in Honiara, where the Gov- ent entomologist, Dr. P. J. M. slade, came to the conclusion he pest is a species of Prome- ca. This was later confirmed in n.

chemical control of the pest is le on Tikopia, but the pre- ant Oecophylla, which has successful elsewhere is to be in- ced into the island in an at- to achieve permanent biolo- control.

possibility of spraying the was tested by a climber pull- portable sprayer up to the palm s but this was cumbersome and cessful.

conuts on Tikopia are grown in ill bush, often on slopes of 45 es. It was impossible to keep er supply for misting the spray the sprayers in these conditions was decided that chemical con- would be impracticable.



RMY CHIEF. It was announced in June rigadier Mervyn F. Brogan (above) would moted to Temporary Major General and ted General Officer Commanding, Aus- Northern Command. He succeeds Major R. E. Wade, who is retiring on July General Brogan was previously Com- dant of the Australian Staff College.

P-NG to Boost Cattle Imports

The Papua-New Guinea cattle importation subsidy scheme was broadened in June along lines calculated to stimulate the rapid build-up of the Territory's cattle industry.

The subsidy scheme was introduced in 1955, and up until now took the form of reimbursement of whole or part of freight payments. The revised scheme will allow importers to claim up to £50 for bulls, £32-£35 for cows over 42 inches at shoulders, and £25-£27 for cows under 42 inches. The new rates will be of benefit mainly to people who can get their cattle in at freight rates below the maximum subsidy payment. They then can add other approved expenses (such as veterinary fees in Australia) up to the amount of the maximum.

Other modifications are in the number of breeders permitted each property-owner under the subsidy scheme; formerly the number was limited to one-fifth the carrying capacity of the property; now the limit is one-third. In addition, mixed farmers can come into the scheme with a minimum number of 35 beef cattle (formerly 50); or 15 dairy cattle (formerly 20).

All stock eligible for the subsidy must have passed the usual tests required of all importations into the Territory and be of suitable breed for P-NG purposes and have had a purchase price not lower than the following: £100 for mature bulls; £50 for bulls 12 months or younger; £30 for mature cows; and £25 for heifers.

Native Hostility Surprises Indonesian Infiltrators

Papuans' antagonistic reaction to Indonesian paratroopers in West New Guinea is reported to be surprising to the Indonesians and embarrassing to the Dutch.

The Dutch want the Papuans to bring in Indonesians alive, in case the outside world "thinks the Papuans are savages who have never been taught any better by the Dutch". But the Papuans take a much more realistic view of the situation and Dutch forces have sometimes found themselves in the position of having to defend Indonesian prisoners from infuriated Papuans.

Papuans who have taken it on themselves to do a job of scouting and guiding for the Dutch have made the Dutch task easier. Without them it would have been almost impossible to comb out the infiltrators from some parts of the jungle.

I Can Do Anything Bigger Than You

It's good to get some matters straightened out. Rarotonga, in the Cook Islands, has lately been debating honours for the "biggest building in Rarotonga", with the following results, as reported in the "Cook Islands News":

"Sometime back we published in the Press the dimensions of the new Scott & Watson factory and claimed this to be the biggest private building in the Cook Islands. However, Island Foods Ltd. have pointed out that we are wrong in that theirs is the biggest building on the island, being 156 ft long, 32 ft wide and 18 ft in height.

"On checking our figures it is now proved beyond any shadow of doubt that Scott & Watson's building is the bigger of the two, being 6,480 square feet to Island Foods 4,992 square feet. Scott & Watson's factory therefore remains the biggest privately owned building in Rarotonga. Sorry, Island Foods."

Paratroops in the Fakfak area deliberately shot one Papuan who had been acting as a Dutch guide—evidently with the idea of discouraging the others. It had, in fact, the reverse effect.

Indonesians are said to be amazed at the hostile reception they have received from the natives. They had believed that they would be welcomed as "liberators" and inspire "uprisings" against the Dutch. Newspaper correspondents who have managed to get some prisoners to talk say that few of them appear to know anything of the background of the current dispute.

Qantas Cuts Last Link With New Guinea

A last link between Qantas Empire Airways and New Guinea will be cut in July when Qantas ends its weekly air service between Sydney and Manila, via Port Moresby. The service has been declared "uneconomic."

The weekly service, for passengers and cargo, has been operated by Super Constellations. There have been poor loadings on this route because Qantas has not been allowed traffic rights between Australia and New Guinea. This would have brought them into competition with

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the TAA and Ansett-ANA services between Australia and P-NG.

Because all Qantas Australia/Far East traffic travels on the thrice weekly express Boeing 707 V-Jet services which fly Sydney to Manila direct and continue on to Hongkong and Tokyo, the Super Constellation Service had been supported only by the inadequate New Guinea/Far East passengers.

Qantas for many years after the war had a monopoly on the service between Australia and New Guinea and was the main carrier within the Territory.

Latest on the Japanese Banana Front

Fiji's Development Commissioner, Mr. Eric Bevington, returned to the Colony from Japan at the end of May bubbling over with good news of a Japanese offer to buy all the bananas Fiji could offer at a price better than that paid by New Zealand. He had two offers from Japanese firms.

Then, to temper enthusiasm, he emphasised that the bananas must reach the high standard demanded by the Japanese market.

These would cost considerably more to produce than the present bananas, but the prices offered would provide an economic return. Growers would need to pay attention to diseases such as scab moth, and follow Department of Agriculture advice about spraying and fertilising.

Mr. Bevington arrived in Japan only a few hours after the *Port Montreal*, which had carried a trial shipment of bananas from Tonga and Fiji.

He said the Japanese were delighted with the quality. A big proportion of the Tongan bananas were in stems wrapped in plastic, and travelled very well. The Fiji bananas, which were shipped in cases, also travelled well, but they did not arrive in such good condition because they had rubbed against the rough wooden surface of the boxes, and because insufficient stem had been left on them when they were cut.

Fortunately, the Japanese recognised this as a packing fault, and not a flaw in the bananas.

Fiji will not have to compete with Formosa, the main supplier of the Japanese market, because her bananas will be available in quantity when the Formosa supplies cease during the northern winter.

Mr. Bevington hopes that another trial shipment will be sent to Japan in three or four months, and that

monthly quotas will be shipped
ds the end of this year. He
led a warning that several
-Asian countries were trying to
to the Japanese banana market,
at Fiji would face competition.

by New Hebridean Together in Sydney

bably the largest crowd of New
deans and ex-New Hebrideans
et together in Sydney attended
silver wedding anniversay of
nd Mrs. Hugh McLean on May

. and Mrs. McLean were
ed in Vila, where Mr. McLean
n accountant for Burns Philp.
spent many years in the New
des before moving to Sydney.
w Hebridean and former New
dean residents who attended the
se party, which was arranged
r. and Mrs. McLean's son and
ter, included: M. and Mme.
Ohlen, Mr. and Mrs. Ben Lod-
Mr. and Mrs. Stan Jones, Mr.
Mrs. Stan Breush, Mme. F.
eois, Mr. and Mrs. Bernard
well, Mme. Jean Ratard, Mrs.
yn Harris, Mr. and Mrs. Dick
M. and Mme. Marcel Faure-
Mme. Rossi-mere, Mrs.
na O'Ryan, Mrs. Thelma
n and her son Brian. Many of
guests Mr. and Mrs. McLean
ot seen for years.

"Isis" Drama Brightens on Norfolk Island

urist brochures which advertise
lk Island as a quiet little spot
e time stands still under the
ering pines", may have ac-
ed for the fugitive cutter *Isis*
g course for Norfolk from
y in late May. She arrived on
sland on June 5 with few of
lk's residents knowing the tur-
t state of affairs *Isis* had left
d in Syndey (*PIM*, June, p.
One who did was Norfolk's
police officer, Mr. Howard
sworth, who knew that the
y Divorce Court had put out
rder requesting that the owner
e *Isis*, Walter Martindale, re-
his daughter, Liane Tiare, 20
hs, to the custody of her mother
dney, pending divorce proceed-
Isis, police suspected, was head-
or Tahiti, where the Martindales
married, and also, police sus-
d, the child was aboard. Nor-
Fiji and even the Kermadecs
been asked to keep a lookout.
. Farnsworth made it his business
on shore when *Isis*' dinghy, and
member George McCafferty,
ashore to sniff the wind and



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find out if the people of Norfolk knew anything, about anything. Mr. Farnsworth feigned ignorance.

So next day Martindale came ashore with the other crew member, Derek Brewin. The result: *Isis* was soon boarded by officialdom and young Liane found herself literally in the arms of the law, with her carefree days before the mast ended.

Said Walter Martindale, ruefully: "I didn't know you had police here!" Father and child were obviously happy with each other, and Liane had been well looked after by Dad!

In a special court session, presided over by Chief Magistrate Thomas Jackson, it was ordered that Liane be held by the Crown, although in the actual custody of her father, until she could be returned to her mother.

Mrs. Martindale flew in from Sydney a few days later, together with three journalists who were there to cover the story, which was big news in Sydney. Mr. Martindale was handed a divorce petition, and wife and child flew back to Sydney. Soon after the Skymaster departed, events took a dramatic turn. McCafferty and Brewin were aboard the yacht when she was blown to sea by a gale. There was a search for her. The revolving aircraft beacons atop Mt. Pitt and Mt. Bates were turned on to provide a landmark for the yacht. Many days later, after Martindale himself had returned to Sydney, *Isis* turned up. She had been blown 300 miles northwest of Norfolk and McCafferty and Brewin were obviously sick of the whole business. Martindale cabled his congratulations on their safe return.

By late June, *Isis* had been taken through the tricky passage into a safe anchorage at Emily Bay. The two crew members had decided to stay at Norfolk "for a few months at least". But owner Martindale had still not returned to the quiet little spot to claim the now famous *Isis*.

"Almost" a Holiday in Honiara when "Oriana" Calls

There were festivities, fun and games in Honiara, BSIP, on June 18 when the P and O-Orient liner *Oriana* visited the Solomons on a tourist cruise—the first tourist visit since June, 1960, when the *Orcades* called.

It was not a public holiday—but it might well have been, as 2,000 tourists took over the town, and were taken on tours or watched native dancing. At a picnic lunch in the Mendana Gardens, boys and girls from Bungana and Tenaru, and a

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ian team and a team from
l each put on performances.
Tikopians seemed to be the most
ar.
al storekeepers reaped benefits
o did the Girl Guides Asso-
n, which sold handicrafts and
ed sight-seeing tours. The tours
brought them about £200.

rican Samoa Takes uits (And Viewers)

ruiting has started in Apia,
rn Samoa, by a private con-
r Mr. A. Belford, for up to
arpenters, plumbers and plas-
wanting employment in Tutuila,
can Samoa.
en asked about the Govern-
attitude to workers from
rn Samoa leaving for higher
offering in the Pago Pago
g boom, Prime Minister
fa said, "Naturally we don't
to lose any Government em-
s. But we can't stop anyone
the Government if they want to

h reference to the introduction
cational TV in Pago Pago later
ear, the Prime Minister said
Governor H. Rex Lee had
l to send over two or three
ion sets to see what reception
ke in Western Samoa.

s Go Ahead For Internal Airline

s are going ahead for the
shment of an internal air ser-
n the Solomons. It is now ten
since first moves were made,
correspondent, who adds that
people are now welcoming
action at last.
Santa Cruz an airstrip site has
hosen on an escarpment 300 ft
Graciosa Bay. The main diffi-
is to get heavy equipment to
ht to prepare the strip.
applications for airline services
the Solomons have yet been
but they probably will be
A number of New Guinea
employed by various airlines
their eyes on the Solomons.
Hebrides Airways, in Vila, have
een interested.
BSIP Superintendent of Civil
on, Mr. A. G. Corbin, has com-
a general survey of aerodrome
es in the Gilbert and Ellice
s. He visited Tarawa and drew
ns for the improvement of Bon-
rodrome. At Ocean Island the
ility of an airfield was discussed
representatives of the British
hate Commission and two sites
inspected, one of which was
to be capable of development.

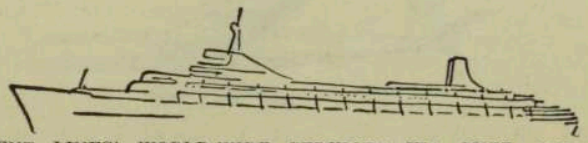
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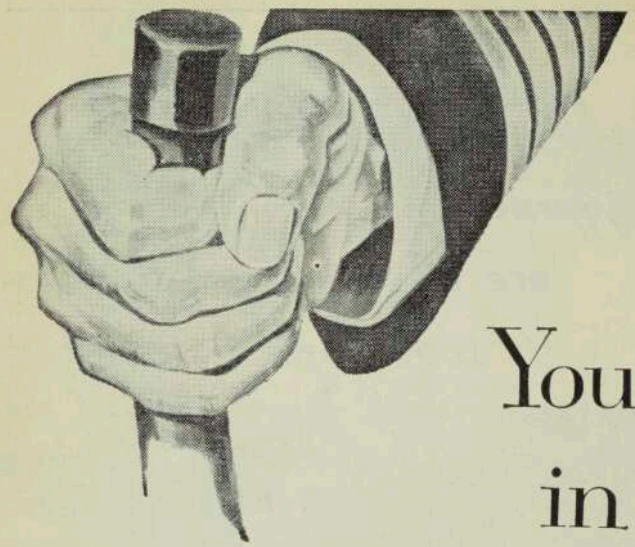
Consult any Authorized Travel Agent.

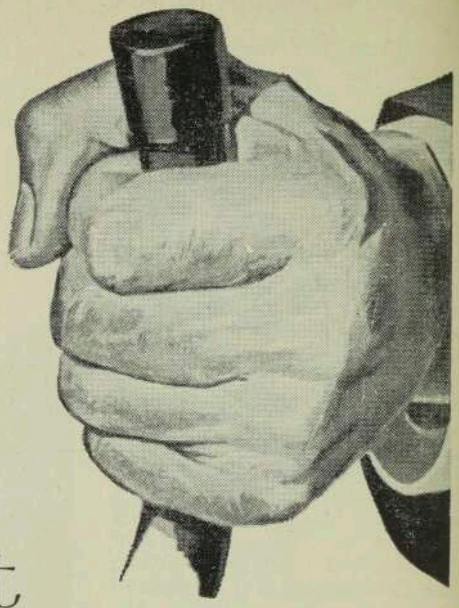


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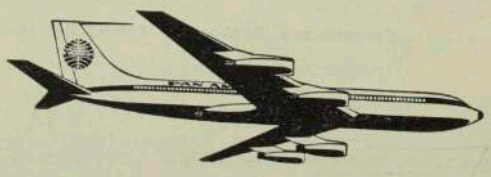
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Canberra COMMENTARY

rom our Canberra Correspondent.

The Wearing of the Green" ndonesian Army jungle en—by Australia's Defence nister, Mr. Townley, was ely the classic political boob the year.

the purpose of Mr. Townley's visit to Indonesia in June—re-ing one made to Australia last by his opposite number, the nesian Minister for National rity, General A. H. Nasution— to improve relations with Indo-a, Mr. Townley's trousers possibly that effect.

ut the Minister's action certainly riated the Dutch, who were al-y incensed at the timing of the . On two separate occasions he Hague the Netherlands Gov-nent lodged high-level protests nst the visit.

nd when news that Mr. Townley appeared in Indonesian Army form" reached Australia there a bitter comment from the ch Embassy.

his pointed out that Mr. Town-action had occurred at the very when Indonesia was committing ed aggression against NNG.

Ir. Townley himself dismissed report of a "uniform" as "arrant sense," and claimed that to save clothing from jungle mud and an Indonesian Army tailor had him up a pair of trousers and alm Beach shirt.

lowever, pictures which reached tralia later showed that the "Palm ch" shirt was adorned not only Mr. Townley's honourably-ed war service ribbons, but also Indonesian Air Force "wings" a tiger's head colour patch on sleeve.

n conjunction with jungle-green sers and army boots, it was in-d a colourable imitation of a form in any man's language.

he photographs showed Mr. vnley hatless. Perhaps Mr. vnley thought that lack of head-r enabled him to escape the strict nition of "uniform."

ut surely it was a little unusual a Minister for Defence, with a kground as an RANR commander, venture on to a military establish-nt uncovered?

Publication of the photographs brought another indiscretion from Mr. Townley. He changed his ground, and despite his earlier statement that the clothing had been made by an Indonesian Army tailor, he later claimed that it was the work of a civilian tailor.

The tailor had put the tiger's head badge on the sleeve, he said, and he "could not cut it off."

And, after the photographs were published, Mr. Townley described the garment as a "bush shirt," instead of as a "Palm Beach shirt."

There is a world of difference in the image conjured up by the two descriptions.

☆ ☆ ☆

If Mr. Townley's visit and "uniform" stuck in Dutch gullets, an announcement by the Indonesian Embassy in Canberra a few days later did nothing to ease the pain.

The Embassy announced that a Papuan from NNG, Mr. Moses Werror, would join its staff in July as an attache.

Mr. Werror left his home in Serui (Japen Island) in 1955 for Djakarta, and became one of the first two Papuans in the Indonesian Foreign Service. The other is Miss Merry Hellena Papare, recently appointed to a junior diplomatic post at the Indonesian Embassy in Brussels.

Australia is not a country in which the birthplace of a minor diplomat is a matter of consequence.

But it is no criticism of Mr. Werror personally to suggest that his posting might have been made at some other time, without the background noises of Indonesian paratroopers dropping into his homeland.

☆ ☆ ☆

West New Guinea seemed to embarrass the Government at every turn last month.

A report from The Hague said that two villages, Waris and Jafi, previously thought to be in NNG, had been found on a re-survey of the boundary to be in Australian Trust Territory.

This was confirmed by the Secretary of the Territories Department, Mr. C. R. Lambert, after consultation with the Administrator, Brigadier Sir Donald Cleland.

These reports brought angry howls from Indonesian newspapers, which protested against 3,000 "souls" being handed over by the Dutch to the Australians without any consultation with the villagers themselves or—and perhaps more to the point of the protest—with the Indonesians.

Mr. Lambert found himself invited to a conference with senior officials of the External Affairs Department.

The conference was one of those "hush, hush" inter-departmental affairs, but apparently the External Affairs Department was upset by the Indonesian criticisms.

A few hours later it volunteered an unsolicited and anonymous statement which denied that there had been any "agreement" with the Dutch for the handing over of the two villages.

The statement said that when the re-survey of the ground boundary was complete, it might be found that one or two villages close to it were not in the territory in which they had previously been assumed to be.

It was all very vague, and seemed to be aimed mainly at assuring the Indonesians that there was nothing yet cut and dried on the handover of the villages to Australian administration.

But it seems certain that although the two villages—which are shown on Dutch maps as lying about 50 miles south and slightly to the east of Hollandia—are really on the Australian side of the border, the External Affairs Department does not want the fact admitted at this stage.

P-NG is Less Wild Now

It was announced in Port Moresby in June that only 4,528 *square miles of restricted area still remain in Papua - New Guinea. "Restricted" areas are areas whose inhabitants are primitive people who are still fighting and feuding with their neighbours, and visitors need an administration permit to enter.*

The restricted areas that now remain are in the Sepik district (2,120 *square miles*), *Western Highlands* (1,270 *square miles*), *Eastern Highlands* (718 *square miles*), *and the Southern Highlands* (420 *square miles*). *As a result of the latest proclamation, the Madang district is now totally derestricted.*

P-NG Director of Native Affairs, Mr. Keith McCarthy, said the administration planned that the remaining 4,528 *square miles of restricted area would disappear by June,* 1963.

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DEATHS OF ISLANDS PEOPLE

Mrs. Viti Snodgrass

Mrs. Viti Snodgrass, daughter of a pioneer Taveuni family, died at the CWM Hospital, Suva, on June 5, after a long illness. She was the daughter of the late Mr. and Mrs. S. A. McKenzie, of Nagasau Estate, Taveuni, and was born at Mua Estate on the same island.

Her family was actively associated with copra plantations and cattle raising for many years. After her marriage to Dr. Robert Snodgrass, who went to Fiji in 1927, Mrs. Snodgrass became well known in many other parts of Fiji.

She took a prominent part in Red Cross work and was a member of the Board of Visitors of the Tamavua Hospital, until failing health forced her to curtail her activities. Her husband died in Scotland in 1948.

They had no children.

Mrs. Mabel James

Mrs. Mabel James, wife of Pastor A. Ross James, died in California, on May 1. Pastor and Mrs. James were Seventh-day Adventist missionaries in the New Hebrides from 1917 to 1929, and in Papua from 1931 to 1936. Mrs. James was much loved by the native people where she served. Some years after retiring they went to the USA, and were not able to return to Australia because of Mrs. James' poor health.

Rev. Dr. A. C. Cato

The Rev. Dr. Arthur Cyril Cato, BA, BD, B Ed, Ph D, who was a Methodist minister in Fiji for more than 20 years, died at the Balmain District Hospital, Sydney, at the end of May, aged 60.

He started his ministry in Tasmania, and went to Fiji in 1934, as principal of the Teachers' Training Institute, Davuilevu, Nausori. In 1938, at his own request, he was appointed to Kadavu, where he spent five years.

In 1934 he was back at Davuilevu as Superintendent and Principal of the Theological College. Next year he was Acting Chairman of the Fijian District of the Methodist Church, and in 1946-47 he undertook full-time study of the Fijian people, and their attitude to changing social conditions.

At the end of this research he submitted a thesis to the Melbourne University and it gained him his Ph. D. In 1948 he went to Lautoka as Superintendent of the Ba-Nadroga division of the church.

Dr. Cato left Fiji in 1952, and was appointed to Adamstown, Newcastle, NSW. At the time of his death he was superintendent of the Five Dock Methodist Church, Sydney.

He is survived by his wife and two married daughters.

Mr. Peter Quan Hang

At the age of 72, Mr. Peter Quan Hang, widely known and respected Chinese plantation owner and businessman, has died in Madang.

Mr. Quan, who was naturalised in 1960, entered New Guinea in 1913 and engaged in mission work. Later he joined New Guinea Company, his work taking him through most Territory centres, including Manus, Rabaul, Wewak and Kokopo.

During the war years Mr. Quan moved to Karkar Island, which he left in favour of Madang in 1947. He is survived by his daughter, Miss Margaret Quan, of Madang.

Mr. J. E. Willoughby

Mr. John Edward Willoughby, First Assistant Secretary of the Department of Territories, collapsed and died while playing golf in Canberra on June 23.

Mr. Willoughby, 53, had been First Assistant Secretary since 1956.

He joined the earlier Department of External Territories in 1950 as Assistant Secretary after working with the Commonwealth Public Service Board and the Department of Post-war Reconstruction.

Mr. Willoughby was a member of the South Pacific Commission Research Council from 1953-56, and was acting Australian Commissioner in 1952 and 1956.

He was a part-time tutor in public administration in the University of Sydney from 1944-47, and a lecturer in public administration and political science at the Canberra University College from 1948-50.

Mr. Willoughby is survived by his widow, two sons and two daughters.

He was to have attended the South Pacific Conference in Pago in July as an Australian Commissioner.

Bishop Darnand

Bishop Joseph Darnand, SM, who died at Apia on June 1 at the age of 83, was Catholic Bishop of Samoa from 1919 to 1953, when he retired.

Bishop Darnand, who was born at Lyons, France, was ordained to the priesthood in 1905 and immediately volunteered for service in the South Pacific. He arrived in Samoa in the same year and was appointed to Falefa.

In 1908 he was placed in charge of the Catechists' Training School, Moamoa, and held that appointment till he became Bishop, succeeding Bishop Boyer, who died in 1919.

He was honoured for his work by the French Government with the Legion of Honour, and by the British Government with the OBE.

Bishop Joseph Blanc

The death occurred in Nukualofa in June of Bishop Joseph Blanc, at the age of 90. Details of his career are given on p. 49.

Mr. W. F. Hayward

Mr. W. F. Hayward, a former Postmaster-General in Fiji, died in an Auckland hospital on June 18, aged 71. He was born at Suva and joined the postal service in 1905 when he was 14.

After his retirement he made his home in New Zealand, before settling in England for a few years. However, he returned to New Zealand a few years ago, and lived at Auckland till his death. He is survived by his widow, one son and one daughter.

Trade Talks

(from p. 21)

into New Zealand, said he was not disturbed at the banana deals with Japan.

"I would not be surprised if in a couple of years nothing more is heard about the Japanese market," he said.

Mr. Walker said that the Japanese fruit market was a very difficult one with the highest standards in the world, and he doubted whether Pacific producers could meet the standards required.

"We understand the difficulties facing growers in the Pacific area and make allowances by relaxing standards to assist growers after times of hurricanes, etc. I am sure the Japanese market would not be so easy," he said.

However, later in the month, back in New Zealand, Mr. Walker was reported to have changed his tune. He described the recent developments as a threat to New Zealand supplies.

Unless the New Zealand Government gave Fiji and Tonga an assured market for a certain quantity of bananas each year, those islands were likely to look with more favour on the Japanese market, he said. . .

Western Samoa, which was not affected by the New Zealand import restrictions, now was supplying about three-quarters of the New Zealand banana requirements. (Over)

oduction from all the islands this had been heavier than usual, and and Tonga had surplus fruit.

Spanner Speaks

(from p. 24)

rry Spanner and his Kombiu cohorts are now exhorting d race members to enter into a ng-savings scheme which will to better housing. "Exhorting" s making a house-to-house (or -to-shack) appeal to the mixed to help themselves.

hey need driving, counselling," ner admits. "Each man and an is through virtue of mixed tage an individual, not always le of working with others."

anner's understanding of his e may go further than that of y Lewerissa, who himself is a naturalised Australian through e of his Ambonese parentage. rissa maintains his people are tious and want the respect of citizens.

ut what can they do when they no country they can rightfully home?" Lewerissa asks. "My e receive Australian basic wages They can never live in Aus- We are here for life.

'e want security. If—when—we granted naturalisation rights, at 200 locals would apply. There others, affiliated with us, in ng, Manus and Madang. Some em would apply."

anner is more conservative. "We the right to be naturalised," he "but I couldn't estimate how would exercise that right. It be a matter for the indivi-

wever, the Euronesian is not so trodden as to affect his spirits ly. "We are irresponsible some- ," Spanner says. "To most of us always sunshine."

mes visited by the Council of Services, though ramshackle, mostly models of cleanliness omely pride. About 20 per cent. Rabaul's Euronesian populace a motor vehicle, about 10 per own their own homes, all homes quipped with refrigerators.

me, like Lewerissa and George , have risen to positions of councillors—though the feeling t this is meant more as an Ad- tration sop to their vanity than real appreciation of their worth citizens. Others distinguished selves as soldiers—self-enlisted ring the last war, two receiving ations of MM and DSM. Most part in sports and are good solid ns.

A minority, as in most unwanted, contribute to petty crime.

Why can't these people become naturalised? Why are they not paid wages commensurate with their varying abilities? *PIM* has asked these questions often over the years, and they are the questions Spanner wants answered.

Meanwhile, Spanner is undaunted, and looks forward to the day when Euronesians are beyond slights, and are regarded as a progressive people with full citizenship rights—as they are in other parts of the South Pacific.

SP Conference

(from p. 20)

radio and Press. This is the first time a South Pacific Conference has been held on American territory and the Americans intend to make the most of it. American Samoa has been given a much-needed face lift recently, and delegates who have known it in previous years will find Pago Pago much improved, and a different atmosphere prevailing.

There will also be a wide Australian and Commonwealth coverage. The Australian Broadcasting Commission will send a team of three, Mr. Arthur Cooke, its Diplomatic Correspondent in Canberra, Mr. Jim White, a Talks officer and Mr. Robert Feeney, a cine-cameraman. The team will distribute television material around the Commonwealth and reports will go over Radio Australia. AAP-Reuter is sending a senior journalist from Melbourne, who will give an international coverage.

Here are the main participants, including delegates, alternates and advisers:

AMERICAN SAMOA: High Chief S. P. Aumoeualogo, Mrs. Arieta Mulitauaopele, Dr. Paul Godinet, Mrs. Saeuteuga L. Scanlan.

BRITISH SOLOMONS: Francis Bugotu, MLC, Mariano Kelesi, MLC, M. B. Hamilton.

COOK ISLANDS: Mrs. Poko Ingram, MLA, Sadaraka Metuakore Sadaraka, William Estall, MLA.

FIJI: James Madhavan, MLC, Ravuama Vunivalu, MLC, John Anthony Moore, MLC, Adi Laisa Ganilau, Miss Satya Devi Bali.

FRENCH POLYNESIA: Jean Amaru, Mrs. J. Mazellier.

GILBERT AND ELLICE ISLANDS: Te Babera Kirata, Te Ruotake Iantin, Tupua Leupena, R. J. S. Hutchinson (who is also adviser for the New Hebrides).

GUAM: Pedro Martinez, Ricardo J. Bordallo.

NAURU: John Agege, James Apegam Bot, Raymond Gadabu.

NETHERLANDS NEW GUINEA: Markus Kaisiepo, Herman Womsiwor, Miss Neeltje Urbinas, Fredericus Poana, Saul Hindom, Pieter J. Merkelijn.

NEW CALEDONIA: Raymond Koindredi, Mrs. Sophie Wala Enoka.

NEW HEBRIDES: Philip Ilo, R. J. S. Hutchinson, Maxime Carlot, Bernard Hebert (also advser to Wallis and Futuna Islands).

NIUE: L. R. Rex, A. Strickland.

PAPUA-NEW GUINEA: Miss Nedulo Boko, Miss Lucy Saikaso, John Guise, MLC, Anton Kiari, Elliott Elijah, Oala Oala Rarus, Robin Kumaina, John Parinjo, Jure Makili, Sinaka Goava, Miss Pat Ure, Kevin Sheekey.

TOKELAUS: Tauilili Lepaio.

TONGA: Dr. S. Tapa, T. T. Simiki.

TRUST TERRITORY OF THE PACIFIC ISLANDS: Raymond J. McKay, William Allen, Thomas O. Remengesau.

WALLIS AND FUTUNA ISLANDS: Sosefo Makape, Atelea Matetau.

WESTERN SAMOA: Masiofo Fetaui Mataafa, Asi Vui Tuiataga Leavasa, Afamasaga Samuelu Va'ili, Tuatagaloa Leutele, T. S., MLA.

OBSERVERS: The Most Reverend George Pearce, S.M., representing the Apostolic Delegation to Australia, New Zealand and Oceania; Dr. Lawrence O. Roberts, representing the World Health Organisation; Dr. Alexander Spoehr, representing

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. . . . . Margaret Merril.

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Hawaii's East-West Centre and Frederic Duclos Barstow Foundation; Mr. William J. Mullahey (of PAA), representing the Pacific Area Travel Association; Dr. Roland W. Force, representing Bernice P. Bishop Museum, Hawaii.

Among the more interesting names are:

MARKUS KAISIEPO, a Dutch New Guinea leader who is Vice Chairman of the New Guinea Council and has attended all the previous conferences.

HERMAN WOMSIWOR, also a member of the Netherlands New Guinea Council, who has attended a meeting of the General Assembly of the UN on behalf of NNG, and who is a leading Papuan businessman.

JOHN GUISE, an elected member of the P-NG Legislative Council, who is New Guinea's only full time politician. He is part-European.

ANTON KIARI, a leading native of Buka, Bougainville, which in recent years has been something of a trouble spot for the Administration. At one stage Kiari himself added to the problems.

MRS. POKO INGRAM, a member of the Cook Islands' Legislative Assembly and a women's leader and Rarotonga businesswoman.

RAVUAMA VUNIVALU, a Fijian member of the Legislative Council and President of the Fijian Peoples' United Party. He is a District Officer.

ADI LAISA GANILAU, a leading Fijian, is the wife of Ratu P. K. Ganilau, Acting Secretary for Fijian Affairs.

Dr. SIONE TAPA, who trained in Suva, New Zealand and London is Tonga's Chief Medical Officer.

MASIOFO FETAUI MATAAFA is the wife of West Samoa's Prime Minister, Fiame Mataafa.

HON. TUATAGALOA LEUTELE TEO SIMAILE is the West Samoan Minister of Education. He will be adviser to the West Samoan delegation.

Liquor Attack

(from p. 18)

off-licences. Boiled down this was a minute percentage of the population of the Colony.

Mr. Fullerton said the main objection to the present laws was that they discriminated in favour of Europeans, who could buy liquor at will. (Fijians and Indians can drink beer in hotels without a permit, but for anything else a permit is necessary).

Mr. Fullerton suggested that the best way to remove the discrimination was to make the Europeans subject to the same restrictions as other races. Europeans who were not prepared to accept that discipline for the good of the whole community were free to settle elsewhere.

He recalled that in 1957, when the Government removed the controls on beer-drinking in hotels, it did so in the face of serious misgivings on the part of responsible citizens.

Now, the 1962 Liquor Bill had the avowed intention of removing virtually all control on liquor. As it stood it would mean the deterioration of Fiji.

The United District Committee of the Methodist Church was not long in following the lead given by Mr. Fullerton. They were quick to endorse his attack on the Liquor Bill as the view of the Methodist Church.

They boldly asked the Government to delay the bill till there is a new and wider Legislative Council in 1963. (But next year Fijians, and women of all races, will have the direct vote for the first time.)

Fiji's Prospects

(from p. 19)

community into political immobility. They will help to a degree in making their lands more productive; but they will do nothing to admit the swarming, eager Indians to permanent occupation of the Fijian heritage.

Nothing is being said publicly. But it is easy to believe that this is the Developers' Number One headache.

The Fijian Council of Chiefs has just commenced its two-yearly conference. Political and economic affairs will bulk large in discussions, which are not open to the public.

The Developers, obviously, are awaiting some major Fijian decisions. There is no reason for optimism. This Council of Chiefs is conservative to the point of reaction. It was this body which killed the main recommendations of the Burns Commission.

However, the over-all picture in Fiji is by no means depressing. There are a lot of unemployed among the young Indians who have just finished school, and have nowhere to go; and this section could develop a nasty political edge.

Otherwise, everyone seems busy and content.

The appearance of more and more good hotels is definitely stimulating the tourist business, and it could be that this growing traffic soon will become Fiji's second industry—the best money-maker next to sugar.

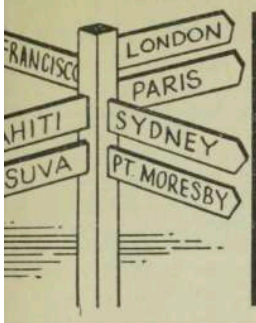
Men with experience and vision have been begging the Government to make more funds available for promotion of tourism.

British officialdom, however, is most sympathetic and helpful towards the new Fiji timber industry; and it is likely that a combination of Government and New Zealand private enterprise (Fletcher Timber interests) will bring in big export earnings from Fiji's forests quite soon. That is an industry that was very strongly commended by the Burns Commission.



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"Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



TRAVEL TALK

Big Events On The Roof Of Australia

While most Australians have a vague idea that something lled the Snowy Mountains Scheme is afoot in the highest land-ass of their continent, few of them realise the immensity of e work being done. Few visitors know anything of the project though it is the biggest current engineering undertaking in the orld. It has fascinated even non-engineering types who have one up to see it and the country, of course, is quite unlike what e think of as "typical Australia".

ORE and more people are nowa-days taking advantage of the organised Snowy Mountains run by Ansett-Pioneer, with the ing and full co-operation of the y Mountains Authority, the monwealth statutory body set up e middle of 1949 to handle the million hydro-electric project. ually, these tours commence at na, headquarters of the SMA, connection by coach may be e from any Australian capital For a four-day tour from na the cost is £A20/10/- per on, inclusive ccommodation all meals. ourists travel 3-seater diesel hes, accom-ed by a guide the SMA . The tour begins with a visit the Authority's information re, in North Cooma, where the ducting officer gives an overall ription of the scheme, aided by excellent colour film.

he Snowy scheme, basically, is to water from the eastern side of Great Dividing Range (where it s unproductively to the sea) and, toring and diverting it under the ntains, make it produce electric er, then send it down the Murray Murrumbidgee Rivers to the dry western plains where it is used for irrigation—and to a developing Australia the second part of the programme is even more important than the first.

The scheme falls into two sections. Firstly, the Snowy-Tumut Development, involving the diversion of the Eucumbene (tributary of the Snowy), the Upper Murrumbidgee and the Tooma (tributary of the Murray), to the Upper Tumut (a Murrumbidgee tributary) and the construction of a series of power stations on the Tumut River. Most of this phase of the work has been completed.



Secondly, there is the Snowy-Murray Development, involving the diversion of the Snowy to the Murray by a series of tunnels and the construction of two large power stations to utilise the 2,600 ft fall between the rivers. Subsidiary projects of this part of the scheme will generate power from Windy Creek and the Geehi River. A 15-miles tunnel connection between the Snowy and Lake Eucumbene is a "two-way flow", horseshoe-shaped tunnel designed to allow storage of the surplus flood waters of the Snowy.

Before setting out for the snow country, an inspection is made by the tourists of the Authority's engineering laboratories at Cooma, so that visitors may have a better appreciation of the problems involved in the gigantic undertaking. (At the laboratory, incidentally, other water projects on which the Authority's scientists and engineers are assisting in design can be seen in model form. One is the Laloki River-Rouna Falls hydro-electric scheme, near Port Moresby, Papua.)

Highlights of the tour include a visit to the underground Tumut 2 Power Station; a call at Adaminaby, the township that was completely moved by trailers to a new site six miles away, before its valley was flooded; a launch cruise across Lake Eucumbene and an inspection of Eucumbene Dam, one of the highest earth-and-rock-fill dams in the world; and, if travelling between late May and September, some of the most breath-taking snow scenery of the Australian Alps and the ski resorts.

Accommodation is in comfortable double and single rooms at the SMA township-camps at Cabramurra (4,880 ft, and now the highest town in Australia) and at Island Bend (on the Snowy), during the first and second nights, with dinner and breakfast at the SMA staff messes. Meals are well-cooked, wholesome food,



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without any fancy frills, served cafeteria-style.

The third night is spent at a modern motel at Khancoban, not far from the Victorian border, with meals at the motel's up-to-date restaurant.

Each evening, documentary colour films of some aspect of the Snowy Scheme are shown for the tourists' entertainment.

While warm clothing is essential during the winter months, it is not unpleasant travelling—the coaches are heated and both the barrack-type SMA accommodation blocks and Khancoban motel have individual room-heating.



Africa is Still Worthwhile—Part II

Since BOAC and South African Airways changed from Super Constellation aircraft to jets, Livingstone has been off the main Johannesburg-London route (which now goes through Salisbury in Southern Rhodesia and on to Nairobi, in Kenya), but the deviation is easy by local airlines and well worthwhile.

The deviation can either be from Johannesburg to Livingstone and on to Nairobi to pick up the jet lines; or from Salisbury as a side trip. Central African Airways and East African Airways operate the connecting services, using mostly Viscount planes.

There is only one reason for going to Livingstone—Victoria Falls, a dozen miles away. Livingstone itself is a small country town which would be equally at home in the American West, or the Australian outback, and has a population of about 2,000 Europeans. It was the capital of Northern Rhodesia until 1935.

Victoria Falls, although it has been a tourist sight for half a century, still manages not to be hackneyed. It is a visitor's "must" on the continent of Africa and a special must for anyone who has previously seen Niagara Falls—just to note different treatment given these two natural phenomena.

While Niagara is full of the emissions from the local chemical factories, illuminated by coloured lights and stiff with people and whale-sized automobiles, Victoria Falls happens out in the wide, brown veldt without any assistance from man, and has been little spoiled since the missionary-explorer David Livingstone became the first white man to gaze upon it in 1855. Like Niagara, it now generates a vast amount of electricity but is unobtrusive about it.

The Falls—part of the Zambezi River—do not fall from a height onto a plain; but from a plain (or a tableland) into a huge gash in the earth. The falls are about three miles wide and an average 300 feet deep. After falling into the gash, the river then enters a gorge and runs in twists and turns in a canyon 400 ft deep for the next 40 miles (and finally reaches the sea over 700 miles away in Portuguese East Africa). From the surrounding country the Falls are not visible from afar. You have to be right on them—or over them in a plane—before you see them.

The Zambezi, which is a huge river even above the Falls, is the boundary between Southern and Northern Rhodesia and you can walk from one to the other over the all-purpose bridge built for the railway.

Tourist accommodation is clustered around the Falls area and not in the town of Livingstone and the best of it is the Victoria Falls Hotel, owned by the Government Railways and first class in any company. In its time it has entertained some of the world's most famous tourists.

Apart from the usual amenities it has a fresh-water swimming pool and a magnificient shady terrace where you can sit and drink and gaze over the brown countryside and what appears to be smoke a quarter of a mile away. To most Australians it looks like a bush-fire in the making; it is, in fact, the spray from the Falls as they tumble into the chasm. (The native name for the Falls means "the smoke that thunders".)

Most visitors can fill in a couple of days (skirting the notices that say "Do not try to make friends with the baboons") examining the Falls in all their aspects.

In full sunlight, at sunset, by moonlight they come in different moods, all fascinating or you can borrow raincoats and wander in the tropical rain-forest that the spray has produced; or be lucky enough to see the lunar rainbows that a full moon can produce.

As variations from the Falls, visitors can make launch excursions up the Zambezi to river islands frequented by elephants; visit the 20-feet high statue of Livingstone, who in his Foreign Legion cap, stands, points and stares along the face of the Falls he discovered over a century ago.

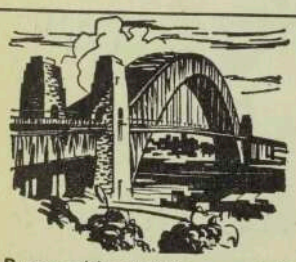
The Falls are just north of Wankie Game Reserve which can be visited either by land vehicle or flown over in small charter aircraft.

Part III to follow)

No Port Moresby-Far East Connection Now

Qantas Airways Super Constellation service (not an Electra service, as stated last month), from Port Moresby to Manila where it connected with jet services to Hongkong and Japan, has been withdrawn. (See page 159).

Round-the-Pacific tourists who wish to take in Papua-New Guinea must now do it as a separate side-trip from Australia.



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SHIPPING TIME-TABLES

Sydney-Papua-New Guinea

All sailings are approximate and may vary by as much as two weeks.

Malekula sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Samarai, Lae, Madang, Alexishafen, Rabaul, Pt. Moresby, Sydney. Next Sydney sailings: July 7, Sept. 1 (approx.).

Malaita sails from Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Wewak, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Aug. 8 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul, Samarai Pt. Moresby. Next Sydney sailings: July 14, Aug. 21 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Pt. Moresby, Rabaul, Wewak, Madang, Lae, Pt. Moresby. Next Sydney sailings: July 23, Sept. 27 (approx.).

Details from Burns, Philp and Co., Ltd., 7 Bridge Street, Sydney (B 0547).

Sinkiang: Leaves Sydney for Brisbane, Rabaul, Kavieng, Madang, Lae, Port Moresby, Sydney. Next Sydney sailings: July 11, Aug. 17 (from Rabaul goes to Nauru).

Shansi: Leaves Melbourne about every six weeks for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailings: July 13 (Pt. Moresby and Samarai only), Aug. 3 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

China Navigation Co. Ltd. vessels Anking and Anshun call at Pt. Moresby, Papua on their way north from Sydney to Hongkong.

Anking: Dep. Sydney Aug. 17, Pt. Moresby Aug. 25-27, thence Manila and Hongkong.

Details from Swire and Yuill Pty. Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Rabaul, Wewak, Madang, Lae. Next Sydney sailings: July 20, Aug. 20 (approx.).

Slevik: Leaves Sydney monthly for Pt. Moresby, Lae, Madang (if inducement) and Rabaul (calling Lord Howe Is. en route, occasionally). Next Sydney sailings: July 3, Aug. 7 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Austasia Line vessels run between Australian ports (turn round at Adelaide) and Papua-New Guinea, with every third voyage extending to Borneo.

Malacca: From Sydney, at Rabaul July 3, thence to NG outports and direct to Brisbane; thence southern Australian ports for loading; scheduled to sail again from Sydney on Aug. 4 (approx.).

Matupi: From Sydney, due Pt. Moresby July 5, Rabaul July 10, Lae July 14, Madang July 16, Wewak July 18, thence Nth. Borneo ports (arr. Tanjong Mani Aug. 11).

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Australia-NZ-Fiji-Canada-USA

		ARCADIA	ORSOVA	HIMALAYA	IBERIA
SYDNEY	depart	July 8	From	From	Sept. 9
AUCKLAND	arr/dep	thence	UK, via	UK, via	thence
SUVA	arr/dep	Far East	Panama	Panama	Far East
HONOLULU	arr/dep	July 31	Canal	Canal	Oct. 2
VANCOUVER	arr/dep	Aug. 5-6	Sept. 4*	Sept. 26*	Oct. 7-8**
SAN FRANCISCO	arr/dep	Aug. 8-9	Sept. 5-6	Sept. 27-28	Oct. 11-12
LOS ANGELES	arr/dep	Aug. 10	Sept. 8-9†	Sept. 30-Oct. 1†	Oct. 13
HONOLULU	arr/dep	Aug. 15	Sept. 14	Oct. 6	Oct. 18
SUVA	arr/dep	thence	Sept. 21	Oct. 13	thence
AUCKLAND	arr/dep	Far East	Sept. 24	Oct. 16	Far East
SYDNEY	arrive	Sept. 10	Sept. 27	Oct. 19	Nov. 14

* Long Beach. † Vancouver. ** Seattle Oct. 9.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	July 8	Aug. 2	Aug. 26	Sept. 16
LOS ANGELES	arr/dep	July 9	Aug. 3	Aug. 27	Sept. 17
BORA BORA	arr/dep	July 17	Aug. 11	Sept. 4	Sept. 25
PAPEETE	arr/dep	July 18-20	Aug. 12-14	Sept. 5-7	Sept. 26-28
RAROTONGA	arr/dep	July 21	Aug. 15	Sept. 8	Sept. 29
AUCKLAND	arr/dep	July 26-27	Aug. 20-21	Sept. 13-14	Oct. 4-5
SYDNEY	arr/dep	Jly. 30-Aug. 2	Aug. 24-27	Sept. 17-20	Oct. 8-11
NOUMEA	arr/dep	Aug. 5	Aug. 30	Sept. 23	Oct. 14
SUVA	arr/dep	Aug. 7	Sept. 1	Sept. 25	Oct. 16
NIUAFOOU	arr/dep	Aug. 8	Sept. 2	Sept. 26	Oct. 17
PAGO PAGO	arr/dep	Aug. 8	Sept. 2	Sept. 26	Oct. 17
HONOLULU	arr/dep	Aug. 13-14	Sept. 7-8	Oct. 1-2	Oct. 22-23
SAN FRANCISCO	arrive	Aug. 19	Sept. 13	Oct. 7	Oct. 28

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Sydney-NG-Far East.

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Samos: Dep. Japan (Moji) July 1 for Hongkong July 5-6, Manila July 8, Nth. Borneo ports July 10-13, Tarakan (opt.), Rabaul July 19-20, Lae July 21-22, Brisbane July 26-28, Sydney July 30. Dep. Sydney July 31 for loading in southern Australian ports until mid-August; dep. Sydney Aug. 24 for NG ports and Japan.

Milos: Due Sydney from Japan (Kobe) July 15; after loading in southern Australian ports, dep. Sydney again Aug. 3, direct to Japan. On her next southbound voyage she will call at NG ports, Honiara and Vanikoro.

Aros: Dep. Sydney July 10, Brisbane July 13, thence direct to Japan (arr. Yokkaichi July 24). Due dep. Japan (Moji) July 3, for Hongkong Aug. 3; dep. Hongkong, after dry-docking, Aug. 15, Manila Aug. 17, Nth. Borneo ports Aug. 19-22, Tarakan (opt.), Rabaul Aug. 28-29, Lae Aug. 30-Sept. 1, Brisbane Sept. 5, Sydney Sept. 7.

Tenos: Dep. Sydney July 18, Brisbane July 20-21, Townsville July 23-25, Lae July 28-30, Madang July 31-Aug. 1, Rabaul Aug. 2-4, Kilinwater (opt.), Manila Aug. 10-11, Hongkong Aug. 13-14, arr. Japan (Moji) Aug. 18. Dep. Japan (Kobe) Sept. 3, direct to Sydney.

Delos: Loading in Japanese ports during July; due dep. Japan (Kobe) Aug. 3 direct to Sydney, arr. Aug. 15. Due dep. Sydney Sept. 11 after working southern Australian ports.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney - BSI - P-NG

Soochow (NG Australia Line) leaves Melbourne about every five weeks for Sydney, Brisbane, Honiara (BSI), Rabaul, Madang, Lae, Samarai, Pt. Moresby, Sydney. Present voyage: Due Hongkong from Townsville (omitting Islands ports) July 1; will be one month dry-docking there; and will resume service at the end of August.

Slagen (Karlander Line) leaves Melbourne about every five weeks for Sydney, Pt. Moresby, Honiara (BSI), Rabaul, Madang, Lae, Sydney. Next Sydney sailings: July 19, Aug. 31 (approx.).

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong (every two months), NNG; thence Manila, Hongkong and China thence West Africa and return to Australia. Next Sydney sailings: Van Noort July 24, Van Neck Sept. 8.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Johan Van Oldenbarnevelt and Oranje sail regularly from Sydney for Europe, via NZ, Suva (irregularly), Papeete and Panama Canal; occasionally calls are made at Papeete on southbound trips.

Next outward voyage: JVO dep. Sydney Aug. 14 (at Papeete Aug. 20-21).

Next inwards voyage: Oranje due Sydney Oct. 1 (at Papeete Sept. 21-22).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Ruahine, ex-London, due Papeete July 17 (approx.).

Next northbound voyage: Rangitane, ex-Wellington, July 28, due Papeete Aug. 3.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

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National Library of Australia

New Zealand-Tahiti

lar two-monthly calls at Papeete casionally at Suva are made by n Pacific Service (a West German- shipping company) with its vessels rientes and Cap Domingo, running n NZ ports (including Napier) e west coast of USA.

etherlands NG - P-NG

Karossa (Dutch KPM Line) operates ingapore about every three months rtuguese Timor, Netherlands New ports (Sorong, Manokwari, Biak, Sarmi, Hollandia, Fak-Fak, a, Kokonao, Merauke), and Port y in P-NG; return by same route. Kaloekoe and Kasimbar, three y service on route as above—but g call at Port Moresby.
Sungei Bila operates from Manok- to Geelvink Bay ports; and nally from Hollandia to Wewak, g, Lae and Rabaul, in P-NG.

UK-Papua-NG-BSI

Line operates a direct service from to P-NG and BSI, vessels going Australia for cargo-loading and ng to UK via Suez. Next vessels: bank: From Continent, dep. July 11 for Pt. Moresby Aug. 15, i Aug. 17, Lae Aug. 18, Madang 0, Wewak Aug. 21, Rabaul Aug. vieng (opt.), Honiara Aug. 26.
tbank: From Continent, dep. Aug. 15, for Pt. Moresby Sept. marai Sept. 20, Lae Sept. 22, g Sept. 24, Wewak Sept. 25, Rabaul 27, Kavieng (opt.), Honiara Sept.

ils from Bank Line (A/asia.) Pty. 69 George St., Sydney (BU 2041).

rope-Papeete-Noumea- I-P-NG-Netherlands NG

gular service from the Continent K, via Panama, to Tahiti, New ia, BSI, P-NG and NNG is d jointly by Nederland Line Royal Mail and Royal Rotterdam Lloyd.
-Lloyd (RL): From Continent and Kingdom, due at Papeete July 24, Aug. 1, Honiara Aug. 5, Pt. y Aug. 9, Rabaul Aug. 13, Lae 5, Madang Aug. 17, Alexishafen 8, Wewak Aug. 19, Hollandia Aug. ak Aug. 28, Manokwari Sept. 1, Sept. 7.
at (NL): From Continent, dep. July 28, due Papeete Aug. 26, Sept. 4, Honiara Sept. 9, Pt. y Sept. 12, Rabaul Sept. 16, Lae 18, Madang Sept. 20, Hollandia 1, Biak Sept. 29, Manokwari Oct. ng Oct. 8.
ils from Royal Interocean Lines, orge St., Sydney (2-0573).

Z-West Pacific-Far East

o vessels of Crusader Shipping Co. running between New Zealand e Far East, call at Noumea (New ia), and Pt. Moresby (Papua)— casionally Lae and Rabaul (NG)— ir northbound run; and at Vila Hebrides) on the southbound trip o is offering. Current voyage:
en from Auckland due Noumea , Rabaul July 12, Pt. Moresby 15, thence Pt. Swettenham, ore, Manila and Hongkong (due 31). If inducement will call ta and Vila, southbound.
ils from Shaw, Savill Line, agents, een St., Auckland. (Tel. 30-310).

Far East-Sth. West. & Central Pacific

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 Hongkong, due Rabaul July 9, Madang July 12, Lae July 15, Samarai July 18, Pt. Moresby July 25, Santo July 29, Vila July 31, Suva/Lautoka Aug. 3, Noumea and Townsville (opt.), due arr. Japan Aug. 20.
Chungking: Dep. Japan July 19 for Hongkong July 23-27, Madang Aug. 4, Lae Aug. 7, Kavieng Aug. 10, Rabaul Aug. 12, Pt. Moresby Aug. 19, Honiara Aug. 22, Suva/Lautoka Aug. 26, Apia and Noumea (opt.), due arr. Japan Sept. 28.
Chekiang: Dep. Japan Aug. 9 for Hongkong Aug. 13-17, Wewak Aug. 25, Madang Aug. 28, Lae Aug. 31, Rabaul Sept. 3, Pt. Moresby Sept. 11, Honiara Sept. 14, Suva/Lautoka Sept. 18, Noumea Sept. 27, due arr. Japan Oct. 15 (where she will enter dry dock).
Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailings: Aug. 9, Sept. 20, Nov. 1 (approx.).
Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

(Over)

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

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General Agents

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APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
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PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila, Noumea and Sydney, and return by same route.

Next inwards voyage, ex-Marseilles: Melanesien: Papeete July 8-12, Vila July 21-22, Noumea July 23-27, Sydney July 30.

Next outwards voyage, ex-Sydney: Melanesien: Dep. Sydney August 1, Noumea Aug. 4-8, Vila Aug. 9-17, Papeete Aug. 24-29.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila and Santo. Next Sydney sailings: July 20, Aug. 17.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-Norfolk Is.-Noumea-New Hebrides

Colorado del Mar (owned by Societe Maritime Caledonienne, Noumea), carrying cargo only, makes a regular monthly voyage from Sydney to Norfolk Is., New Caledonia (Noumea) and New Hebrides (Vila, Santo and outports as required). Next voyage from Sydney: Aug. 2.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (BU 6311).

Europe-Sydney-Noumea

Cargo vessels of Messageries Maritimes run monthly between France and Noumea via Fr. East Africa and Australian ports. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vanoise July 26 (at Noumea Aug. 2); Velay Aug. 22 (at Noumea Aug. 29).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports. Next calls at Papeete: July 7, Aug. 12.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: July 10, Aug. 7.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: July 24, Aug. 21.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Sydney, at Suva July 11, Papeete July 15-16, thence via Panama Canal to UK, arr. Southampton Aug. 10.

Northern Star: Dep. Southampton July 10, via South Africa, at Sydney Aug. 15-17, Wellington Aug. 20-21, Auckland Aug. 23-24, Suva Aug. 27, Papeete Aug. 31-Sept. 1, thence by Panama Canal to UK, arr. Southampton Sept. 25.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco July 23, Los Angeles July 24-26, Papeete Aug. 8-10, Pago Pago Aug. 14-16, Apia Aug. 17-18, Suva Aug. 21-22, Lautoka Aug. 22-23, Noumea Aug. 25-28, Apia (open), Pago Pago Sept. 2-4, Los Angeles Sept. 18-20, San Francisco Sept. 21-22.

Thor I: Dep. San Francisco Aug. 21, Los Angeles Aug. 22-24, Papeete Sept. 3-5, Pago Pago Sept. 9-11, Apia Sept. 12-13, Suva Sept. 16-17, Noumea Sept. 19-21, Townsville (open), Rabaul Sept. 25-27, Apia (open), Pago Pago Oct. 4-6, Los Angeles Oct. 19-22, San Francisco Oct. 23.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sonoma July 16, Sierra July 31 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line has seven ships (Pioneer Gem, Isle, Glen, Reef, Surf, Star Tide) on US Atlantic Coast-Panama-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Surf July 12, Pioneer Reef Sept. 17.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Sept. 30 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Next Sydney sailings: July 20, Aug. 15 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Ltd. maintains regular monthly services from Melbourne and Sydney, and periodically from Adelaide, to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana July 31 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, operated by the Union Steam Ship Co. of NZ, Ltd., maintain a two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island, en route.

Next sailing: Waitomo Aug. 29 (approx.).

Waitemata, from NZ ports, makes three or four trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Next calls at Fiji: Van Neck Aug. 7-9, Van Cloon Aug. 31-Sept. 3.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Wed. and Fri.: London, New York, Francisco, Honolulu, Nadi (arr. a.m., dep. 4.30 a.m.), Sydney . 6.45 a.m.).
Thurs. and Sun.: San Francisco olulu, Nadi (arr. 3.40 a.m., dep. a.m.), Sydney (arr. 6.45 a.m.).
ancouver San Francisco, Honolulu (arr. 3.40 a.m., dep. 4.30 a.m.), ney (arr. 6.45 a.m.).

rnational Dateline is crossed be- Nadi and Honolulu.)

as/TEAL Electra International Mk. raft from Auckland connect at Nadi ., Thurs., Fri. Sat., Sun. and Mon. antas northbound flights, and on Thurs., Fri., Sat., Sun. and Tues. ckland, with Qantas south-bound (See Tables 18 and 19).

Y PAN AMERICAN AIRWAYS
ntercontinental Jet Clippers*)

Thurs. and Sun.: Dep. Sydney 5.30 for Nadi (arr. 11.15 p.m., dep. p.m.), Honolulu and Los Angeles Tues., Thurs., Sun. 5.30 p.m.). nections at Honolulu for San cisco, Portland and Seattle.

Fri. and Sun.: Dep Los Angeles p.m. for Honolulu, Nadi (arr. 5.15 Thurs., Sun., Tues., dep. 6 a.m.) Sydney (arr. 8.20 a.m., Thurs., , Tues.).

rnational Dateline is crossed be- Nadi and Honolulu.)

A use DC7C aircraft on connecting Auckland, Nadi, Tafuna (Am. , and Honolulu (see table 21).

CANADIAN PACIFIC AIRLINES
ristol Britannia and DC8 Jet)

Dep. Sydney 11 a.m. by Britannia Auckland (arr. 4.50 p.m., dep. 5.35), Nadi (arr. 9.40 p.m., dep. 10.35), Honolulu (arr. Sat. 10 a.m., Sun. 9 a.m. by DC8), Vancouver, terdam (arr. Mon. 1.45 p.m.).

Dep. Amsterdam 2 p.m. by DC8 Vancouver, Honolulu (arr. Sun. p.m., dep. Sun. 10.35 p.m. by annia), Nadi (arr. Tues. 6 a.m., 6.45 a.m.), Auckland (arr. 10.55 , dep. 11.45 a.m.), Sydney (arr. . 2.15 p.m.).

rnational Dateline is crossed be- Nadi and Honolulu.)

FAR EAST SERVICE
Sydney - P-NG - Manila

QANTAS EMPIRE AIRWAYS
(Super Constellation)

ce withdrawn as from July 1.

CTIONAL SERVICES IN PACIFIC
Sydney-New Guinea

Australia Airlines and Ansett-ANA from Sydney to Lae and return DC6B's. TAA runs the service s, Wednesdays, Saturdays; Ansett- uesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)

Dep.	Arr.
9.45 p.m.	Brisbane, 11.50 p.m.
Thurs., Sun.	Tues., Thurs., Sun.
Dep.	Arr.
e, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
Dep.	Arr.
esby, 7 a.m.	Lae, 8 a.m.

Tues., Thurs. and Fri. (Ansett)

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m

Wed., Fri., Sat. Wed., Fri., Sat.

Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby, 6.45 a.m.	Lae, 7.45 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)

Dep.	Arr
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

Wed., Fri. and Sat. (Ansett)

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.10 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TOWNSVILLE-P-NG-TOWNSVILLE

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.40 p.m., Cairns arr. 1.40 p.m., dep. 2.45 p.m., arr. Pt. Moresby 5.05 p.m. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.).
Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (July 11, 25, Aug. 8, 22, Sept. 5, 19, etc.).

CAIRNS-PT. MORESBY-CAIRNS

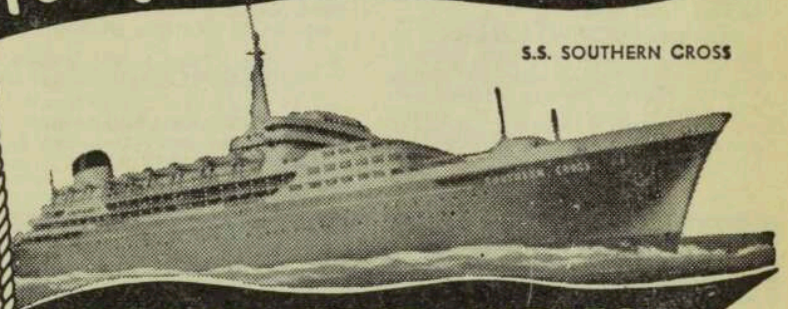
Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.45 p.m. (July 14, 28, Aug. 18, 25, Sept. 8, 22, etc.).
Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.15 a.m. (July 15, 29, Aug. 12, 26, Sept. 9, 23, etc.).

(Over)

Linking the Pacific Islands with

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CAIRNS-PT. MORESBY-BRISBANE
Ansett, with DC4 (Air Cargo Only)

Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m. (July 16, 30, Aug. 13, 27, Sept. 10, 24, etc.).

3. P-NG Internal Services

Operated by TAA
PT. MORESBY-LAE
(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6 a.m., arr Lae 7 a.m. (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Lae 8.45 a.m. Rabaul arr. 10.45 a.m. (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.).
Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (July 11, 25, Aug. 8, 22, Sept. 5, 19, 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. (July 13, 27, Aug. 10, 24, Sept. 7, 21, etc.).

PORT MORESBY-GURNEY (for Samarai) DC3

Mon., dep. Port Moresby 8.30 a.m. for Gurney (Milne Bay), returning same day, connecting with launch service to and from Samarai.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: Dep. Lae 7 a.m. for Madang Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues., Sat.: Dep. Rabaul 7 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.
Sun.: Dep. Lae 8.50 a.m. for Madang, Wewak, arr. 11.55 a.m.
Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

CENTRAL HIGHLANDS (DC3)

Fri.: Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamanda, Wabag, and return.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aiyura, Kaiapit, Wantoat, Kainantu, Gusap, Goroka, Arona, and return. (Note: Fortnightly calls at Dumpu—July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.).

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.30 a.m. for Wau, Bulolo Lae, arr. 12.45 p.m.
Thurs., Sun.: Dep. Lae 7 a.m. for Bulolo, Wau, Pt. Moresby, arr. 9.25 a.m.

MADANG-MT. HAGEN (DC3)

Wed.: Dep. Madang 3 p.m., arr. Mt. Hagen 4 p.m.
Fri.: Dep. Madang 9.30 a.m. for Mt. Hagen, arr. 10.25 a.m.
Fri.: Dep. Mt. Hagen 11 a.m., arr. Madang 11.55 a.m.

LAE-GOROKA-MADANG (DC3)

Tues.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 1.30 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 11.05 a.m.
Sun., Tues., Thurs.: Dep. Madang 7 a.m. for Goroka, Pt. Moresby, arr. 9.55 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.
Sat.: Dep. Rabaul 8 a.m. for Jacquinot Bay, Hoskins, Talasea, Finschhafen, Lae, arr. 12.45 a.m.
Thurs.: Dep. Lae 9.45 a.m. for Finschhafen, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 2.30 p.m.

MT. HAGEN-LAE (DC3)

Thurs.: Dep. Mt. Hagen 6 a.m. for Banz, Minj, Goroka, Lae arr. 8.45 a.m.

LAE-FINSCHHAFEN (Cessna)

Tues.: Dep. Lae 7.15 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

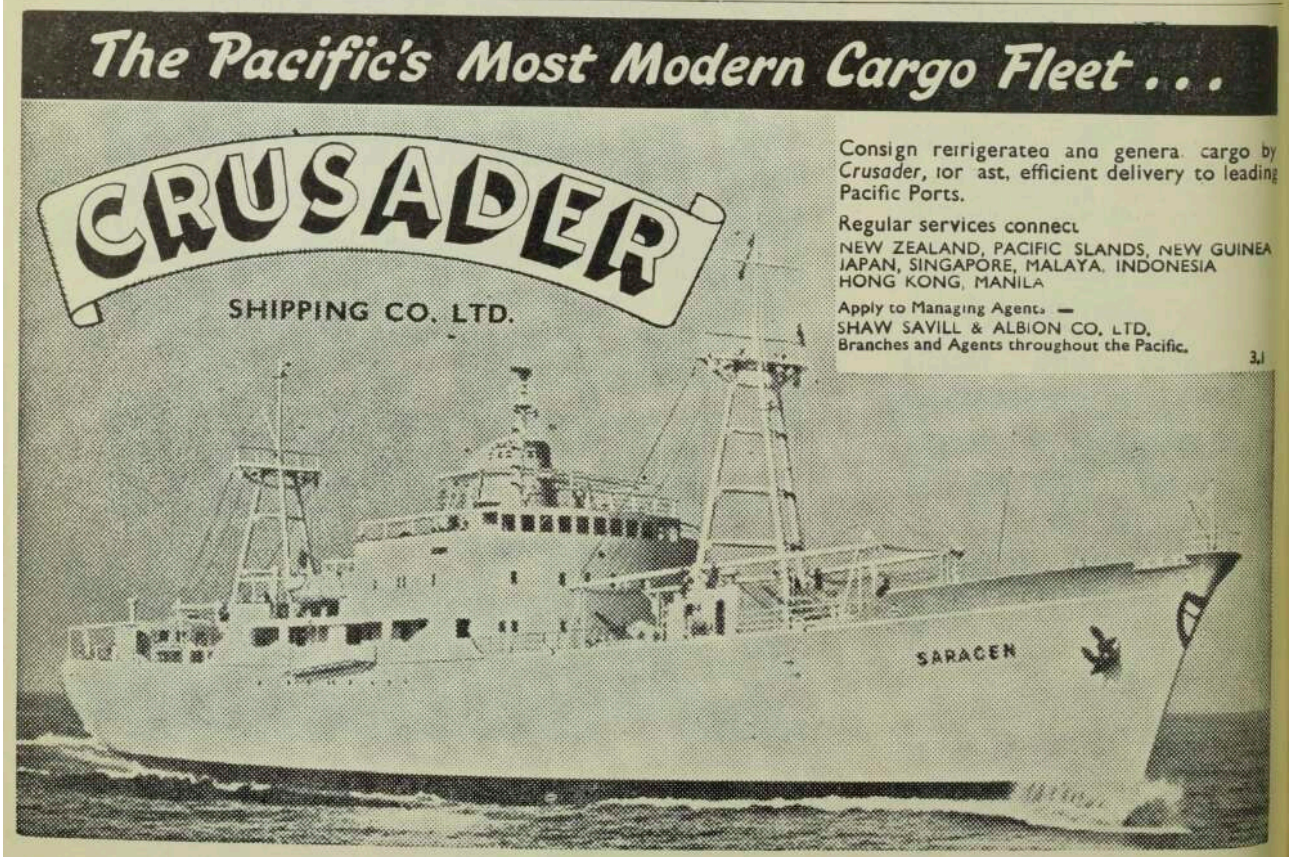
RABAUL-BUIN-RABAUL (DC3)

Fri. and alt. Mon. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.): Dep. Rabaul 7 a.m. for Buka, Wakanai, Aropa, Buin, Aropa, Wakanai, Buka, Rabaul arr. 3.30 p.m.

Operated by Ansett-Mandated Air Lines

Ansett-MAL DC3's, connect at Lae with the Sydney-Lae-Sydney DC6B services as follows:—

Wed.: Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Wed., Sat.: Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Wed., Fri., Sat.: Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Fri.: Dep. Lae 8.55 a.m. for Wau, Madang, arr. 10.55 a.m.
Fri. (Piaggio): Dep. Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, arr. 12.35 p.m.
Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
Fri. (Piaggio): Dep. Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.



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er Ansett-MAL scheduled internal services (mainly by DC3) include:
Dep. Lae 6.30 a.m. for Goroka, dang, Wewak, Rabaul, arr. 2.25 p.m.
ep. Lae 6.30 a.m. for Goroka, nantu, Wau, Pt. Moresby, arr. 10.50 ., dep. 11.30 a.m., Wau, Goroka, , arr. 3 p.m.
Dep. Rabaul 7 a.m. for Madang, wak, Madang, Goroka, Lae, arr. p.m.
Dep. Lae 8.55 a.m. for Goroka, dang, Wewak, arr. 12.15 p.m.
ep. (Piaggio) Mt. Hagen 9.30 a.m. Mendi, Kagua, Erave, Ialibu, Mt. en, arr. 12 noon.
ep. (Piaggio) Mt. Hagen 6.30 a.m. Banz, Goroka, Mt. Hagen. arr. a.m.
ep. (Norseman) Wewak 8.30 a.m. Lumi, Nuku, Wewak, arr. 11.05 a.m.
ep. (Cessna) Wewak 1 p.m. for rik, Yangoru, Wewak, arr. 2.45

ep. (Cessna) Wewak 8 a.m. for fomin, Wewak, arr. 11.10 a.m.
Fri.: Dep. Madang 8 a.m. for Mt. en, Banz, Minj, Madang, arr. 11.45

ep. Goroka 7.50 a.m. for Wau, Pt. esby, arr. 10.25 a.m.
ep. Lae 6.30 a.m. for Goroka, lang, Wewak, Momote, Kavieng, aul, arr. 4 p.m.
ep. Lae 6.30 a.m. for Goroka, Wau, Moresby, arr. 10.25 a.m., dep. 11.10 ., Wau, Goroka, Kainantu (Fri.), Lae arr. 2.35 p.m. (3 p.m.).
Fri., Sat.: Dep. Rabaul 5.45 a.m. Lae, arr. 8.25 a.m., dep. 9.20 a.m. aul, arr. 12 noon.
Sat.: Dep. Madang 7 a.m. for oka, Lae, arr. 8.45 a.m.
: Dep. (Piaggio) Mt. Hagen 1.30 . for Banz, Minj, Goroka, arr. 2.50

ep. Madang 7.30 a.m. for Goroka. , Pt. Moresby, arr. 10.55 a.m., dep. 0 a.m., Wau, Goroka, Madang, arr. p.m.
ep. (Norseman) Wewak 8 a.m. for pe, Vanimo, Sissano, Aitape, ua, Wewak, arr. 12.05 p.m.
Sat.: Dep. Rabaul 7 a.m. for leng, Momote, Wewak, Madang, oka, Lae, arr. 4.40 p.m.
Dep. Wewak 6.15 a.m. for Madang, arr. 8.50 a.m., dep. 8.55 a.m., , Madang, arr. 10.55 a.m.
ep. (Piaggio) Goroka 10.40 a.m. Minj, Banz, Hagen, Wabag, Hagen, z, Minj, Goroka, arr. 2.55 p.m.
ep. (Cessna) Mt. Hagen 9.30 a.m. Mendi, Kagua, Erave, Ialibu, Mt. en, arr. 12.30 p.m.
ep. (Cessna) Wewak 8 a.m. for oram, Wewak, arr. 9 a.m.
Dep. Lae 8.55 a.m. for Goroka, lang, arr. 10.35 a.m.
ep. (Cessna) Mt. Hagen 8.30 a.m. Mendi, Tari, Mendi, Mt. Hagen. 11.45 a.m.
ep. (Cessna) Wewak 9.30 a.m. for unti, Berui, Maprik, Wewak, arr. 5 a.m.

P-NG - Netherlands NG

HOLLANDIA (Neth. New Guinea)
TAA, with DC3 aircraft

Lae 6 a.m. alt. Fri. (July 13, 27, . 10, 24, Sept. 7, 21, etc.), for lang, Wewak, Hollandia, arr. 10.35

Hollandia 11.35 a.m. same day Wewak, Madang, Lae arr. 5.05

BIAK (NNG)-LAE
NG Airlines with DC3 Aircraft

Kroonduif NV (Netherlands New Airlines) maintains a fortnightly between Biak, Hollandia and Lae DC3 aircraft. It connects with DC8 service to Europe (see table 4). hurs. (July 5, 19, Aug. 2, 16, 30, Sept. 13, 27, etc.): Dep. Biak 6 a.m., Hollandia arr. 8.10 a.m., dep. 9.10 a.m., arr. Lae 1.10 p.m.
Alt. Fri. (July 6, 20, Aug. 3, 17, 31, Sept. 14, 28, etc.): Dep. Lae 9.15 a.m., Hollandia arr. 12.05 p.m., dep. 1.05 p.m., arr. Biak 3.10 p.m.

NNG INTERNAL SERVICES
NNG Airlines

DC3 aircraft link Biak with Hollandia (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Kebar, Wamena, Ransiki, Genjem; Twin Pioneer to Seroei, Steenkool, Manokwari, Noemfoer Inawatan, Teminabuan, Sorong, Wasior, Nabiri, Wissel Lakes, Kokanao; Beaver to Fakfak, Kaimana, Teminabuan, Ajamaroe, Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney (dep. Fri. 10.45 a.m.) and Holland, calling at Biak, NNG (arr. Fri. 3.40 p.m., dep. 4.40 p.m.), Manila (Philippines) and Amsterdam (arr. Sat. 11.50 p.m.). Dep. Amsterdam Wed. 1 p.m., via Manila and Biak (arr. Fri. 12.20 a.m.) for Sydney (arr. Fri. 7.05 a.m.).

DC8 aircraft dep. Biak Mon. and Fri. (5.15 p.m.) for Japan en route to Amsterdam (arr. Tues. and Sat. 8.45 a.m.). Dep. Amsterdam Wed. (2.45 p.m.) and Sat. (7 p.m.) for Japan and Biak, arr. Thurs. (11.50 p.m.) and Mon. (4.30 a.m.)

5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara arr. 4.20 p.m. (DC3) (July 16, 30, Aug. 13, 27, Sept. 10, 24, etc.).
Alt. Tues.: Dep. Honiara (DC3) 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.05 p.m. (July 17, 31, Aug. 14, 28, Sept. 11, 25, etc.).
Alt. Tues.: Dep. Lae (Fokker) 8.45 a.m. for Rabaul Buka, Munda, Honiara, arr. 4.10 p.m. (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (July 11, 25, Aug. 8, 22, Sept. 5, 19, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 11 a.m., arr. Noumea 2.20 p.m.
Thurs.: Dep. Noumea 3.45 p.m., arr. Sydney 5.30 p.m.

7. Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 6 p.m., eastbound for Athens, Beirut, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 8.15 a.m.).
Dep. Sydney Wed. 9.30 a.m. for Noumea (arr. 1.05 a.m., dep. 3.30 p.m.), Nadi (arr. 6.15 p.m., dep. 7.05 p.m.), crosses International Dateline, Papeete (arr. Wed. 1.10 a.m., dep Wed. and Fri. 10 a.m.), Los Angeles, Montreal, Paris (arr. Thurs. 8.25 p.m.).
Dep. Paris Wed. 12.20 p.m. westbound for Montreal, Los Angeles, Papeete (arr. Thurs. and Sat. 6.10 a.m., dep. Sun. 1.40 a.m.), crosses International Dateline, Nadi (arr. Mon. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Mon. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. 10.25 a.m.).
Dep. Sydney Mon. 11.40 a.m. for Darwin, Saigon, Rangoon, Karachi, Teheran, Rome, Paris (arr. Tues. 11.45 a.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Thurs.: Dep. Papeete 11 a.m. for Honolulu, arr. 4.35 p.m.
Thurs.: Dep. Honolulu 6.20 p.m. for Papeete, arr. 11.55 p.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft

Wed., Fri.: Dep. Papeete 10 a.m. for Los Angeles, arr. 9 p.m.
Thurs., Sat.: Dep. Los Angeles 1 a.m. for Papeete, arr. 6.10 a.m.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

Regular return flight from Rose Bay base each Tues. and Sat. (with extra flight Thurs. as required). (Over)

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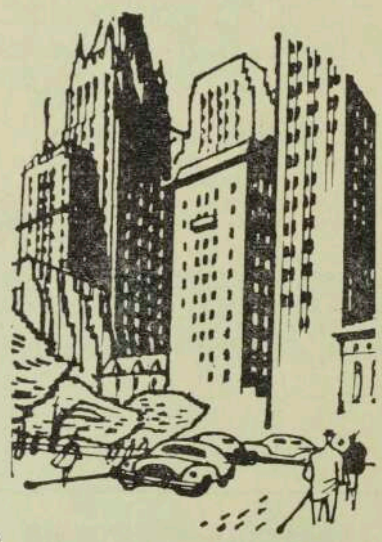
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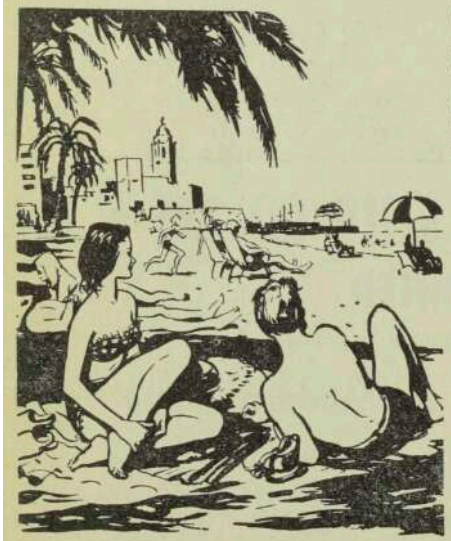


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9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 aircraft
Every Sat.: Dep. Sydney 8 a.m., **arr. NI 2.45 p.m.; dep. NI next day, Sun., 2.45 p.m. for Sydney, arr. 6.45 p.m. Flight extends NI-Auckland-NI. (See table 12).**

10. New Caledonia-New Hebrides

TAI with DC4 aircraft
Thurs., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

11. Noumea-Wallis Is.-Tahiti

TAI with DC4 aircraft
Monthly (second Sunday), dep. Noumea, (July 8, Aug. 12, Sept. 9, etc.).
Dep. Noumea, Sun., 11 p.m. for Wallis Is. (arr. Mon., 6.30 a.m., dep. 8 a.m.), crosses International Dateline, Papeete (arr. Sun., 7.05 p.m.).
Dep. Papeete, Tues., 8.30 a.m., crosses International Dateline, Wallis Is. (arr. Wed., 3.15 p.m., dep. 4.45 p.m.), Noumea (arr. 10.15 p.m.).

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)
Every Sat.: Dep. Norfolk 4 p.m., **arr. Auckland 7.45 p.m. Ret. next day, Sun.: dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m. (See Table 9).**

13. Sydney-Auckland

QANTAS and TEAL jointly, with Electra International Mk. II's
Daily: Dep. Auckland 9 a.m., arr. Sydney 11.20 a.m.
Fri.: Dep. Auckland 6.30 p.m., arr. Sydney 8.50 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 6.35 p.m.
Wed., Fri.: Dep. Sydney 12.30 a.m., arr. Auckland 6.05 a.m.
Sat.: Dep. Sydney 12.30 a.m., arr. Auckland 6.05 p.m.

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's
Mon.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.
Thurs., Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Tues., Thurs., Sun.: Dep. Christchurch 7 p.m., arr. Sydney 9.20 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II
Mon.: Dep. Christchurch 4 p.m., arr. Melbourne 6.55 p.m.
Tues.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II
Daily (except Tues., Sun.): Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily (except Tues., Sun): Dep. Wellington 4.30 p.m., arr. Sydney 7.05 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II
Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Wed., Fri.: Dep. Melbourne 12.30 p.m., arr Auckland 7 p.m.

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18. Auckland-Brisbane

TAS and TEAL jointly, with Electra International Mk. II

Dep. Auckland 11 a.m., arr. Brisne 1.30 p.m.
Dep. Brisbane 3 p.m., arr. Aucknd 8.45 p.m.
July 8, 22 only: Dep. Auckland 10 m., Brisbane arr. 12.30 a.m., dep. 30 p.m., Auckland arr. 7.15 p.m.

19. Auckland-Fiji

, with Electra International Mk. II's

(except Mon.)*: Dep. Auckland 0 p.m., arr. Nadi 12.15 a.m.
Fri., Sun.: Dep. Nadi 8.45 a.m., r. Auckland 12.35 p.m.
: Dep. Nadi 1.30 p.m., arr. Auckland 0 p.m.
Fri., Sun.: Dep. Nadi 8.45 a.m., arr. ckland 12.35 p.m.
.*, Sat.*:Dep. Nadi 5.30 a.m., . Auckland 9.20 a.m.
Ved., Fri., flights ex-Auckland, and ., Sat., flight ex-Nadi are operated antas under charter to TEAL.

0. Fiji-Am. Samoa-Tahiti

. with Electra International Mk. II

Dep. Nadi 3.30 a.m., crosses International Dateline, arr. Tafuna Sun 0 a.m., dep. 7.45 a.m., arr. Papeete n. 12.50 p.m.
Dep. Papeete 7 a.m., arr. Tafuna 25 a.m., dep. 11 a.m., crosses Date-e, arr. Nadi Tues. 12.40 p.m.

1. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

and Thurs.: Dep. Auckland 6 p.m., . Nadi 10.45 p.m.; dep. Nadi: Mon. y 12 noon, crosses International teline, arr. Tafuna (American noa) 4.05 p.m., Sun., dep. Tafuna .m., arr. Honolulu 8.05 a.m. Mon.
Dep. Honolulu 12.45 a.m., arr. Tafuna 8.40 a.m. Tues., dep. Tafuna 0 a.m., crosses International Date-e, arr. Nadi 11.40 a.m. Wed., dep. di 6.30 a.m. Sun., Thurs., arr. Auckd 11.15 p.m. Sun., Thurs.

2. Fiji Internal Services

Fiji Airways, Ltd., with Heron Aircraft

Nadi-Suva: **Two flights daily (Wed., and Sun. morning timetables 30 s. earlier)**: Dep. Suva 8 a.m., arr. di 8.45 a.m., dep. Nadi 9.15 a.m., Suva 10.05 a.m.; and dep. Suva .m., arr. Nadi 3.45 p.m., dep. Nadi p.m., arr. Suva 5 p.m.
Labasa-Suva: Dep. 11 a.m. Wed., irs., Fri. and Sat.
Labasa-Savusavu-Labasa-Suva: Dep. a.m. Tues.
Savusavu-Matei-Suva: Dep. 11 a.m. .
Savusavu-Matei-Savusavu-Suva: Dep. a.m. Wed.
Savusavu - Labasa - Savusavu - a: Dep. 11 a.m. Thurs., Sat., Sun.
Ira-Suva: Dep. 7.45 a.m. Thurs., .
Labasa-Matei-Labasa-Suva: Dep. 11 . Mon.
Matei-Labasa-Matei-Suva: Dep. 11 . Fri.
ils from Fiji Airways, Ltd., Victoria , Suva.

23. Fiji-Tonga

Airways, Ltd., with Heron aircraft

urs.: Dep. Suva (Nausori) 7 a.m., Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (July 12, 26, Aug. 9, 23, Sept. 6, 20, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (July 14, 28, Aug. 11, 25, Sept. 8, 22, etc).
Alt. Sat.: Dep. Suva 7 a.m., Nukualofa **arr. 11.15 a.m., dep. 12.30 p.m., arr.** Suva 2.45 p.m. (July 7, 21, Aug. 4, 18, Sept. 1, 15, 29, etc.).
Details from **Fiji Airways, Ltd., Victoria** Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways Ltd., with Heron aircraft

Alt. Thurs. (July 5, 19, Aug. 12, 26, Sept. 9, 23, etc.): Dep. Suva 7.45 a.m., crosses International Dateline. arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (July 4, 18, Aug. 1, 15, 29, Sept. 12, 26, etc.).
Alt. Thurs. (July 5, 19, Aug. 2, 16, 30, Sept. 13, 27, etc.): Dep. Apia 10 a.m. crosses International Dateline, arr. Suva, alt. Fri., 1.40 p.m. (July 6, 20, Aug. 3, 17, 31, Sept. 14, 28, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways Ltd., with Heron aircraft

Alt. Sun. (July 15, 29, Aug. 12, 26, Sept. 9, 23, etc.): Dep. Nausori 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 1 p.m. Next day (alt. Mon.) dep. Vila 8 a.m., Santo arr. 9.20 a.m., dep. 10 a.m., Honiara arr. 2.45 p.m.
Alt. Tues. (July 16, 31, Aug. 14, 28, Sept. 11, 25, etc): Dep. Honiara 8 a.m., Santo arr. 12.45 p.m., dep. 1.30 p.m., Vila arr. 2.50 p.m. Next day (alt. Wed.) dep. Vila 8 a.m., Nadi arr. 1 p.m., dep 1.45 p.m., Nausori arr. 2.35 p.m.

26. Hawaii-Tahiti-Am. Samoa

South Pacific Air Lines with Super-G Constellation aircraft

Weekly from Honolulu to Faaa International Airport. Papeete; fortnightly via Pago Pago (Am. Samoa).
Alt. Wed.: Dep. Honolulu 10 p.m., arr. Papeete Thurs., 7.30 a.m. (July 11, 25, Aug. 8, 22, Sept. 5, 19, etc.).
Alt. Wed.: Dep. Honolulu 11 p.m., Pago Pago arr. Thurs. 7 a.m., dep. 8 a.m. Papeete arr. 2 p.m. (July 4, 18, Aug. 1, 15, 29, Sept. 12, 26, etc.).
Alt. Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7.30 a.m. (July 14, 28, Aug. 11, 25, Sept. 8, 22, etc.).
Alt. Sat.: Dep. Papeete 8 a.m., Pago Pago arr. 12 noon, dep. 1 p.m., Honolulu arr. 11 p.m. (July 7, 21, Aug. 4, 18, Sept. 1, 15, 29, etc.).
Details from South Pacific Air Lines, 311 California St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.
Fri.: Dep. Auckland 5 p.m. for Noumea arr 10 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince aircraft

Between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome) —flight time is 45 minutes.
Dep. Faleolo (W. Samoa): Sun. 2 p.m.; Mon 9.15 a.m., 2 p.m.; Tues. 8 a.m.; Wed., Thurs. 9.15 a.m.; **Fri. 9.15 a.m.,** 2 p.m. (on demand); Sat. 9.15 a.m., 2 p.m.
Dep. Tafuna (Am. Samoa): Sun. 8.30 a.m., 4.30 p.m.; Mon. 10.30 a.m., 3. 15 p.m.; Tues. 9.30 a.m.; Wed. 10.30 a.m.; Thurs. 10.30 a.m.; Fri. 10.30 a.m., 3.15 p.m. (on demand); Sat. 10.30 a.m.
Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

RAI, with Bermuda flyingboat

Services to the Leeward Group (Isles Sous le Vent), Society Islands.
Sun., Mon., Tues., Fri.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.20 a.m., dep. 8.50 a.m., Bora Bora arr. 9.10 a.m., dep. 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.
Thurs.: Dep. Papeete 7.20 a.m., Bora Bora arr. 8.20 a.m., dep. 8.50 a.m., Raiatea arr. 9.10 a.m., dep. 9.30 a.m., Papeete arr 10.20 a.m.
Thurs.: Dep. Papeete 1.30 p.m., Raiatea arr. 2.20 p.m., dep. 2.40 p.m., Bora Bora arr. 3 p.m., dep. 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.
Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues., Fri. dep. Noumea 2 p.m. for Mare, Noumea, arr. 4 p.m.
Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat.: Dep. Noumea 2 p.m. for Lifou, Noumea, arr. 4 p.m.
Noumea-Ouvea: Tues. dep. Noumea 11 a.m. for Ouvea, Noumea, arr. 1.30 p.m. Sat.: Dep. Noumea 8 a.m. for Ouvea, Noumea, arr. 10 a.m.
Noumea-Houailou-Koumac: Wed., Sat. dep. Noumea 1 p.m. for Houailou and Koumac, Noumea, arr. 4.25 p.m.
Noumea-Isle of Pines: Mon., Wed., 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 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-motored amphibian flying-boats, PAA operates a service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana groups) for the US Government.
Details from High Commissioner of the Trust Territory, Box 542, Agana, Guam.

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Pacific Commerce and Produce

"Rich" Gold Prospects In East Papua

Official announcements made in June by Pacific Island Mines Ltd.—and more especially the chairman's report at the annual general meeting in Sydney on June 12—show that the company in prospecting operations extending over the last two years, has uncovered a goldfield of large potential value on Misima Island (Eastern Papua) and has indicated the probability of another, on nearby Sudest Island.

THE company holds 22 square miles on Misima, and the chairman (Mr. G. W. Noe) said that it now has completed nine miles of reconnaissance costeening and two and a-half miles of detailed costeening. "This programme has been very rewarding," said the chairman; and "a large potential has been firmly established."

The company now is appealing to the public for another £50,000 of new capital (making a total issued capital of £100,000); and it now is proposed "to commence a programme of development and exploration in depth."

The initial target will be the famous Umuna Lode, from which the Cuthbert interests obtained such startling returns before they were driven out of Misima by the Japanese invasion in 1942. That lode had yielded 3½ tons of gold before 1942. Pacific Mines engineers think the lode will get richer at depth. They calculate that if 50,000 tons of ore are mined per annum, the profit would be £170,000.

The company intends shortly to commence prospecting on its leases on Sudest Island, and its advisers are again very optimistic. "As an alluvial field, Sudest was very rich and was considered second only to the Klondike in output of gold per square mile," says the official report.

Much has been written about the gold mines on Misima, but little is on record about the phenomenally rich alluvial gold found on Sudest about 1890. It is known that, when Mrs. Elizabeth Mahoney ("the Queen of Sudest") went to the island soon after 1890, there were more than 200 miners there, living under very primitive conditions, but getting remarkable rewards.

PI Mines Ltd. offered a new issue of 406,320 2/6 shares to its present shareholders on the basis of one-for-one in June, but it is not known how the issue was received—the share markets at that moment were very timid. PI Mines' 2/6 shares were being quoted on the Sydney Exchange in June, after the New York Stock Exchange collapse, at less than 2/-; but they later recovered.

There can be no question about the value of the gold deposits on Misima and Sudest; Pacific Island Mines Ltd., in the hands of its present board, with Mr. L. W. Bergstrand as managing director, is conservatively managed—it has achieved wonders with its first £50,000; and this should be an attractive investment for anyone seeking a promising speculation in gold shares.

Apart from the goodwill of lands and mines officials, the company has had little practical help from the P-NG Administration in its effort to establish a valuable industry in Eastern Papua. It cannot even get Port Moresby's help in introducing a much-needed air service to Misima.

Oil Search to Drill In Papua

IAMARA, on the south-west bank of the Fly River, about 45 miles from its mouth, in the Gulf of Papua, will be the site of Oil Search Ltd's stratigraphic well.

The well will be drilled to basement rock, which is expected at 6,000 ft. Site preparations were scheduled to start on July 1. It is expected that the hole will be spudded in about October and that drilling will be completed next January.

The well is being drilled in accordance with arrangements made with Oil Search's partners, British Petroleum and Mobil of Australia.

Directors of Oil Search say that the surrounding area, in Permit 33 area, will be defined and excluded from the area at present under option to the Burmah-Murphy group.

CSR's £3 Million Profit: Dividend Up

Profit of Colonial Sugar Refining Co. Ltd. for the year ended March 31 rose £511,944 (almost 20 per cent.) to £3,129,679, and the dividend rate will be lifted from 9 to 9½ per cent.

Result is after provision for taxation of £2,245,886 (up £159,683) and provision for replacement and depreciation of £3,865,282 (up £154,465). Earning rate to capital rose from 12.4 to 14.8 per cent. Capital was unchanged over the year at £21.17 million.

CSR intends to split its £20 shares into 20/- units after the annual meeting this month. The company plans to make a 1-for-7 issue at a 10/- premium on July 31. Directors say that it is hoped to maintain the dividend at 9½ per cent. in the current year.

Choiseul Plantations Felt The Copra Breeze

A fall of over 10 per cent. in net profit, down £11,832 to £97,293 was suffered by Choiseul Plantations (Holdings) Ltd., a BP subsidiary, through the lower copra prices prevailing during its year ended November 30 last. Nevertheless dividend was again 40 per cent. (including bonus 30 per cent.).

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year's loss, together with the
s year's slump in profit of £94,793,
set most of the big rise of £11,953
it for 1959.
nt result was after increasing pro-
(including tax) to £94,747 (up
). No provision was made for
ation (last year, £14,686) as
rs consider the book values
ate". Reserve again received
0; and provisions no longer re-
£12,481, were placed to reserve

luation of plantation properties
an assets reserve of £161,090.
output increased by 139 tons to
tons, and cocoa by 301 tons to
is.

n is Still Fiji's Customer

visible balance of trade is still
her—1961 imports cost £4,059,886
han the Colony earned through
exports. However invisible earn-
rough the tourist trade, should be
han £1,000,000.
was again the biggest earner of
income, but the figure of
,757, was nearly £3,000,000 below
evious year's figure because of the
oubles in the industry. Copra and
oil earned £2,376,876 in 1961,
arned £1,202,022 and bananas
32.
in was Fiji's best customer with
es of nearly £6,000,000 worth of
lony's products. Canada was the
ggest buyer at £1,750,000 (mainly
followed by Australia at
,000 and NZ £1,250,000.
in was also Fiji's biggest supplier
£4,857,215 worth of goods,
l by Australia who sold products
£4,577,914 to the Colony, and
s third with £1,322,856 of sale.
East countries and territories
prominently in the latest trade
chiefly as sellers.
ms revenue from imports and
was £377,765 higher than the
estimate. The total collected was
,525, compared with an estimated
,560. Import dues accounted for
f the revenue with £2,670,930,
l by port and customs service tax
32,459, excise dues £464,474 and
ax £54,462.

i Coffee Still Money

gh it has survived a period of
financial difficulty, Kinjibi Hold-
d., NG Highlands coffee planters,
l not yet on a paying basis, said
airman (Mr. Sidney Baume), mak-
annual report in June.
erly Goroka Coffee (Holdings)
he company under its present
ment appears to have ridden out
rm that threatened to engulf the
concern a couple of years ago.
ating loss for the year ended
er 31 was £11,438 (£13,845 the
s year). After amounts written
,193, and bringing in tax provision
sly overprovided, £2,523, the debit
forward is increased to £34,914.
nt liabilities at £7,327 (including overdraft £1,670) compare with £26,640 a year earlier. A £16,650 12½ per cent. deposit note issue in October, 1961, has since increased by £1,400.

Further plantings on Kinjibi, previously hampered by lack of funds, were made possible by the note issue and considerable increase in coffee production is expected from 1965 onward when new plantings start to bear.

Southern Pacific Insurance Makes Bonus Issue

Southern Pacific Insurance Co. Ltd., of Sydney, an associate of the W. R. Carpenter group, last month announced a bonus issue for shareholders at June 15.

Basis was 1-for-1 5/- ordinary share fully paid and 1-for-5 contributing shares. The later represent the 1-for-1 par cash issue in April, 1960, that are paid to 1/- each, the balance to be payable as required.

The company's first bonus issue will in effect double paid capital from £240,000 to £480,000, and is being made in the form of a tax-free dividend.

Dividend rate after the bonus was not forecast in the directors' preliminary announcement but the rate has been 12½ per cent. since 1959 and was held last year on larger capital.

BP's See Fiji Outlook Brighter

Burns Philp (South Sea) Co. Ltd., Suva, showed net profit of £149,133 for the year ended January, 1962, compared with £146,864. With £100,623 carried forward, a final dividend of 1/- per stock unit on 1,000,000 units was declared (interim 1/- per unit was paid last October), absorbing £50,000; £50,000 was added to reserve (making £775,000); and balance of £99,757 was carried forward.

The pattern of the year's trading varied little from the previous 12 months, said the chairman, Mr. H. Maurice Scott. While there was a manifest lack of buoyancy owing to continued low produce values, the effects of severe hurricane damage in Tonga and to a lesser extent in Samoa, and slow recovery in the Fiji economy, results nevertheless proved quite satisfactory.

At the annual meeting, Mr. Scott said the outlook for Fiji for 1962 was considerably brighter than for 1961, as the colony now has the prospects of a stable sugar industry for some years to come. Because of recent difficulties in the sugar industry the six to eight million pounds distributed to growers in earlier years had last year fallen as low as three million pounds.

Union Co. Staff Changes

Mr. A. E. McPherson, who succeeded Mr. Dave Butler as manager of the Union Steam Ship Company at Suva, Fiji, about three years ago, will retire this month. He will be succeeded by Mr. David Graham, the present manager of the company at Apia, Western Samoa.

Mr. Jack St. Julian, who has been the company's 2 i/c at Suva for many years, will go to Apia to replace Mr. Graham.

Economic Outlook

A COLLAPSE on Wall Street stock market in late May/early June had repercussions on Sydney Stock Exchange during the month.

Trading in Sydney has been dull and apathetic, with small daily turnovers, as the price index of ordinaries skidded lower and lower—from 302.63 on June 1 to 290.22 on June 22, its lowest level since April last year. With New York stocks still slumped and the London market wavering, the index fell to 283.11 on June 26 before it recovered and began to climb slowly up the scale again.

Mr. Menzies returned to Australia on June 23 after talks with British political and trade leaders, and with President John Kennedy in USA, on UK's proposed entry into the Common Market. He said that no firm decision would be made by Britain until the full terms for joining the Market were made known by the Big Six. He added that his general impression was that the British Government is very much affected by what it regards as the political advantages of going into Europe.

Critics of the Common Market proposals were quick with the suggestion that the Royal Visit to Australia and NZ next February will have a vital significance. By that time, Britain will have made her momentous decision. If, as seems likely, UK decides to bind herself to Europe, her relationship with Australia and other Commonwealth countries must change. If that happens, the Royal Visit undoubtedly will play a major part in keeping the Commonwealth together and in maintain the affectionate ties between Australia-NZ and Britain. Mr. Menzies has scoffed at this suggestion of a political tie-up with the Royal Tour.

SYDNEY SALES PRICES

	May 24, '62	June 22
Bali Plantations	4/1	3/11
Burns Philp	111/-	102/6
Burns Philp (SS)	49/-	51/-
Choiseul Plntn.	210/-	s220/-
C.S.R. Co.	£56/2/6	£56/-/-
Dylup Plantations	5/9	5/11
Fiji Industries	16/9	17/-
Hackshall's	17/-	16/-
Kauri Timber	9/5	8/6
Kerema Rubber	5/-	5/-
Koitaki Rubber	13/3	b12/9
Lolorua Rubber	7/6	7/10
Makurapau Plntn.	2/9	3/3
Mariboi Rubber	5/2	5/1
Norfolk Is. Whaling	2/3	2/-
Pacific Is. Timbers	3/8	3/6
Palgrave	3/4	3/6
Plantation Holdings	2/8	2/6
Queensland Insurance	137/6	132/6
Rubberlands	5/-	4/9
Sangara	3/6	3/2
Sogeri Rubber	7/3	7/6
Sthn. Pac. Insurance	38/-	25/-
Ditto, New	—	25/-
Steamships Trading	51/-	12/6*
W. R. Carpenter Hold.	35/-	33/9
Watkins Consolidated	4/3	4/6

* £1 shares now split into 5/- units.

OIL AND MINING SHARES

	Dec. 4, '58	May 24, '62	June 22, '62
Emperor	b9/-	b5/-	b3/-
Loloma	b30/-	b49/-	n.q.
Bulolo G.D.	b32/-	b65/-	b55/-
N.G.G. Ltd.	b2/3	b1/3	b1/7
Oil Search	b9/9	b3/5	b2/10
Ent. of N.G.	s11d	b3½d	s5½d
Pac. I. Mines	—	b2/1	b1/10
Papuan Apin.	b4/6	b5/3	b4/-
Placer Dev.	b91/-	b222/6	b185/-
Timor Oil	n.q.	b2/7	b2/-

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £A54/10/- per ton; FMS, £A53 per ton; Smoke-Dried, £A52 per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. On June 18 prices were HAD £F43/17/6, FM £F41/7/6.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and to Unilever, UK.

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 rates. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in June was: 1st grade, £50/-/-; 2nd grade, £48/10/-; 3rd grade, £46/-/- 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 Govt. pays a £5/10/- per ton subsidy.

NEW HEBRIDES:—On June 14, the copra price was approximately £A35/-/- (7,000 Pac. francs) per ton delivered Vila/Santo. French price then was 77 heavy francs per metric ton, c.i.f., Marseilles.

COOK IS.: Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Price for second quarter of 1962 was £NZ49/17/7 1st grade, £NZ48/12/7 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on June 22 had dropped to £Stg.168/8/- per ton, c.i.f., Sydney. Overseas reports say Ghana's current main crop has been completely sold out, but Nigeria still has a few thousand tons remaining unsold and Nigerian cocoa sells around £Stg.2/10/- per ton below Ghana's.

P.-N.G.: Sydney buyers on June 22 reported—Quote No. 1: In store Rabaul, export quality, £212; quote No. 2: best quality, on wharf Syd./Melb. £200; in store N.G. Ports, £210.

W. SAMOA:—Nominal prices quoted in Sydney were: grade 1, £Stg.285; grade 2, £Stg.270, f.o.b., Apia.

COFFEE.—P.N.G.: June 22, good quality A grade, per lb, 4/- to 4/2; B grade, 4/-; C grade, 2/6 to 3/-, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported June 22 as: Kenya A, f.a.q., £Stg.465, B £Stg.380, C £Stg.340; Tanganyika AA £Stg.375, A £Stg.360, B £Stg.330; Buguishu AA £Stg.330; Uganda Robusta £Stg.166.

PEANUTS: P.N.G.: Sydney agents quoted June 22:—F.o.b., Lae: Kernels—White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7, in shell 1/1.

RUBBER:—P.-N.G. price is based on Singapore rate, which on June 21 was: No. 1 RSS, Spot, 73⅜ Straits cents per lb (25.59d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported June 22: White and yellow label processed, standard packs, 43/6, green label 42/-, c.i.f., Sydney.

RICE (Aust.): Prices as from May 1, 1962—**P.-N.G.**: Dry brown and dressed, 112 lb bags, 5 tons and over, £59/-/- per ton, f.o.w.; under 5 tons £59/10/-. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/15/- f.o.w., under 5 tons, £66/5/-. **Other Pac. Islands**: Dry, white or brown, etc., £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on June 22 by Sydney independent shell agents were: Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). **Cook Islands: Penrhyn** £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS. — Sydney buyers quotations to Islands producers: No. 1.—**Papua**—£125 per ton, on wharf, Sydney; **N.G.**—£125 per ton, c.i.f., Sydney; **B.S.I.**—£125 per ton, on wharf, Sydney. No. 2: **Papua**—£120 per ton; **N.G., B.S.I.**—£125 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on June 22: No. 1: £325 per ton, in store Rabaul; No. 2: £280 (best quality), on wharf, Sydney.

CROCODILE SKINS—On June 22 Sydney buyers quote for 12. in. and over, first grade quality was: **P.-N.G.**—16/- per in., f.o.b. P-NG port, small scale (salt water); buying suspended for present for large scale (fresh water) skins. **B.S.I.**—16/- per in. (small scale) del. Sydney.

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

London and US Quotations

Copra: LONDON, June 22, Philippines, in bulk, $159 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports—£Stg.58/-/- per long ton. NEW YORK: June 22, Philippines $159 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 805 Rupees per ton, c.i.f.

Coconut Oil: LONDON, June 22, Ceylon, 1% in bulk, £Stg.85/10/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.84/-/-, c.i.f.

Rubber: LONDON, June 22, c.i.f., RSS No. 1, Spot, 21⅞d Stg. lb (nominal); Sept. shipment 22-1/16d Stg. lb, July shipment 21¾d Stg. lb.

(£1 Australian is equal to about 2.25 US Dollars or 10½ Rupees).

Trochus Shell Prices

NOWADAYS, practically the whole of Papua-New Guinea's shell exports go to Europe, Japan, and USA—not Australia. Some overseas principals have recently queried Australian agents and P-NG suppliers about the difference in prices shown in "PIM's" Islands produce columns (above) and the price they themselves pay.

There are, of course, no "official" rates for trochus shell, and those published by "PIM" (which are supplied by Islands firms in Sydney) are intended as a guide to the prices that producers in the Pacific may expect for their produce, depending on quality and grading.

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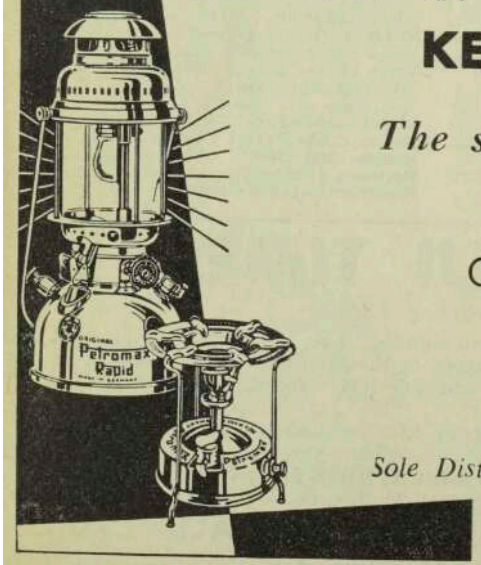
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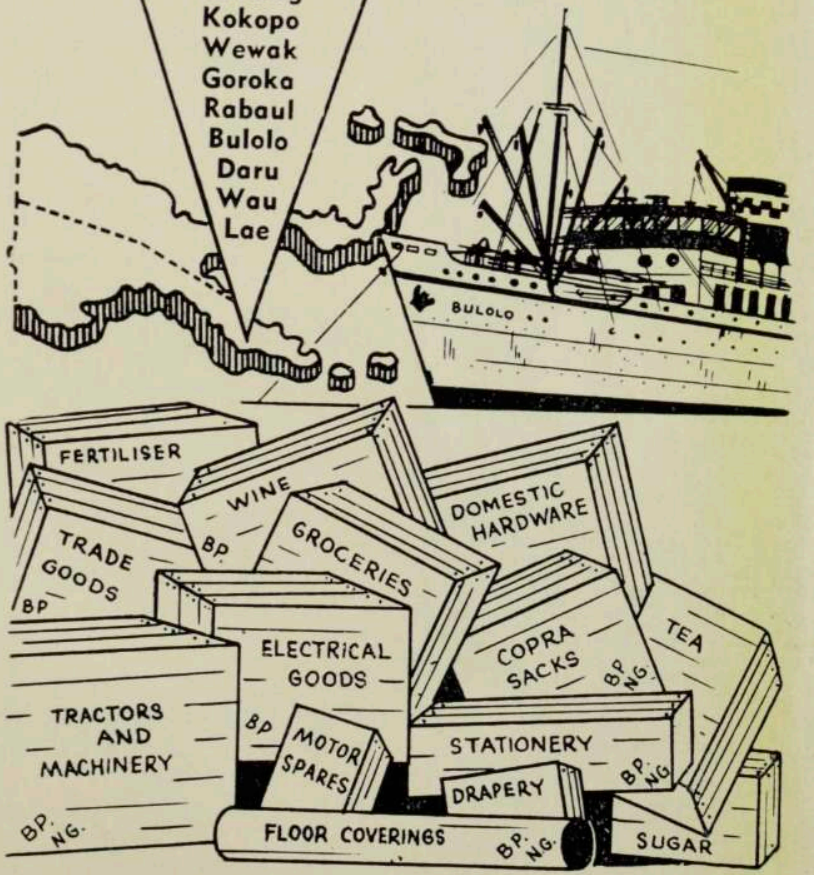
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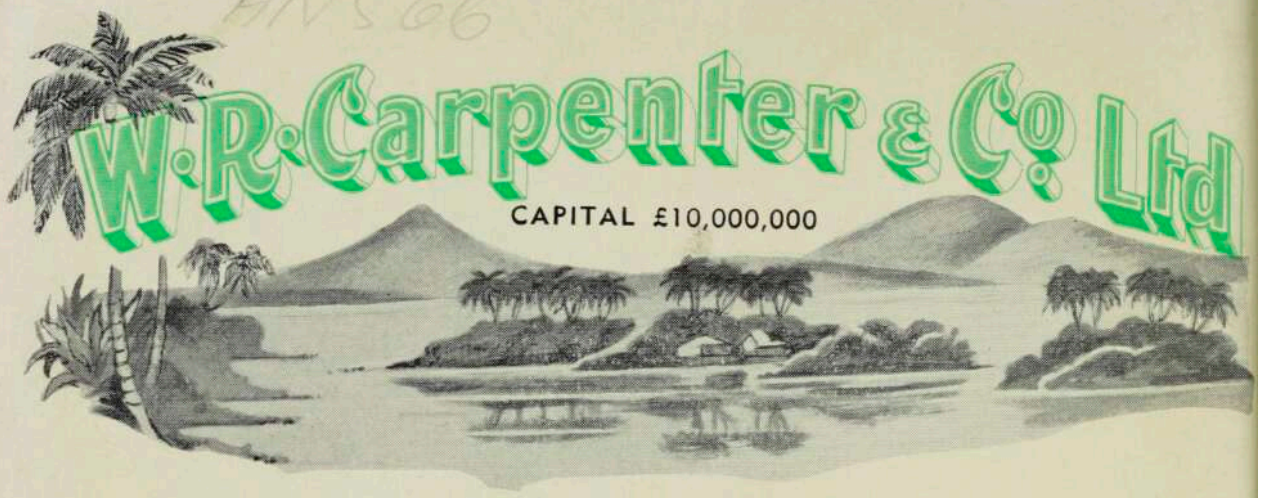
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