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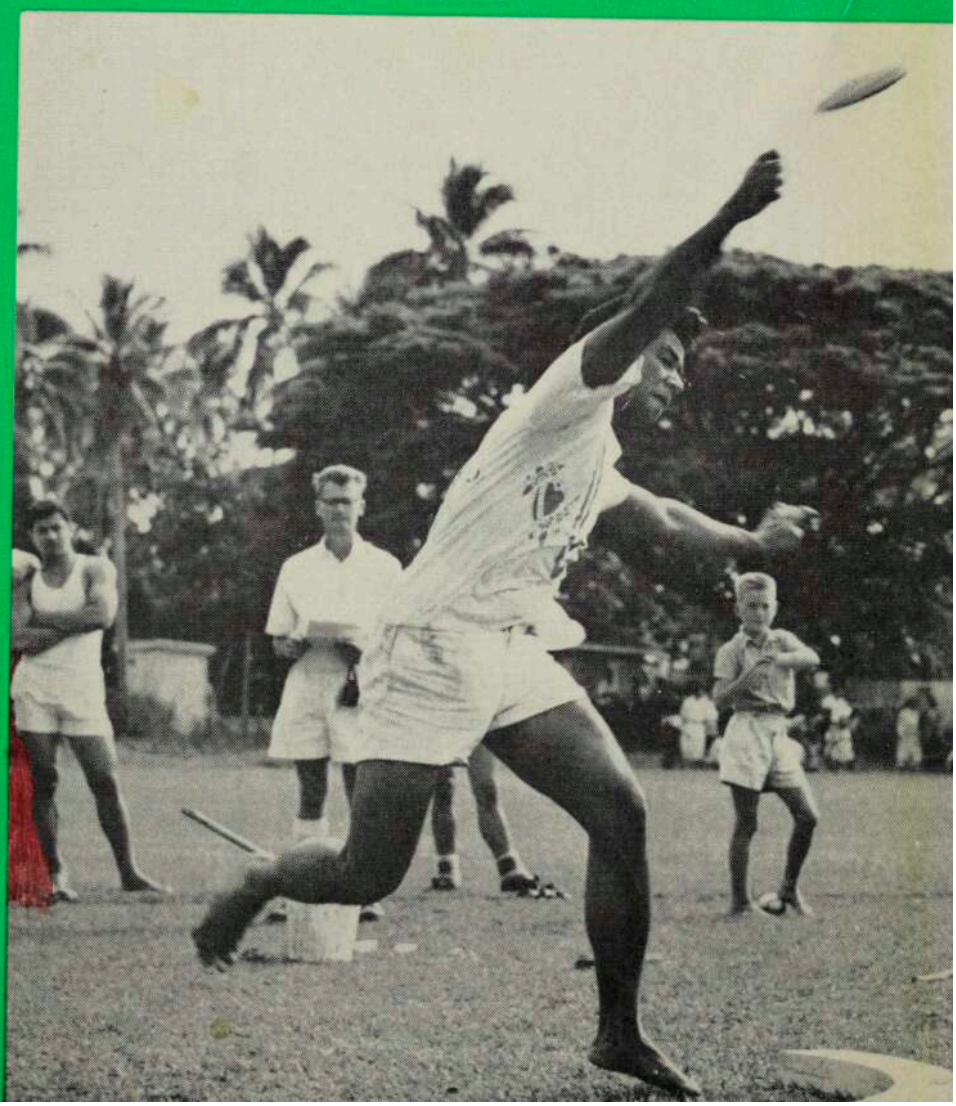
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EPTEMBER, 1962

VOL. XXXIII. NO. 2.

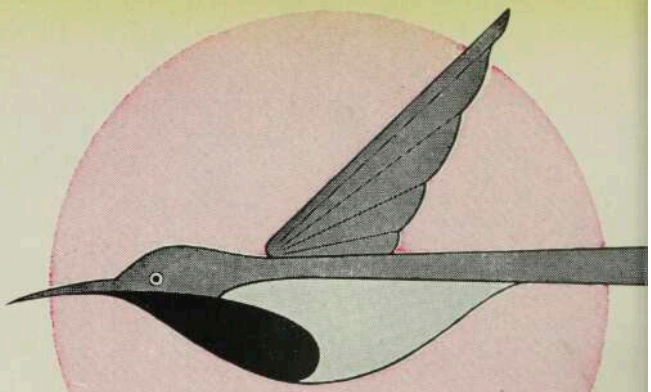
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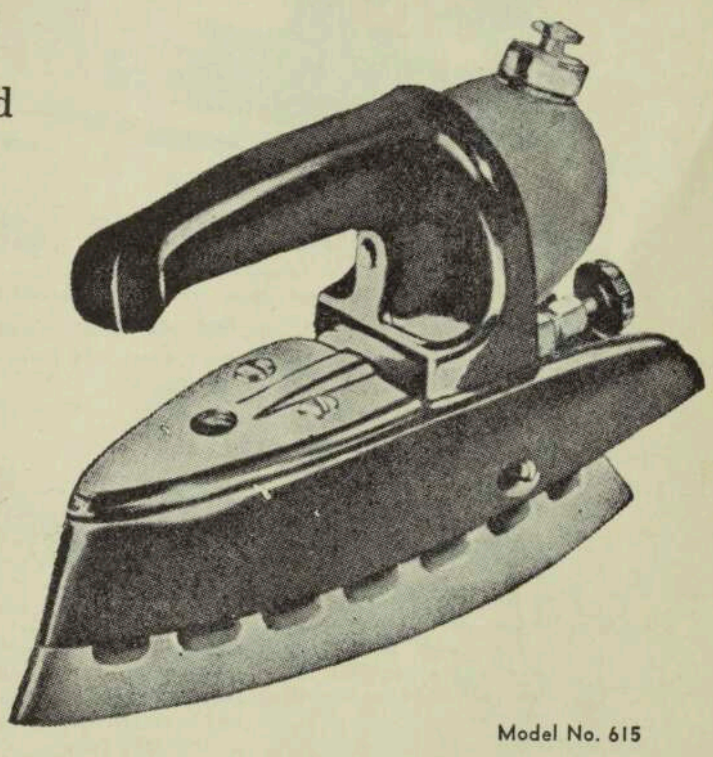
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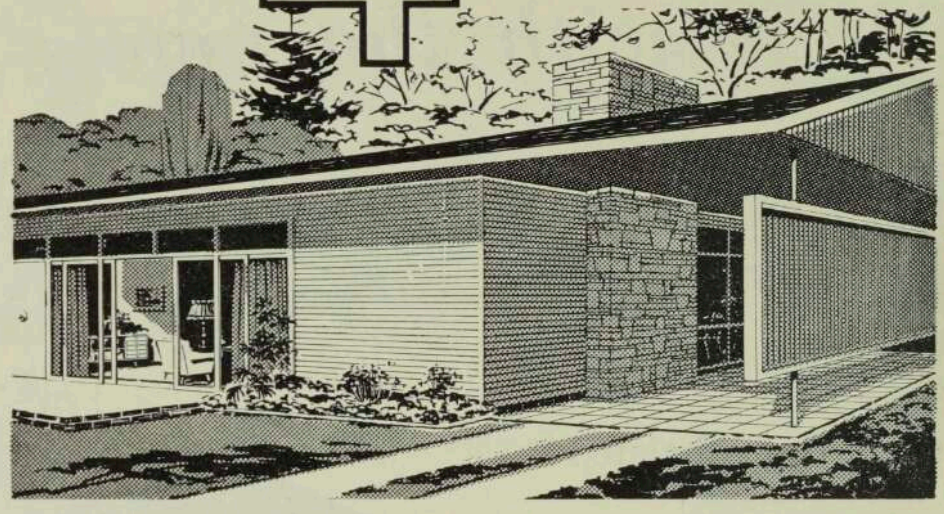
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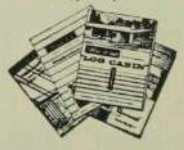


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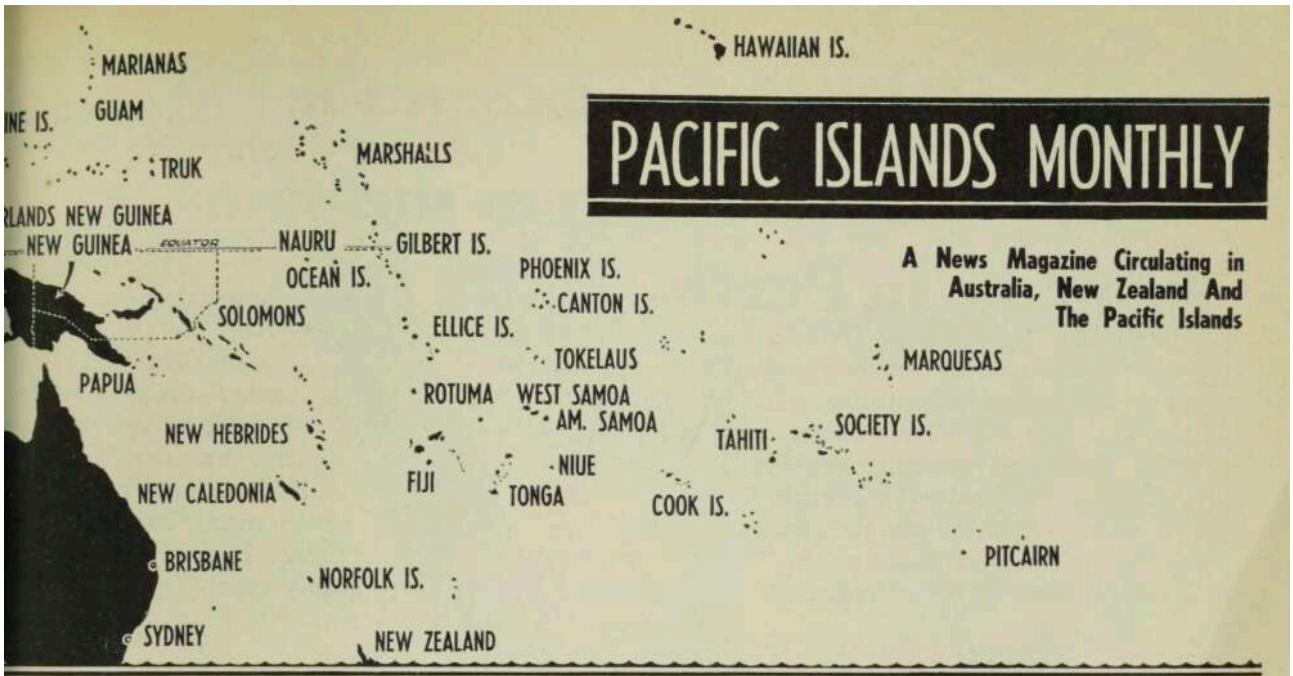
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THE COVER: All over the South Seas there are scenes like this one, as the islanders get into training for the First South Pacific Games, to be staged in Suva next August. For a story on what progress is being made with the organisation of the Games see p. 20. The cover picture of the athlete throwing the discus was taken by Rob Wright, of the Fiji PRO, on a recent visit to Tonga.

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PEOPLE

nsects in general and crickets in icular, interest young Dr. Richard enport and his wife, Janice.

he two scientists, now in New nea, are sponsored by the ional Science Foundation in hington, DC. Primarily, their k lies in insect cytology, but dur- their New Guinea trip crickets are iving their main attention.

issue samples of new cricket ies are sent to Melbourne Uni- ity for classification and already Davenports have a number of ts" to their credit.

No one has specialised in crickets ," Dr. Davenport said recently. spent half an hour at Nodup caught six previously unclassified imens."

he study of the cricket species lead to some interesting evolu- ary discoveries. The Davenports ve the isolation of certain types various islands will help unravel mystery of continental drift.

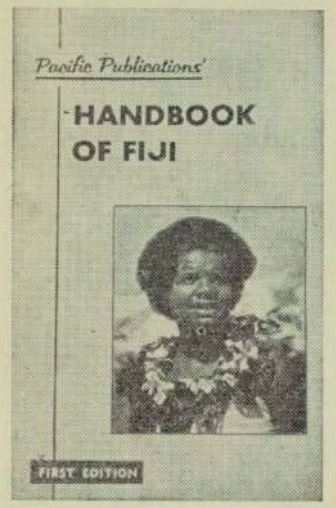


A. Jayant, wife of the manager of Air International, Fiji; Lady Maddocks, wife f's Governor, Sir Kenneth Maddocks, and A. D. Dixit, wife of the manager of ank of Baroda, seen at a TEAL cocktail in Suva's Club Hotel.—Photo: Stinsons.

r. D. E. Barnes, Senior Dental er of the P-NG Department, has d an unusual solution to the lem of keeping good teeth: Eat , fish, crocodiles, flying foxes, nas, possums and bananas. This hat the natives of Angoram, in Sepik District, do and they have best teeth in P-NG, he says.

hen Mr. Barnes, who has been ducting a dental survey in P-NG

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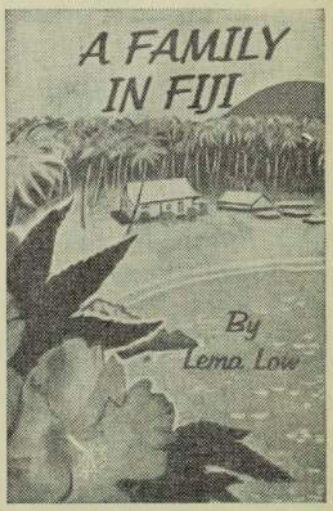
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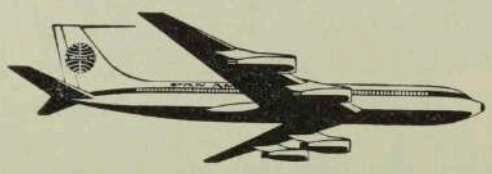
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e 1956, examined the teeth of 84 ple of Angoram, he found only person had a bad tooth. The st teeth he examined were in the tern and Western Highlands.

Ir. Barnes said natives living in tal areas generally had good h, in sub-coastal areas, average h, and in the Highlands, bad h. It seemed that teeth were good ad according to what the people and also the amount of goodness he soil that food was grown in. the Highlands areas, the people mainly sweet potatoes. The food boiled soft and the people had chance to eat fibrous or tough l.



here at the Rabaul annual police ball are Kathy Ann Dixon and Mr. Cyril. Holland, ger of the Rabaul Trading Company. The held in Xavier Hall, was an outstanding success.

wo readers in widely separated s of the world have answered appeal (*PIM*, July, p. 155) for scription of Papua's old flag. One e Rev. R. E. S. Taylor, of Port quarie, New South Wales, who a Papuan flag in his possession. other is Mr. E. L. Mauseth, of n, Minnesota, USA.

r. Taylor describes the flag as nion Jack, in the centre of which circular badge. The badge is on hite background. It has a royal n in the middle, surrounded by sprays of green laurel leaves tied e base with a bow of blue rib- Between the base of the crown the bow is the word "Papua" lack.

r. Taylor lived in Papua between and 1930, and was twice visited ir Hubert and Leonard Murray e stationed at Dobu Island Mis- "I have always been interested lags, and, in 1931, I took the ty of writing to Mr. Leonard ray, HE's private secretary, ask- if I might have a flag that had service at the masthead of the rnment vessel *Laurabada* on His

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ellency's travels through the Ter-
y. This request was graciously
ded to."

r. Alden tells us that the Papuan
is described in the *National*
graphic Magazine for October,
. He says the crown on the
e is gold, and that the inner cap
d and blue.

r. Alden spent three years in the
ic with the US Army Engineers,
ding a year in New Guinea.

got to know many parts pretty
that is why your magazine is
terest to me. I got acquainted
quite a few Australians and
corresponded with some ever
."

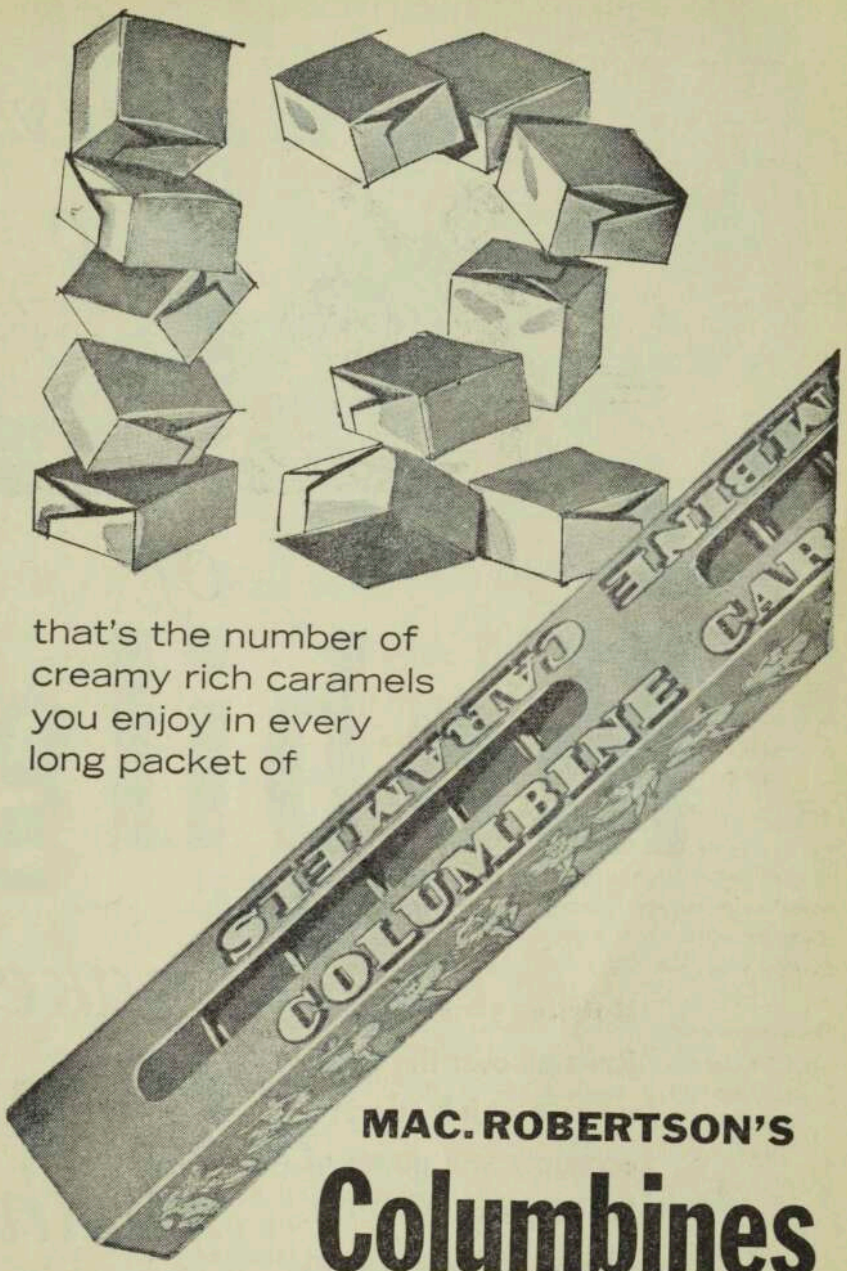


time off from more serious matters for game aboard the "Monterey" in Pago arbour was this group of delegates he Fifth South Pacific Conference. invited the whole conference aboard kfast that day. Making his shot is Douglas-Scott, Australian Consul in Pieter Merkelijn, NNG Information Officer, stands by.

Australian Minister for Terri-
Mr. Hasluck, has announced
irement of Mr. Justice Bignold
he Bench of the Supreme Court
ua-New Guinea.

Justice Bignold, who was born
ribilli, NSW, was educated at
lney Church of England Gram-
School and admitted to the
Bar in 1923. He was Crown
fficer of Papua from 1928 to
During World War II he
with the RAAF.

ards the end of 1945, he re-
to Port Moresby as acting
Law Officer for the Provi-
Administration. In 1948 he



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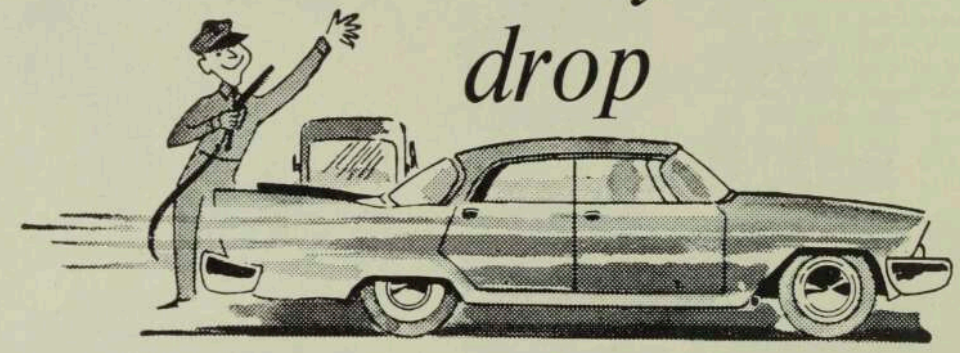
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made a judge of the Supreme
rt of P-NG, and he served con-
ously on the Bench from then on.

* * *

Mr. J. P. Minogue, QC, a Mel-
rne barrister, who has been
ointed to replace Mr. Justice
old on the P-NG Supreme Court
ch, will leave for Port Moresby
y in September.
Mr. Minogue was born at Seymour,
oria, in 1909, and was educated
t. Kevin's College and the Uni-
ity of Melbourne. He was ad-
ed to the Victorian Bar in 1939.
e served in the Army from 1940
was mentioned in Despatches.
attained the rank of lieutenant-
nel and was a General Staff
er of the New Guinea Force
dquarters during the Owen
ley campaign. In 1945-46 he was
hed to the Australian Military
ion at Washington.



nd Mrs. James Eliott, of Suva, after wedding at the Sacred Heart Cathedral recently.

iss Julie Booth, of Lord Howe
d, has given a painting valued
00 guineas to the Poliomyelitis
Physically Handicapped Society
dney.
ss Booth, a deep-sea diving en-
ast, painted the picture under-
at Lord Howe Island. The
s took her three months to com-

* * *

geant-Major Vouza, the most
guished Solomon Islander in
Guadalcanal campaign, is still
strong at about 75, which is
or a Solomon Islander. A friend
M, writing from Honiara, says
"still erect and with a clear

goes on: "Vouza's wife, a splen-
oman, whom he always said he
ed for love, gave birth to both
laughters during a long canoe
One daughter is married and
s a trainee midwife. His son, of



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packets, too,
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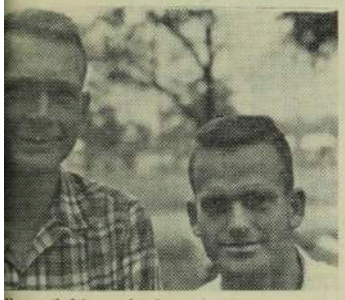
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manages his coconut plantation his gardens."

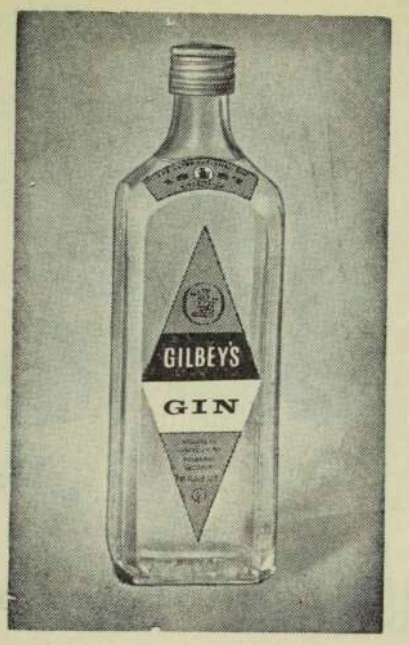
* * *

aking his first visit to NZ since pendence, West Samoan Prime ster Fiame Mataafa in August ed NZ Prime Minister Holyoake Samoa had no intentionn of ing a possible lucrative banana with Japan to interfere with the quanity or the quality of long-standing Samoan banana et in NZ. This matter has causing some apprehension in NZ Government. (First trial ent of Samoan bananas for went north from Apia on st 13. Samoan Agricultural tor B. E. Parham and Finance ter G. F. D. Betham flew to later). In NZ the Samoan Minister also expressed his concern" over America's nuclear test in the Pacific.



llen (left) and Conrad Hurd, young attached to the US Summer Institute guistics, are now at Ukarumpa, NG, g what could be their lives' work— g dictionaries, grammars and general tion on native tongues. About 140 students are stationed throughout New Their job is to translate the New nt into a number of native tongues. nslate any one native language into stament, and to compile associated ries and grammars could take from 15 years or a lifetime", Jerry Allen said recently.

ar tour of Australia's inland ade by P-NG Assistant Admini- Dr. John Gunther and Mrs. er, during a four months' stay tralia which ended in August. unther was recuperating from eration which he underwent after arriving—and did it in energetic fashion by driving Queensland to Darwin, then through The Centre to South lia (including a visit to era). In Alice Springs Dr. Mrs. Gunther exchanged gossip Old Rabaul-ite Father James , a former P-NG MLC, who days is parish priest at Alice s. Before returning to the ry Dr. Gunther put his son on an aircraft to Ohio, USA, he is taking up an American ervice scholarship for the next months.



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Australia's New Frontier With Asia

Indonesian Take-Over Problems For P-NG

From Our Canberra Correspondent

Australia will accept Indonesia's assurances that she has o ambitions in East New Guinea—despite Indonesia's broken romises that she would not use force or threats of force to in her objectives in West New Guinea.

IS is clear from the explanation which the Minister for External rs, Sir Garfield Barwick, on st 21 gave to the House of esentatives on the handover of erlands New Guinea to the UN next May, to Indonesia.

rtainly, Sir Garfield gave Indo- plain warning that even though s had forced acceptance of the ion in NNG, Australia would up for her rights in P-NG.

'e will maintain the full integrity ir country and its territories, in task we have pledged allies," id.

his I am sure Indonesia realises respects. I am sure that they e we are prepared to approach roblems affecting the area in a of continuing co-operation.

"As far as NG is concerned, we shall do so both in the period of UN administration which lies ahead and in the subsequent period of administration by Indonesia."

The "pledged allies", of course, are Britain and the US.

And Sir Garfield's comment followed hard on the heels of a bitter statement by the Netherlands Premier, Professor De Quay, that his Government had agreed to sign the handover agreement because it "could not count on its allies". In The Hague, visiting Papuan leader Herman Womsiwor was reported as saying: "I spit on the Dutch".

It cannot be said that Sir Garfield's exposition was very forward-looking. Most of his long statement was devoted to the past rather than to saying how Australia would meet the new problems which confronted her now that she had Indonesia, an Asian power, as her across-the-border neighbour.

But he did link past and future thus:

"In the perspective of time, the Government's part in the solution of this problem will not only be seen as right and proper, but also as most creditable and valuable to Australia and her best interests . . .

"Although many new arrangements may need to be made, it would be wrong to begin this closer association with Indonesia with any sense of foreboding or recrimination.

"We have proclaimed our friendship for the peoples of neighbouring Asia, including specifically the peoples of Indonesia."

Why did Australia act as she did? Barwick put it this way:

"The result which the agreement produces is a part of history with which Australia must live. In a real sense that result was beyond our control, although carrying significant consequence for us . . .

"If any should have contem-

(Continued on p. 145)

INDONESIA ON THE SPC?

The possibility of Indonesia oming a member of the South ific Commission was admitted the Federal Parliament in gust by the Minister for ernal Affairs, Sir Garfield wick. The possibility was given prominence in July "PIM" (p. 21).

ir Garfield had been asked Mr. Sexton (Lab., SA) ether Indonesia, following her uisition of West New Guinea, ld take the place of the herlands as a member of SPC.

ir Garfield said this was a stion which would have to t until the whole matter had n sorted out. But he added: the Netherlands is a mem- of the South Pacific Com- sion in right of its possession this territory, it may be that onesia, in due course, will be resented on the commission".



Herman Womsiwor, Papuan leader: "I spit on the Dutch!"

Walk-out Of The West

The virtual walk-out of Western civilisation from Netherlands New Guinea may be completed by the end of this year.

ANNOUNCEMENT of the Dutch-Indonesian settlement in August was followed by the acceleration of the movement of Dutch officials and their families from the territory from which Holland had done so much in the last 10 years. By mid-August the evacuation by air was going on at the rate of 1,100 people a week. KLM was operating special charter services.

All building projects had stopped, commercial houses were carrying on with severely depleted staffs, Administration offices showed signs of disintegration. Many of the women members of public service families had helped staff the offices as clerks and typists.

As schools closed down (as school-teachers return to Holland) and such work as agricultural extension ended abruptly, most departments in any case had far less to do.

The Administration took the attitude that officers entitled to leave should not be prevented from taking it, and many left for Holland with their families. Others prepared to go because, as one man said, "It is the end of the road now. Nobody has the heart to carry on under the UN and then simply hand over to Indonesia. The role of the Netherlands in this part of the world has been played out".

Amongst Government construction

(Over)

work that stopped was the building of a new badly needed hotel in Hollandia, which had been started several months ago. Nobody expected a hotel would be needed now.

As a result of the walk-out, items of household equipment and such things as cars and motorcycles could be bought for a song. Expensive cars were being sold for as little as £400—and what Government officers lost in the deal was being made up by the Administration as a form of reparations. From the north coast of Papua-New Guinea Australians were sending small ships to Hollandia to load up with the cheap items.

Several of the commercial firms, notably the Netherlands New Guinea Petroleum Company of Sorong, sent wives and children home compulsorarily, but in any case most people didn't have to be told twice that there was nothing to be gained but tears by staying on.

From outpost towns such as Merauke and Fak Fak civilians had been evacutated before the cease-fire agreement, to make it easier for the Dutch to supply their military forces who were engaging Indonesian paratroopers.

Before the general evacuation started there were probably about 15,000 Europeans in Netherlands New Guinea, about 7,000 of them women and children.

The walk-out of the West coincided with a virtual retreat of the Papuans. Hundreds of Papuan workers in the towns, with no work to do and faced with a new situation that they didn't really understand, returned to their villages where at least they would be fed while they waited for the next development.

With the UN announcement of the signing of the agreement there were many Papuan anti-Indonesian demonstrations, notably in Hollandia, Sorong, Biak, Monokwari and Fak Fak. In the Baliem Valley, opened up to civilisation by the Dutch only a few years ago, 4,000 Papuans demonstrated as their Commissioner returned to Hollandia. They said if the Netherlands left they "didn't not want any other foreigners".

The same thnig occurred in the Wissel Lakes area when the Assistant District Officer prepared to leave his district.

In Biak on August 10, 2,000 demonstrators, many bearing knives and spears, made it quite clear that the Indonesians were undesirable. Many Dutchmen felt that the anti-Indonesian atmosphere was so strong that there could be bloodshed when Indonesia took over.

The Biak demonstrators told visiting US journalist William Lederer (co-author of *The Ugly American*), who had just arrived in Biak on his way through from attending the Fifth South Pacific Conference in Pago, that the Papuan flag would not be brought down "for any foreign influence". A leader of the demonstrators criticised the US for not backing up the move for Papuan independence.

Said a Dutch observer of the incident, "Lederer seemed impr

At a demonstration in Hc by the National Papuan Fr series of motions was presen the Governor, one demandir self-determination be guarante other proposing that the plebi decide on self-determination during the period of UN Trus and not when the Indonesia taken over.

The Dutch in some areas also concerned lest the Papua ter and angry over the results agreement forced upon Hollan it out on the Dutch themselve had seen the comment of H Womsiwor, who was in the when the agreement was sign spit on the Dutch who prom much and gave us tears."

Go Underground?

Many Papuan leaders in they would continue to fight dependence underground.

Later in August the New Council elected Mr. Nicholaas Council chairman to repla Dutch appointed chairman, Gelpke, and it was expected t other Government appointees be replaced by Papuans.

Dutch and Indonesian troop friendly contact following the fire, which became effecti August 18. At Merauke parat turned up from the jungle an given the freedom of the to

(Continued on p. 144)

Main Points Of Agreement

The Dutch-Indonesian agreement for the handover of West I Guinea to a temporary UN Administration and then to Indonesia May 1 next year provides that:—

- *UN representatives will remain until the self-determina plebiscite in 1969;*
- *The UN will take over the administration as soon as the Gen Assembly approves the agreement;*
- *UN security forces will help Papuan police maintain orde*
- *The Papuan Volunteer Corps and Indonesian armed fo already in the territory will be under UN command;*
- *Dutch forces will be repatriated and senior Dutch offi replaced as soon as possible by non-Dutch, non-Indonesian officials the UN phase of administration;*
- *As many Papuans as possible will be placed in administrative technical posts and the UN may employ staff provided by Indonesi fill remaining posts;*
- *The UN may employ on a temporary basis all Dutch offi except those in top positions;*
- *After the first phase of UN administration, Indonesian sec forces will replace those provided by the UN;*
- *After May 1, Indonesia will be responsible for educati social, cultural and economic development of the West Papuan pe*

Following the signing of the agreement it was announced at headquarters that the UN forces would take over from Oct 1, and that the Indonesian flag would fly from January 1, 1963.

Animal Diseases Pose 'Grave Threat' in NG

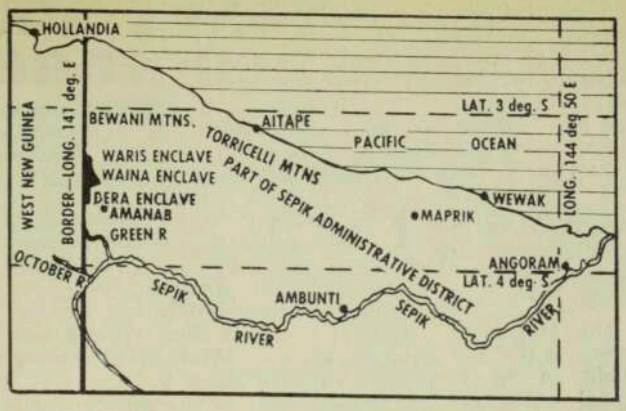
Foot and mouth disease, rabies and Newcastle disease—three animal scourges widespread in Indonesia—will pose a grave threat to the Australian livestock industry when Indonesia takes over Netherlands New Guinea, according to Mr. Colin C. Blumer, a former chief of the Division of Animal Husbandry in the New South Wales Department of Agriculture.

He warned in August: "Unless prompt action is taken, their extension [from Indonesia] to West New Guinea will be inevitable. Once introduced to the New Guinea mainland, they will inevitably spread to Papua-New Guinea because effective quarantine restrictions cannot be applied in underdeveloped countries."

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Spotlight On The Border

The exact location of the rder between Netherlands d Australian New Guinea is ely to be of vital interest to ustralia when Indonesia takes er the Dutch half next year. The first discussions on the rder took place in 1824 ien Holland and Britain rived at an understanding that olland was to have the half the island west of 141 grees 47 minutes E. long. In 1885, after Germany had nexed north-west New uinea and Britain had nexed Papua, Britain and ermany agreed that rmany's frontier with NNG s the 141st meridian. But treaty about this was ever ned between Holland and rmany. In 1895, Holland and Britain ned a treaty fixing the border th Papua as beginning in the uth at the mouth of the nsbach River, a natural rker at 141 deg. 1 min. 48 . east. The border continued in a aight line north until it met Fly River, which it llowed as it bulged into tch territory. This got the ole of the Fly into the Aus- lian side. It then followed 141st meridian north. These boundaries have re- ined the same since Queens- d and later Australia took ntrol of Papua, and since ustralia took over the rman New Guinea Pro- torate under mandate from League of Nations in 1920. As international borders go, ustralia's eastern border in w Guinea is pretty poor m every angle. Except at mouth of the Bensbach ver and where it follows the y, it is merely a line on a p which runs mainly ough inhospitable country. ere has been a stone marker the north coast since 1933, d several other markers have ly recently been erected. Australia's only administra- e posts anywhere near the rder are (from north to uth) Vanimo, Amanab, reen River, Kiunga, Lake urray and Morehead.



The north-western part of the Sepik district, showing position of the Dutch enclaves on the border between Trustee (Australian) New Guinea and Dutch New Guinea. The enclaves are about 160 miles west of Wewak, and 50 to 80 miles south-east of Hollandia.

Australia Acts Hurriedly to Avoid NG Border Trouble

The Australian Government has acted hurriedly in recent weeks to make sure that about 350 square miles of territory in Trustee New Guinea is not claimed by Indonesia when the Indonesians take over Netherlands New Guinea on May 1 next year.

SINCE June, the P-NG Administration has been rushing parties of administrative, civil aviation, public works and other departmental officials into the area to establish patrol posts, lay out air strips, survey jeep roads, and, in short, establish Australian control.

The area in question is 50 to 80 miles south-east of Hollandia and measures probably 35 miles from north to south and an average of 10 miles from west to east. Until recently, it has been administered by the Dutch.

The area comprises three enclaves —Waris, Waina Sowanda and Dera.

The Dutch thought it was their territory because of confusion over the position of the frontier—the 141st meridian—between Australian and Dutch New Guinea.

Several Dutch catechists' schools and subsidised Dutch schools have been established in the area.

The Dutch apparently entered the region after stations they had at Waris and Jafi just inside their side of the border were abandoned when the natives moved their villages to the Australian side of the border.

The area is much easier of access from Hollandia than it is from the Australian side of the border so it is not surprising that the Dutch got there first.

The Dutch were the first to get an astro-fix to define the border, and this showed that the area contained some scores of primitive villages within Australian territory. Australian patrols, getting through to the same region, confirmed the Dutch calculations.

Amicable arrangements were then made with the Dutch under which the slight administrative control exercised by them would, in due course, be taken over by the slowly advancing Australian patrols. The Australians eventually established a patrol post and airstrip at Amanab, close to the Dera enclave, and about 15 miles east of the border.

Then, some three months ago, came the Bunker-led discussions in the US between Dutch and Indonesians, and, more recently, to the surprise of everyone, the Dutch were forced by the US to surrender Netherlands New Guinea.

When Australia's Department of Territories realised what was happening, it sprang into what a Port Moresby correspondent has described as "urgent action" to extend Australian administration to the frontier.

Chartered aircraft, and especially small planes owned and operated by Mission organisations, are being freely used to carry men, equipment and supplies into the area. Most of the traffic is between Wewak (Sepik District headquarters) and Amanab, an airline distance of about 160 miles.

The area which is thus being taken

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over in a hurry lies generally between high ranges of mountains. There are said to be wide areas of fertile land, at an average height of between 1,000 and 1,500 feet, fairly thickly settled by primitive but friendly natives—people similar to those now under the control of the Dutch, west of the border.

The area lies west of the Hordern River (tributary of Sepik), south-west of Aitape sub-district, and west of Lumi sub-distict.

A message from The Hague in June 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 reportedly brought angry howls from Indonesian newspapers at that time. The newspapers are said to have protested against 3,000 "souls" being handed over by the Dutch to the Australians without consulting the villagers themselves. (*PIM*, July, p. 165).

No mention was made about the urgent action over the three Dutch enclaves in a Press bulletin about a survey of the Australian-Dutch border issued on August 15 by the Department of Information in Port Moresby.

This merely said that a survey of the border, begun in July, was almost finished.

"Both Australian and Dutch surveyors are now marking the boundary line," the bulletin said. "A senior officer in the Lands Department, Mr. Sparkes-Carroll, said today that the surveyors will put up two cement boundary markers.

"These will be at Domongi (where the border meets the Fly River) in the south and Anguramat (where it meets in the north).

"Mr. Sparkes-Carroll said the Dutch surveyors came to Port Moresby in June to meet Australian surveyor, Mr. O. Dent. The men went to the Western District and left Daru (mouth of Fly River) by boat on July 14. They inspected the cement marker at the mouth of the Bensbach River and went on up the Fly River to put up two more markers.

"The Dutch surveyors are checking the position of boundary markers placed by Australian surveyors two years ago.

"The surveyors will arrive back in Port Moresby this month to talk about photographing the rest of the border."

SYDNEY MEETING SEES RED THREAT TO NG

Strong criticism of the Australian Government's attitude on the W New Guinea crisis, and particularly of External Affairs Minister Barwi "peace in our time policy statement in August, was made at a pu meeting in Sydney on August 27.

THE meeting was convened at short notice by a group of professional men led by Dr. C. R. Huxtable, a retired physician, who declared themselves disturbed at the trend of events in New Guinea and the Australian Government's failure to do anything about it.

The meeting was attended by about 200 Sydneysiders, including Mr. Bruce Miles, a barrister and founder of the United Australia Party, and a solid wedge of his supporters who have been campaigning to make P-NG Australia's 7th State.

The audience was addressed by Dr. Huxtable, Sir Wilfrid Kent Hughes, Liberal MP from Vic Rear-Admiral H. B. Farnc (RAN, Ret'd), Mr. Kevin Dav executive member of the Demc Labour Party; and (unexpectedl Ono Aia, a New Guinea Highl

Sir Wilfrid traced the spre Communism and Communis fluence since the last war, and culed Sir Garfield Barwick's placent statement that all was in New Guinea and that Aus had gained kudos for playin important part in engineering Dutch-Indonesian agreement.

Barwick's "peace in our time his account of Soekarno's "no territorial ambitions" was remin of Chamberlain after Munich.

Dr. Huxtable deplored the fac the UN Trusteeship Council ha commended what amounted to self-government in two years, alt UNO gives the Indonesians un least 1969 in WNG.

Ono Aia is president of the rabi Native Local Government cil, near Kainantu, Eastern lands. He was sent down her three months fact-finding by his native people and has spent mc it in Tasmania and Victoria, he has addressed meetings.

He was accompanied by Officer Barry Holloway, a Local ernment officer at Kainantu spoke fluently in Pidgin and way did the free—very free— lation, leaving Sydney Pressmen eyed at the depth of eruditior abstraction of thought that Ono- Pidgin—were capable of.

The sentiments, however, rem the same in both cases. Ono advocate of the 7th State ide P-NG. He said that if the Ter became independent as the wanted in two years it would n able to stand alone. His p wanted closer association with tralia—in fact, to become Austr

The meeting unanimously pas motion calling Government att to the dangers of the nation dr into "policies of appeasement relying too much on American port." It also called for rejecti the recent UN Trusteeship Mis proposal to give P-NG an electe liament within two years; and demned Indonesian violation c UN Charter and pledges to Aus not to make war over WNG.

UN's NG Scheme 'Nonsense'

The United Nations Mission's proposal that Australia should establish a 100*-member Parliament in Papua-New Guinea by* 1964 *was nonsense, the Australian Prime Minister, Mr. Menzies, said on July* 31.

SPEAKING in a television interview in Perth, which received little, if any, Press publicity, Mr. Menzies said the proposal "just doesn't make sense, quite frankly."

Mr. Menzies had been asked: "What are you going to do about their [the UN Mission's] suggestion for an enlarged and more representative Parliament?" He replied:

"We have been developing local government under the administration of Mr. Hasluck himself, who has done a wonderful job.

"There are quite a number of local authorities now in which the indigenous inhabitants are members. We now have them on the Legislative Council.

"But anybody who knows anything about New Guinea with its hundreds of different languages and its area and its population, many of them remote and living in a very primitive state—anybody who supposes that you can hand over self-government to that community out of hand has not learned the lessons of the Congo, that is all I can say.

"We have a great responsibility for New Guinea. . . It would be a criminal act to abandon it."

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First Consolidated Accounts

ssets Of 50M. In The BP Empire

he big Australian company, ns Philp & Co. Ltd., through stments, trading, planting and ping activities, has a substantial e in the economy of every South ific Islands Colony and Territory, n New Guinea eastwards to oa, inclusive. The disclosure of assets and general structure on ust 8, made in compliance with tralia's new Companies Act, was interest to the South Pacific erally.

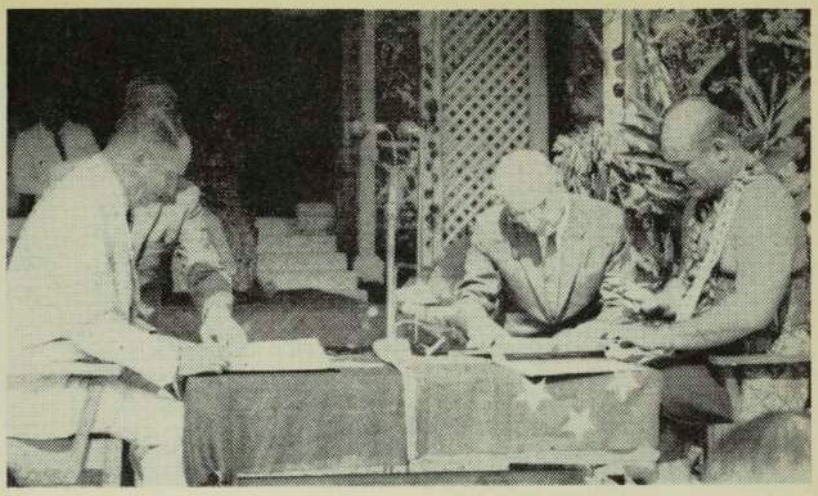
ITHERTO, only the balance-sheet of the parent company (now 80 s old) had been published. That 1961 showed an issued capital of 00,000, plus funds accumulated arious reserves, and in P/L ac- nt, of about £14,000,000—or eholders' funds, very fully pro- ed by substantial assets, of over ,000,000. The parent company ally showed a profit of from 0,000 to £800,000 (in the year er review, to March 31, 1962, it £987,266); and it has consis- ly paid 10 per cent. on its sub- bed capital, or £600,000 per um.

ecause it obviously had a great ety of assets, which inevitably e benefiting over the past 17 s from galloping inflation; and use the huge organisation was dled cautiously and conservatively an experienced board, so that the ual accounts have disclosed no e than was required by law, the ent condition and possible future BPs have stirred some financial mentators to a kind of frenzy, have kept the take-over wolves ng today's big-time speculators tinuously on the prowl.

Consequently, the consolidated nce-sheet required by the new tralian law has been eagerly ited. Its publication on August as an interesting event. It shows the Burns Philp empire is even er and stronger than had been posed. Its notable features:

- Within the structure are no less n 54 subsidiary companies—30 istered in Australia, 14 in Papua New Guinea, 3 in Fiji, 5 in New land, 1 in New Hebrides, and 1 United States. Those of interest Pacific Islands are listed on page .

(Continued on p. 147)



On a table draped with the Western Samoan and New Zealand flags, the Treaty of Friendship is signed by New Zealand High Commissioner Mr. J. B. Wright and Samoan Prime Minister Fiame Mataafa Faumuina Mulinuu II. Assisting Mataafa is his private secretary, Mr. E. Stehlin.

Photo: Samoana.

N.Z., Western Samoa Sign Treaty Of Friendship

Western Samoa's Prime Minister, Fiame Mataafa, and New Zealand's High Commissioner in Western Samoa, Mr. J. B. Wright, signed a Treaty of Friendship between their two countries on August 1. The signing of the Treaty followed the granting of independence to Western Samoa on January 1 after more than 47 years of NZ administration.

REPRESENTATIVES of Australia, Nauru and the United States attended the ceremony, which was held at Vailima, first the home of Robert Louis Stevenson, then of NZ administrators, and now used by the Western Samoan Government for official functions. Western Samoans were granted a public holiday to celebrate the occasion.

The Treaty, in both English and Samoan, contains a preamble setting out the circumstances which led to the drawing up of the Treaty. This is followed by seven articles defining agreed areas of co-operation and expressing the spirit of the friendly relations between the two countries.

The Treaty provides that:

- NZ will increase its technical, administrative and other assistance designed to help Samoa achieve its objectives in social and economic development.
- NZ will help the Western Samoan Government to conduct its international relations "for as long as the Government of Western Samoa wishes and in such manner as will in no way impair the right of the Government of Western Samoa to formulate its own foreign policies".
- When requested, NZ will act as the diplomatic channel for communications with other Governments and international organisations and as Samoa's representative at certain conferences; and that it will supply information on international affairs and undertake diplomatic protection and consular functions on behalf of Western Samoan nationals overseas.
- The two countries will consult together on matters of mutual interest and concern; and will ensure that citizens of one country living in the other will be given equitable treatment, full legal protection and access to the courts.

The Treaty does not provide for any change in the nature of NZ aid, but it places on record the intention of the NZ Government to continue its assistance.

Commenting on the signing of the Treaty, the weekly *Samoa Bulletin* said: "New Zealand has for many years stretched a helping hand to Samoa and Samoans. Our young people flock there and are welcome and happy. Should we not then think of her as a sister country and stand shoulder to shoulder with her in times of stress should they come?

"Recently we published the votes passed by New Zealand Parliament

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No Decision on SPC Membership

No decision has yet been made to admit Western Samoa to the South Pacific Commission as a member country. The matter was discussed at a meeting of Commissioners held in Pago at the end of July immediately following the Fifth South Pacific Conference. It had been expected that first moves would be made at that meeting to admit Samoa.

Mr. C. G. R. McKay, NZ Commissioner, pressed hard for a decision, but met with no success. It is understood that the matter is to be raised again at a later meeting.

totalling £167,250 for aid to Samoa in 1962-63. Those figures did not take into account the fact that New Zealand has been meeting the full costs of the Apia Observatory, including those for the year 1961 and 1962. For this year, estimated expenditure for the meteorological programme is estimated at £6,300 and for the geophysical programme at £5,500.

"In addition, New Zealand provided about £18,000 in 1961 and £9,000 in 1962 towards the operation of the Civil Aviation services at the Faleolo Airport.

"The figures quoted are those that can be identified. However, a number of services are performed by the New Zealand authorities without cost or at reduced cost to Western Samoa, e.g., in recruiting of candidates for the Western Samoa Public Service; in stores purchasing and in overseas representation.

"Last week a representative of United Press International visited Western Samoa. He had visited most of the countries which had achieved independence in recent years and had received huge grants for aid, but nowhere had he seen such wonderful work as New Zealand had done in Western Samoa, and all without world-wide publicity and fanfare of trumpets."

The weekly *Samoana* commented: "In retrospect Samoa has been most fortunate in its emergence into independence. The smooth transition and evidence of goodwill towards the former administrator, New Zealand, and this final signing of the Treaty is a compliment to the basic goodwill that underlay New Zealand's attitude and policy towards this country over her 47 years of mandate and trusteeship".

Pacific Games: 'Faster Pace Needed'

From a Staff Writer in Suva

With only 12 months to go before sportsmen from all over the South Seas meet in Suva for the area's biggest sporting event yet—the first South Pacific Games—many people here are concerned lest the organisers find themselves in trouble.

THE Games will take place in Suva from August 29 to September 7, 1963.

It is possible that the organisers will need more staff, and possibly more money, if the Games are to be organised successfully. There has been criticism that the pace so far has been too slow—not for the want of any enthusiasm by the organisers, but because of the shortage of men to handle the many problems that arise in a task of this magnitude.

There have been suggestions that the South Pacific Commission will offer to make organisers and possibly a publicity man available to help out, but nothing has yet been decided.

The organising committee which operates from Suva, has meanwhile written to Perth to obtain minutes of all the committees and sub-committees which have been organising the Commonwealth Games there, in the hope that Suva can make some short cuts.

One of the problems appears to be that the dog has been inclined to chase its tail. For instance, the organisers have not drawn up a full list of the Suva events and circulated them to the Pacific territories, because they don't know what events to organise until they know which territories want to take part in what. There must be four territories competing in an event before it can be held, otherwise it is listed as an "exhibition" event.

It has apparently been assumed in Suva that one of the main reasons why territories have been tardy in sending back lists of the events they'll compete in is because they are still trying out their athletes to see what talent they have available.

This is true enough, but it also seems to be true that many territories have not informed Suva of their



NEW GUINEA'S HOPE: P-NG athle putting all their energies into train the Commonwealth Games in P November—knowing at the sam that this way they can achieve at the South Pacific Games in Suva P-NG Assistant Patrol Officer Lea (right) breasts the tape at a Rabau ing. He recently set a new P-NG of 100 yards in 10 seconds, an bright hope for the Games

events because they have been for Suva to tell *them* what they propose to stage.

Territories can co-operate b plying the information as quic possible, and more work will b from the Suva end.

The "official" events at the have already been decided as at soccer and tennis. But the Council has decided it will it can get enough entrants, b golf, hockey, rugby, possibly ming, weight-lifting, wrestling, and women's basketball and bo

None of this means that Su not made progress with much planning. It has plenty of ideas, and now that the chairm the organising committee, Mr. Common (Fiji's energetic, working Director of Works) turned from long leave and over the reins of the organ there will be additional drive Common is noted as a man w things done.

In addition, all committee m are aware of the many proble

(Continued on p. 149)

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issile Base or Mangareva eported

oumea newspapers published an fficial report from Tahiti in ust that France might establish issile-launching base on the island Mangareva in the Gambier archi- go of French Polynesia. The re- said 2,000 technicians from nce would man the base.

IE publication of the report fol- lowed a story in the Noumea bi- thly paper *Corail*, quoting the ch newspaper *Le Monde*, that French Government was consider- the possibility of establishing an ic testing site in the Pacific. he French Minister for the Army, Messmer, was reported to have the Assembly Nationale early uly that several plans were being ied for atomic tests "of which is the installation of a base in Pacific."

ccording to *PIM's* Noumea cor- ondent, *Corail's* editor has been unofficially that a mystery mis- which visited New Caledonia in ch in a French service Constella- was investigating possible mis- launching sites.

om time to time in the last two s, there have been reports from mea that France was considering g the Pacific for atomic tests. the Tahiti report about Man- va should prove correct, it will into the limelight one of the -known island groups in the h Pacific.

he Gambier archipelago, of which gareva is the main island, is it 1,000 miles south-east of iti. Beyond it to the Antarctic is nothing but empty sea.

nce noted for its pearls, the group w seldom visited except by occa- al copra schooners. Its chief n to fame is that it was the first e in the South Pacific on which an Catholic missionaries gained othold. That was in 1834 when population was between 5,000 and 00.

owadays, the population of the p is about 600. But in the vil- of Rikitea, the main settlement Mangareva, there is a cathedral ble of seating 1,200 people.

he cathedral was built with ve labour by the first Roman olic missionaries, whom many ers have blamed for the big de- se in the population. These ers allege that the missionaries d the natives with overwork.



Eric Scanlan photographed in Pago at a happier time, just before he left the Air Force.

TRAGIC DEATH IN PAGO

From "PIM's" Pago Pago Correspondent

American Samoa was shocked in August by news of the drowning of the territory's Secretary and Lieutenant Governor, Mr. Eric J. Scanlan, 43, during a picnic party with his family at Aumi Beach.

MR. SCANLAN got into difficulties after he waded into the surf with his two-year-old daughter, Rienette, on Saturday afternoon, August 11.

His wife Marian, his brother, Herbert Scanlan, Leonard Yandall and several others went to the rescue. Mrs. Scanlan brought her daughter to the shore after a hard struggle, but by the time Scanlan was brought in resuscitation efforts were to no avail.

Herbert Scanlan was meanwhile carried out to sea by a strong rip and had to be rescued by a launch an hour later.

Mr. Scanlan was appointed Secretary in July last year after a brilliant career in the US Air Force. He was born in NZ and was part-Polynesian. Besides his young daughter he had a son, David, at school in Pago.

Mr. Scanlan played a prominent part in the organisation of the successful Fifth South Pacific Conference which had concluded only a week before his tragic death, and he personally met and spoke to most of the Conference delegates. His son David acted as a voluntary steward and runner during the Conference.

His body was flown to the US for burial in the National Cemetery at Arlington, Virginia.

They'll Work Towards Self - government

From a Rarotonga Correspondent

The Cook Islands' new Executive Committee, which is the forerunner to Cabinet Government in the Cooks, is widely representative.

THE Executive Committee was elected by the Legislative Assembly by secret ballot after the NZ Islands Minister, Mr. Gotz, in July, had outlined a plan to give the Cooks self-government without the group having to cut its links with NZ.

The Executive Committee will be a standing committee of the Assembly which will deal with policy, finance and development. It replaces the old standing committee on finance, which did not have any say in development and policy.

This year for the first time the Cooks has control of the budget, including NZ subsidies (although it cannot control Public Service salaries and allowances, which are still a matter for the Public Service Commission).

Members of the new Executive Committee are Mr. D. C. Brown (Rarotonga), Teariki Tuavera (Rarotonga), Tangaroa Tangaroa (Penrhyn), Vainerere (Atiu), William Estall (Aitutaki), L. Bailey (European member), Ngatupuna Matepi (Mangaia). These were elected by the Assembly, but in addition, at the Assembly's request, two official members were appointed—the Government Secretary, Mr. L. Pitt, and the Treasurer, Mr. T. Perry. Chairman is the Resident Commissioner, Mr. A. O. Dare, who has no deliberative vote.

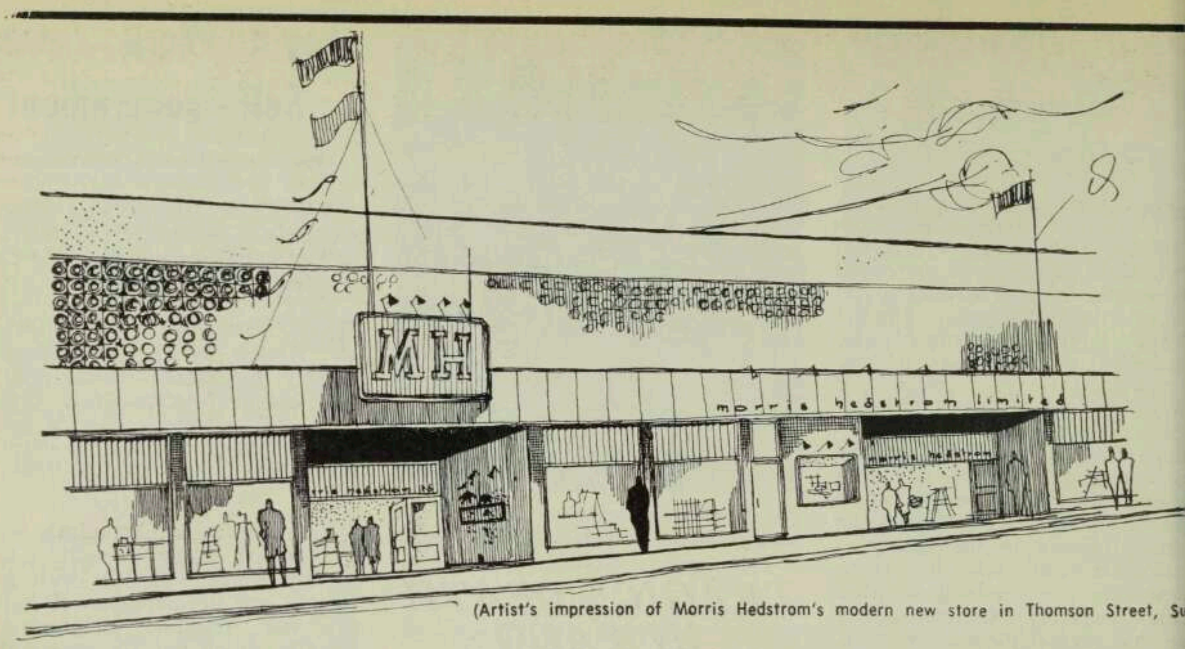
The plan for internal self-government, the principle of which has been tacitly accepted by the Assembly, is to be raised in the United Nations by NZ, which will submit proposals setting out the remaining steps to be taken towards self-government.

Following this it is expected that a plebiscite will be arranged to see if the plan is acceptable to the people.

Meanwhile, a common roll will be established.

By mid-August there had been no announcement of the next move by NZ to put the plan into operation.

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(Artist's impression of Morris Hedstrom's modern new store in Thomson Street, Su

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COMMENTARY

lland's Problem in lation Now Australia's

TER October 1, neither the 163,000 sq. miles or the 700,000 es of West New Guinea will be concern of the Dutch who have ldered the burden in isolation without assistance for 15 years.

now may be some sort oetic justice that Australia, which d the Dutch so lamentably in time of crisis, cannot be quit all so easily.

he US State Department's "great faction" at the outcome of the tiations between Indonesia and Dutch on NNG; and the Aus- an Minister for External Affairs' piness at a peaceful solution" touched no sympathetic chords where in the SW Pacific.

hat has happened is the most cal piece of international betrayal generation and has left those st to it with feelings of ehension, shame and something despair.

he only claim Indonesia had to G was that it was Dutch; this been clear and recognised by all the anti-colonialists since 1949.

ut in recent years many un- able facts have had a way of g by-passed and this was one of them. At the end of last year, the US Attorney General—brother of the US President—visited Indonesia and found that Indonesia had "a case" in its claim to NNG, although the white-anting had begun before that. At some stage the United States had decided that its NTAO ally was expendable if thereon hung a chance of saving Indonesia from Communism. Where America led, others, including Australia, soon followed.

So determined were "our powerful friends" that nothing should stand in the way of that final "settlement", even the puny barriers and safeguards, erected a few months ago, were pulled down in the end and rearranged to suit President Soekarnos' ambitions.

The so-called Bunker plan that originally provided for a two years' cooling-off period with NNG under UN administration, ended with the period whittled down to seven months; Soekarno, who has been declaring for the last year that NNG "will be ours before the end of 1962 —or else", is to be allowed to run up his flag in Hollandia on Dec. 31, this year—this on the decision of the UN Secretary-General, U. Thant. And the 1,000 UN troops who go in as a security force on October 1, are to be entirely Asian and meet the approval of Indonesia—as though the mere fact of being European is now to be considered a disgrace.

But the thing is done. What happens now? The problem is primarily one for Australia. It is Australia—not America and no longer Holland—which now faces the practical task of living with an aggressive Asian neighbour.

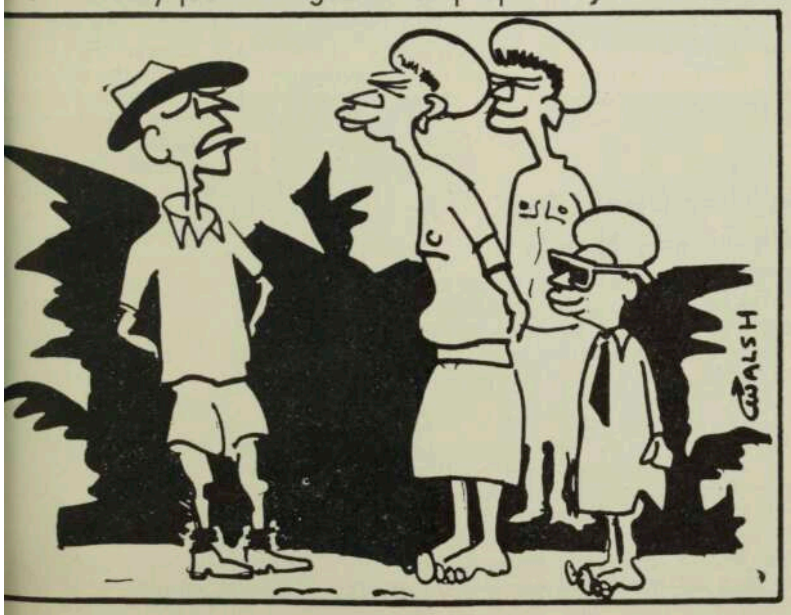
Before long, Australia will probably

(Some things moved so fast last month that Artist Walsh . . .)



"Don't be so noisy Surawadi—that Dutch patrol might hear us!"

(. . . Only just managed to keep up!)



"Perhaps they could call it The Republic of Territoria. ROT for short!"

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sign a Treaty of Friendship or Non-aggression, with Indonesia—a piece of paper that will be valid only until the chips are down. Having had NNG awarded to him on a platter, President Soekarno will be the world's most unusual dictator if he is content to rest on his laurels.

Will NNG, on the other hand, prove too big a mouthful for him to swallow? Will such economic and material progress as the Dutch have been able to introduce to the territory in the last 15 years, disintegrate and fade away? It's possible; but unlikely. In this age, such wishful thinking rarely comes true.

Many people imagined, after Suez, that President Nasser would be unable to cope with the task, of running the canal; that under Egyptian management, the world's most important waterway would degenerate into a weed-filled, unusable ditch.

It didn't happen. Nasser made the canal the show-case of his ability to own this most valuable piece of real-estate. Whatever else might be lacking in Egypt, nothing is denied the canal zone.

Soekarno, who has successfully played the market of world opinion in the last 15 years and won, would be a bigger fool than we have reason to believe, if he allowed NNG to revert to some kind of primitive, tribal zoo. Even if he cannot afford to keep it in the fashion to which it is accustomed, he has only to continue to play both ends against the middle and he'll get all the cash he needs for window-dressing. One thing that the deserving-poor amongst the new nations of the world can be sure of getting from both ideological camps is money.

Although the Dutch-educated native elite in West New Guinea that has been most vociferous in its anti-Indonesian view, is possibly more articulate and capable than similar groups in P-NG, its numbers are small and powerless. As well as powerless, members are now likely to become extremely bitter. As Herman Womsiwor was quoted as saying, "I spit on the Dutch!" The mass of the NNG people have no conception of what is going on and have been completely isolated from the wrangling that has involved their country. Even if independence were given to them now, they could not run it without outside aid. NNG is a poor country without the natural resources that make administration easier.

After May I next year, Indonesia has at least six years to prepare these people for the referendum under which they are to select their political future. Can anyone, doubt the outcome? With six years for brain-washing and propaganda, Indonesia can have few qualms about it. West Irian will be absorbed into the republic as the "independent" South Moluccas were.

The qualms will be mostly Australia's. However much sham diplomatic pleasure her External Affairs Minister expresses over the end of the dispute, she does not like the idea of Indonesia squatting on her door-step. The haste over the "enclaves", reported in this issue, is one sample of this.

What Indonesia does with those 700,000 Papuans in West Irian is going to continue to be of vital concern to Australia and to the nearly two million native people in her care. Handled the right way by the Indonesians, the West Irian Papuans could be 700,000 of the most effective weapons for President Soekarno's next "new blow against Colonialism".

New Hebrides Appointment

Mr. A. M. Wilkie, Financial Secretary to the Western Pacific High Commission in Honiara, has been appointed British Resident Commissioner in the New Hebrides to succeed Mr. J. S. Rennie. Mr. Rennie has been made Governor and Commander-in-Chief of Mauritius.

Mr. Wilkie joined the Overseas Civil Service in Kenya in 1940, *and was seconded to the Western Pacific High Commission as Development Secretary in* 1955, *and promoted Financial Secretary in* 1958. *He is due to take up his new appointment in September.*

☆ ☆ ☆

So They Drink: But Where and How?

THE Australian Government's indulgent attitude in preparing to introduce liquor to Papua - New Guinea native people has posed many responsible natives with a problem they can't answer.

No one has really asked them whether they want drink or not—and for people on the way to self-determination, some purists may see this as a flagrant over-riding of native wishes. There is reason to believe that had a referendum been held amongst all adult natives, many responsible people and most of the women would have voted "no".

It has already been seen, evidence given before the I Commission, that many native nesses confuse the Commision' poses [to discover ways and me *relaxing* prohibition] and think to decide whether liquor shou introduced or not. Surprisingly, natives realise their own shortco and are strongly against total p tion, while Europeans are eith an open slather or complete hibition. Amongst those who an open-go is the Director of I Affairs, Mr. J. K. McCarthy. other Europeans, also with lon dence in the country, are again lifting of restrictions.

There are endless argumen and against native drinking, the only reason why the b restriction is to be lifted is c racial discrimination, then the only two courses that can be sidered: The lid off everythin everyone, irrespective of race or or economic condition; or a co prohibition on everyone, inc Europeans, Mixed Race or Asia

If it were the latter, it would ably empty the Territory of h European population in short and this might be preferable long-term results of unres native drinking. But these are issues and are now beside the If the only thing that must be is racial discrimination it is pu less arguing about permits, or r tions on spirits or confining dr to native clubs, or to the home. people will have to drink how like, what they like, where the within the restrictions of the g liquor ordinance covering every

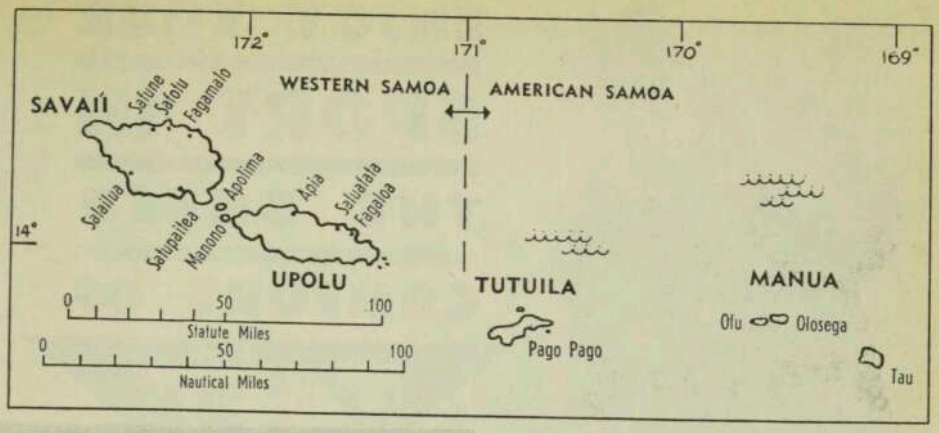
In that case, it seems high tim someone representing the public Papua-New Guinea took time consider the physical requireme increased numbers of drinker what is likely to happen in the if all restrictions are finally re They should take a look at dr conditions in the bars of place Fiji where the biggest proport customers are Fijians and In until recently restricted to beer ing.

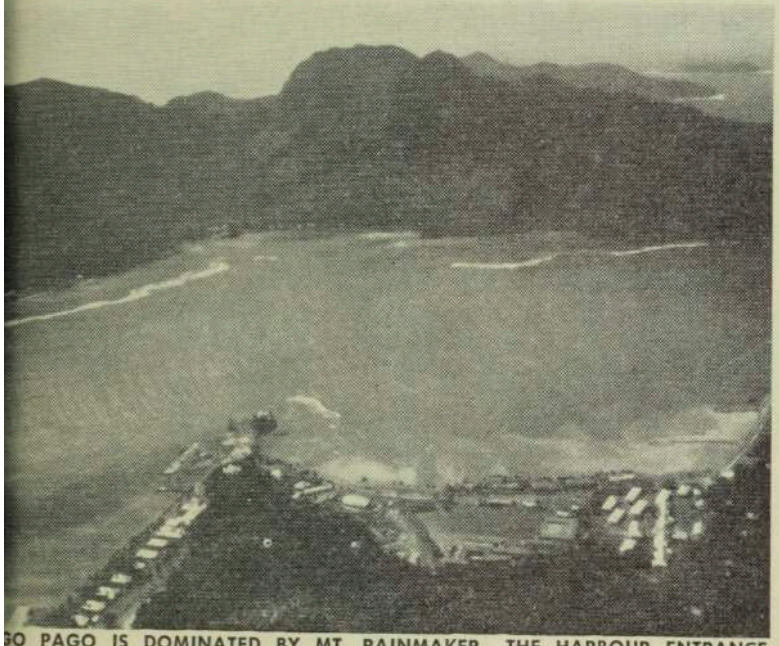
P-NG has a far bigger popu than Fiji and it is obvious tha if the same proportions drink Territory, there is not a hot there capable of holding them.

And there are other problem comparison with P-NG, the little Fiji racial prejudice. races there are used to dr (and getting drunk) together. NG they are not, and the fir periments in this direction co explosive.

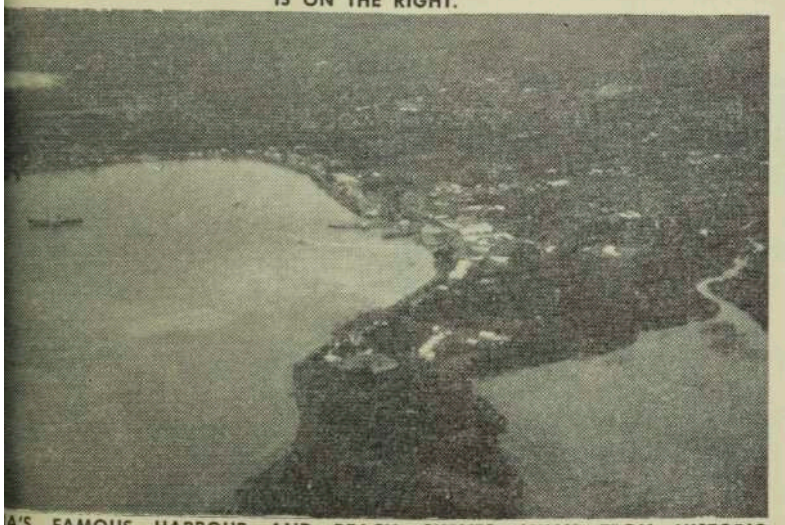
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. . . Only a man-made division separates the two Samoas, although each has developed its own way of doing things, as this on-the-spot report shows . . .





GO PAGO IS DOMINATED BY MT. RAINMAKER. THE HARBOUR ENTRANCE IS ON THE RIGHT.



A'S FAMOUS HARBOUR AND BEACH CURVES AWAY FROM HISTORIC MULINU'U PENINSULA, FOREGROUND.

SPOTLIGHT ON THE SAMOAN IS.

By Stuart Inder

In reporting the developments in the South Seas from month to month, as *PIM* does, it is easy to fall into the error of overlooking the wood for the trees.

THUS when I was leaning over the upstairs verandah of Aggie Grey's Apia hotel after a good breakfast one sprinkling morning recently, looking down into sunny Beach Road and out across the famous harbour shimmering in the early sun, it slowly began to dawn on me that here, right in front of me, were sights and sounds of special significance. Their significance was in their very normalcy.

Here came a scattered, scampering group of Apia schoolchildren, in simple tunics of different colours, chatting as they made their way to school. Here, from the opposite direction, came a horse and rider at a canter.

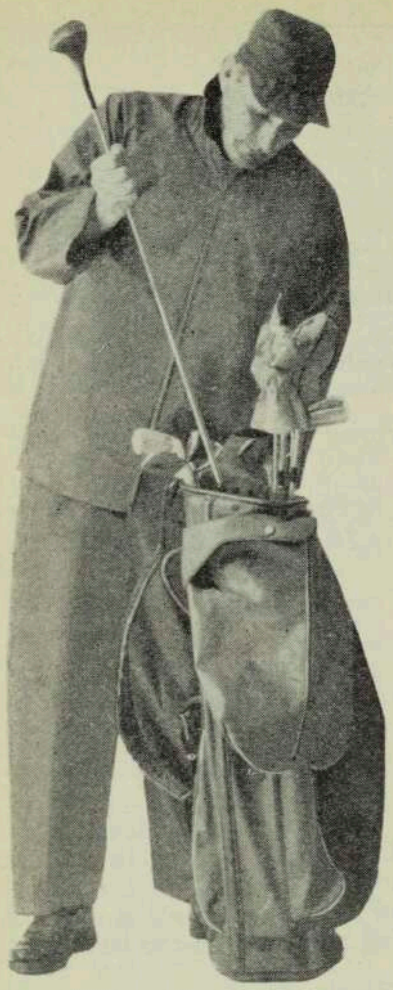
A town taxi — a late model American car with a left-hand drive, for Samoan traffic keeps to the right — pulled up below the verandah and honked for the customer who a few minutes ago had telephoned from Aggie's. The driver got out, beaming, to carry the bags.

Rat-tat-a-ta-tat! came the sound of a sharp drum beat from across the harbour, and into view from behind

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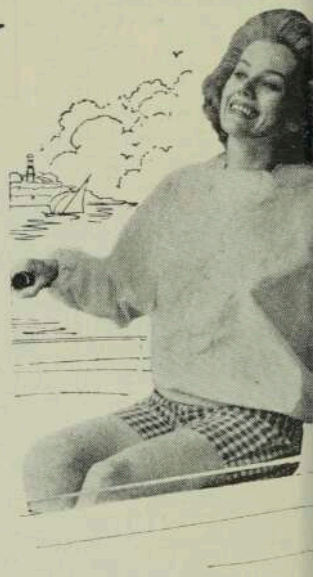


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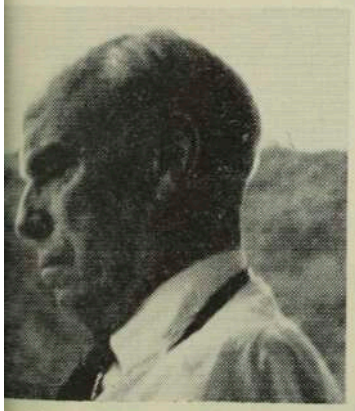
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p that was busily loading bananas
a Fautasi, a long boat with
y 30 men at the oars, all strain-
n time to the beat from the man
he stern as they practised to
p the hide off American Samoan
s at an international competition
t Pago the following week (they
in a walkover!). A bus rolled
seats well-filled with neatly-
ed, friendly-faced Samoans on
way to the office or store.
ese sights and sounds were the
endent State of Western Samoa,
months after its flag flew free.
were the day-to-day noises of
nly Polynesian group so far to
emerged as an independent self-
ning State after passing through
iod of colonial rule.
ty years of colonialism, 14 under
any, and 46 under New Zealand,
brought the Samoans not to
shed nor turmoil, not to the
for UN intervention, not to the
lestroying roll of pawn for the
politics of East and West, not
parlous economy with a savage
market and food shortages—but
normalcy of living that was so
onplace that its very significance
ould so easily overlook.
re was the most exciting news
in the South Seas today.

Problems—Naturally

tainly Samoa has its problems
it is almost trite to say so, for
country hasn't. It is a truer
tion of the real position in
rn Samoa to ask what other
ty after eight months of inde-
nce has *fewer* problems and a
er future outlook? I know of

cording to the requirements of



rn Samoa is out in the market place
g for financial assistance. Photo-
d in Samoa recently was Dean
es Ryerson, making inquiries on be-
f the US Government in connection
grant that Samoa may get from
AID.



These Samoa College pupils marching in the Independence celebrations on June 1 (distinct from the day of Independence of January 1) represent the elite among Samoan school children, where only three pupils in every 100 get the chance of a secondary school education. The college was completed seven years ago under a grant from NZ. It now has 450 secondary pupils selected from all over Western Samoa.

Photo: Samoana.

today," said the New Zealand High Commissioner to Western Samoa, the widely experienced Mr. J. B. Wright, in his office later that morning, "Western Samoa was more than ready for independence."

Although Mr. Wright didn't say so, New Zealand is given a big share of the credit for bringing the country to independence and for continuing to assist it financially (under the terms of the just-signed Treaty of Friendship). But what Mr. Wright did say was that the Samoan character is responsible to a very big degree for the smooth changeover and for the tranquility which is Samoa's today in comparison with other, less happy States.

"The Samoans have, certainly, the natural advantages of being one race with no racial problems brought in from outside," said Mr. Wright. "And they have no border problems. But they have themselves to thank for being basically a sound people, who are also a conservative people, who have at the same time a strong political consciousness."

And, he added, the Samoan leaders were aware of their problems, "which is important".

"We have problems. I won't minimise them, but we will overcome them," said Mr. G. F. D. Betham, Minister of Finance and Economic Affairs, in his office overlooking the harbour. Fred Betham, as he is popularly known, is one of the hardest working members of Cabinet.

"We know we want assistance, and we are out in the market places getting it. We hope to get a grant from the United States, under its AID programme, we are already getting a lot of help from New Zealand of course, and as a result of us having joined the World Health Organisation in May we are now qualified to receive assistance from various UN funds and agencies.

"There are various foundations that may help us. And there are various schemes pending. But these things take time to arrange, and patience must be a virtue at that time."

This complicated business of arranging for international assistance is, I gathered, probably the most important work going on in Western Samoa today, and because results can't be got quickly there has been some local criticism that too little has been achieved. I found that some of the results will be obvious soon, and that things have advanced so far that Prime Minister Fiame Mataafa will soon make a world trip to tie up some ends or to push other matters on the spot.

Aid from Where?

Is there any danger that Western Samoa will in these negotiations find itself accepting aid from anybody but the West? Samoan observers of long experience are emphatic that there is none at all. They say Samoans are too conservative, too politically shrewd and too strongly steeped in Christian

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ciples ever to make such a move. moa's economic policy is not en- y directed at obtaining inter- nal help. Just what its economic ities are have yet to be deter- d, with the help of a UN survey shortly to arrive, but meanwhile ncreased agricultural exports (and r prices) look like getting the r balanced more quickly than ody realised. Mataafa has a reserve of goodwill among the an people, to help him across difficult period, but even his ds say that he will have to get verall priorities working soon if to keep his full popularity.

st year exports were declining, national income diminishing and oked as if inflation might take a . The trade deficit for 1961 oa goes by the calendar year) £573,000—which was more than le that for 1960. This year a brought in exchange controls have restricted 1962 imports 0 per cent. of those for 1960 highest import year on record). presenting the 1962 budget at nd of March, Mr. Betham an- ced he was budgeting for a t of £260,000, which would have met from very slim reserves. was "not a desirable result", he especially as it followed severe in expenditure, but he hoped and increased production, plus nport cuts, would help make up eway.

hopes are now well on the way ing achieved.

ade figures for the first six hs of this year show imports at 4,357 and exports at £1,255,835 ich means the trade drift has arrested if these proportions ue.

Import Controls Still

ncipal crops of copra, cocoa and as were all up and cocoa was so well that it looked like top- the export figures for the first since 1958. And the Japanese a market might turn out to be ble.

Betham admits the situation is et good enough for Samoa to its import cuts, or to spend y on many things that need it. t things look much brighter hey did," he added.

ne Minister Fiame Mataafa is busy man these days. He was a Cabinet meeting shortly after rviewed him.

at was Samoa's biggest prob- Education without a doubt, he The population was growing had to be educated. Samoa d many things; new buildings



Prime Minister Fiame Mataafa.

for instance and an overseas wharf would be useful, but wharves were not so important when put against the need for educational advances. Samoa also wanted its own university.

The Prime Minister referred me to the report on Samoan education by Professor T. L. Green sponsored by UNESCO, which spoke of staff shortages, the need for an economic policy to which educational plans could be geared and the general need for aligning objectives.

"We are getting some help on that," said Mataafa as he went off to the Cabinet meeting.

I later saw a report of a survey of Western Samoan education by New Zealand's Director of Education, Mr. C. J. Williams.

Mr. Williams reported that there has been little improvement since 1953 in methods and standards of teaching; that the rate of educational progress has been slowing down over the past few years; and that the goal of universal primary education is even further away than it was in 1959.

Among faults noted by Mr. Williams were far too many village schools with poor buildings, minimal facilities and lacking even the simplest equipment.

He said that despite an apparent keenness for education, there seemed to be no sense of urgency about educational advancement and that Western Samoa could not afford to maintain a leisurely attitude or pace.

"It seems clear that . . . a considerable increase in both Government and private expenditure on education is required over the next few years," said the survey. "But already Government finances are sorely strained, can barely provide for the maintenance of essential services, and

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very little can be set aside for cational purposes."

It would appear, therefore, tha raising of standards for educati other social services can come only by the provision of outsid said Mr. Williams.

"The crime rate is not up independence—it's down," said S intendent of Police A. L. Ph "Except home brewing, that is getting worse!"

West Samoa's gaol populatio December 31 last year was which was below the country's av of about 180. There are two On January 8 there was a g amnesty, and the entire 130 released.

"It wasn't very long befor gaols were stocked up again," Mr. Philipp. "We suddenly ha of them, but they were all termers and they didn't last. four were familiar faces—four had been released in the amnest

Now the gaol population levelled off to a regular 100 says Mr. Philipp, which he thi excellent and which he belie partly due to more control b Samoans themselves in the vi

Superintendent Philipp pointe that the Samoan in any case w a criminal type and that as there was nothing premeditated his crimes.

It was four years since I wa in Western Samoa, and to me was now a friendlier feeling air. It was perhaps a lesseni the tension, although I had previously consciously felt any.

I compared notes with h dozen men of long experien Samoa. Some said they had n no change. Others agreed that was a change, but so slight almost imperceptible.

Said one man, "I think wh happened is that the Samoans meeting a European now are to say to themselves: 'I am as as he is, but now that I know I am not going to be rude eno remind him of it'."

But I heard it summed up better a little later when I ove a big Samoan policeman passi time of day with an American while the American waited for

"You know, we are indep here now," said the Samoan.

"So I understand," saio American politely. "It's good

"Yes. We can do anything v now."

"Oh. What do you do no you didn't do before?"

"Well, nothing really. But independent now."

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American Samoa
Begins to Jump

NEW DEAL FOR THE EAST

he difference between Ameri- and Western Samoa is that e the West has independence is proud of it, the American ds are satisfied to stay by le Sam for some time yet, maybe for much longer. with a total land area of 76 square miles and popu- n of 20,000 (compared with 0 square miles and 113,000 le in Western Samoa) who d blame them?

T there are unexpected pressures at work within American Samoa. enly money has been poured in ve the neglected territory a new lift and a new economy—and it may come a new self-respect ts people. There is already evi- e that the American Samoans beginning to remind themselves are common stock with those in western islands and in fact that themselves at one time had the st-ranking chief.



Illustrating American Samoa's New Deal is this unusual auditorium, officially opened in July at the Fifth South Pacific Conference. The building is to be used as a community hall. It was designed by Mr. George Wimberly, a Honolulu architect, and captures the flavour of the Samoan fale. Concrete arches support a roof of cedar shingles. The walls open up fale fashion, to let in the sea breezes. The construction on the right was a sign identifying the area as the South Pacific Conference site.

America has had its small share of the Samoan islands since 1900, when the chiefs ceded them. But America's interest was in the famous Pago harbour as a naval station, and for the entire half-century until 1951 Samoa was run for the Navy, with the commandant of the Naval station serving as Governor.

Commandants of Naval stations are notably one-eyed supporters of the Navy, so by the time American Samoa's jurisdiction was transferred to the Secretary for the Interior in 1951, the Samoans had hardly made the same progress as their brothers in the west.

Pago itself was a miserable collection of tin and timber buildings and dirt roads more often littered with rubbish. Many of its outlying villages were in the same state ("no pride", sniffed the visitors from Western Samoa). The place was at the end of the route to nowhere.

Imports (for 1961) were worth $4,104,000 compared with exports of $7,395,719, but this trade balance depended entirely on tuna exports and fish products worth more than $7 million, all from the one factory. Copra, next in value, was expected to account for only $61,200 (360 tons), although production was down because of a hurricane. Other exports (floor mats, tapa cloth) were hardly worth listing.

Without the tuna factory, which is owned by the Government and leased to an American canning company which arranges with Japanese boats to catch the fish, the territory would be something of a minor financial millstone for the US.

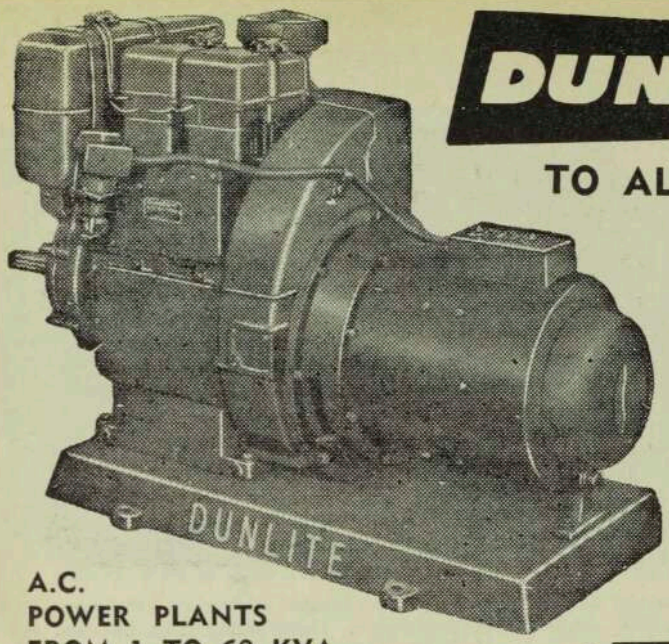
With not much hope of finding anything of interest to do at home, Samoans for years have been catching the ship or plane to the US mainland as soon as the fare was saved, there to work for better wages and less prestige. Thus brains needed at home have been lost.

Now, suddenly, the days of neglect



The Van Camp tuna factory is the right-hand building of this group of three on the shores of Pago Harbour. The building in the centre will be used by the new coconut processing factory, and the one on the left by a new tuna canning factory. The two buildings at left are at present occupied by the PWD.

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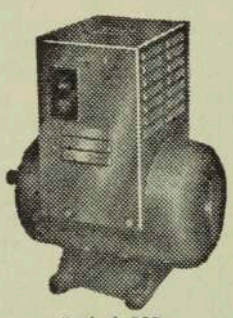
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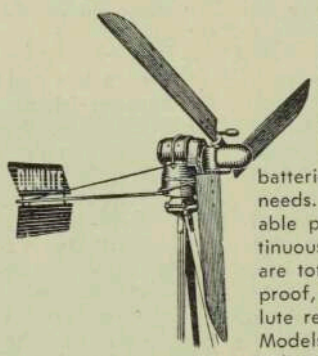
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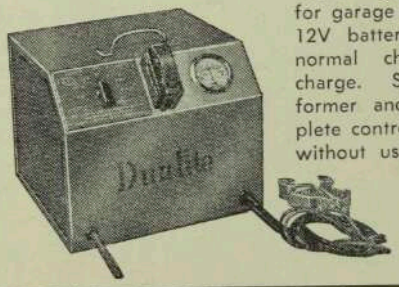
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ver. It has taken 10 years for a's plight to seep through to the e holding the mainland purse s, but as Governments go, that hort time.

though from 1956 to 1961 al American grants increased $1,300,000 to only $2,100,000, 1961-62 Congress appropriated million—more than four times revious budget. Beginning from July Congress is giving Samoa 00,000!

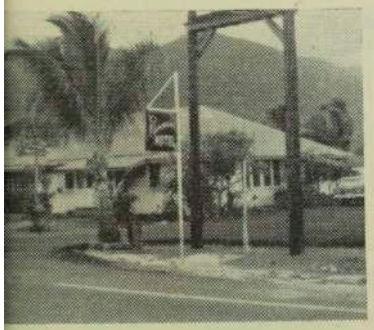
th this money the Administration been putting in new schools (60 cent. of Samoa's population is 18 years) appointing more ers and modernising the system an educational TV station de- d to reach into every village and lroom (see p. 53).

Roads Everywhere

ey have begun to strengthen the cal services; have put in a new r house (and will put electricity every village); have paved roads generally cleaned the entire place

e road paving operations, with hines handling a mile a day, have ially been spectacular. The new) ft. international airport at na is now connected to Pago a road that is highway standard the South Seas, and it is con- ng on in both directions.

st of the new airport, officially ed in July, does not come out he Samoan appropriation but it be an important part of Samoa's omy. There is every chance that it will be used as the main link me trans Pacific air services, so



small Government-owned Rainmaker l, on the shores of Pago Harbour, is oa's only hotel. It will be demolished make way for a big new one to be t by a Samoan-owned and Govern- t supported corporation. The new l may not go on this site—there are posals that it be built on Goat Island, h is connected by a causeway to the e not far from the Rainmaker Hotel.

that Nadi is bypassed (see p. 141) and this will mean more money and more tourists.

And there are other plans.

Another tuna canning company, Star Kist, has an option on a building alongside the present Van Camp factory, which was established in 1954. Star Kist plans to use Japanese in the same way as Van Camp, and with the kind of money that has already been brought in by Van Camp that is good news for Samoa.

And in another building beside the planned new tuna factory, an American West Coast syndicate plus the Kingdom of Tonga plan to establish a coconut processing plant. The new company, called the Pacific Coconut Processing Corporation, has a 30-year lease on the building, which is part of the Public Works Department workshops (which are to be moved to a new site within six months). Lease is worth $360,000.

Tonga has a slightly less than half interest in the plant, which is enthusiastically supported by Prince Tungi. The plan is to buy green whole coconuts in Tonga, Western Samoa and American Samoa, and process them by a pressure system to get fresh oil. Briquettes will be made out of the husks. Another by-product will be coconut flour.

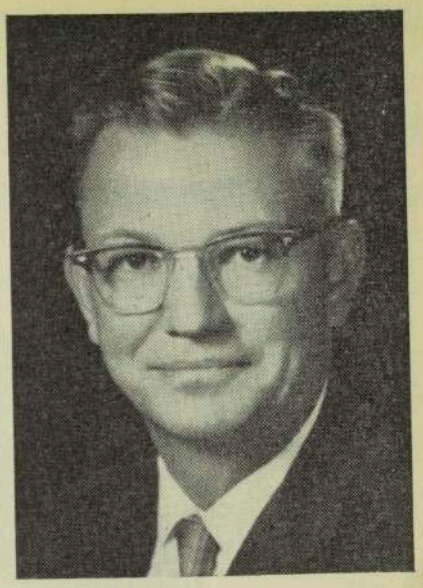
The two new ventures will employ another 500 workers between them—a considerable figure in such a small population. But some people have doubts whether there is a lucrative market available for the products of the coconut plant. They will be sold in America, and because the processing is done in American territory they will enjoy lower tariffs. Prince Tungi is planning to buy a new 500-ton vessel to carry the green nuts from Tonga.

Coconut Plans

Governor H. R. Lee hopes the coconut processing plant will enable the Samoans to eliminate the making of copra. "The price they are offering us for whole nuts is a little better than the copra price, and we won't have to make the copra," he said.

The man who has done more than anybody to put American Samoa into its new orbit of activity is Governor Lee, who took over only in May last year. He seemed to know what he was going to do as soon as he arrived and quickly had a programme laid out.

"We are not going to continue on this kind of spending," he said in his pleasant office overlooking Pago Harbour. "But we need to spend



Governor H. Rex Lee.

what we are spending to rehabilitate the territory."

Governor Lee apparently feels strongly, and genuinely, that the Samoans merely need a good start for them to make their own pace.

"People have said that the Samoans have taken the easy road for so long that they can't help themselves anymore, but I don't believe it," he said. "They have proved that in the work they have done in the last 12 months."

To help build up confidence he wants the Samoans to share in commercial enterprises, especially in the tourist industry. He hopes the airport will attract travellers.

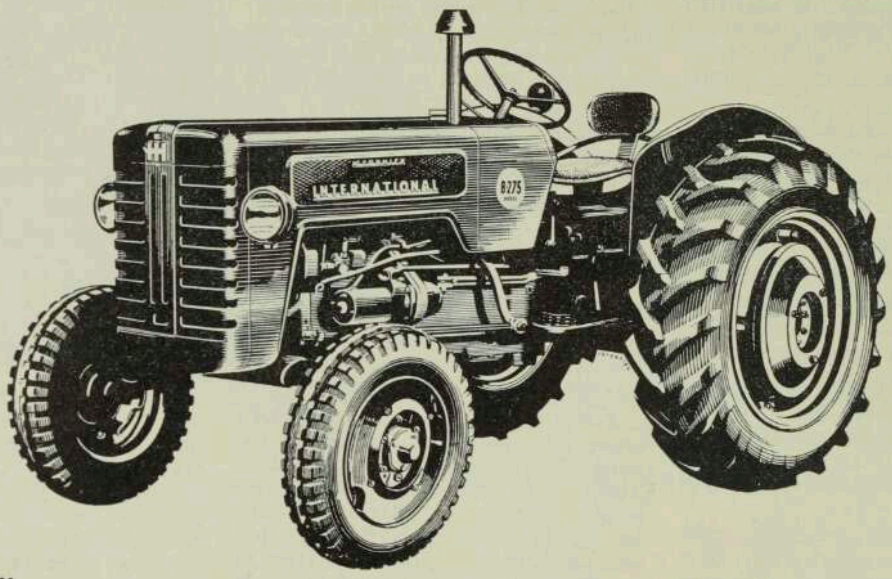
He said: "We would like fine hotels on all these islands—and we have had plenty of offers to build hotels here. We could have built 1,000 rooms. Yet we haven't accepted them."

Why? Because the Administration is sponsoring the Samoan Development Corporation, which is selling $10 shares to the Samoans for the purpose of building a new hotel for Samoa. The stockholders will also supply building labour. The hotel will probably be leased to overseas interests but profits will go to the Samoans themselves, for it is an all-Samoan enterprise. The Corporation needs $250,000 and then will be able to borrow $250,000. When the Corporation is ready to operate, which Governor Lee hopes is in a few months, the Government will close the Rainmaker Hotel, which it owns, and which is Samoa's only hotel. Site for the new hotel has not been decided. Meanwhile, other hotel applications are being kept at arm's length.

(Continued on p. 36)

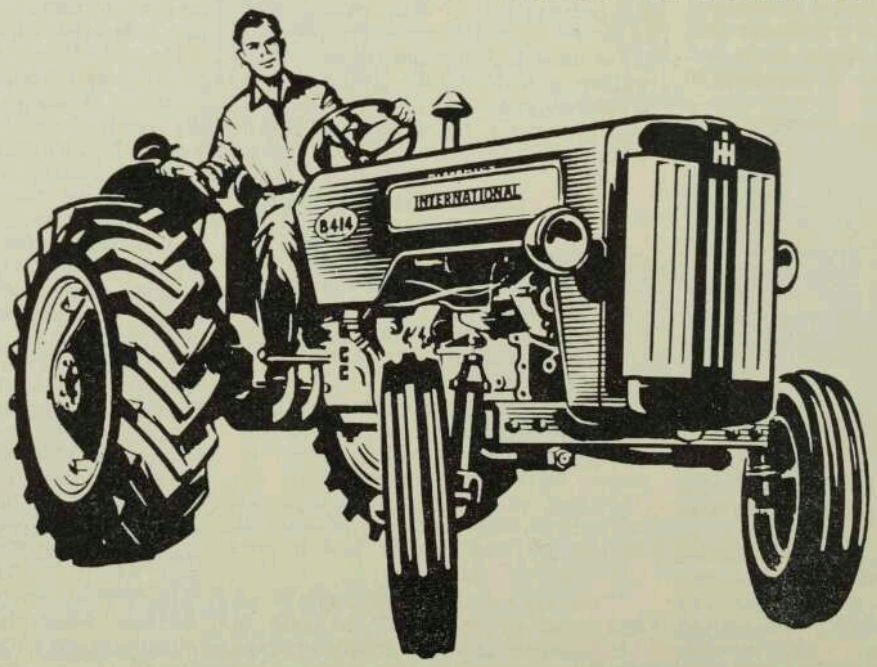
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Governor Lee is going easy on tourism at this stage for another reason—he wants to be sure that a sudden influx doesn't change the local way of life too much.

He does not feel that Nadi will miss out when more air services are attracted to Tafuna. He was in fact a little indignant when I suggested it might.

"We won't be taking anything from anybody," he said. "We will be giving things. Air services need to work together, and if people go through the South Pacific one way they will want to come back another so that they can see as much as they can. It is in everybodys' interest to have Pago Pago Airport busy."

What is the future for American Samoa? Governor Lee thinks it is a good one, but he is obviously so busy on the task he has set himself that he hasn't too many words to waste on forecasting.

The big problems are whether all his measures will attract Samoans back from Stateside, and keep the young people at home in the first place, and whether self-confidence can be built up to the extent that there is a strong feeling of Samoan nationalism, as distinct from American nationalism.

And all that is anybody's guess—it is too early yet to say. But I personally was surprised at the warmth of the Polynesian hospitality in the villages—a warmth that I had been told (in Western Samoa, and by some Americans) was not there. The *Matai* system was weak or non-existent I was told, but I did not get that impression.

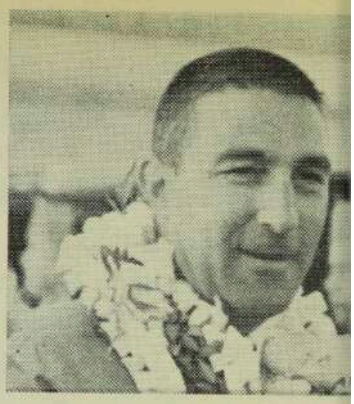
The man better able to predict Samoa's future is Mr. Stewart Udall, US Secretary for the Interior. I talked with him in Pago while he was on a quick visit.

No Positive Plans

"The truth is that we have not formulated any plans for the future of American Samoa," said Mr. Udall. "We see our responsibilities here and we are meeting them.

"What caused this 'awakening of our conscience?' Merely our desire to do what has to be done. We are not concerned with any possible Red interest in the South Seas, although this is always something to be thought about, and certainly a happy, prosperous people are our best defence.

"Our goal is to give self-government as quickly as possible. Statehood is not the ultimate. We have



Arriving in Samoa, US Secretary Interior, Stewart Udall.

not worked out any special ste the future.

"With everything that has done in the last 12 months, an all the plans that Governor Le for the next 12 months, Am Samoa has a much better cha attaining economic self suffi now than we thought it had."

But did the United States b that in fact American Samoa become self sufficient? Mr. avoided a direct reply.

The truth is that probably n Mr. Udall nor anybody else k what results will follow from spotlight that has now been di on American Samoa.

Another Threat to Fiji's Sugar Industry

From a Suva Correspondent

High authority in Fiji is c watching an attempt being mad a suspected Nadi-based group split the Fijji Sugar Workers' U

IT could be part of a schem certain dangerous elements— were defeated in 1960-61 in disastrous attempt to control sugar industry through the grow to embarrass the industry by ge control of the mill-workers.

The industry now faces a pe of peace and prosperity. The I farmers are working hard, and appears to be a market for all sugar, for at least two years. reorganised Sugar Workers' U (mostly mill-workers) has en into good relations with the mi

But a breakaway union appe in August, and is seeking registr and declaring it will not recognise agreement made by the FSW Un

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'Who's Who' Next Year

New Fiji Handbook Is Out

he new "Handbook of Fiji" is now lable. This newest addition to the ific Publications family is designed running-mate of our "Handbook apua and New Guinea" and both complementary to the "Pacific nds Year Book".

HE two *Handbooks* cover the two biggest and most important Is- ls areas in the South Pacific and produced especially for business- , tourists, etc., who want more iled information about Fiji and ua-New Guinea than they'll find he *Year Book*.

he Handbook of Fiji has a stiff, colour cover which is an integral of the book; a better proposition, think, for a handbook that is used t, than a separate dust-jacket.

he 224 pages of information cover y aspect of Fiji affairs: Geo- hy, history, races of people, ernment, the Public Service, legal hinery and taxation. There are e sections on commerce, trade and istry. Communications and trans- , land tenure and housing, agri- ure, health, education and Mis- s are some of the other matters t with.

here are classified trade and pro- ional directories for Suva and toka and directories for other ns; the full Customs tariff; and of registered companies.

lthough not specifically written tourists, it contains all the infor- ion an intelligent tourist will want, s a chapter on the tourist industry a guide to hotels, agencies, places interest and other useful infor- ion.

aptain S. B. Brown, of Suva, has plied an article especially for ising yachtsmen. Fiji, he says, is aradise for them and he tells how et the best out of a stay there.

here are street maps for the city Suva and for five of the largest ns; maps of individual islands; a coloured folding map of the le Group.

he chapters are attractively laid so that the vital piece of infor- tion that *you* want is easy to find. o pages of "Contents" and a eral index help in this department. he *Handbook* was compiled and ted by Judy Tudor; and as it was only about four months in preparation it is more up-to-date than handbooks have a way of being. Price is 15/- plus postage (2/3 to non-British countries); or $2 US, including postage.

NEW EDITION OF YEAR BOOK

Revision has now started on the Pacific Islands Year Book and the 9th edition will be available about the middle of 1963. As this book contains about 500 pages, covering 30 main Island groups in the North and South Pacific and individual smaller islands, it is a major operation.

In the next few months, Mrs. Tudor will visit most of the main Groups on this revision work.

WHO'S WHO IN PACIFIC ISLANDS

After considerable delay, the work of putting biographies into type has begun and *Who's Who* will be published, in the first instance, as a separate, additional section of the 9th edition of the *Pacific Islands Year Book*.

Plans to publish *Who's Who* as a separate book were made about two years ago; but as the questionnaires began to come back, it became obvious that the task was a most formidable one.

It has been decided that it will be published as part of an enlarged *Pacific Islands Year Book*. The *Year Book* has an established place in the world as a standard reference work and a large proportion of each edition is sold before production; so the *Year Book* will bear the initial cost of setting up *Who's Who*. It is anticipated that, in time, after the cost of compilation has been met, *Who's Who* will be published as a separate volume.

In the months ahead, it is intended, where possible, to send a proof of each indvidual biography to its subject for checking and for any necessary additions. People who have changed their addresses since they sent back their questionnaires would be helping the work if they would let us have their new addresses without delay.

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Sydneysider At Home Base

Food Fit For A King And Queen



Some of the cooks who supply air travellers with a quarter of a million meals a year. Left is Mr. Maurice Hofstein, Qantas aircraft catering supervisor, who is no mean chef himself, with two of his staff, chefs Peter Koch and J. Di Bello.

No matter what kind of a mother you had, she never had to bake a quarter million meals a year; or cater to the tastes of guests who varied from Italian peasants to Asian royalty and took in a big proportion of the world's travelling VIPs as well.

about a half-acre of building out near Kingsford-Smith Airport Sydney, Qantas Empire Airways s just this—on behalf of itself, tish Overseas Airways Corpora- n and Tasman Empire Airways . It's typical of what goes on in ering for major airlines all over world.

A clutch of international chefs and kitchen staff spend their entire rking lives there baking, steaming, ing, snap-freezing and packaging rything from Fillet of Beef Peri- rdine to strawberries and cream.

That fluffy omelette, for instance, t you had for your breakfast seven es up, somewhere between Nadi, i, and Honolulu. You probably ught that the hostess whipped it and cooked it sometime when were sleeping. Not a bit of it. was built to a secret formula, the before, back in Sydney, part- ked to a golden brown, rolled o its serving position, chilled and ked into a foil tray.

When breakfast came on your 707 eing Pacific service, the omelette d its foil tray were put into a small ley oven like a miniature hot air nace, the cooking was completed, water that had been added to original mix evaporated and what s served to you not only looked d smelled like made-on-the-spot, t tasted it.

Although no one flies just for the als, meals break up the monotony flight; and, like air transportation elf, in-flight meals have changed.

In the days of DC3's and Sunder- nd flying-boats, you took longer to get anywhere and did it on a diet of salad and ice cream.

As planes got bigger and classier and faster, aircraft designers also learned how to cook, and of the 16 items that can be on a first-class dinner menu, half of them now are hot dishes.

[But jet-flight that clipped hours off flying-time also imposed some new problems; in short hops, as between Sydney and Noumea, New Caledonia and Sydney-Auckland, cabin staff have to work like beavers to get the meal served before the plane is already descending at its destination.]

It's all in the way you look at it: To you, a flight to the United States means bookings, fares, passports, inoculations and about 16 hours sitting in an aircraft. To Qantas' catering staff, it probably means the organisation of one dinner and one breakfast and incidental refreshments. Before jets it probably was one dinner, one breakfast, one luncheon and maybe a dinner again.

The Air Miracle

If you are the customer, most of the miracle of air meals seems to happen in a galley not much bigger than a decent-sized kitchen table. The real miracle, of course, happens back at base, that brain centre of meticulous planning at the edge of the airport in Sydney and other places like it.

Here thousands of chickens are bought each year; hundreds of turkeys; tons of peas and beans and brussel-sprouts; salad greens by the cartload; fruit by the bushel; filet steak by the hundredweight; endless lamb chops and cutlets; lobsters and oysters and sole which, placed tail to head, would reach three times round the jet runway.

Here in this place in giant cauldrons and batteries of ovens, it is baked and steamed and broiled; sauces are brewed by the bucket, and soup by the 10-gallon lot. The bakery is hard at work on its annual production of a million bread rolls.

So far, so good. What we have is a heap of food—but this doesn't get it into the jet aircraft ready to serve to you somewhere between Darwin and Djakarta; or Perth and Cocos Island. The planning, the packing, the menus, constitute a department and a science in themselves.

A couple of days before a flight, some idea of requirements is known by the catering staff, but it is not until an hour before that the final number of passengers, the configuration into tourist and first-class, is finally fixed.

Food for the tourist galley and first-class is packed—sufficient for each passenger and a dozen meals over; wine and cigarettes brought out of bond; containers of trays and eating utensils—plastic for tourist; china for first-class—are ready. Water, crackers, tea and coffee, special diets for babies and diabetics and businessmen with ulcers, all have been provided for, counted and ultimately signed out by the time you are aboard and have fastened your seat belts.

As part of the Sydney establishment, there is a trainnig school for stewards and air-hostesses. They

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work in a mock-up of a jet ga and fuselage, the stewards doin six-months' course and the air tesses a like number of weeks. stewards learn to prepare the fo arrange it; how to serve it and wines that go with it. The hoste learn to do what they have to decoratively.

Finally, they go out on short tr to places like Noumea or Nor Is., and by the time they are re for long flights are discommoded no one—neither the King of Ethio the President of the United Sta or you.

In August this year the establ ment was launched into the prep tions for the visit to Australia New Zealand of the King and Qu of Thailand, from August 17 to S tember 12.

A Qantas Electra flew up to Ba kok to pick up the Royal party throughout the tour remained at disposal. Every item of food for King and Queen, their retinue of and the plane's crew of 13 had b worked out weeks in advance, de to the last cheese biscuit; Singap Bangkok, Wellington, Christchu Brisbane, Hobart, Melbourne, A laide and Perth had been adv just what items and stores t would be expected to supply.

Its total all added up to a m operation in catering. In case are interested, as King Phumip and Queen Sirikit flew between S gapore and Darwin on the night August 17, this was the menu was placed in front of them:

Hot and Cold Savouries
Consomme Orge Perle
Creme of Mushroom
Fillet of Sole Marchand de Vin
Supreme of Duckling au Cerise
Parsley Potatoes Buttered Garden P
Cold Supreme of Chicken
York Ham Ox Tongu
Salad in Season Vinaigrette Sa
Pineapple Ice Cream
Cheese Platter Desse
Coffee Mint

As they flew between Christchu and Canberra on August 26, Pac Crayfish Mornay was on the lunch menu; so was Roast Cushion of P with Noisette Potatoes and Min Green Peas. Or they could h had Supreme of Chicken Chaudfr and Salad in season, topping off w fruit salad with cream; cheese, c sert and coffee.

Between Perth and Singapore September 9, they will have a C tinental breakfast of fresh ora juice; grape-fruit half; breakafst ro croissants and Toast Melba; mar lade, jam, honey; fresh fruit; iced Ovaltine or coffee.

You, too, can have these Ro meals way up there in the sky- you travel first-class. If you tourist there will be fewer frills.

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Territories TALK-TALK

It was back in July, when Buka was still more or less in the headlines, that some up-and-coming Administration spokesman released the "news" that a road was to be made on Buka from the Passage to Kessa plantation—a distance of some 45 miles.

ECALCITRANT tax-payers, plus the coming of the US tracking tion, no doubt contributed to this mingly needful publicity by an le-polishing Administration.

Actually there has been a road—chain wide and suitable for icular traffic—along the East coast Buka since 1911. It was conicted shortly after German Comssioner Doellinger took over the ta district. He was a keen roadker, and little wonder, for he had y just finished serving as No. to the famous Buluminski, the

With Tolala

vieng District Kiap, the man ponsible for having constructed the l-known Kavieng to Kimadan ad along the east coast of New land in the early 1900's.

t was along this road that Harry rdew, DO Kieta in the early '20's, o later became the first Protector Natives in the Administration vice, issued instructions for each lt male native to plant 10 onuts a year, an idea—so he told —which had been customary in ne districts in Papua, whence he ne before joining with the Military cupation crowd.

Unfortunately, for future generans of the indigenes, the scheme was rt-lived. Count de Penha Garcia l Mdlle. Dannevig, of PMC—manent Mandates Commission of League of Nations—raised a cry protest to high heaven, termed it rced labour" and that was the of it.

Incidentally, I was thumbing ough the pages of a novel the er day with its scenes laid in Buka rather Kuba, as the place was ionally called) and which was lished in 1933 and I came across following passage:

The east coast of Kuba is rocky l forbidding. There is no friendly horage for trading vessels on that coast as there is on the more populated west coast with its lagoons and sheltered bays. Sheer rocky cliffs end in a small stretch of white sand beach and on top of these—some two hundred feet high—are situated the villages with small temporary settlements for fishermen along the beach. A developing government has built a wide road that runs parallel with the cliffs and connects one end of the island with the other for a distance of some 40 miles. Narrow native tracks run inland across the island and join up with the western coast. ("Tropic Equations", by Don Gordon).

Why are our Public Relations people so loath to give credit, by ignoring exisiting conditions, to a past generation? Surely they must realise that such a policy makes other statements of theirs suspect and loses public confidence, and that confidence is really a PRO's greatest asset.

FOOTNOTE: Apropos the name Kuba; I noticed a news item from Sohano in a recent New Guinea newspaper where a District Agricultural Officer and his wife "have moved into their home at Kuba". But I wouldn't have a clue where *that* is.

(Over)

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. . . . . Margaret Merril.

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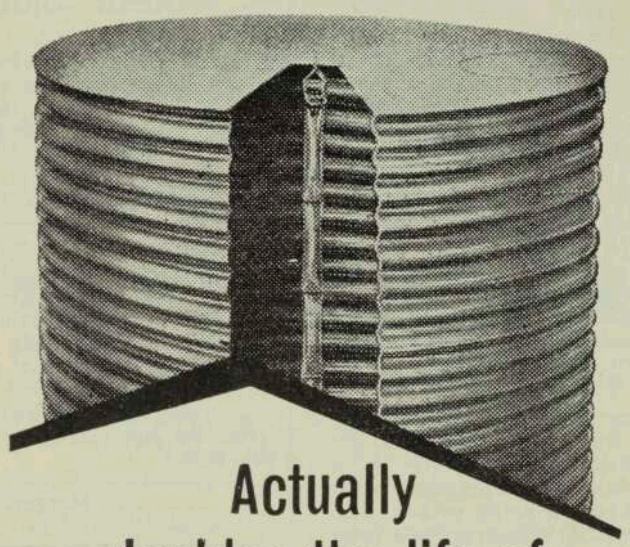
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Forty-eight Years Ago

The month of September is a letter month for both New G and Australia. Forty-eight years —in 1914—and on September 11 Australian Naval and Mi Expeditionary Force landed Kabakaul, New Britain, and tralians experienced their first en ment with the enemy in World I.

On the following day troops landed at Rabaul, and on 13th official proclamation of the oc tion of German New Guinea read, followed by an "all pidgin-English translation, e with the famous: "No more Kaiser. God Save 'um King".

Ten days later the German A Governor, Dr. Haber, who e lished temporary headquarter Toma, surrendered conditionall Kokopo. And the shooting w New Guinea was over.

A writer of those days comme

Reading the daily papers [1918] the occupation of Ge New Guinea—the first of Germ colonies to be wrested from the of the Hun—is apparently forg in the light of bigger events.

It is a great pity, as it was tralia's first shot in the caus freedom. For that reason, altogether from the memory o men who lost their lives, Septe 11, 1914, should be made historic date in the history of tralia.

That was written at Raba 1918. And very true, too. doubt if even the usually informed Quiz Kids would why September 11, 1914, shou a Red Letter Day for Australi

Well, the wheel of world e is bringing the old German c back into the spot-light of c news. And what a modern, ab pattern is presented!

Quick Work

A feature of this Expediti Force—the first to be forme Australia in War I—was the s action in its formation in Sydn

Britain declared war on Ger on August 4; on the 11th recruits were signed on for s abroad to sail under sealed o Seventy-five per cent. of the were raw, untrained men. Wit week they were equipped, a licked into some sort of shape marched down to the *Berrima* Cockatoo Island Dock. At mi on August 18 they steamed

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It was Gretna Green in New Guinea. The "ladies" were carried off bodily by gents mounted on horseback, although some obviously were treated in cave man style. Well known plantation owners involved took it all in the best of spirits at a recent Kokopo (New Britain) gymkhana.

n Sydney and disembarked at n Island, opposite Townsville, re they had 10 days' training eventually arrived at daylight on ember 11 at Kokopo, and the ing at Kabakaul was carried out the Naval Brigade.

espite the fact we live in a Speed now, I very much doubt the ty of Top Brass, plus all their idiary planners, putting a force action against an enemy some 0 miles away only a month after g signed on for service, as was with the AN&MEF on this sion.

lai News"

thoughtful correspondent from aul sent me a copy of *Tolai News* other day and I was glad to see it it helped me to brush up my a. It is bi-lingual (Tolai-lish) a small (5¼ in. x 8¼ in.) ication (see *PIM, June, p.* 126), ted by the Catholic Press at apope and its editor, I understand ough his name does not appear) Stanis Boramilat, a well-known tity amongst the Tolais, hailing the Toma district who, intally, has been appointed one of Liquor Inquiry Committee, which n its "investigations" on August

hat appealed to me in this June of the *News* was the practical rmation it contained. For ince, the first article described the rk of a Surveyor", debunking the (held by many of the indigenes) he is "trying to steal" the land the native people.

sets forth the correct procedure an aggrieved party to adopt to g the case before the court, and res them on no account to interfere with the surveyor's "marks".

It was a good sound practical set-up and most topical in view of the many native claims which have been made.

Other topical items referred to the Native Women's Protection (repeal) Bill, 1962; report of a court case where three men were fined for distilling spirits; report of a man lost overboard at sea and of a girl burned to death in a copra drier.

All good and instructive reading matter for the native people, down-to-earth and without a lot of blah-blah.

Unfortunately I have not had the opportunity lately of seeing other publications for the native people, but if they approach the common-sense, practical standard of *Tolai News* they will undoubtedly assist the people in coming to grips with changing conditions and help them to reorientate themselves to that state which western civilisation is determined they should acquire.

Not on the Band Waggon

The General Secretary of the Methodist Overseas Mission, Rev. C. F. Gribble, speaking at a meeting on July 29 in Sydney on "Why Not A Colombo Plan for the Pacific?" raised some logical points about the education of native people in NG, emphasised the work which was being done by the missions generally and stated that, whereas, in the Northern Territory missions received a Government grant of £870 for every teacher, the NG missions only received £400. Also, he said, the number of government school pupils was 21,119, but pupils in mission schools totalled 113,247. He wanted more financial support for the missions.

Makes The Hair Glow

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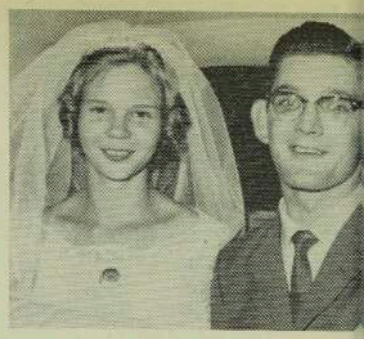
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Married recently at St. Francis X Church in Rabaul, in a ceremony formed by Father B. Franke, were Sandra Matthews to Mr. Geoffrey Fav

Photo: Chin H. M

Undoubtedly the missions done, and are doing, a great despite, or perhaps because of, sectarian competition which is so these days. But now, with Administration scraping the bo of the grant bucket (which measly £20 million for this year would seem as though some desp measures will have to be take general erudition is to be atta as a result of the recent urging the UN.

If speed is to be the essenc the contract (and I sincerely it is *not* to be so) why not di some scheme whereby prin education is left in the hands o missions (with certain Governm supervision) and secondary, ter and technical education carried by the Government?

It is a thought.

The Liquor Problem

Being a prejudiced old B-4, I template with some considerable cern the repeal of prohibition alcoholic drinks for the native po of P-NG as a general measure.

But, if it *has* to be introduce order to obviate racial discrim tion, why not get the local brew to produce a beer with a lo alcoholic content for native consu tion?

Spirits should most definitely OUT, except in very special cases

And this is not the advice o amateur. I have done some drinking in New Guinea and quite *au fait* with the tricks o trade, including taking cha tablets before attending a coc party.

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The Ship Should Not Have Been Allowed to Leave

"I Share Responsibility For The Joyita Tragedy"

By Peter Plowman

I am firmly convinced that the loss of *Joyita* and the unfortunate people who sailed on her was due to negligence on my own part and that of other responsible officers of the Western Samoa Government.

the time of the *Joyita* tragedy I was a member of the Legislative Assembly and of the Executive ncil of Western Samoa. This in the days of preparation for net Government and members of Council were attached to various ernment departments, although had little authority. One of my tfolios" was that of Member for ine.

was a wartime member of the l Australian Navy. I had been en ocean-going yachtsman in Aus-a.

om 1951 to 1953 I had made oyages to the Tokelaus to take people stores and bring back their a, as Officer-in-Charge and times in addition as navigator, always in local small-ships.

y background as a yachtsman in ralia, and my experience on the -Tokelaus run was behind me n the question of chartering the *ta* came up.

r. R. D. Pearless, the newly-inted Tokelaus Officer, had been in Apia for some time waiting et to the Tokelaus but no vessel then available. He then oached me with the proposition the *Joyita*, which had been tied in Apia without work since the ious April, be chartered to do job. I took the matter up with then Acting High Commissioner, T. Smith, who cabled the NZ artment of Island Territories.

ermission was granted, provided I went in charge of the edition. I went on board the el to discuss preliminary details the charter with her skipper, tain T. H. Miller, and to look *ita* over.

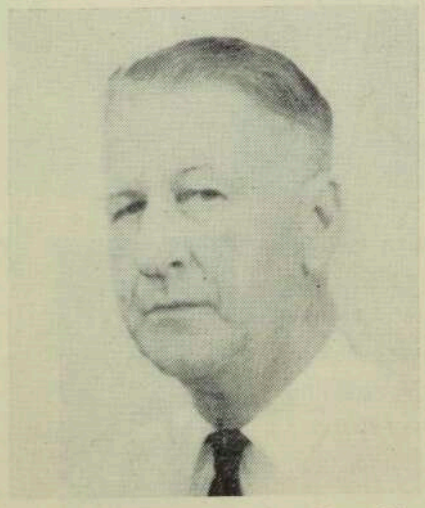
soon came to the conclusion that was not in any fit state to make oyage of 260-odd miles and return re is no anchorage in the elaus).

n experienced seaman develops a h-sense about neglect on a ship *Joyita* reeked of it. The odour confirmed by everything Miller told me about maintenance—or lack of it—to engines and auxiliary pumps.

The engines had been turned over once a week but the clutches had not been engaged ahead or astern, or the engines given an extensive test because of lack of fuel. Miller's plan to start a commercial fishing industry based on Canton Is., had folded up, and he had been virtually on the beach and hard up against it since arriving in Apia, months before.

I told him that the charter was off unless we could have a four-hour trial at sea and unless a complete check of engines, pumps, running gear and radio were made. In addition to these maintenance problems, Miller did not have the correct papers to make any charter to the Government. He did not, in fact, own the vessel, which was owned and registered in Honolulu, and a condition of his charter of it was that he should not sub-charter.

I advised the Acting High Commissioner of the whole situation. His immediate reaction was "if it is not good enough for you, then it is not good enough for us". He advised the New Zealand authorities of this immediately, and they accepted the decision.



Mr. Peter Plowman, who wrote this article. For the history of the "Joyita" events, see p. 47.—Photo: Samoana.



The "Joyita" as she was found in 1955.
Photo: Rob Wright

[Nonetheless, the fact that there was no other way to take Government officials to the Tokelaus was apparent and plans made to meet it. The *Joyita* was chartered—illegally as it was shown at the subsequent inquiry—to Coxons, and the Western Samoan Government, which had qualms about chartering the vessel, nonetheless agreed to ship its public servants on it.]

When the vessel was subsequently chartered to this private firm I had no part in it and was not consulted. On the one occasion when I tried to intervene, I was diplomatically informed that it was no concern of the Government.

But as a result of that charter, a vessel that had been tied to a buoy for five months without maintenance, was allowed to leave Apia on a long sea voyage, without engine, radio and pump trials; moreover, she was allowed to leave with 25 persons on board and with a port and Customs clearance given by the authorities. Evidence was later given at the inquiry that the vessel could not be inspected because *Joyita* was a foreign registered vessel. My comment on this piece of bureaucratic wool-pulling is unprintable.

If the Government *had* chartered the *Joyita*, it would have been only after a detailed inspection for seaworthiness by the Harbour Master and a check on radio by the superintendent of the local radio station; and a trial run at sea to test the engines and propeller shaft packing glands. Bad leaks can occur in

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46 SEPTEMBER, 1962—PACIFIC ISLANDS MONT

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glands after a vessel has been up.
owever, none of these things done. *Joyita* was chartered, ough Miller had no right to do and the vessel was allowed to Apia apparently in the belief as the deal had been arranged ately, the vessel's state of sea-hiness no longer concerned the orities.
nd now we come to the disaster , which must always remain a er of conjecture, tempered by s own private knowledge of the and of the man who commanded

became convinced during the y week-ends we spent together ny home, that Miller was a fine an. But beyond this he had a t belief in the vessel herself— elieved, and told me and others y times, that she was virtually nkable and that if anything ened to her he would never her.
t the Commission of Inquiry, the nce that the vessel was from at the time she was over-med by disaster was calculated he amount of fuel used. But to mind this does not set the nce she got from Apia, because n sure that she was *headed back Apia* when she became flooded out of control.
he heavy weather from the time left Apia until she was found days later was continuously from east and damage to the vessel all on the port side. In my she must have been headed h, to be thus damaged. Once a el of the size of *Joyita* becomes rlogged and wallowing broad-in a seaway, she could not ge her heading without a change weather or currents.
Weather and a 5 to 10 knot current in a steady direction from the over that whole period and I elf believe that she could not have n more than 30 to 40 miles from a when she became out of trol. From this point she would drifted close to the north end Savaii [one of the two main islands Western Samoa] and ended up days later just where she was nd.
was shown in subsequent in-igations after she was pumped that the key to the whole ster was the fracture of a pipe pumped cooling sea water to engines. The subsequent flooding the engine room and the failure electrical generating followed as a ter of course.
With this set-up, it is not hard visualise what the reaction of passengers and inexperienced crew would be when *Joyita*, in darkness, flooded, wallowing in a big sea, seemed about to sink and suck them to their deaths.

In 1928 I was wrecked at night in a heavy sea on a voyage in New Hebrides waters. The vessel was the 30-tons *Boomerang*, with two life-boats, but the experienced crew of 12 had to be hammered into control to get the life-boats away in a seaman-like manner. I can well imagine what it was like with 25 people and only three small rafts—even Captain "Dusty" Miller probably could not have controlled the fight for the rafts under certain circumstances.

The sea in that area of Western

A New View on the 'Joyita' Mystery

The motor vessel "Joyita", of 70 tons, left Apia, Western Samoa, under charter to E. A. Coxon & Co. of that port on October 3, 1955. Her voyage was to be to the Tokelaus, which was usually made in about 40 hours. On board were her skipper, Captain T. H. Miller; a mate, Mr. "Chuck" Simpson, an American Indian; and a crew of 12 islanders including a Gilbertese leading-hand who was deeply attached to Miller. There were 11 passengers including Mr. R. D. Pearless, a newly-appointed Government officer to the Tokelaus; Dr. A. D. Parsons and Mr. H. T. Hodgkinson and other NZ civil servants seconded to the Western Samoan Government, who were to make routine inspections in the Tokelaus.

The vessel did not reach her destination and an air search was instituted on October 6 and called off as unsuccessful in the middle of the month. The "Joyita" was not heard of again until November 10 when she was discovered by the G&EIC vessel "Tuvalu" abandoned, waterlogged and partly submerged 90 miles north of the Fiji Group. She was towed to Fiji by the Government ship "Degei" under the command of the then Assistant Harbour Master, Suva, Captain E. L. James.

No sign of the 25 people who had been on her was found and a Commission of Inquiry was set up and held in Apia in February, 1956. The Commission consisted of Judge C. C. Marsack, of Western Samoa; Capt. A. H. Prosser, formerly master of the "Tofua"; Mr. C. G. R. McKay, NZ Commissioner on the South Pacific Commission. The Commission was assisted by two legal men.

Although the sequence of events that led to the disaster could be fixed with reasonable accuracy, the Commission, naturally enough, could not find what happened to the people on her at the time. In evidence it was shown that Miller could not legally sub-charter the vessel and that she had had no licence to carry passengers. Nonetheless, it was held that Government officials did not have the power to inspect this foreign registered vessel—even though government servants on government business were carried on her and she was known to be in a poor state of maintenance.

Because of the total disappearance of the people on the vessel, who alone could have told what really happened, there has continued to be wild speculation about the "Joyita"—the most recent of it by Viscount Maugham, present owner of the vessel, in a fanciful piece, syndicated to world newspapers, on how he solved the "Joyita" mystery (see PIM, May, p. 24).

In this PIM report a man who was closely connected with the tragedy, Mr. Peter Plowman, an Apia businessman, sheds new light on the mystery. At the time of the disaster Mr. Plowman was a member of the West Samoan Legislative Assembly.

Mr. Plowman grew up in Hobart, Tasmania, among small-ships and yachts. His brother, the late Sir Claude Plowman, was one of the originators of the famous Sydney-Hobart Yacht Race, and Peter Plowman sailed with him in it for a number of years in Sir Claude's yacht "Morna". In this and other yachts he gained a great deal of experience and he was one of the leading yachtsmen of Perth, Western Australia, at the beginning of World War II, when he joined the Royal Australian Navy. He is a former Lieut.-Commander of the RANVR.



These wildly speculative headlines o recall some of the first days of the " drama.

Samoa is full of sharks and I have sometimes passed through whole schools of them, which followed the ship for hours. My conclusion is that if the people from *Joyita* fought over the rafts on a flooded vessel, the sharks won the day if the big seas themselves didn't.

Lord Maugham exceeded his journalistic licence when he "solved" the mystery with his unwarranted conjectures on the character of Dr. Parsons, now dead and unable to defend himself. In Maugham's story, Dr. Parsons injured Miller and then left him to his fate. (See May, *PIM*, p. 24). And Maugham misquoted me when he said that I had found needles, sutures and a stethoscope in the scuppers on the deck of *Joyita*.

I was sent to Suva to inspect *Joyita* on behalf of the Samoan Government but by then she was pumped out and cleaned up and I was merely told what was found on her—this information later was passed on to Maugham.

Nonetheless, in spite of these corrections to Maugham's story, I am convinced that Miller somehow or other, probably through accident, was out of action at the time that disaster struck and the main party were probably taking to the rafts.

If he had been in complete command of the situation, with his knowledge of his ship and the sea, his first action would have been to prepare and put overboard a sea-anchor made from the timber stowed on the deck. Then, with his knowledge that *Joyita* was unsinkable, he might have permitted some people to take to the rafts, but he would have kept them attached to the ship with a life-line.

None of these things was apparently done, but as an awning was found rigged and tied to broken parts of the super-structure, I am convinced that not everyone quitted the vessel at the one time but that at least one, and probably more, remained on board after she became out of control. I think that one of those persons was Miller and that the other was his devoted Gilbertese leading-hand.

If they were 30-40 miles off Apia when all this happened, *Joyita* would, as I have said, have inevitably drifted close to the north-west end of Savaii. Perhaps Miller was sufficiently recovered from what ailed him by this time, and as he would know that this would be the last chance he'd have of making land, it seems possible that he and his companion, or companions, would not be able resist the temptation of trying to reach it—perhaps on a remaining raft (one was found later on islands north of Fiji), or on a raft made from the timber stowed on deck.

Disaster?

It was here that one small miscalculation or lack of knowledge of the strong five to 10 knot current running east to west, might have spelled disaster. Unless they left the ship at the right place, the rafts would have been set away from the northern end of Savaii and they would not have been able to make it.

Much has been made of the so-called mystery of the chronometer and sextant and a small par cash to the value of £1,000 that missing when the *Joyita* wa covered. But it is easy enou account for this in the conte the situation I have visualised.

When Miller tried to reach he would be by no means sur he would find the means of q chasing the drifting wreck, and chronometer and sextant wer effect, his tools of trade, it have been instinctive for him t them with him.

The parcel of cash was lik easily portable and it was s the action of common sense th would be picked up and taken If all had gone well and Mille been saved, no doubt the own the £1,000 would have been than pleased.

Some journalistic fantasies w Japanese visitors boarded and the ship for supplies of sodden, sugar, flour, rice and drum kerosene, are easily dispose Those who remained on board seamen and their first action be to jettison any cargo to he crease the buoyancy of the ves

The official inquiry into the tragedy began in early Feb 1956, and was expected to last weeks. In fact it lasted 10 Previous to it I had gone to on behalf of the Samoan G ment. Later I was called to m statement which was taken down shorthand typist.

In it I indicated that the lo *Joyita*, to my mind, was due t inaction of responsible office Apia in not insisting on Mille ing the necessary precautions l giving him a port and Customs ance. I indicated the precauti which I have already set out h that should have been taken.

The contention that this coul be done because *Joyita* was a f vessel, I dismiss as an attem cover up the negligence on the of those responsible.

Before the official inquiry be was told by the Attorney-G that, as my evidence was o utmost importance. I would b to the last to give it. I wa called at all and I was told th my evidence was much the sa that of the Assistant Harbour M of Suva, it was decided to dis with it so as "not to waste my t

The whole inquiry still h pungent odour to me and to other people concerned, also.

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NEVER-NEVER BUS SERVICE

From a Rabaul Correspondent

t sore point of several years' in-mation in Rabaul, New Britain, he fact that in a town of its size out 4,500) no regular, reliable service exists.

WO men who have undertaken to provide such a service admit nkly that the going has been up- all the way—thanks partly to the t that there are more than 60 is in the town and partly to the h use made of residents' private s.

The native population on the other nd has not yet been made aware what buses mean; they still line up the company's office, shilling in nd with the expressed desire to ny" a bus to some place they cy.

Operator Bob Clarke, who sold out the present company, New Britain s Co., some months ago, was for nths at his wits' end as to how t to keep a half-dozen ailing hicles on the road. As fast as he aired one bus and despatched it ther one would break down.

Clarke lays most of the blame on ive drivers who can be taught to ve well enough but not to "nurse" even sense an impending failure the machinery.

Rabaul's guess is that Clarke was ll pleased to be shed of the bus ponsibility.

About the time the tranfer to NB s Co. took place the Administra-n, seeking to provide bus services outlying areas, advertised 10 enses for application—some for the ute Rabaul/Keravat, others for baul/Kokopo.

Two companies applied, NBBC d a new company, Highway Buses. wner of the new outfit is Mr. James nding, taxi proprietor, of Rabaul. To each applicant company the vt. awarded licenses—not to give ch exclusive rights over one route, t an equal share of licenses to ch.

Meanwhile the town of Rabaul, th its "buses" running on public hicle licenses, has not yet been anted any kind of official route ense at all.

Trouble began when each com-ny, nervously eyeing the other, ared the possibility of economic ilure . . . then Bending did the obvious thing and offered to buy out NBBC.

He came up with (on paper) an admirable 2-circle plan whereby Rabaul town would be served by a series of one-price buses running endlessly on Inner and Outer routes from dawn to 11 p.m.

He also had regular schedule services planned to link Rabaul with Keravat, Kokopo, Nodup and Nonga.

Bending had his fleet colours all worked out—yellow and orange—and he immediately set about giving Gazelle Peninsula roads their first bus-stops: neatly painted signs atop steel poles set in concrete.

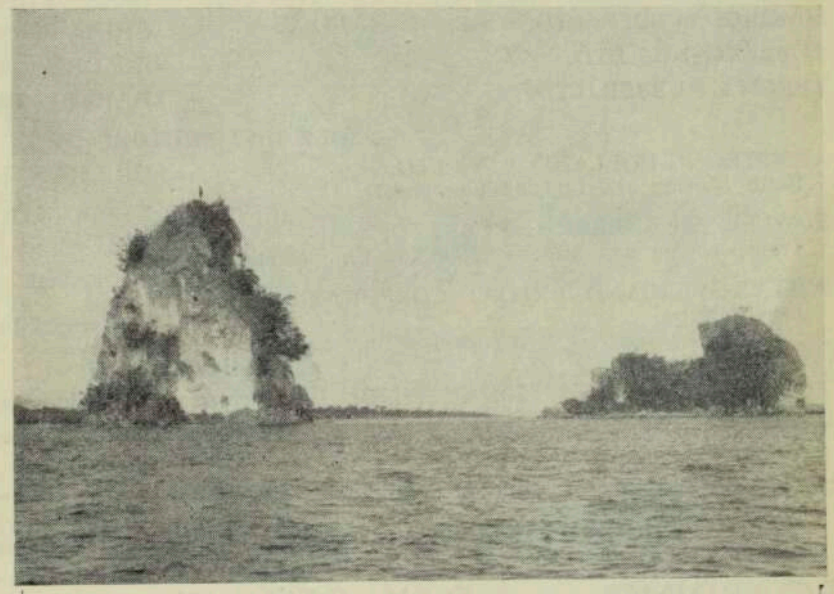
Everything was set to go when Highway Motors took over the NBBC bus fleet on July 1.

But something happened.

The deal apparently fell through at the 11th hour.

Residents, with one eye on Bending, wait to see what happens next.

No matter what happens, the bus services could scarcely be worse than they are today.



Bested in Batty Beehives Bet

From a Rabaul Correspondent

Two hardy swimmers recently made offbeat history in Rabaul when they attempted an epic swim to the Beehives and back—across shark-haunted waters.

The swimmers were Lieutenant Mike Calder, an officer of the RAN survey vessel *"Paluma,"* which recently completed charting the harbour, and Administration-employed veterinarian, Julian Best.

The race (upon which hung a £25 bet), resulted in Best coming off second best. Calder, an ex-Australian swimming champ, led all the way to the Beehives (dramatic rock upthrusts in middle harbour) and was seen to be taking his ease on the rocky foreshore while Best still laboured along in choppy water 1,000 yards off.

Making very slow time over the 1.7 mile first leg of the swim, Best was still in good spirits even when passed by *"Paluma's"* skipper on his way back.

Shortly after reaching the Beehives and refreshing on ship's issue brandy, Best handed in the towel and declared himself officially retired.

Calder, however, refused to give up, eventually finished back at the starting point, alongside *"Paluma"* at the BP wharf, four hours and 25 minutes after the start.

During the contest, both swimmers were paced by boats, one carrying the *"Paluma's"* cook on the bow with a .303 rifle to guard against sharks.

The distance covered by Calder was 3.9 miles in all.

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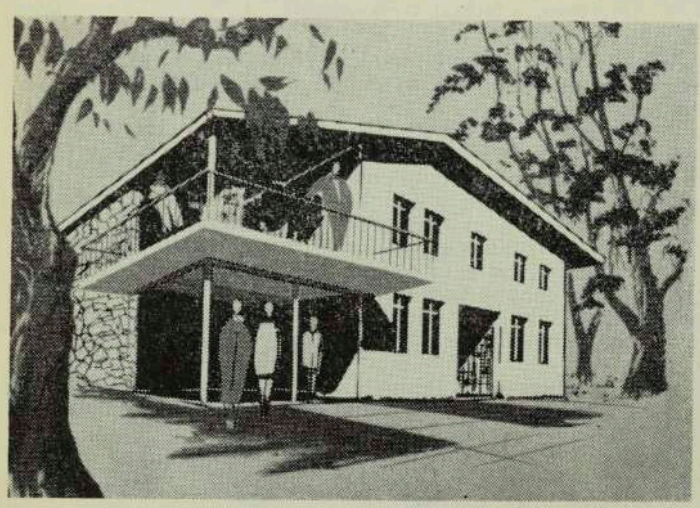
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BBITS' EARS OVER THE RAINMAKER: mountain in the background identifies scene as Pago Pago. The TV set, here pected by its owner, Mrs. Frank Becker, the first seen there—but many more are to come.

moa Prepares For s (Educated) oggle Box

By a Staff Writer

When the South Pacific's first V station begins operating om Pago Pago, American moa, next year, both Western moa and Tonga hope to be le to pick up its signals.

ONGA is to investigate the possibility of getting the picture rough a relay station that might established on high ground on avau, the northern Tonga group. emier of Tonga, Prince Tungi, has pressed interest in the American ation.

Governor H. Rex Lee, of American moa, has had informal talks about V with both Prince Tungi and ame Mataafa, Prime Minister of estern Samoa. No arrangements ve been entered into.

Western Samoa should pick the ation up without difficulty—there e only 80 miles between Pago and pia—and in any case the trans- itting tower is to be erected on e top of one of Pago's highest eaks, Mauputasi, with the special bject, says Governor Lee, of giving nearby territories the best chance of receiving the image. This site will also enable the picture to be received in the Manua group, east of the main American Samoa island of Tutuila.

Money for the TV station has been approved. Construction on it is hoped to start in November, and Governor Lee expects that the station will be in full scale operation by September, 1963.

The TV station is designed as an educational aid, and all schools are to be equipped with sets. American Samoa plans an extensive teaching programme through TV and expects to speed-up educational processes considerably. The station will be able to reach into every village and also assist pre-school children.

But the American station will also be used for adult education in after-school hours, says Governor Lee.

"We can get health matters across, and items of Government interest," he says. "And of course. documentaries and travel pieces are also educational, too, and in after-school hours there is no reason why the scope of the telecasts can't be broadened to include much material of general interest. They could include news casts for instance."

These after-school telecasts no

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ıbt will be of main interest to st Samoan and Tongan viewers, there is no guarantee that sons set for American schools will suitable in these two areas with ir British backgrounds. American noa can't be expected to angle approach for others—although vernor Lee has made it clear that will be willing to help Western noa and Tonga all he can.

US Secretary for the Interior, Mr. ewart Udall, also said in Pago Pago July that America would be happy share its educational TV know-ge with other Pacific territories, d would welcome visits from icials in other islands who want see the system working at first nd.

(Already Papua-New Guinea has own some interest. Assistant lministrator, Economic Affairs, Mr. H. Reeve, said in July that P-NG ght find educational TV very use-.)

TV sets will be supplied by the overnment for use in schools and blic buildings in American Samoa, t if the after-school telecasts turn t to be as interesting as one spects they will be, no doubt nty of private TV sets will begin arrive—in both Samoas and nga.

It's a safe bet that there are no s in Western Samoa or Tonga at moment—but American Samoa s a better record. It has one set. The set, a portable, is owned by r. and Mrs. Frank Becker. Mr. cker is the Government dentist, d he and his charming wife Grace d their children have been in Pago ly a few months.

As they were packing their longings in the States ready for eir Samoan adventure, Frank cker happened to read a small ragraph in a local newspaper, nouncing that Congress had proved funds for educational TV American Samoa.

"So the TV set went into the cking cases at the last minute," id Frank. "It's a very lonely set the moment though."

Latest move in the educational ont in P-NG is the recently nounced plan to build a £45,000 st-primary school in a semi-olated valley 18 miles from abaul. The new school which will built at Malabunga will accom-odate 500 boarding pupils in five rmitories.

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New Caledonia's cricketers are not "flanneled fools" as they are in other cricketing countries—not the women's teams, anyway. Their dress is a gay Mother Hubbard. Teams are generally 15 strong.

Cricketing New Caledonians Do Battle For The Ashes

From Fred Dunn, in Noumea

Ninteen cricket teams—including seven women's teams—are competing for cricket's mythical Ashes in New Caledonia. The teams began competing on August 4, and their tournaments are due to end during the Foundation Day celebrations on September 24.



Once the ball leaves the bowler's hand nd is lost against the background of the pectators, even a master batsman would eed second sight to follow its course."

FOUNDATION Day is the anniversary of France's taking possession of New Caledonia in 1853.

The women's teams are competing on Saturdays and the men's on Sundays. Two cups will be presented to the winners of the finals.

With the possible exception of manhunting, cricket must be New Caledonia's oldest sport. Together with jam tarts and plum pudding, it is a heritage left by members of the London Missionary Society, who were firmly entrenched in the Loyalty Islands in the last century. The French finally forced them out, but their culture lingers on.

As now played, New Caledonian cricket probably differs much from the game played in the missionary days. Teams are generally 15 strong, the ball is made of latex, and the bats are home-hewn from any bit of wood that takes a player's fancy.

Such fine points as l.b.w. and byes have been dispensed with; there are no fancy field placings and no "overs" in the strict sense of the term. The bowlers pitch from each end alternately—the first ball coming from one end, the second from the other.

On the other hand, the umpires—

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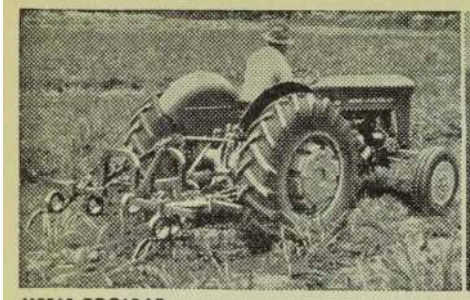
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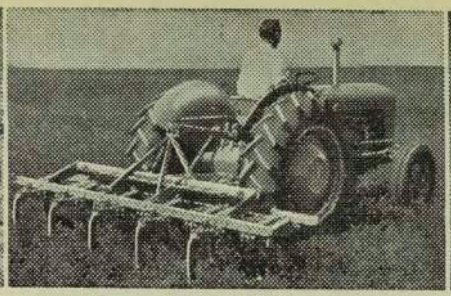
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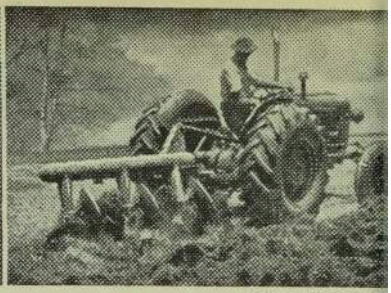
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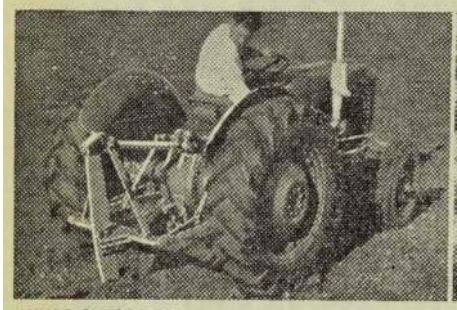


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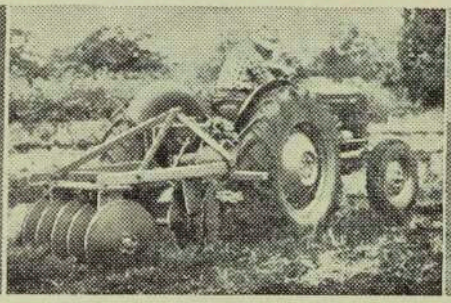


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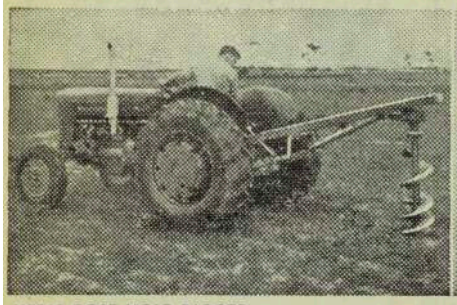


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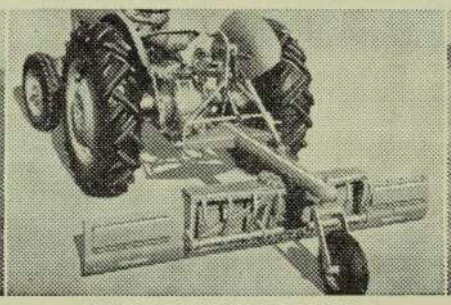
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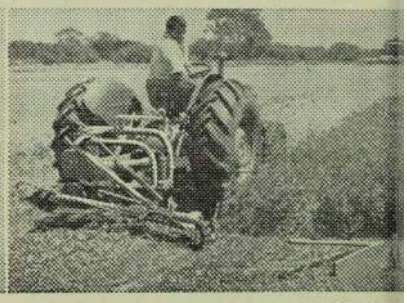
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ood Time for Vietnamese and Weather "Experts"

New Caledonia's atomic bomb I told you so's" had a field day July when, three days fter the big US bomb test over ohnston Island, a rare electrical orm burst over the island. orrential rain cut most road ommunications either by flood-g or by causing landslides.

Now even the most sceptical e inclined to blame the year's trocious weather on atomic sts.

July's storm thoroughly dis-eartened local vegetable rowers, who have suffered rther heavy losses, especially ith their potato crops.

The Administration has had extend the time during which reign eggs and vegetables may e imported. (See Aug. p. 123). ocal eggs are down in quantity nd up in price.

Australian eggs and tomatoes e thoroughly appreciated by e local business masterminds -the Vietnamese who buy up rge quantities of them. These nterprising people boil the eggs ard and sell them in the ietnamese cafes, clearing up 150 per cent. profit. As the ustralian stamp boils off the ells, they can always pass off mplaints by declaring they are cal eggs, which cost more.

With Australian tomatoes, the ietnamese let them ripen well nd then cart them to market nd offer them as local tomatoes. s such, they fetch much higher rices.

in all cricketing countries—are tried (and tired) old men; and classic "Owzat?" and "out" calls, taught by the missionaries, have ived.

here are four ways of getting out owled out, caught out, run out knocked out. Considering the o with which the game is played, risingly few wickets are lost by last-named method.

he only stroke in any batsman's batswoman's) repertoire is the swing. Indeed, it could hardly otherwise because once the ball es the bowler's hand and is lost inst the background of the spec-rs even a master batsman would d second sight to follow its course. enever a wild swipe connects, the batsman's team-mates set up a congratulatory chant.

Cricket as played by the women is the more picturesque, as the players wear their gayest Mother Hubbards. There may be some method in this as many a ball, slipping through cupped hands, has dropped into the dress folds and the catch has been held.

It may not be too much of a flight of fancy to think that one day Australian cricket officials might do something to encourage the natives in the game. Gifts of old bats, balls and stumps and some coaching would be welcome.

Tennis experts from Australia and New Zealand come here to instruct local tennis players. So why not something similar for native cricket?

Six cages, each containing an ants' nest, were brought to Tikopia Island in the Solomons recently from Guadalcanal. The ants are to be used to try to control a beetle which has been eating Tikopia's coconut palm foliage.

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P-NG Figures Tell a Tale

The non-indigenous population of Papua-New Guinea is getting bigger, younger, more evenly male and female and better housed, according to the 1961 census returns recently published by the Commonwealth Bureau of Census and Statistics.

THE figures show that the non-native population has grown by 7 per cent. since the 1954 census the population in 1961 being 330 compared with 17,755 in 1954.

These are the so-called non-ligenees or, expatriates (although er 7,000 out of the 25,000 were ually born in the Territory), which e hardly a mention in the recent ort of the UN Visiting Mission. is is the minority group which is l responsible for about 75 per cent. P-NG's export earnings, and on om the whole population of just out two million depends for its hnical, commercial and profes-nal skills.

One interesting thing that the figures w is that "insecurity" has not pre-ted the increase by migration al-ugh most of the increase is in rt Moresby and can probably be ributed to an increase in the Public vice and to other people on short m engagements.

Not Long Term

As a long-term proposition New inea is still unattractive—proved the fact that only 1,490, or six per t., claim to have been there over years or since before the war.

These veterans, jokingly called 4's, are a fraction of the number senior Territorians who should be king the Territory their permanent me. Their numbers have been ittled down through war casualties, strations, insecurity, inability to just to new thinking, and the con-ual irritation of undeservedly being ld up as a bad example by the rest the world.

The proportion of people under 21 s increased by 5.1 per cent. since 54; there are now 137.1 males to ery 100 females compared with 5.5 in 1954; the number of houses r person has increased; and so has e average length of residence of se people not born in the two ritories.

Papua's population has increased 55.1 per cent. since 1954 (9,794 ople in 1961 compared with 6,313 in 1954), and New Guinea's has increased by 35.8 per cent. (15,536 compared with 11,442). (Most of the combined Territory's public servants live in Port Moresby, Papua.)

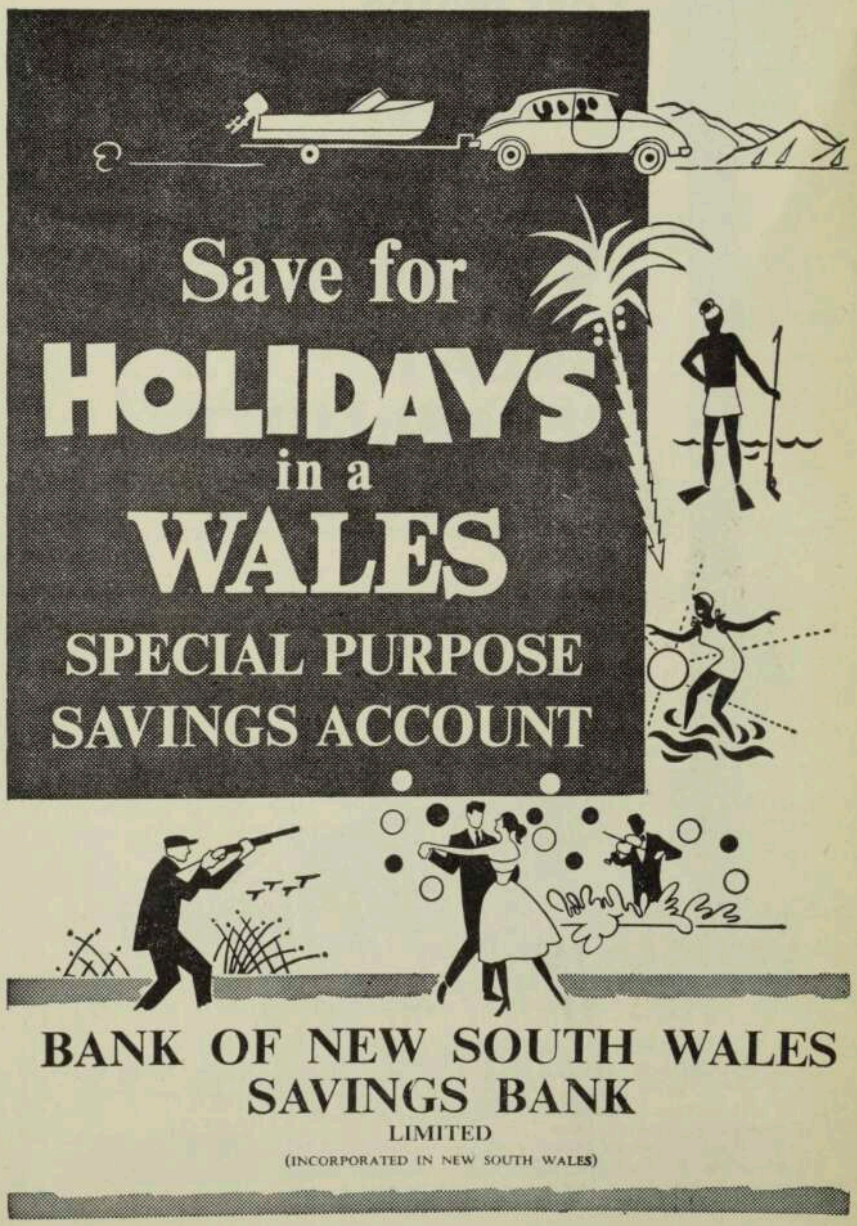
Just over 91 per cent. of the non-indigenous population in 1961 were British subjects. The next most numerous nationals were Americans, 2.8 per cent., Germans, 1.9 per cent., and Chinese, 1.8 per cent. (The Chinese racially form about 10 per cent. of the total non-indigenous population but most are naturalised Australians.)

By far the greatest number of the British subjects were born in Australia—12,181. This was an increase of 3,354 since 1954.

The greatest numerical increases for people born in other countries were United Kingdom and Ireland, 402; USA, 281; and Germany, 257. The number of Chinese-born decreased by 106.

The number of people born in Papua and New Guinea in 1961 accounted for 29.1 per cent. of the non-indigenous population compared with 26.3 per cent. in 1954. The figures were 7,368 in 1961 and 4,473 in 1954.

Of the non-European, non-indigenous population in 1961, 648

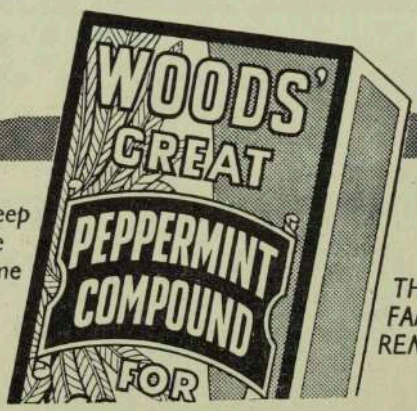


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were born in China, 113 in India Pakistan, 96 in Indonesia, 56 Japan, and 167 in other A countries.

People of mixed race with European parent totalled 1,788 1961 compared with 1,114 in 1 Of the 1961 total, 1,127 had P-NG parent and 255 had Chinese parent.

Mixed-race people with two n European parents (one wholly partly descended from a P- native), totalled 929 in 1961 c pared with 888 in 1954. Of the 1 total, 279 were half-Chinese and half-Malay.

Of the non-indigenous popula born outside the two territories, 2 per cent. had lived there less tha year in 1961 and 65.1 per cent. lived there less than seven years. corresponding figures in 1954 28.9 per cent. and 72 per cent.

Still More Men

Whereas males outnumbered males by nearly two to one at 1954 census (11,068 to 6,687), numbers in 1961 were much n even—14,648 to 10,682, or 1 males to every 100 females. Papua the ratio was 127.6 in compared with 158.1 in 1954, for New Guinea 143.6 in 1961 pared with 169.8 in 1954.

The proportion of the indigenous population for the territories under 21 years of age 34.6 per cent. in 1961 compared 29.5 per cent. in 1954. For the 64 age group, the proportion was per cent. in 1961 compared with per cent. in 1954. The propo of people aged 65 years and remained constant at 2.3 per cen

The number of occupied dwe has increased by 56.5 per cent. i two territories since 1954 com with the population increase of per cent. The number of occ dwellings in P-NG in 1961 was compared with 4,703 in 1954. Br down, the figures were—Papua, in 1961, 1,605 in 1954; New Gu 4,608 (3,098).

The total non-indigenous force has increased from 10,28 13,868 since the 1954 census, 833 listed as employers, 552 employed, 12,064 employees an unpaid helpers.

The number of children not a ing school in 1961 was 3,899 3,961 were at school. Children adults not in the work force to 11,462.

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e late Mr. T. H. Manning, of Honiara.

EATH RECALLS N OLD ONTROVERSY

The sudden death of Mr. T. Manning in Honiara, BSIP, August 6, revived memories the early days of trans-Pacific iation before the last war.

R. MANNING in recent years had been Comptroller of Posts d Telegraphs, BSIP, but in the id-30's he was the instrument— one of them—whereby Britain aintained its claim to sovereignty er Canton Island and Christmas land.

The small Line Islands of the cific, except for a little guano in e earliest days and coconuts in the ter days, were regarded as com-etely worthless by most nations. ut in the 1930's, developing air nsportation made some of them ddenly valuable. It was an era flying-boats, of comparatively ort flying range, and places like anton, Hull, Enderbury and Christ-as Island just happened to be in e right spot for flying-boat staging laces on projected routes between orth America and Australasia. Legal aim to most of them was pretty aky.

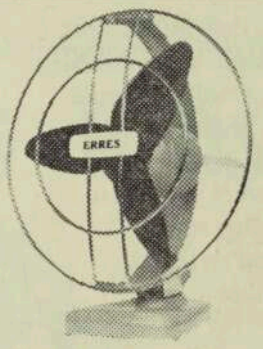
From an aviation point of view, Canton Island, midway between Hawaii and New Caledonia, was particularly valuable to both the UK and USA, and both claimed it in 1936.

The island was probably discovered by American whalers and was named for a Bedford whaler that had been wrecked there in 1854; but British guano companies worked there in the latter half of the same century and in 1889 Britain had annexed it as one of the Phoenix Group when looking around for cable stations in that part of the Pacific.

In 1936 HMS *Leith* landed a party on August 6 and erected a sign asserting British sovereignty; another British warship looked in in June, 1937 to see that the sign was in place; and American and British scientific parties landed soon after to observe a solar eclipse. At this stage, the Americans, too, put up a sign, claiming sovereignty; and in August, 1937, two British officials, of whom one was a radio-operator, were landed and British officials remained thereafter. Tom Manning relieved the radio operator in early 1938.

Another party of Americans landed

dutch precision



ERRES

fans

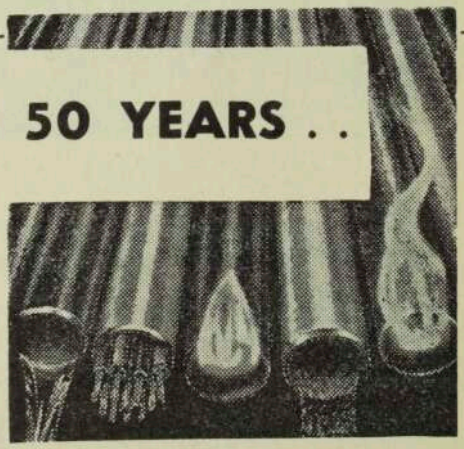
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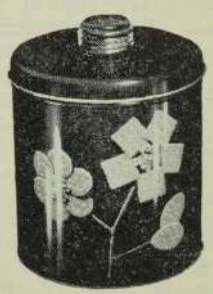
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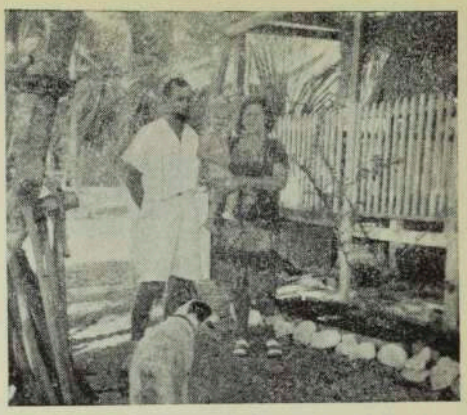
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notice board beneath the
s at Hull Island, right,
an historic one. It said:
island belongs to His
nnic Majesty King Edward
and was visited by HMS
August, 1936. Signed,
evir, Captain". Far right,
ate Tom Manning, with his
and daughter, at Christmas
d before the war, when he
Acting Administrator there.





March, 1938, and set up camp
de the Britishers. The two fac-
s got on famously and apart from
ntaining their respective "sove-
nty boards," left the business of
ngling over possession to London
Washington.

anton and Enderbury eventually
me an Anglo-American Con-
inium and so they still remain.
-American Airways used the big
on at Canton for its Clippers be-
the war; it was occupied by US
es during the war; and after the
it was for some years an im-
ant station for all trans-Pacific
ine operators. The jets overfly
ton and it is maintained now only
emergencies and for some ser-
s between Honolulu and Pago
o.

round 1938, Tom Manning was
sferred to Christmas Island as
ng Administrative Officer and re-
ned for 3½ years. Britain's claim
Christmas was also challenged at
time, but Britain retained sole
reignty. Christmas Island's real
in life—as a nuclear test area—
omething of only recent develop-
nt. American and New Zealand
ps garrisoned it during World
r II.

Tom Manning was only 58 when
died unexpectedly after a few
s' illness. He was born in North
on, and went first to Australia
then to Fiji 30 years ago to work
the old BP interisland ship *Malake*
a wireless-operator. It was as a
eless-operator he joined the
onial Service, but after his Christ-
s Island duty was stationed for a
e at Labasa, Fiji, as postmaster.
went to the Solomons in 1949
relieve Mr. Hugh Ragg and stayed
in the Protectorate to become
mptroller of Posts and Telegraphs.
He is survived by a wife, formerly
ss Ella Griffen, of Suva; and by
daughter, Joanne (Mrs. A.
drews), who lives in California.

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De Luxe Plan for Palmyra

FOR WORLD-WEARY AMERICANS THERE'S EVEN BURIED TREASURE

By a Staff Writer.

Several lavishly illustrated brochures, designed to induce world-weary Americans to invest in a plan to develop Palmyra Island into a luxurious pleasure resort, reached *PIM* in August.

PALMYRA, an atoll comprising about 50 small islets with a total area of 1,000-odd acres, is 1,070 miles south of Honolulu and 3,000-odd miles from San Francisco and Los Angeles.

The atoll is owned by the Fullard-Leo family who have leased all but the small islet for 80 years to Polynesian Paradise Inc., a subsidiary of Mercury International Insurance Underwriters of Los Angeles.

The brochures—issued by Polynesian Paradise Inc.—offer investors "charter membership" of the Royal Polynesian Club of Palmyra at a cost of $1,560.

Membership, which is limited to 300, entitles investors to the choice of a beach lot, use of the club house and grounds, undefined privileges at the marinas, golf course, tennis courts and playgrounds, discount purchases at the community store and a colourful charter membership scroll.

Nothing Built Yet

A lot selection plot plan provides for 208 "beach quarters" along a beach about 7,000 feet long. This works out at an average frontage of about 45 feet—or several feet less than the frontage of an average Sydney suburban home.

None of the brochures makes it clear that the club house, marinas, golf course, tennis courts, playgrounds and community store have not been built yet. Nor do they say that Palmyra does not have, and never has had, a native population.

However, the brochures say that Polynesian culture and history will be perpetuated at Palmyra" and they speak of "the enthralling music and dances" and "exquisite carved and woven handicraft articles."

The brochures also contain mouth-watering photographs and realistic drawings of motor launches speeding across lagoons, natives climbing coconut trees, boats moored near sandy beaches, a multi-storey hotel and houses complete with bird cages overhanging the sea.

The purple prose in one of the brochures fairly takes your breath away. It apparently did the same thing to the writer, judging by the number of suspension points and dashes. Here are a few samples:

● Life in Palmyra will be comfortable and pleasurable. The scenic views from cottage lanais will be kaleidescopic in colour . . . aqua, turquoise, azure—sky and water . . . reflections of the intense greens of the tropical forests . . . all within a massive dome of sky resting on the rim of the blue sea.

● Nights . . . romantic. Dining with the lagoon waters lapping gently below . . . dancing where music lingers in the whisper of the trades . . . intimate groups in lounges.

● Native village — Polynesians living in authentic native style . . . engaging in production of handicraft articles . . . native style of fishing, agriculture, use of coconuts, feasts and frivolity.

In a section headed "history," the brochure tells of the crew of "a pirate ship fleeing with tons of Peruvian gold and silver ingots" who stumbled on Palmyra, settled, and buried their loot.

"Nonsense"

This piece of nonsense is followed by the statement that the "atoll jewel" was discovered in 1802 by the American naval ship *Palmyra*, whose captain and crew were so taken by its beauty that they named it after their "beloved ship." (Actually, the *Palmyra* was a merchant ship, whose captain wrote disappointedly that he could find no fresh water on the atoll).

With the brochures, *PIM* also received two reports on the development of Palmyra prepared for Polynesian Paradise Inc. One gives "a broad idea of the financing required for developing the island." The other professes to explain where visitors

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) Palmyra will come from and why.
The first report—after making the ituous statement that "Palmyra is ne of two atolls in the world that as sufficient rainfall to continually ıstain life and vegetation"—seems ɔber enough.

It says that most of the facilities ıstalled on Palmyra by the US Navy nd Civil Aeronautics Administration etween 1938 and 1951 have de-riorated "beyond reclamation"; that is advisable to extend the existing ınway from 6,000 to 10,000 feet; ıat there are no radio navigation or ight aids for the runway; that the ıarking of the main harbour's chan-el entrance, channel sides and coral eads is of "principal importance"; ıat the original road and causeway ystem has been overgrown; that the auseway system, which crossed the toll between the centre and east ıgoons, is broken down in two laces; and that some 30 to 50 build-ıgs on one of the islets are beyond eclamation "and will have to be leared in the initial construction hases."

The report also lists a number of uildings "in very good condition" nd says they could be used to estab-sh the nucleus of a construction amp in the early stages.

Three Stage Plan

The report recommends a three-tage plan for the development of 'almyra. The first stage, which in-ludes a start on the construction f a 300-unit hotel, is estimated to ost $4,651,500. The estimated cost f the hotel itself is a further 4,772,250.

The report gives no clue as to here the nine million-odd dollars or these developments will come rom; but it estimates that the gross ncome for the first full year of peration of the resort (1965) will e $776,283.

The other report, which is called 'A Study of the Traffic and Spend-ng Potential," says Hawaii visitor raffic is looked on as the main ource of visitor traffic to Palmyra luring the first few years.

The report says that at least a hird of the annual visitors to Hawaii an "easily afford" a side trip to 'almyra, and that as 65 per cent. of hese are "motivated to make a side rip," Palmyra could expect 131,500 isitors in 1964.

Assuming, it says, that each visitor tayed an average of four days, this would mean Palmyra would have an verage of 1,435 visitors each day in 1964; and because of the growth of tourism in Hawaii, it would have 2,974 in 1968.

The report also estimates that a daily average of 61 people "from the upper income brackets, who gravitate to unique, out-of-the-way places" will live in "retreats" on Palmyra.

The report does not estimate how many people will have to be imported into Palmyra to look after the estimated 3,000-odd daily visitors in 1968. Nor does it say how many Polynesians will live there "in authentic native style" or where they will come from.

But if one estimates these numbers conservatively at 500, making an average daily population in 1968 of 3,500, it looks as if Palmyra's 1,000-odd acres will be no place to get away from it all. In fact, they will be 10 times more crowded than Tonga was at the 1956 census.

An English-born medical assistant stationed at Kandrian on New Britain's south coast, has just completed the buildin" of a 30-bed hospital on Gasmata Island. He is Mr. Bill Race, of the Health Department, and his achievement took six months.



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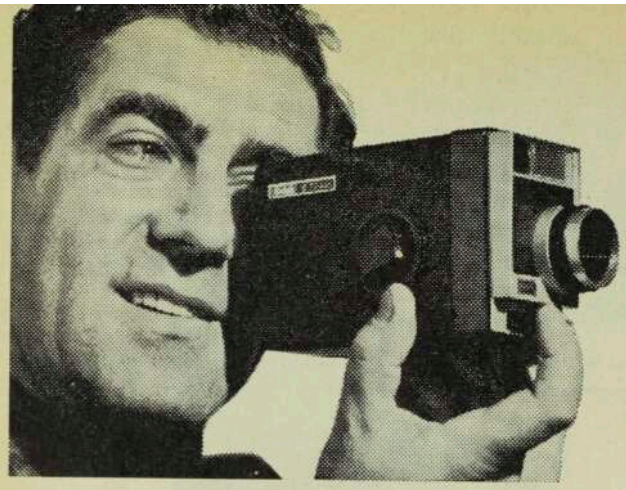
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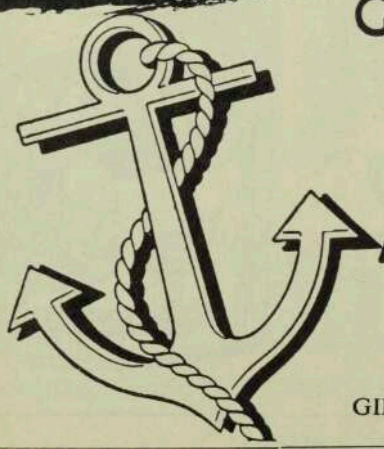
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DAY BY DAY N THE COOK ISLANDS

By a Staff Writer.

The *Cook Islands News*, the neoed daily newssheet issued the Social Development Department in Rarotonga, is sometimes a bit out of date by the me it reaches *PIM*, but when it es it is invariably greeted with thusiasm.

O other newspaper in the world, we imagine, contains so many scinating news items, advertisements, public notices and letters to e editor in so little space. The per also vividly reflects Cook lands life.

Here are a few items from recent sues:

● An advertisement for the film *aby Face Nelson*, which said: "The nsational story of the baby-face nk who became the FBI's public emy No. 1 . . . the deadliest killer them all. Please note: Don't see is film unless your nerves are bullet-oof."

● A letter from a reader complaining that when he went to a nema outside Avarua, the main cture was not the one that had en advertised in the Press, the reen was filthy with ancient refuse at had been hurled at it, the pro-ctor broke down five times, the und track crackled from start to nish and sometimes faded out al-gether, the audience screamed, cat-lled, whistled and broke coconuts en on the floor, and that every w and then they flung more orange el or banana skins at the screen.

● A news item reporting that MO Teariki Matenga had relieved MO George Koteka as health officer n Mangaia. "Although some people gard life in the Outer Islands as aceful and quiet," the item added, et this is not the case for Teariki ho, since his arrival, has dealt with ven births."

● A public notice signed by the edical Officer of Health urging eople to be more precise when they ng the hospital at night asking for doctor to visit a sick person in eir or a neighbour's home.

The notice said that many people id not give satisfactory information bout the position of the sick person's ome. The result was that when the octor went to visit the patient, he could not find the house and this caused delay, waste of money and "some ill-feeling."

"Here," said the notice, "is a *bad* call: 'Please ask a doctor to visit Teremoana at Matavera.'

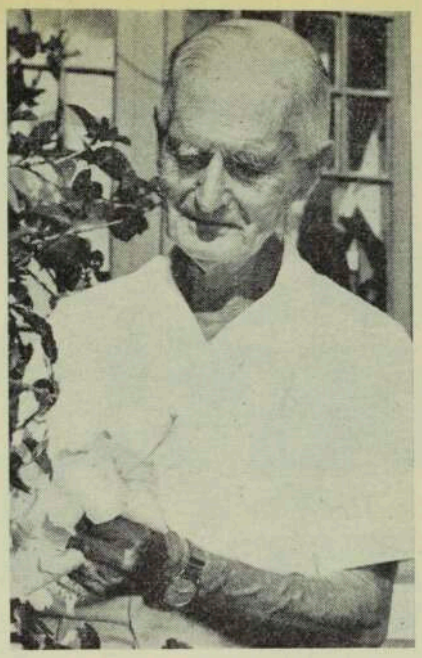
"Here is a better call: 'Please ask a doctor to visit Teremoana Ben who lives just behind Matavera Packing Shed.'

"Here is the best call: 'Please ask a doctor to visit Teremoana Ben who lives at Rauti's house just behind Matavera Packing Shed. She is a girl of five years old who has complained of a bad stomach pain for the past hour. She has vomited twice in that time, and she has a fever. The pain is getting worse."

● A news item reporting that the sealing of the main road in Avarua had started and "should be finished right up to Donald's store by Tuesday providing there is no breakdown of the equipment being used."

● A public notice signed by the chief postmaster complaining that the practice appeared to be growing of asking the exchange operator for a wanted subscriber by name instead of by NUMBER.

"Because we have a changing exchange staff," the chief postmaster said, "many of them do not know the subscriber's numbers and have to refer to the telephone directory for the information. This wastes a busy operator's time and seriously slows down his ability to promptly answer other callers who require attention."



Mr. H. Simmonds, left, with one of his hybrid hibiscus.—Photo: S. A. Whippy.

The Man Who Fought The Beetle

From Dorothea Baxter, in Suva

He's up before six every morning. He scales the steep terrain of his acre-plus garden with an agility that amazes his juniors. To walk down town with him is an experience that should befall only the athlete. He has had a hibiscus named after him, has been made a life member of the Fiji Society for his efforts to preserve the Colony's meagre wild life.

HE is writing a book. He grows, dries and drinks his own coffee, produces blemish-free bananas. And he has dealt a deadly blow to the rhinoceros beetle, the fear of the copra planter in Fiji.

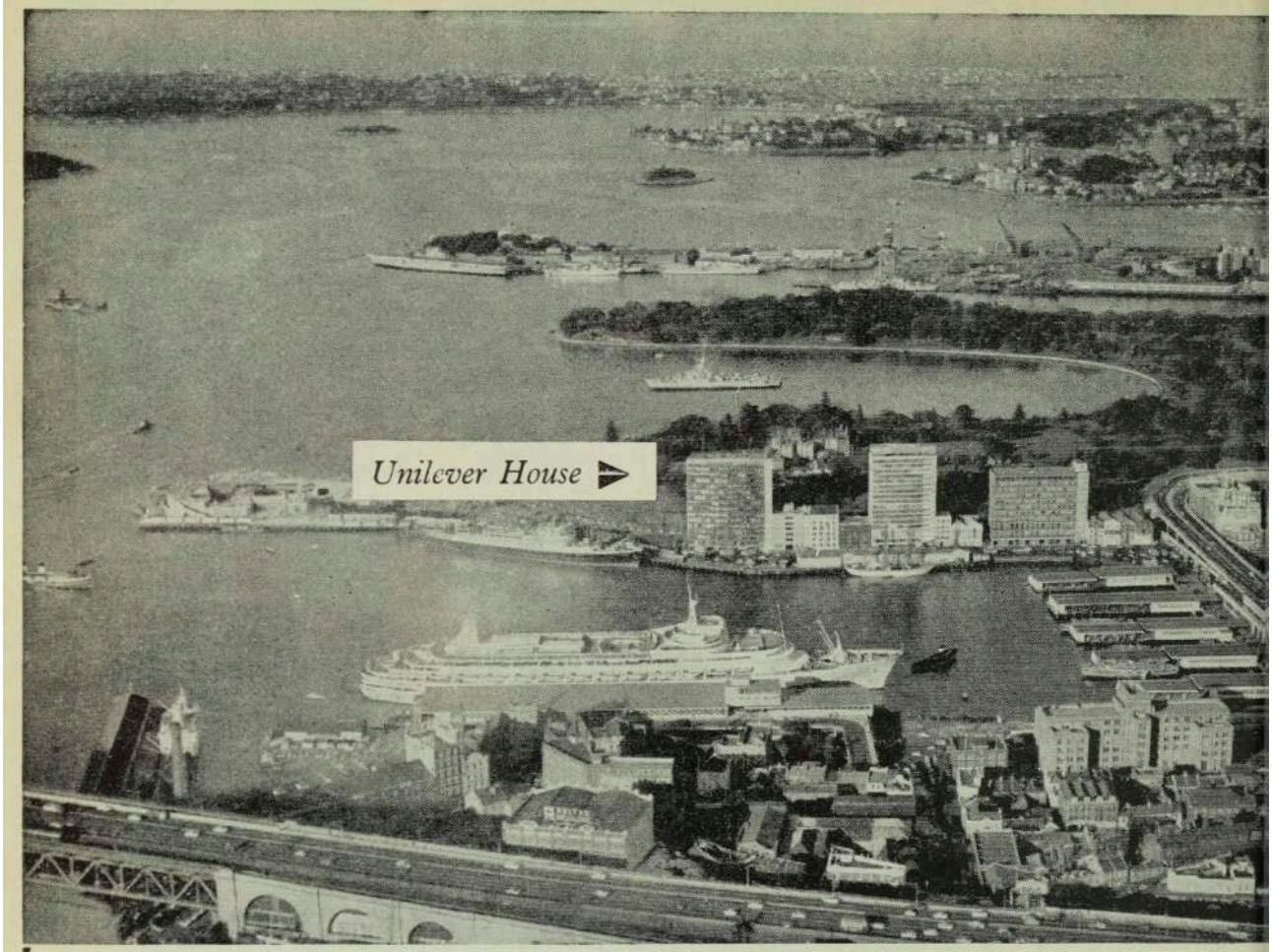
He is Mr. Hubert Simmonds, 85 last birthday.

To Mr. Simmonds, the victory over the rhinoceros beetle is not as impressive as another achievement he has chalked up since his retirement in 1937. To him is due chiefly the almost complete absence of the disease-carrying, annoying house-fly in Fiji. With it the fly brought all sort of sickness, blindness in many cases, but now as Mr. Simmonds himself will say, "You can picnic in a cattle paddock and you'll see about one fly".

An intense interest in natural history set the pattern of Mr. Simmonds' life from his early years. Born in Tunbridge Wells, he soon headed overseas in quest of more knowledge. His first visit to Fiji was in 1919, when he arrived from New Zealand to work on the Wainidoi Rubber Estate as an unpaid supervisor.

Life on the estate has given him plenty of memories, many amusing, but it was not long before his interest in natural history attracted the notice of the Director of Agriculture and he joined the department. (Over)

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An acting entomologist, he ac-
mulated a tremendous amount of
owledge of the country and be-
me acquainted with many dis-
guished scientists who would never
ve guessed that he was entirely
lf-taught and not the product of a
iversity.

The years of World War II found
m at Adelaide in charge of the
ological Control Section of the
aite Institute, but apart from that
sence, his life since 1919 has been
ent in the Pacific with regular visits
England and spasmodic trips to
alaya and Africa and other
untries in connection with his work.

Shortly after his retirement from
s post as Government Entomologist
Fiji, Mr. Simmonds was asked by
e Samoan Government in 1938 to
llow up the work of Dr. Karl
iederichs, who had previously been
gaged to make a search in the
stern tropics in the hopes of find-
g some natural enemy to assist in
e control of the rhinoceros beetle
hich was first noticed in Samoa in
10. Dr. Friederichs' work had
en interrupted when he was in-
rned in Madagascar at the outbreak
World War I.

Long Research

When Mr. Simmonds arrived in
auritius with his wife in 1939, he
amined the records of the wasp,
olia oryctophaga, which had been
tablished there to combat another
inoceros beetle, and came to the
nclusion that this wasp could not
cceed in Samoa.

However, Mr. Simmonds was told
at in the Zanzibar Museum there
as another scoliid labelled as a
rasite of rhinceros beetles, and this
asp proved to be named *Scolia*
ficornis. World War II broke out
e day Mr. and Mrs. Simmonds left
anzibar, and the only tests he could
ake with the beetle were in-
nclusive.

Meanwhile he had successfully
nded a strong colony of the
adagascar species, but at the end
three years it had to be admitted
at it was a failure, as he had
spected.

It was then decided to risk a
amble with *Scolia ruficornis*. When
is wasp was introduced into Samoa
more than justified the gamble, and
now established in great numbers.
creased export figures of copra
om Samoa—to the tune of 3,000
ns extra for the last 12 years—
re Mr. Simmons' answer to sugges-
ons that the scoliids do not breed
fast enough to hold their hosts in close check.

When the rhinoceros beetle was first discovered in Fiji in 1953 Mr. Simmonds was asked by the then Director of Agriculture (Mr. Harvey) to see what agencies existed in the Colony to check its spread. For the next 18 months or so, Mr. Simmonds busied himself, examining breeding places, studying possible predators, e.g., scorpions, centipedes, mongooses, mice, etc.

Finally, after about two years, during which the beetle continued to spread in spite of poisoning campaigns, Mr. Simmonds was asked to go into possible biological methods of control.

Fiji he knew would be a far more difficult country than Samoa in which to establish the parasite. In Samoa there had been an abundant supply of host beetle grubs, but in Fiji, the beetle was still patchy and a parasite could easily, after feeding, find itself in a district into which the beetle had not yet penetrated, and be lost.

It was immensely cheering then to Mr. Simmonds that the first

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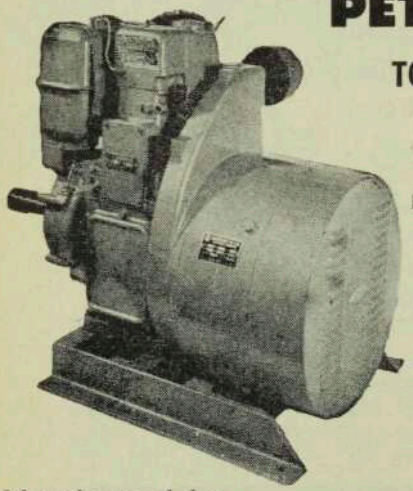
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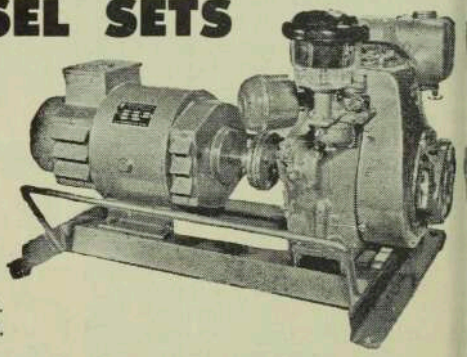
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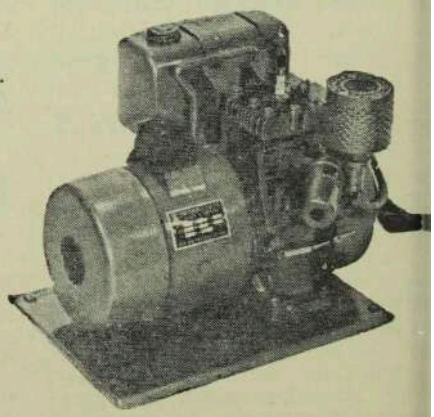


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finite recovery of the parasite—at mi, on May 30 last—should incide so closely with the time ken to establish it in other, parently more favourable localities.

The discovery showed that the rasite was definitely established in i and that it must have travelled considerable distance from where was released or bred. Three origins re possible: (1) Wainidoi, where 5 cocoons were placed in Decem-r, 1959, a distance of about 12 les from Lami; (2) Deuba, where cocoons were placed in February, 59; or (3) the breeding nursery Dravo, about 15 miles away.

The full effect of the introduction the parasite in Fiji will not be for several years yet, says Mr. mmonds. However, even at this ly date it is significant that the aring up of beetle damage in a nber of places near Suva ncides with the definite establish-nt of the parasite. Naturally, this aring up is still in comparatively all numbers and as yet is by no ans generally distributed over the a where it has established itself.

While Mr. Simmonds is positive t the rhinoceros beetle will never completely eradicated, and is nd, in the course of time, to reach copra areas, he is confident the asite, together with other agencies d cleaning up of breeding places) be able to keep it in close check, this knowledge that they are armed must be very comforting the copra growers.

The establishment of *Scolia cornis* has been described by the ervisor of the Coconut Pests and eases Board (Mr. C. A. Stokes) "a triumph for Mr. Simmonds, has devoted the whole of his e in finding ways to overcome the ny obstacles with which he was ed at the Dravo breeding sites".

To Mr. Simmonds, *Scolia cornis* will always rank after *ter chinensis* in his personal scale achievement. While in Java, as of his search for a parasite to ck the rhinoceros beetle, he ided to find out just why there e hardly any flies.

nvestigations soon revealed the datory beetle, *Hister chinensis*, Mr. Simmonds soon saw to it it was introduced into Fiji.

Only those who remember Fiji years ago will have any idea of magnitude of the numbers of the ase-carrying fly in those days, with the dysentery, typhoid and eye ctions that went with them," says Simmonds.

New BSIP Liquor Laws Appear To Be Working Well

From a Honiara Correspondent

Despite the gloomy forecasts, the natives of the BSIP have not gone to the dogs since the BSIP Legislative Council passed a bill last December enabling them to drink beer without permits.

THE bill also enabled the Melanesians to obtain permits in certain circumstances to drink wine and spirits.

Questioners in the Legislative Council were told recently that beer drinking had not increased the number of brawls in Honiara, Auki, Yandina and Kira Kira, although there had been more cases of drunk and disorderly conduct at Gizo.

In the Western Solomons and parts of San Cristoval, Melanesians are reported to be drinking more beer than before the bill was passed, but no significant increase is evident elsewhere. No special police supervision or protection seems to be called for.

Meanwhile, a poster on the evils of drinking has been widely distributed. With the caption, "This Might Be You," it shows a man in patched pants and a torn, unbuttoned shirt holding bottles of liquor with his left arm. A thin wife with two small undernourished children looks on, crying. At the bottom of the poster is a note saying: One case of beer equals 1 bag of rice or 12 lb of fresh meat and five calicoes.

The poster, which should frighten any drinker from drinking to excess if he has any heart, was produced by the SPC Literature Production Training Centre, Honiara. It is the first of a series the centre will produce.

The Chief Medical Officer is also preparing a series of articles on liquor and health for inclusion in the syllabuses of Standard V classes and above.

Because of a growing awareness of the 'things that money can buy (including beer), more Solomon Islanders are now offering themselves for work on plantations and elsewhere. This is especially so in and around Honiara. Wages are now mainly paid wholly in cash, and except for waterfront workers and ships' crews who receive full rations besides wages, the issue of rations has almost stopped.

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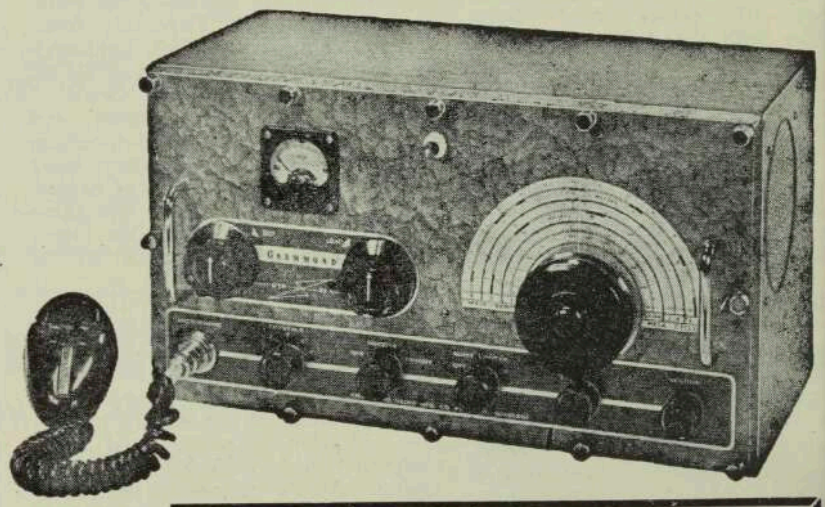
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Pacific Islands Monthly MAGAZINE SECTION

Lonely Suwarrow Atoll May Still Guard Some Buried Treasure

By ROBERT LANGDON

Five hundred-odd miles north-west of Rarotonga in the Cook Group and about 3,000 miles north-east of Sydney is the lonely, usually uninhabited atoll of Suwarrow. The atoll, comprising 12 main islets on a reef about 50 miles in circumference, is one of the most fascinating, from an historical viewpoint, in the South Pacific.

UNTIL 1814, when Lieutenant Mikhail Lazarev, of the Russian American Company's ship *Suvorov*, discovered it, the atoll was officially unknown to European navigators. It was then uninhabited, and no European is known to have lived on it before 1855.

Yet three times between the years 1855 and 1876, hoards of Spanish and Spanish American coins bearing dates as ancient as 1741 are alleged to have been found on it.

A man who lived on Suwarrow in the 1860's and 1870's also claimed that he had found an ancient musket, several pieces or iron, some human skeletons and the remains of some ancient buildings which he thought were of European origin.

The man who claimed to have found these items and who reported the discovery of two of the treasures was Captain Bathurst Sterndale, a well-known personality in the Pacific in the second half of the last century.

In a series of articles in the *Monthly Review* of Wellington for 1890, Sterndale said that the first treasure was found when he visited Suwarrow in 1855 in the *Caroline Hort*, a vessel owned by Hort Brothers, a prominent Tahiti trading firm of the time.

This firm had bought the wreck of an American whaling ship, the *Gem*, which had run aground on the reef at Suwarrow with its holds full of oil. (The crew had escaped in the ship's boats to Samoa and had later gone on to Tahiti.)

The *Caroline Hort's* mission was to salvage the *Gem's* cargo under the superintendence of the supercargo John Lavington Evans.

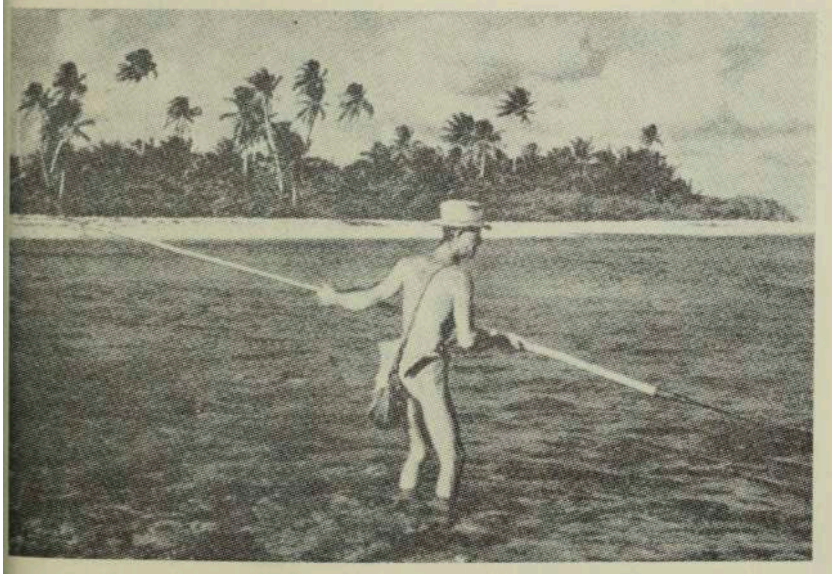
Sterndale said that after this mission was accomplished, Evans searched the atoll for six weeks and finally "dug up a box of specie, which, from its dimensions, could not have contained much less than 15,000 dollars".

"Whether he had dreamed of its existence," Sterndale said, "or upon what mysterious information he acted was only known to himself. But one fact is very remarkable—he was acquainted from the day of his first landing with the precise spot, within a few rods, where this treasure had been concealed."

Sterndale said that "some years after" the visit of the *Caroline Hort*, "another associate" of his unearthed 2,400 dollars at the foot of an old ironwood tree. This deposit was on a detached islet, about a mile from where the first cache had been found.

The finder of the second cache told Sterndale that he had been told about it many years previously by a man he met in a Tahitian grog-shop.

"This man," Sterndale said, "professed never to have been at the island, but nevertheless was able to describe very circumstantially the place of concealment of the hidden treasure, the shape of the islet, and



One of the few people to live on Suwarrow in recent years is New Zealander Tom Neale. He has lived there off and on since October, 1953, and, according to a recent report from Rarotonga, is there now. The photograph is from James S. Rockefeller Jr.'s "Man on His Island".

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Musket, Skeletons Found

(Continued from previous page)

the form and appearance of the tree, which leaned over to the eastward in a peculiar manner.

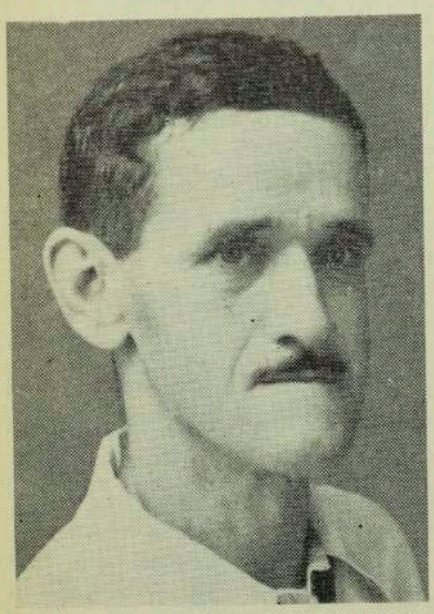
"None of the coin was of this century; some of it was very old and black and of a date coincident with the era of Commodore Anson [about 1741].

"The finder possessed still further information (which he imparted to me very minutely) of other similar, but more valuable deposits; but fate did not afford him an opportunity of profiting by his knowledge for he died upon the island of Manihiki where he went to visit his wife shortly thereafter."

Sterndale did not say in his articles whether he was on Suwarrow when the second treasure was found. He may have been.

According to a declaration he made in Tahiti in 1868, he was landed on the atoll by the schooner *Traveller* on October 16, 1867, to establish a depot of trade and to gather pearl shell, beche de mer and other island produce for the Pacific Island Trading Co. Ltd. This company had leased the atoll from the British Crown.

About 20 natives who had been picked up by the *Traveller* at other islands in the Cook Group were landed on Suwarrow with Sterndale. Three men, including a native of Manihiki (who may have been the one who found the treasure), were already living there.



American writer Robert Dean Frisbie searched unsuccessfully for Suwarrow's treasures in the 1920's.

Sterndale's party stayed on Suwarrow for six months, neglected by the trading company's ships. In the end, starving and racked with scurvy, they were taken off by the notorious "Bully" Hayes, who chanced to put into the atoll in his brig *Rona*.

Despite this unhappy experience, Suwarrow apparently had an irresistible attraction for Sterndale because 6½ years later he went there again—this time to establish a trading station for the Auckland firm of Henderson and Macfarlane with the aid of some natives who had been recruited in Manihiki.

As soon as he arrived, Sterndale warned off at revolver point a Samoan cutter that was fishing for pearl shell in the lagoon and built a fort overlooking the anchorage. The fort was armed with three small cannon that had been brought from Auckland.

Clear of Thicket

This done, Sterndale settled down to clear some of the islets and plant crops. One of the islets he decided to clear was covered on its outer edges by a forest of banyan trees overgrown with creepers. But in the centre was a circular space of several acres that was clear of thicket and of good soil.

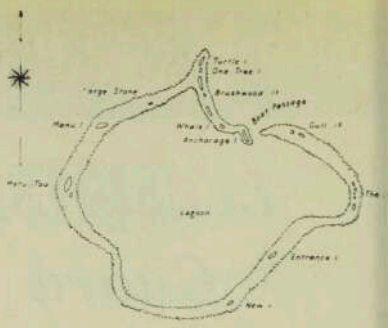
"When laid bare," Sterndale said in one of his articles, "the ground presented the appearance of a perfect level, with here and there what seemed like low lines of kerb-stones just appearing above the surface, also several funnel-shaped pits five or six feet deep, and some large flat rocks laid like tombstones.

"When proceeding with the clearing of the land I caused to be removed the heap of stones . . . and there under a great flat slab we found a musket of a very old fashion.

"The form of stock and barrel were still preserved, but too far decayed to bear handling. The only part entire was portion of the breech and the flint, which was a white one, very large, and much worn.

"The appearance of the funnel-shaped pits . . . was such as to cause me to suppose that they had been dug for water and with the same view I caused them to be cleared out again.

"To our great surprise, we perceived them to be limekilns, in one of which still remained about three



SUWARROW ISLAND

feet of burnt lime, but so very as to have almost returned to consistency of stone.

"Our next task was to remove rows of what appeared to be ke stones, which resulted in a still m extraordinary discovery. They pro to be the tops of sunken walls, b of very large stones, in lines para or at right angles to each other, evidently intended as the outer f of certain huge platforms, some feet long by 25 feet wide.

"The concrete was so solid tha caused it to be broken up in g slabs and used as building stone other works.

"Underneath it in one place I fo an iron bolt reduced to rust. It been about 18 inches long and of thickness of a man's arm.

"Also not far from thence w found in a pit, three feet below surface, several skeletons; in the ha of one of which was clutched an i bolt about nine inches in length by inch in diameter.

"In the same pit was found iron tomahawk, rudely manufactu from a shackle link of a la chain . . ."

Sterndale would possibly h made all sorts of other discove if he had stayed on Suwarrow several years. As it was, he taken off after less than two ye residence following a dispute with employers, Henderson and Mac lane.

But Sterndale did not leave Suv row without a struggle. When Cap Tom Fernandez arrived at the a in the schooner *Kriemhilda* to him off, he barricaded himself in fort with his three small cannon.

A siege of several weeks ens during which the *Kriemhilda* lay anchor in the lagoon. On board *Kriemhilda* was a young man ca Henry Abbott Mair, a member of well-known Mair family of Zealand.

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Mair was Sterndale's friend, and ne night—although Fernandez had orbidden him to land—he slipped verboard in a singlet and money elt and swam ashore. As he crawled p the beach after his swim, he heard clinking sound and found a turtle cooping a hole to lay its eggs in.

Curious, Mair fished in the hole nd found an iron box containing oins and some rings set in precious tones.

The bottom of the box burst when e lifted it out of the hole, so Mair notted his singlet to form a kind of ag, filled it with coins and rings, nd buried the rest at the foot of a ree.

Mair then made his way to Sternale's fort, where he remained with is friend until a party from the *Kriemhilda* smoked them out and ook them back to New Zealand. his was in October, 1876.

Killed in New Hebrides

Mair later went off on other oyages to the Pacific and was ventually killed while recruiting abour in the New Hebrides. He is aid to have made several unsuccessul attempts to return to Suwarrow o retrieve his treasure.

In 1879, two years before his death, e wrote to his brother Gilbert about he treasure:

"People have been talking to me bout my plant on Suwarrow, but hey all want the lion's share. I am ot afraid of anyone finding it and t will keep without spoiling. I have vritten a letter to you, which has een in my box for two years, to be orwarded to you in case I come to rief, giving an accurate description f the place, with the camp as bearng and distances for various points o that anyone with ordinary care nd attention could not fail to hit t . . ."

The letter "in my box" which Henry Mair referred to never reached is brother after his death—possibly ecause it was purloined by someone n the ship in which he visited the New Hebrides.

But the other letter, which has urvived (it was published in *The Mair Family* by J. C. Andersen and G. C. Pedersen) seems to put the existence of Mair's treasure beyond doubt.

The strange thing is, though, that Sterndale, who must have known bout Mair's "plant", did not mention t in his articles. But this may have been because he got carried away

(Continued next page)

Stone Axes Have Had The Chopper In NNG

From Our Canberra Correspondent

The value of stone axes is rising in Netherlands New Guinea because the Papuans are no longer making them.

FAMED Austrian explorer and alpinist Heinrich Harrer reported this when he returned to Canberra recently after six months' exploration in NNG. During that time he climbed 31 hitherto unconquered mountain peaks, including the 16,000 ft. Carstensz Pyramid.

His exploration included one special trip to a high mountain quarry, traditional source of the most prized stone for axes.

Harrer told *PIM*: "I was the first European to go to that quarry, and probably the last. On the journey there we saw only one Papuan family making its way to the quarry.

"Once there was a regular traffic from distant parts of the country by natives seeking the beautiful green and blue stone to be found at the quarry.

"They broke the pieces they needed by building wooden platforms in the river alongside the boulders.

"The wooden platforms were covered with protective stones, then hugh fires were lit to crack fragments off the boulders."



Austrian mountaineer Heinrich Harrer on his arrival in Sydney from Netherlands New Guinea with a stone axe made by NNG natives.

Harrer said the steel axe was displacing the stone axe. The steel axes were traded from village to village, acquiring greater value the further villages were from civilisation. They were even to be found in areas where Papuans had never seen a white man.

This meant that stone axes were becoming scarcer, and were gaining value as items of currency, especially in payment of "bride price". Papuans valued some specimens as high as 500 guilders (£A65).

Mr. Harrer found another inflation problem in NNG—in cowrie shells—and it was largely one of his own making.

As a result of an appeal through the Austrian Legation in Canberra, he received thousands of shells from all over the Pacific to pay his carriers.

He resisted the temptation to destroy the native economy by being too lavish with his shells, and paid them out at the standard rate of a few shells for a day's carrying.

Harrer, a colourful character in modern exploration—he was once a tutor to the Dalai Lama after he had escaped from an internment camp in India and made his way to Tibet—narrowly escaped death on his way home to Austria.

At Bangkok, he left an Alitalia plane which crashed at Bombay, killing all on board.

A few months earlier, when in NNG, a false report of his death spread throughout the world.

He explained in Canberra that this story had spread when his Papuan carriers, encountering snow and ice for the first time, deserted.

They were questioned on their return to their villages, and explained their presence with a claim that the rest of the party had been swept away in an avalanche and that they alone had escaped.

A radio message from a Dutch mission reporting this village gossip was picked up and cabled around the world.

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Suwarrow's Buried Hoards

(Continued from previous page)

by a long discussion on the possible origin of the building ruins he found on Suwarrow, and never got back to it.

Sterndale was convinced that the buildings he found were those of Europeans, who had lived on the atoll long before Lazarev officially discovered it. But this view, in the light of modern archeological research in the Pacific, was undoubtedly wrong.

The buildings were undoubtedly the work of former Polynesian inhabitants who had left the atoll for some reason—probably lack of water. Similar buildings have been found on many other Pacific islands, including Ponape, Guam, Saipan, Tinian, Rota and Malden Island.

But what about the musket and pieces of iron whose discovery Sterndale so circumstantially described?

My belief is that they probably belonged to the five-man crew of the jolly boat of HMS *Pandora* which disappeared off Palmerston Island on May 21, 1791, while the *Panaora* was searching for Fletcher Christian and the other *Bounty* mutineers who ended their days on Pitcairn Island.

The fate of the jolly boat crew has never been established. But it seems likely that they were driven by the winds and currents to Suwarrow and died there. Suwarrow, which is waterless, is about 270 miles from Palmerston and is the nearest island to it, except in an easterly, or upwind, direction.

Jolly Boat Crew

The jolly boat crew are the only Europeans who are known to have been in a position to "visit" Suwarrow with a musket and articles of iron before Lieutenant Lazarev officially discovered it.

For this reason, I feel certain that any treasure found on Suwarrow was not buried there until after Lazarev's time.

In the case of the box that Lavington Evans found, I believe that this was merely buried by the crew of the *Gem* who had asked Evans to retrieve it. And as Sterndale apparently never saw what was in it, it may not have contained 15,000 dollars at all.

As for the 2,400 dollars with dates "coincident with the era of Commodore Anson", which were found at the foot of a tree that "leaned over . . . in a peculiar manner", these were obviously not buried in Anson's time because:

- It is impossible to believe that the knowledge of such a hoard could have been passed down for 120 years to a man in a Tahitian grog shop without it becoming widely known; and
- The tree under which the treasure was buried could hardly have "leaned over in a peculiar manner" in the hurricane belt for 120 years.

As this hoard is said to have been found by a Manihiki native, who knew of other hoards, the most plausible explanation is that it belonged to one of three Europeans who lived on Suwarrow for several years between 1855 and 1862, and that Sterndale was wrong in saying that the dates on the coins were "coincident with the era of Commodore Anson".

The three Europeans — Thomas Charlton, Thomas Bird and Joseph Tirel — went to Suwarrow with a party of Manihiki and Penrhyn Islanders to dive for pearl shell. They were all eventually murdered by the natives after a quarrel.

The natives were later taken off Suwarrow and returned to their own islands by Captain Sustenance of the schooner *Staghorn* after they had told him that the three Europeans had left the atoll in a boat.

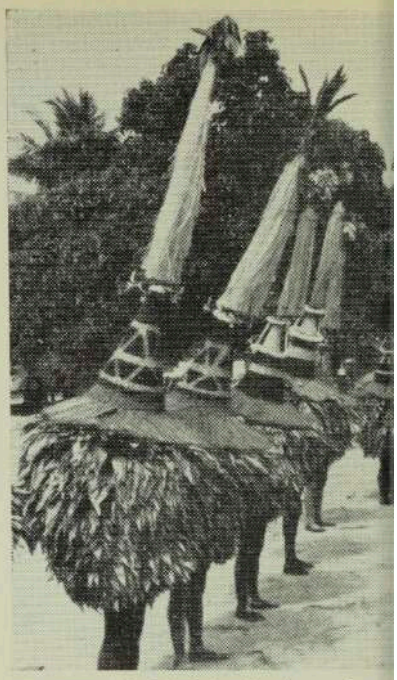
Several years later, however, the truth leaked out when one of the women, a native of Manihiki, tried to buy a Bible with a Spanish-American coin that she had brought from Suwarrow and which had belonged to one of the murdered men.

In those days, Spanish-American coins (mainly Chilean and Bolivian) were international currency in the Pacific. So it would not have been strange if the murdered Europeans had had a stock of them, which they had received in payment for their pearl shell.

The hoard which the Manihiki native found had probably been buried by the murdered men's associates before they were taken off the atoll by Captain Sustenance.

And the hoard which Mair stumbled on was probably another.

Mair's hoard and others may still lie beneath the sands at Suwarrow. But if anyone fells like hieing off to the atoll to look for them, it would be well for him to bear in mind that the atoll's profile has been greatly altered by hurricanes in the past 100 years.



A group of Duk-Duks lined up for ceremony which Mrs. Holmes recorde

NSW Woman Puts Weird Ceremony On Record

By a Staff Writer

PEOPLE who collect the odd a interesting in records and Territorians suffering from ac nostalgia will be interested in recording of music and rituals in Duke of York Islands recen released in Australia by EMI (A tralia) Ltd.

The recording, called "Music a Sounds of Melanesia", was made July, 1961, by a NSW woman, M Sandra LeBrun Holmes, during three-months' visit to New Brit and the Duke of York Islands w her film director husband and cameraman to make document films for the ABC and the Metho Church.

Mrs. Holmes, known professiona as Sandra LeBrun, has been study primitive dances, songs and my since her early years am aborigines in the Far West of N South Wales. Tape recordings has made of aboriginal songs ceremonies in outback Western A tralia have been used in radio television programmes.

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Her latest record, which retails at 2/6, includes Pidgin renderings of Old Black Joe", "Hallelujah" and Onward Christian Soldiers", Pidgin ongs by native composers, some raditional songs in the local dialect, nd a segment on the rarely seen)uk-Duk (pronounced "dook-dook") eremony.

Mrs. Holmes believes that the Duk-)uk ceremony, which is mainly to o with the initiation of boys, has ever previously been recorded.

The record is most interesting in s contrast between the traditional ative songs, which are distinctive but ometimes monotonous, and the iodern Pidgin jingles.

Most of the Pidgin songs are based n the idea of sadness at leaving ome to go to work on a plantation, r on the homesickness of labourers hile there.

But the rhythm is always foreign) traditional New Guinea and is ased entirely on the clackity-clack f pure Hawaiian.

In this, of course, the modern NG omposer is not alone—every acific Islander has adopted the awaiian beat as his own, and so-alled modern "Islands" music is bout the one thing all Pacific landers now have in common.

Those who admire the ancient lelanesian chants and songs for their wn sake because they are genuine ight well curse the introduction of ie trade-store guitar, which is ostly to blame for the evolution of is music.

It is virtually impossible to sing ie old laments, fighting or sing-sing ngs to its accompaniment, and for is reason they tend to be forgotten.



n old man with whitened hair beats on drum to call the Duk-Duks and Tabuans into the village.



Tabuans and Duk-Duks parading in a village of the Duke of York Group.

Mrs. Holmes told *PIM* that the natives "did not seem very happy about letting us see the Duk-Duk ceremony".

"They tell most white people that the ceremony is not held any more," she said.

Mrs. Holmes said there were two main groups in the ceremony—the Duk-Duks and the Tabuans—both of whom wore costumes of gold leaves covering their heads to their thighs, surmounted by high, cone-shaped head-dresses.

Head-dresses

The head-dresses of the Tabuans were painted black with eyes and crescent mouth marked out in white. Those of the Duk-Duks were faceless. The head-dresses of both groups made them about 14 ft high.

"From what we saw," Mrs. Holmes said, "the ceremony began when an old man with whitened hair walked into the village and beat a drum to call the Duk-Duks and Tabuans in. I understand the Duk-Duks and Tabuans are spirits.

"After a while, the old man went into the bush carrying two green branches; and when he returned about 15 Tabuans and Duk-Duks were following him in single file. Some had their legs painted yellow, and they moved with a strange, bobbing gait which made the leaves on their costumes rattle.

"They then formed a circle and danced around shaking their heads like spaniels coming out of water and swaying from side to side.

"Next, about half a dozen boys were led forward. They bent over in a circle, something like a Rugby scrum, and the Tabuans danced around them.

"Then out of each Tabuan costume shot a black arm holding a heavy, painted stick with which the Tabuans struck the boys resounding blows on their backs.

"The boys fell as if they had been killed, but after a while they got to their feet and stood among the men while all the old men sang what they called the Duk-Duk song.

"In this, I noticed that the headman put his hand over his mouth—apparently to disguise and distort his voice.

"Then the Duk-Duks danced triumphantly with great leaps, and the old men kept on singing. Meanwhile, an orchestra beat on lengths of wood lying on the ground.

"After this, the Duk-Duks formed a line, and sank to their knees one by one. Then the headman came forward with an armful of shell money looped on strings which he hurled at them.

"An arm reached out of each Duk-Duk costume and dragged the money inside. Then the figures danced in a circle once more and disappeared into the jungle.

"For us that was the end of the ceremony, and all our efforts to get them to come back for more photographs were to no avail."

Mrs. Holmes said that the ceremony she saw lasted about an hour and was "most weird". She understood that this was only part of the initiation rites, which went on for several weeks.

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Preserving Islands Culture

It's a Sentimental Job for NSW Art Gallery Man

Working in a large workroom at the back of the Art Gallery of New South Wales is one of Australia's best friends of the South Pacific Islands.

HE is Mr. William Boustead, the art gallery's conservator, who has what he calls "a sentimental interest" in preserving the native art and monuments and European culture and historical records in the Pacific Islands.

Mr. Boustead, who works surrounded by bottles of chemicals, mysterious-looking machines and tools, drums and dishes for mixing things in, and paintings in need of repair, is a member of the International Institute for the Conservation of Historic and Artistic Works.

He is also a member of the International Council of Museums, a section of UNESCO, which resolved at a conference in Barcelona, Spain, in October last year that something should be done to preserve and restore cultural and historical material in hot and humid climates.

At the conference, representatives from a number of countries were allotted certain territories. Mr. Boustead was given the job of looking after the Pacific Islands, New Guinea, Indonesia, Borneo, North and South Vietnam, Malaya, Hongkong, and Cambodia.

Specifically, his job is to find out what cultural and historical material in the museums in these areas is in danger of decay, and then to advise and assist them in preserving or restoring it.

Questionnaires

"I am sending out questionnaires to all the museums in my area," Mr. Boustead said recently. "But anyone who has a collection of native artifacts, paintings or historical material of importance that is in danger of deterioration is welcome to write to me."

Mr. Boustead is particularly enthusiastic about the Pacific Islands and New Guinea side of his assignment as he lived in Tahiti, Fiji and other islands for several years before the war.

"Besides having a professional interest in preserving and restoring the culture in those places, I have a sentimental interest," he said.

"I spent some of the happiest years of my life in Tahiti. I took part in the original *Mutiny on the Bounty* film, and I knew such people as James Norman Hall, Charles Nordhoff, Robert Dean Frisbie, Viggo Rasmussen and Andy Thompson.

"I visited Fiji and Tahiti on my way to Barcelona last year and called at Tahiti, Vila and Noumea on the way back. Everywhere I went there was a growing need to preserve the native arts and crafts and historical material from decay—particularly in Tahiti.

"Shocking Mess"

"Much of the material in Tahiti—mainly European historical material such as ships' logs, early drawings, prints and documents—is in a shocking mess. If something is not done quickly it will disintegrate completely. Some of the objects found in maraes are also in a state of degeneration."

Mr. Boustead said the main causes of decay to cultural objects in his area were the combination of heat and high humidity, heat and sunlight, big and sudden changes of temperature, atmospheric pollution, insects and mould.

"There is a lot we can do to counteract these problems," Mr. Boustead said. "For example, termites in wooden objects such as carvings and tikis can be killed, after the objects are split, by fumigation in gas chambers. Then the ailing wood can be treated by vacuum impregnation with waxes and synthetic resins.

Tapa cloth can be preserved by lamination, and bark paintings can be preserved by being sprayed with a synthetic resin.

"'In most cases we try to do nothing that we cannot undo. We don't try to add or enhance native art works because these things are regarded more or less as documents."

Mr. Boustead added that he was experimenting on ways of reviving faded writing in documents and in preserving documents that had been partly damaged by insects.

Yesterday

"Today we go into the fourth year of war with hopes and confidence undimmed, but chastened by memories of many recent defeats and disasters," said an editorial in "PIM" of September, 1942. Other items in that issue of 20 years ago were:—

On the night of September 12, the Japanese, using reinforced infantry, aircraft and warships, began a heavy attack to try to recapture parts of Guadalcanal, which the Americans took from the Japanese in August, 1942.

* * *

The official prices for copra, fixed in Suva, ranged from £16/15/- to £18/5/- a ton Fijian currency, but New Caledonian copra was selling in Sydney for as much as £30 a ton. Planters in Fiji were bitter that, after many lean years, their chances of making substantial profits were being spoiled because labour was being drawn away to Suva and other districts for governmental and defence works.

* * *

Australians were fighting the Japanese on the southern slopes of the Owen Stanley Range, following a Jap landing at Milne Bay where the Japanese had been heavily defeated.

* * *

A marine "monster", that seemed to be a war casualty, was washed up on a New Caledonian beach. It was 50 feet long, 15 feet wide, and higher than an ordinary doorway. It was of the colour of chamois leather and had what seemed like ivory tusks or bones, eight or nine feet long sticking out from its jaws. The monster was believed to be a species of whale.

* * *

Eric Ramsden, founder of Sydney's Pacific Islands Society, left Sydney for Christchurch, NZ, to join the editorial staff of "The Press". He was farewelled at a meeting of the society at History House, Sydney, on August 26.

* * *

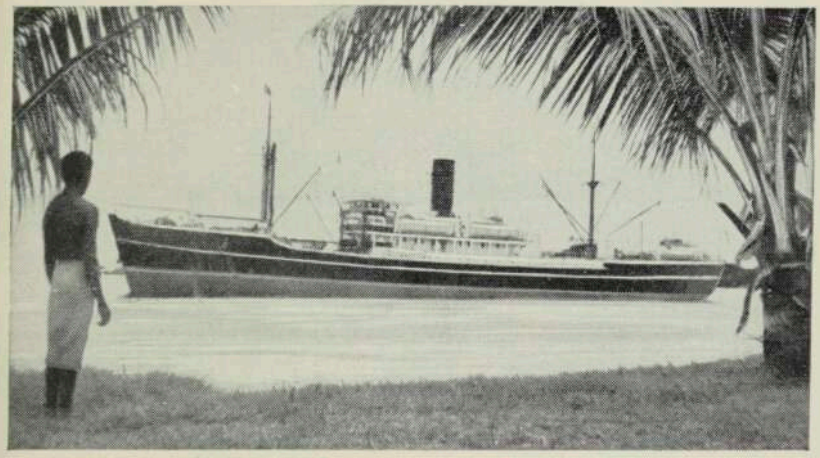
The mongoose, which came to Fiji from India with the Indians, had become so serious a pest in the main island of Viti Levu that the Government, through the Department of Agriculture, decided to offer a substantial bonus for mongoose tails. Country dwellers were upset because the bonus applied only to mongoose caught on the Suva peninsula.

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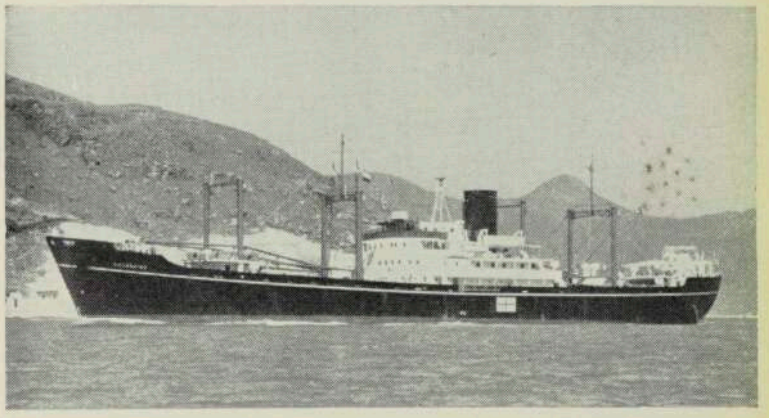
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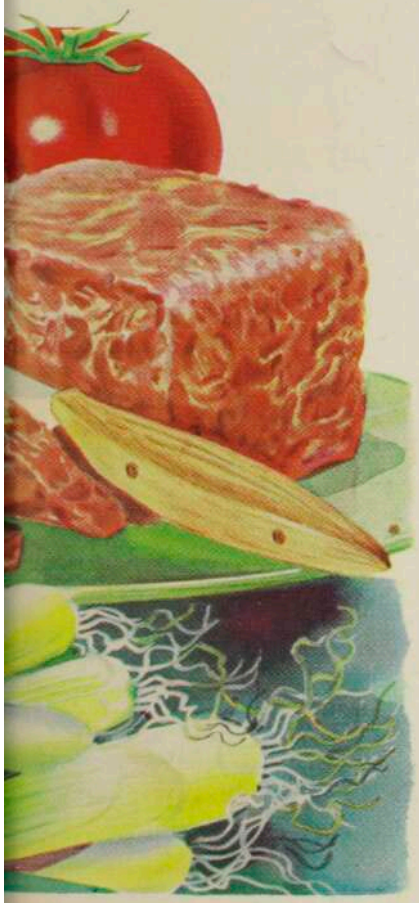
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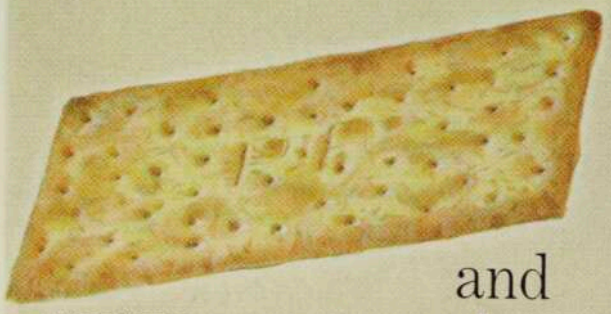
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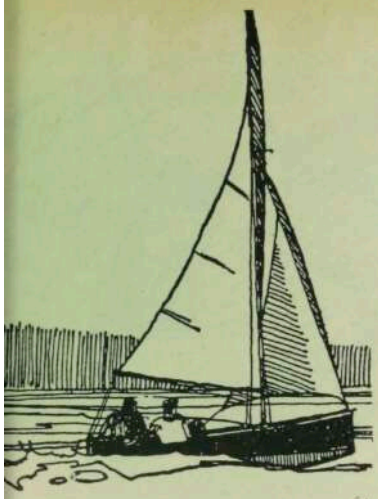
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For Yacht Race Enthusiasts

Two important books, invaluable to those who take yacht racing seriously, have been received during the month. They are "The Techniques of Small Boat Racing" and "Yacht Racing Rules". Neither is cheap—but devotees will probably consider them worth the price.

The first book is based on International 14 class yachts and although, like many books on yachting, it has an American genesis, pains have been taken to make its subject-matter applicable to yachtsmen on both sides of the Atlantic—which makes it applicable to people in the rest of the world as well. Both British and American yachting writers have contributed to it and it contains every aspect of the preparation of the craft as well as the techniques to be employed in actual sailing.

"Yacht Racing Rules", also is international, although here again, it had its origin in America. The book is based on the 1961 Racing Rules of the International Yacht-Racing Union, and where new rules have replaced old, major differences are shown.

Both books are profusely illustrated by drawings, pictures and diagrams.

(THE TECHNIQUES OF SMALL BOAT RACING, priced at 44/9; YACHT RACING RULES, priced at 31/6. Both published by Hodder & Stoughton Ltd.)

THE MONTH'S NEW READING

WITH JUDY TUDOR

Mirage And Materialism In The Far East

Even those people who don't like reading Colin Simpson probably enjoy looking at his books—which are about the glossiest and brightest examples of the Australian publisher's art. *Asia's Bright Balconies,* the latest of the Simpson travel books, has 16 pages of colour plates, a similar number of black and white and innumerable drawings and "decorations" by the author's wife.

IN presentation, it has all the sophisticated aplomb of a high-circulation American magazine and is artfully designed as a natural for gift-giving to arm-chair adventurers and to the increasing thousands of Australians who visit the Far East each year.

In it he covers Hongkong, Macao, and the Philippines and it is a companion-piece to his earlier *Country Upstairs,* which was about Japan.

Whether the customer finds the present book as entertaining as the Japanese story is probably a matter of taste, although it appears to your reviewer that Simpson himself obviously found Hongkong, etc., much less to his fastidious taste than Japan, and this is reflected in the book itself.

The poverty, overcrowding and the stinks worried him, and it shows. He is inclined at times to get a bit precious about these things and about some other Old Chinese Customs. And in this I can sympathise, up to a point, being one of the only half dozen people in the world who didn't fall flat on their faces with wild surmise the moment my eyes lighted on the place.

Nonetheless, in spite of Simpson and your reviewer, Hongkong is one of the few places on earth that really merits the vogue-term "fabulous": In its small size and teeming population; in its beauty and its squalor; in its people; its political present and future; in its skyscrapers and squatters' hovels; but most of all because it exists at all.

In size, a tiny pimple on the broad face of China; economically, a mirage of materialism that would make no sense at all in any but an Eastern context. But if it is some old Chinese illusion that holds it in place, up to date at any rate, it is an illusion that works.

Simpson captures some of this atmosphere of fantasy as he conducts his reader-tourists around the human ant-heap of the Colony of Hongkong, where by the very restrictions of the size of the place there is no getting off the well-worn track and where variation can come only in personal experience and reaction to the fixed environment.

It is calculated that about a quarter of a million tourists visit Hongkong each year. Yet apart from the shops who live by selling merchandise to tourists, it doesn't feel like a touristy place—partly because the "sights" are restricted, but mostly because the Chinese themselves are small worlds to themselves, in the exterior sense giving nothing, obviously unfeeling for the stranger within their midst.

That's China!

With Simpson, the reader does "the tour" of the New Territories—which is probably as close to China as he is ever likely to come. He will endure the stench of the human-manured fields, see duck farms (and wonder how he will ever eat duck again), visit the walled village and drive to the top of the knoll where he will gaze out over rice fields to what the guide will tell him is Red China. All Western visitors, and especially Americans, get some awesome sort of esoteric pleasure out of this act, as though scarlet dragons might be seen disporting themselves there in fumes of sulphur. In reality it is disappointing—the country "over there" looking no different from that near at hand; and in some respects it is better because it is too far away to smell.

He takes you also to Repulse Bay, which is on the other side of Hongkong Island from Victoria, and is unashamedly Mediterranean where

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Kowloon and the New Territories on the mainland side are unashamedly China. He discusses food, jade, politics, history and, of course, shopping; and takes you on a long excursion to Macao, which if Hongkong is a materialistic fantasy, is pure 20th century anachronism.

Portuguese - Asian, smaller and poorer than the British Colony, it occupies a tiny appendix of land in south China across the Pearl River Estuary from HK. It lives by its wits, its vice that is slightly more vicious than the British HK variety, the gold trade, and provides the gateway through which the majority of HK's illegal refugees reach the Colony.

With all this, Colin Simpson does not neglect research on the Suzie Wong element of the Fascinating Far East or of night-life. Later, in the Philippines, he finds that there are day-clubs as well as night-clubs, especially for men who find it easier to get away from business in the day than from their wives at night.

Good Entertainment

Most readers will find *Asia's Bright Balconies* good entertainment value—but just one word of warning to the Maestro himself before we quit this review, lest he ultimately degenerate into some sort of Clune-with-coloured-pictures!

We'll give him the benefit of the doubt that Cathay Pacific just happens to be his favourite airline. But the manner in which he drags the name of the airline irrelevantly into the narrative, smacks of Frank Clune at his worst—although Simpson spared us a Clune catalogue of the horsepower of each of the four turbo prop engines and the biographies of all the air-crew, whom Frank would have been calling by their first names.

We have nothing against Cathay Pacific—to the contrary, they are from the same stable as some very good friends of ours; but the tedious repetitious mention of the name makes the whole thing sound as though Simpson were on the staff, bent on doing a good public relations job.

It seems a better plan to make acknowledgement in the proper place in the front of the book and be done with it, instead of dragging it in throughout the story, like so many commercial reader-advts.

(ASIA'S BRIGHT BALCONIES. Published by Angus and Robertson Ltd. Price, 37/6.)

THE SWISS FAMILY PRICE



Coconut planting in Fiji is not necessarily Big Business; and coconut planters are not necessarily millionaires. Plantations there can be in the small family size, and planters more up against it than even their farming counterparts in Australia and New Zealand. This is the sort of plantation and the sort of people Lema Low writes about in her first book "Family in Fiji."

LEMA LOW has grown up with *PIM*. In the 1930's, her simple sketches of islands life written under the pen-name of Amel, gained her a wide circle of friends because she presented plantation life as it happened to them and not as it happened in Hollywood movies. They will like her book for the same reason.

In many respects the country of which she writes—the southern coast of Vanua Levu, east and west of Savu Savu—has been left behind in the march of time and a more sophisticated writer, with a much more acid pen, could have a lot of fun with it.

Mrs. Low, however, chooses to see it as one of the people who live there and as such, her story will appeal to older readers who have had more than their fill of the glamour or acid or penetrating angles of modern writing. It will appeal also to youngsters because of the sort of Swiss Family Robinson existence that it depicts.

The story concerns the family of Price—Mum, Dad, Lema, Jack and Teddy—all in Morrinsville, New Zealand. The adventure begins when Mum is left a set of hot-springs, in Savu Savu, Vanua Levu, and a plantation, Qaranikula, westward along the coast, on Savu Savu Bay.

The hot-springs were sold, early in the piece, and for a few years Dad commuted between the family in New Zealand and the plantation, but after this time he had had enough and was determined to bring both together.

The family sailed from Auckland to Suva in the 17,000-ton *Aorangi* and finished their journey, from Suva to Savu Savu, in the 25-ton *Vunimac* pea-green, storm-tossed, while Fijian captain and crew, stolid unafraid, guided the vessel thro a terrible night.

The plantation house was old shabby and had not been impr by the three-years' ministrations Fijian housekeeper. It had a b room with no water in which v tables were stored; it had been a to by successive inmates each architectural ideas that differed t the last. It had "little doors, doors, trap-doors, and floor-bo that shot up and smacked you the nose. There was a low doo that could not be altered wit raising the roof . . . and gave of us a bump on the head."

Outside, the work was partly d farm, partly copra-plantation—fa and two Fijian workers combinin produce something like two ton sun-dried copra in a month.

In time, the family ran the gamut of Fiji outport life—de sions, copra slumps and hurrican but always there was a close- self-sufficient happiness.

It wasn't that money didn't m —we longed to be rich, writes L Low of the early days of war when the merchants refuse buy copra, but would barter g for it at a nominal £2/10/- per t but as there was none, nothing be done about it. Out of it all a determination to hang on, no m what (because there was nothing to do). And this policy ultim had its own reward.

Illustrated with black and photos and line drawings.

(A FAMILY IN FIJI. Publishe Pacific Publications Pty. Ltd. Price

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Our Darling Teenage Daughters

It could happen to anyone—or anyone with a teenage daughter. That's the theme of Nancy Phelan's new novel—*The River and the Brook*.

HE author is better known to us in the Pacific as a one-time ial-aids officer of the South ific Commission; and also as the hor of the delightful non-fiction *ll Holiday*, published and re-ved here about four years ago. t was about the Gilbert Islands, a t of the Pacific that rarely attracts ters of any sort; Mrs. Phelan's y had the merit of being amus-as well as informative.

Although a modern novel is a bit a departure from the *Atoll liday* type of writing she has done efore with *The Voice Beyond the es*, an early post-war effort that n a prize in a *Sydney Morning ald* novel competition.

The new novel is a competent ce of writing and if the subject not altogether new, Mrs. Phelan nages to uncover some new angles explore.

The problems of adolescence are peculiar to the present age but is only in the last 20 years that y have been elevated to an exact nce. At one time, the teen years e regarded merely as part of the iness of development. Awkward, course, but not necessarily fatal.

Special Animal

n today's materialistic world, the nager has become a special kind animal. Far from being of the n-but-not-heard section of the nmunity, as of old, their likes and likes are catered for by a whole tion of industry; their opinions ght on problems that were once to the grandfathers of the race. ey have never had fewer restric-ns and responsibilities and more edom—yet this age group has ver been sourer, more frustrated what they take to be miserable; d parent-child relationship has ver been at a lower ebb.

There has been a whole library itten on the subject of youth oblems, without anyone coming up th the answer.

For her theme, Mrs. Phelan takes o 16-year-olds, near-miss juvenile linquents, and their families. Case is Louise Anderson, daughter of artistic if hard-working couple who fill their entire lives with their own affairs. After school, Louise comes home to an empty house, which she resents. But she resents even more the fact that her parents are intellectual and different instead of suburban and conforming.

They, for their part, feel that they are doing what they can if they make no demands on her and work hard in order to send her to a "good" school.

Case A, therefore, seems on the face of it—or according to the best books on the subject—a classic set-up for child delinquency.

Case B is Jenny Harrison. Her parents are stolid, middle-class surburbia—venetian blinds, wrought iron railings, joint at week-ends, church on Sundays. What's more, when Jenny comes home from school her mother is comfortably in the kitchen baking Anzac biscuits and chocolate layer cake.

Yet, when opportunity offers in the way of leather-coated, motor-bike riding, uncouth young toughs, Jen follows Louise's lead into deceit and incipient delinquency without any prompting.

Mrs. Phelan does an able job of getting inside Louise's skin and of following her and Jenny along the path of near-disaster via a raw description of what is usually only hinted at as a teenage sex orgy.

This is the story of the Andersons and the Harrisons, as well as the girls and their boys—and particularly of Harriet Anderson whose greatest desire is to be able to continue her serious painting instead of being chained to nine-till-five commercial art. Although not a "natural mother" like Jenny's parent, she nonetheless is much more sensitively aware of the whole problem. Should she stifle her own desire to develop her own means of self-expression in order to cosset her child who shows no sign of being appreciative of anything?

Nancy Phelan lays the whole business of modern child-parent relations on the line but offers no real solution on how to successfully get the young through adolescence.

Probably there is no real solution except endurance; or to equip them with a complete set of inhibitions, 1910 model. Dangerous as inhibitions are alleged to be, it has yet to be proved that they are more so than the alternative open-go treatment.

Most of the story takes place in the Sydney seaside suburb of Manly. To that extent it is Australian in geography and background although the theme itself is pretty well universal to Western countries.

(THE RIVER AND THE BROOK. Published by Macmillians. Price, 21/-.)

Did Matrimony Overtake You?

Although females are supposed to have some sort of divine instinct for housekeeping, you may be one of the many who having gone from school to job, now find that Nemesis in the way of matrimony has overtaken you.

If so, you might find Phyllis Harker's *The Beginner Housewife* an ever-present help in time of trouble. Phyllis has a word to say about everything the brand new housewife is likely to encounter — from darning husband's sox to counting calories and cooking. She takes in such formidable subjects as *turning out a room* or having *friends to dinner* and although it is based on the English notion that only eccentrics own refrigerators and washing-machines, it is still worth the antipodean girl-wife's six bob.

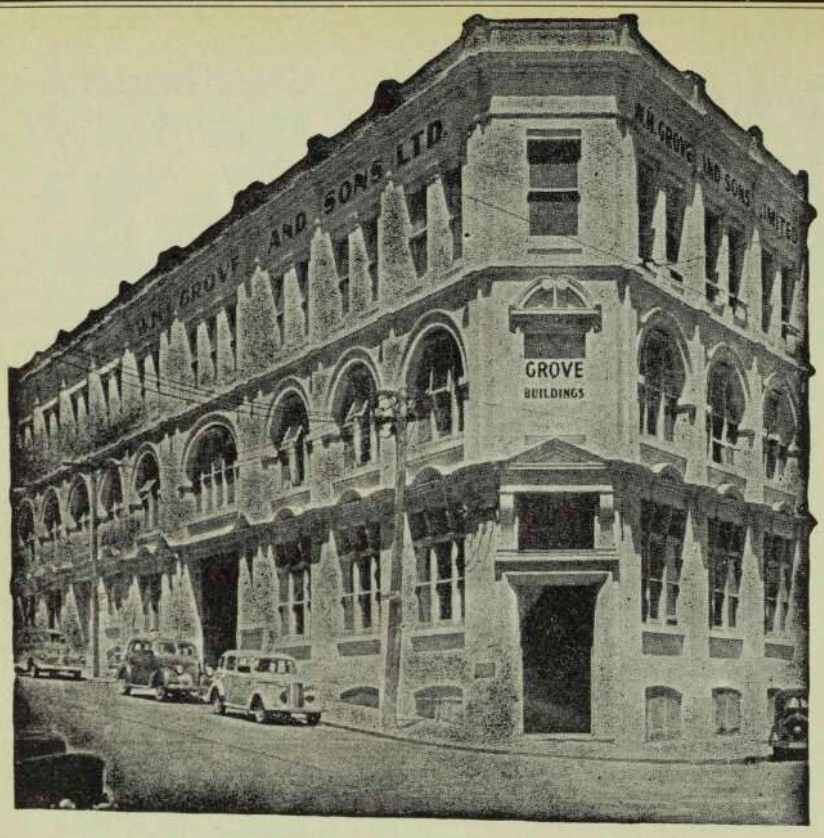
Probably the soundest piece of advice is contained in the beginning of her suggested programme for the day:

6.50 a.m.: Go to kitchen in dressing-gown and put kettle on low heat. Wash, dress, brush hair and apply any necessary make-up. . . .

7.10 a.m.: Bathroom free for husband to go in. Prepare breakfast.

Any girl who grasps the essential fact that bathrooms should not be cluttered up when husbands are work-bound, has probably made the first step towards creating a happy home atmosphere.

(THE BEGINNER HOUSEWIFE. A Cedar Book, published by World's Work Ltd. 6/-.)



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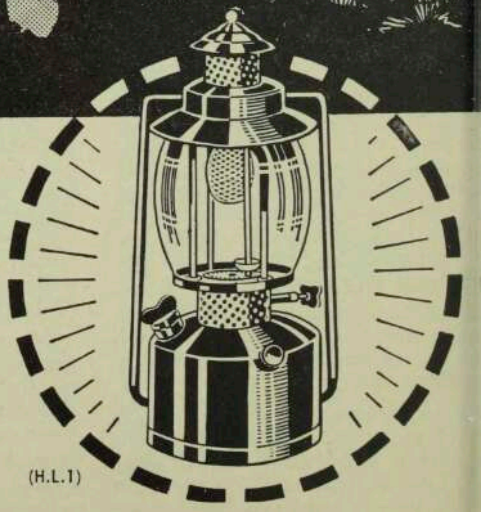


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(H.L.1)

The Domestic Life Of A Megapode

There are 13 species of megapodes—birds that build mounds in which their eggs are hatched. Two of them are the brush-turkeys of New Guinea and others are found as far east as the Samoan Islands. Most of them live in tropical jungle and getting built-in heat in the mound presents no problem.

HE megapode that really has a central-heating and air-condition- problem is the one which H. J. th writes about in a book which he s *The Mallee-Fowl*. (The mallee- l is sometimes known as the native easant, the lowan or gnow, and its ntific name is *Leipoa ocellata;* it nds about 18 inches high and is yish, with brown-banded wings tail).

The Mallee, with a capital M, in stralian terminology, usually refers that part of north-western Vic- ia, now given over largely to eat-growing, which was covered urally with low-growing scrub and s.

The word, without the capital, is aboriginal one and refers to a cial eucalypt, the gnarled roots which (something like the olive ts of the Mediterranean), have n used to feed generations of Vic- ian fireplaces as winter fuel.

Mallee-scrub country has now n extended to mean not only the torian Mallee, but to include ilar sort of dry terrain with a five 15 inch annual rainfall, through nd parts of New South Wales, th Australia and Western Aus- lia. It is this scrub country that the mallee-fowl's natural habitat l its environment turns it from easy-going ways of the jungle gapode into what is probably the dest-working bird in the world.

The male mallee-fowl has a soli- y, unremitting life of toil, and the ale only less so, culminating in three or four months' period of g-laying. The mound-building thod of incubation may seem art and time-saving, and in the gle it may well be so. In mallee- ntry, with its great extremes of mmer heat and winter frost, it is ontinual battle against temperature trol. This the bird manages with ost human skill, although it adds in the end to inefficiency in that ost the same proportion of eggs lost or unhatched, as with the oding birds.

Except for a brief mid-winter vaca- n, the mound is the almost con- nt concern of the male fowl. It y take up to four months to build and eggs may be in it in various ges of hatching for up to eight nths, according to seasonal conditions. During this time the male continually guards it, works it, regulates its temperature by opening it or piling more debris on top, and opens it every few days for the female to deposit yet more eggs in the central egg chamber.

Heat for incubation is provided both by fermentation of organic matter and by the sun. During the late winter the bird gathers the sparse organic matter of his environment and, while it is wet, buries it deeply below the soil where it begins to ferment and produce heat. He piles sand and debris on top, sometimes to a central height of four feet. By spring this mound is producing enough—and at times more than enough—heat for the first-laid eggs. As the process of fermentation and heat-production begins to wane, the season has advanced into summer, and the bird automatically turns over to use of solar heat.

But more than this, he has to provide for the daily variations in temperature, and also the build-up of heat in the early stages of fermentation.

As the season advances still further into autumn, when the fermentation heat is spent, and solar heat declining, the bird removes layers of sand during the day so that the eggs get the more direct rays of the sun, heats this up separately by turning it in the sun, and spreads it over the egg mound again for the night.

Throughout the year then, the mallee-fowl does "little else but build and manipulate the incubators," according to Frith, and this it does very effectively, apparently not knowing that normal birds lay all their eggs for one clutch, sit on them for a few weeks and then have done with the business.

This is a fascinating book, even for non-bird-watchers, written by an expert but in an easy and light-hearted manner. Mr. Frith is Officer-in-Charge of the Wildlife Survey Section of the CSIRO and it was because it was believed that these birds were dying out with the encroachment of farming, that his survey was made.

(THE MALLEE-FOWL. Published by Angus and Robertson Ltd. 35/-.)

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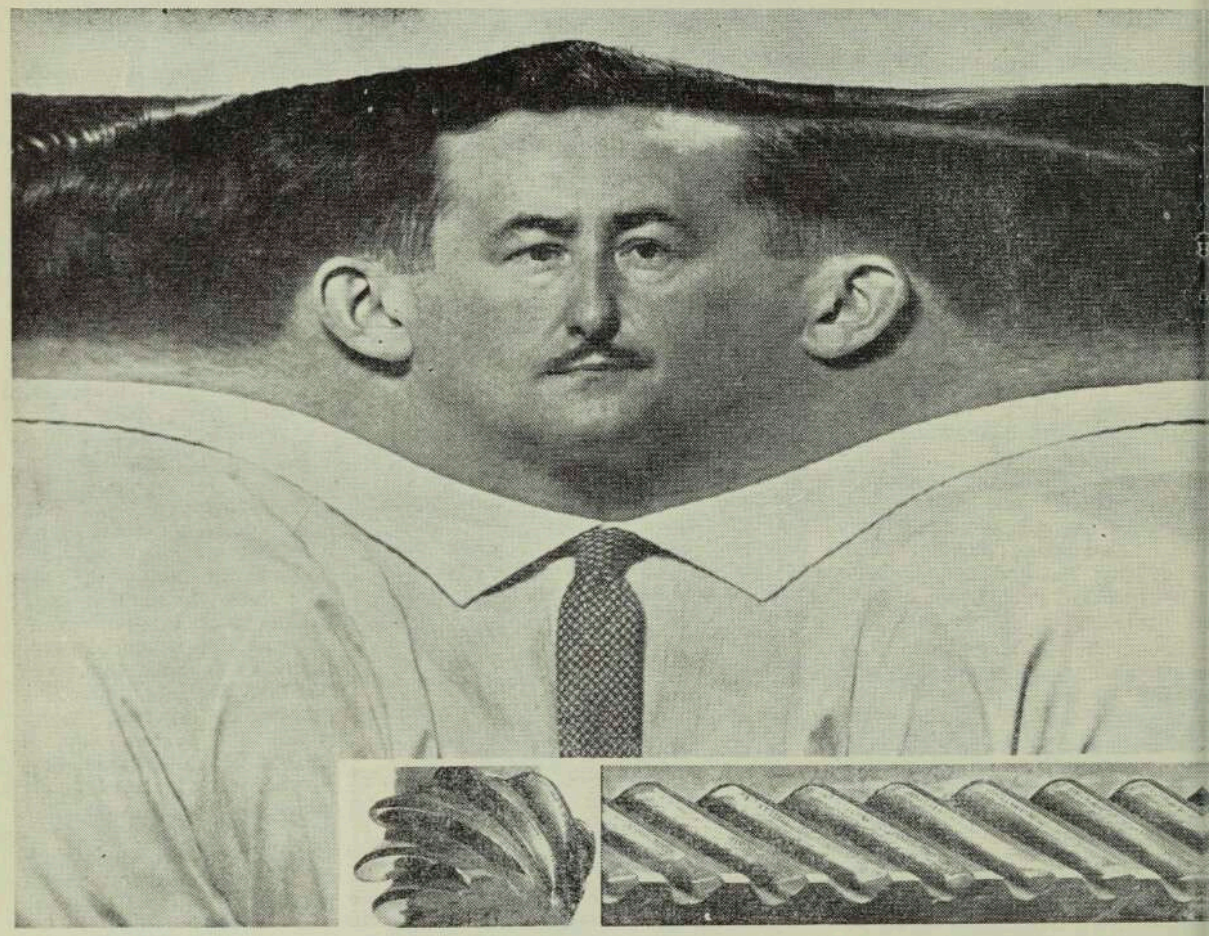
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Arnhem Land Memories

At a time when many of the eyes the world are on places like New inea, it is often forgotten that one the largest "uncontrolled" areas the world is Arnhem Land, in north of the Australian con- nt. At the time Victor Charles ll, ex-member of the Northern ritory Mounted Police, writes ut in "Dreamtime Justice," it was n less controlled than it is today.

1930, when the story begins, the 32,000 square miles of Arnhem d native reserve was not so much reserve, in the usual sense, as a npletely uncontrolled wilderness ere savages held sway. There e no patrols through it; the ives had never been shot up, or midated, or given any other cause respect the law.

At the same time, nothing was done keep anyone entering from the ward side, and this was usually ere trouble began for the Mounted ice, as it did in this case.

n Caledon Bay in September, 2, Wonggo and his followers rdered a party of half-a-dozen anese trepangers, plundered their ger and burnt it to the waterline. is was not new, it had happened ore, but this time the Japanese nsul made a big fuss. At about same time, two Australian traders e lured from their cutter further vn the coast and murdered by ther party of natives.

Hall was a member of the party lered to bring the culprits in; his y is an account of how this was omplished — including the fatal aring of one of his mates—and what comes after. When primi- savage comes before the full nopoly of British Justice, the latter usually made to look foolish, be- se there appears no meeting und between the labours of the lice and what punishment can given these natives in whose eyes st things can be tribally jus- ed.

Hall is English-born, arrived in stralia in 1920 and joined the NT unted Police in 1924. While serv- with the Army in Darwin during war, he was wounded in the eye the first Japanese raid and this bsequently led to total blindness.

His book is written in a bright d easy style and with obvious ad- ration of the black trackers of the rthern Territory Police to whom dedicates it.

They devoted their lives to sacri- fice and service, he says, often with a clash of loyalties within their hearts. Their devotion often terminated in death at the hands of their own race, past-masters at the art of waiting to achieve revenge. When Police troopers took to the bush on operational patrols in the 20's and 30's, they were out of contact for months and their safety rested in the sure hands of their trackers.

"Guides, philosophers and friends, the trackers saw their bosses through, 'minded' them faithfully and taught them to read the book of the wilderness. The fame that the Police enjoy today rests on the foundation laid by the support of the trackers. . . Many times, deep in unknown bush, I wakened as the pre-dawn wind rustled my mosquito-net, and heard my tracker drawing together the ashes of the fire to fan them into flame. I heard the lonely sound of the billies being put on the fire, and then the clink of the bridle and the soft fall of retreating footsteps. My tracker had gone off into the bush to round up the horses, scattered as they were over miles of unfenced night grazing grounds. I was, I knew, secure in his care."

(DREAMTIME JUSTICE. Published by Rigby Ltd. 22/6.)



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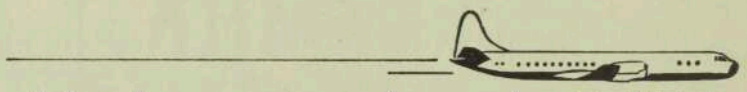
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NEW NOVELS FOR GENERAL READING

There has never been an age when re writers were writing more gently to produce novels. There uld be one for every taste in se that are reviewed briefly in following:

)REAMBOAT, by Geoff Taylor. s writer gave us a Nevil Shute : of Australian novel a couple years ago in *The Crop Dusters.* s one also has an Australian back- und—but one that is far from cultural. Its world is the one public relations, advertising ncies and gossip columnists. Its cipal character is Ames, who be- es involved in a job of publicising w Italian shipping line, and whose bles really begin when *Gondola,* ts maiden voyage, develops more the usual teething troubles. be taken in the spirit which the or meant: Amusing.

ublished by Peter Davies. Price,)

HE VOICE OF STRANGERS, Robert L. Duncan. If you're ing for high drama and excite- t, this is not for you. But if would like to go into the lems of an American missionary foreign country, then it may be meat. The missionary, Henry or, is approaching retirement and on to go home after nearly a me in Japan. He has to contend two young new assistants, the sition of Japanese politicians, a decision by his superior in o to close down his mission.

ublished by Heineman. Price, 26/-.)

HADOW ON THE GREEN, by Wilbury. This is an English estic piece—a ding-dong battle een the owners of an Old English age and the promoters of a new, ned garden townlet on what was lously 20 unspoiled acres. You y have to be English to appreciate near to the heart this sort of can be.

ublished by Peter Davies. Price,)

HE WIZARD BIRD, by Sarah rude Millin, who uses her life- experience as a South African provide the background to this l of modern Africa.

hibisa, the son of a native chief, nt to school and university in land and returns expecting a 's welcome and a meteoric and successful political career. He finds that his father rejects him, that his people resent him and that although white people in England had treated him as someone special and different, here they ignore him or feel uncomfortable in his presence.

Although he desires a civilised life, he is driven into the influence of Ngogo, a witch-doctor, and although his prestige amongst the African leaders increases his inward conflict between European judgment and native instinct keeps pace.

(Published by Heinemann. Price, 20/-.)

THOSE WEAKER GLORIES, by Michael Tree. Is a competent, typically English novel revolving around the peculiar institution of Anglican High Church. The core of the story is an attachment between an Anglican priest and a young French girl who comes to live in his parish but, in its broader sense, it shows up the peculiar weakness of this branch of the church which borders on straight out Catholicism yet has neither its strength nor its authority.

(Published by Hodder and Stoughton. Price, 18/9.)

MY PRINCE, MY KING, by Victor Wolfson, is a novel of a pre-World War I immigrant Russian family trying to establish itself in over-crowded Brooklyn. It is the story of an epoch as well as of people, told with considerable humour and at times pathos.

(Published by Heinemann. Price, 18/9.)

THE PEBBLE IN THE POND, by Barbara Goolden. All about love and marriage and the sacredness of same, as most of the Goolden epics are.

(Published by Heinemann. Price, 20/-.)

THE END OF IT ALL, by Jack Danvers. This is a variation on the theme first propounded by Nevil Shute in his novel *On the Beach.* Mr. Danvers has Russia, Europe and the US wiped out in a nuclear war —after which everyone who was left heaved a sigh of relief until a new and frightful disease began to bear down upon them. It had been released by the warring nations at the beginning of the war but now the scientists who invented it, and knew its cure, are all dead. Australia is the last continent to be affected and the last people are a group huddled on the edge of the desert in South Australia.

(Published by Heinemann. Price, 22/6.)

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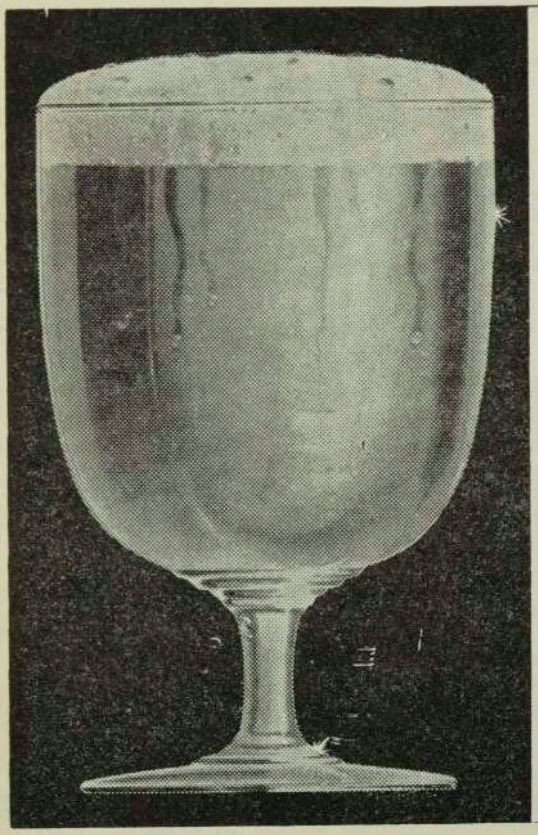
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wo Pieces For he Collectors

OR collectors of literary pieces two new items in the Bodley ad Monograph series are now ilable: *Andrew Lang*, by Roger ncelyn Green; and *Rosemary tcliff*, by Margaret Meek.

Lang and Miss Sutcliff had this ch in common—children's books but there the resemblance stops. semary Sutcliff was born only 1920 and is still very much in the siness. Lang was a contemporary H. Rider Haggard with whom he laborated in *The World's Desire;* l of Robert Louis Stevenson whom helped on his literary way.

Miss Sutcliff is best known for her torical stories for children (*The ronicles of Robin Hood, The mourer's House, The Eagle of the nth*, etc.), although she has also itten a couple of adult novels. r children's books are all pub- ed by Oxford University Press l some consider that they are for her bookish children; however st youngsters enjoy them once y are introduced. The monograph, course, as monographs are, is ncerned with the person herself and w she writes as well as in what she tes.

Andrew Lang in today's world ght have become some sort of erior type newspaperman or rnalist. In his day—he was born 1844—being a man of letters was profession in its own right. He s born in the Scottish Border ntry and early imbibed the old ends and the sense of "fey" that unded in his own countryside. was this sense of being on the eshold of fairyland that probably ned him, in later life, to editing umes of fairy stories for children l it was a sense that never left n even in his more adult writings essays and verse.

His path led from public school St. Andrews University and then Oxford.

From there, says his monographist, ng soon established himself in literary London of the seventies". became a literary adviser to the blisher Charles Longman and . was soon writing two or three rary leaders a week for the *Daily ws* and *The Sunday Review*".

The gentle art of man of letters l its hey-day in the late Victorian although it did not entirely die with the new century and still gers in odd corners of the Old rld.

Lang died in his native Scotland —in Aberdeen—in 1912 and was buried at St. Andrews. In his life he wrote 120 separate books and pamphlets and edited even more; there were several hundreds of his uncollected poems and no less than 5,000 essays, articles and reviews. But he is perhaps now best remembered for collected editions of fairy tales, which he edited, and his writings about fairly-tales.

(ROSEMARY SUTCLIFF and ANDREW LANG. Published by Bodley Head. Price 9/- ea.)

What's New In Paper Backs

COMMAND THE MORNING, by Pearl S. Buck, who has turned from fictionalised China to The Bomb—or more properly, the people who have made The Bomb and created the possibility of blowing man off the face of the earth. (Great Pan.)

TWO WEEKS IN ANOTHER TOWN, by Irwin Shaw. This is about the "sensuous world of the film-makers in modern Rome"—but it isn't about the Taylor-Burton romance. It, moreover, has a man-

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bites-dog plot: An American male is seduced by an Italian girl. (Pan Giant.)

ELLERY QUEEN'S BOOK OF MYSTERY STORIES. The third printing in Pan of this collection by 25 writers—none of them normally in the whodunnit field. (Pan Giant.)

THE DESERT GENERALS, by Correlli Barnett. This is a general study of the British campaigns in the North African desert, 1940-43, but particularly of the five generals who have come to be associated with them — O'Connor, Cunningham, Ritchie, Auchinleck and Montgomery. During the research carried out for this book, the author interviewed almost every senior officer who saw service during those years in the desert—with the exception of Field-Marshall Montgomery of whom he is severely critical. He thinks that he was not the military Messiah of legend but the mere inheritor of inevitable success. However much that might be a matter of opinion, many people will agree with Barnett that had it not been for the disastrous Greek campaign, O'Connor might have finished the North African show in 1941. (Pan Giant.)

THE SINGING SANDS, by Josephine Tey, is the most popular of this writer's thrillers, published only after her death. In background it covers a lot of country all the way from the Hebrides to the Middle East. (Great Pan.)

SUN ACROSS THE SKY, by Eleanor Dark, an Australian writer although it does not show particularly, as she is interested in people and situations rather than places. (Fontana.)

THE CHRISTIAN EXPERIENCE OF THE HOLY SPIRIT, by H. Wheeler Robinson, an eminent theologian. The book was first published in 1928; however, there are probably as many people bewildered by the difficulties of this doctrine now as then and therefore it cannot be said to be dated. (Fontana.)

MORE PRAYERS FOR THE PLAIN MAN, by William Barclay. A sort of package-deal in ready-made prayers. Some of these are set out like a diet chart, covering 40 days; others are for specific persons, such as: A Farmer's or a Gardener's Prayer; A Scholar's Prayer; A Prayer for Shop Assistants; etc. We should have imagined that most people capable of prayer are also capable of saying their own piece; prayer as a last-ditch refuge is almost a basic instinct in man. It seems an extraordinary commentary on the modern variety that he should have to get a pre-digested prayer out of a book —like buying one of those fancy greeting cards with which manufacturers have succeeded in covering every emotional and social occasion in the suburban dweller's calendar. (Fontana.)

FORBIDDEN, by Anne Maybury. More love, marriage and etc. (Fontana.)

THE TRAVELS OF JAIMIE McPHEETERS, is the Pulitzer Prize winning novel by Robert Lewis Taylor about the Forty-Niners and the race to California in those mad, gold-rush days. This big novel has all the ingredients of a good book—humour, drama and real human beings—including Jaimie who has the charm of another American boy-hero—Huck Finn. (Pan Major.)

HELLO ANNA! by Renee Shann. The terrible dilemma of Pan who had to make a choice between Love (with a childhood sweetheart), and a glamorous career on TV. (Fontana.)

A POWER OF ROSES, by Ruth Park, on her usual theme of life in the slums of Sydney. Also by the same author, THE FROST AND THE FIRE, a "tough racy" story of the New Zealand 1860 gold rush days. (Both Great Pan.)

SEVEN MEN AT DAYBREAK, by Alan Burgess. In 1942 Czechoslovakia was helpless under the Nazi jackboot; it was decided that in the Allied cause, its so-called Reichsprotector, General Reinhard Heydrich, should go. Two men were chosen for the job—Kubis and Gabchik—and they were trained at a school for Czech saboteurs in Scotland and later parachuted into their own country. They carried out their task in Prague in May, 1942—but there was, of course, much more to it than that. (Pan Giant.)

ARTHRITIS AND FOLK MEDICINE, by D. C. Jarvis, MD. The doctor (American) is already responsible for a best seller—"Folk Medicine"; this volume is a follow-up. Part of the cure of arthritis (according to Dr. Jarvis), is taking apple-cider vinegar and honey. Pickles are also good . . . (Great Pan.)

FIRE AT SEA, by Thomas Gallagher. The story of the historic fire on the cruise ship "Morro Castle" which, in September, 1934, burst into flames off the New Jersey coast after a cruise to Cuba. There were 200 officers and crew and 300 passengers and over 130 of them died in the disaster; many more were burned or injured. There has always been an element of scandal and mystery about the whole tragedy—particularly about the part Rogers, the radio operator, played in it. (Great Pan.)

FOR YOUR EYES ONLY, by Ian Fleming —five episodes in the life of secret agent extraordinary, James Bond, with backgrounds that range from Bermuda to the Seychelles and from Venice to Cuba. (Great Pan.)

CLAUDIA and CLAUDIA AND DAVID, by Rose Franklin, who has found the formula for pleasing millions of rea with the sweetly pretty love-life Claudia and her husband David. (Both Great Pan.)

ONE-STAR GENERAL, by Al Morg About a soldier who finally got General's star. Tough American, structed on the plan that you can't anywhere unless you trample every else to death. (Great Pan.)

A GAME FOR THE LIVING, by Pat Highsmith. Crime, sex, etc., South of Border, Mexican style. (Great Pan.)

THE LOTUS EATERS, by Gerald Gr Gay, gaudy goings-on at an Amer beach-resort with much seduction an odd as it may seem—some archaeol on the side. Smart operators, racket and pleasure seekers make up the plus Dr. Tom Sorrento who only w to unearth some Indian culture and cidentally supplies the idealism—in minor key, of course. The kind of trayal of American life that probably vinces Mr. Khrushchev that he is right he ever reads such things. (Pan Majo

HENDERSON THE RAIN KING, by Bellow. An American millionaire, near play-boy type, fed up with friends, and offspring, goes off to Africa drifts off the beaten track—with e ordinary results for the Africans and the misfit millionaire. (Pan Giant.)

ENCORE CLOTILDE, by Cecil Laurent. The very Free French heroin at work again as a sequel to her ori "Clotilde". This time she takes part in Resistance movement and in doing livens up dull, wartime Frence. Giant.)

CALIFORNIA STREET, Niven Bu novel of San Francisco and the rise fall of Anchylus Saxe who got to city several generations too late. would have fitted better into the ro world of the Forty-niners. Nonethe he acquired a newspaper, wealth position before he was destroyed b own children. (Pan Giant.)

THE MELODY OF SEX, by Max O who, usually given to extravaganz foreign parts, this time turns to His hero is a very prim American mi aire who discovers that he owns a tease joint in Montmartre. (Great Pa

SHADOW OF GUILT, by Patrick O tin. Murder and guilty consciences ag what appears to be the usual Ame domestic background — wandering bands and erring wives. (Great Pan.

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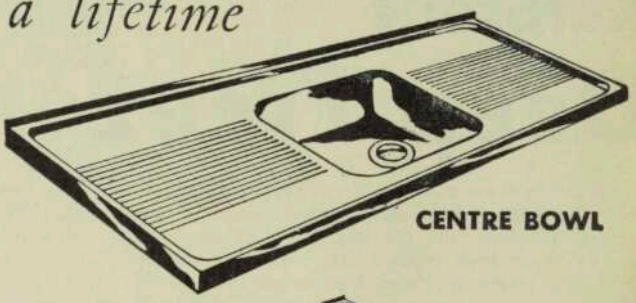
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MALLEYS

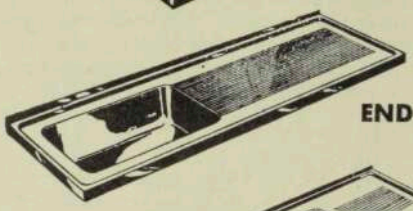
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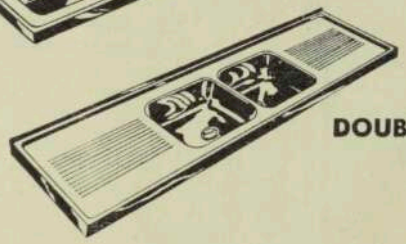
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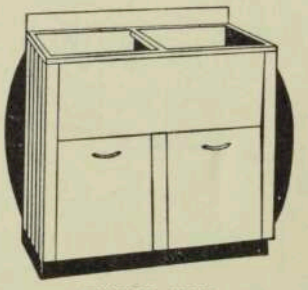
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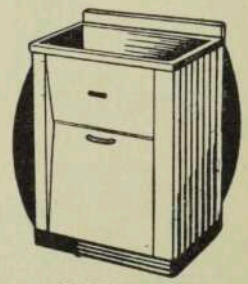
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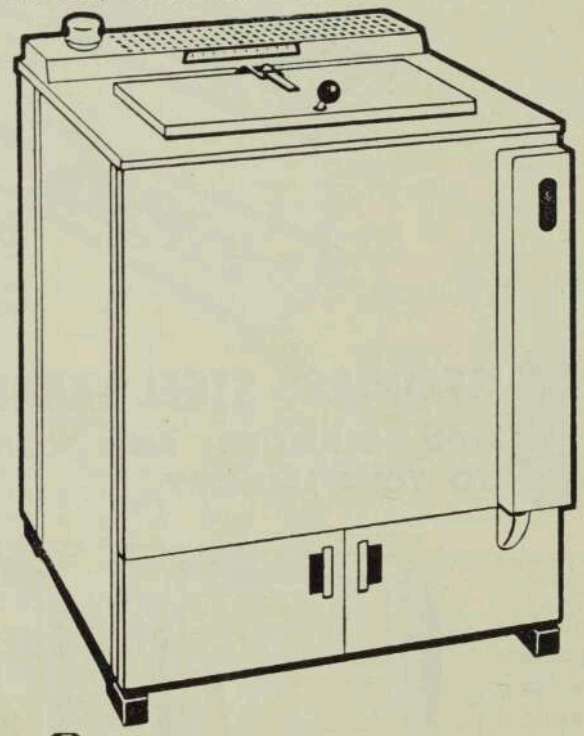
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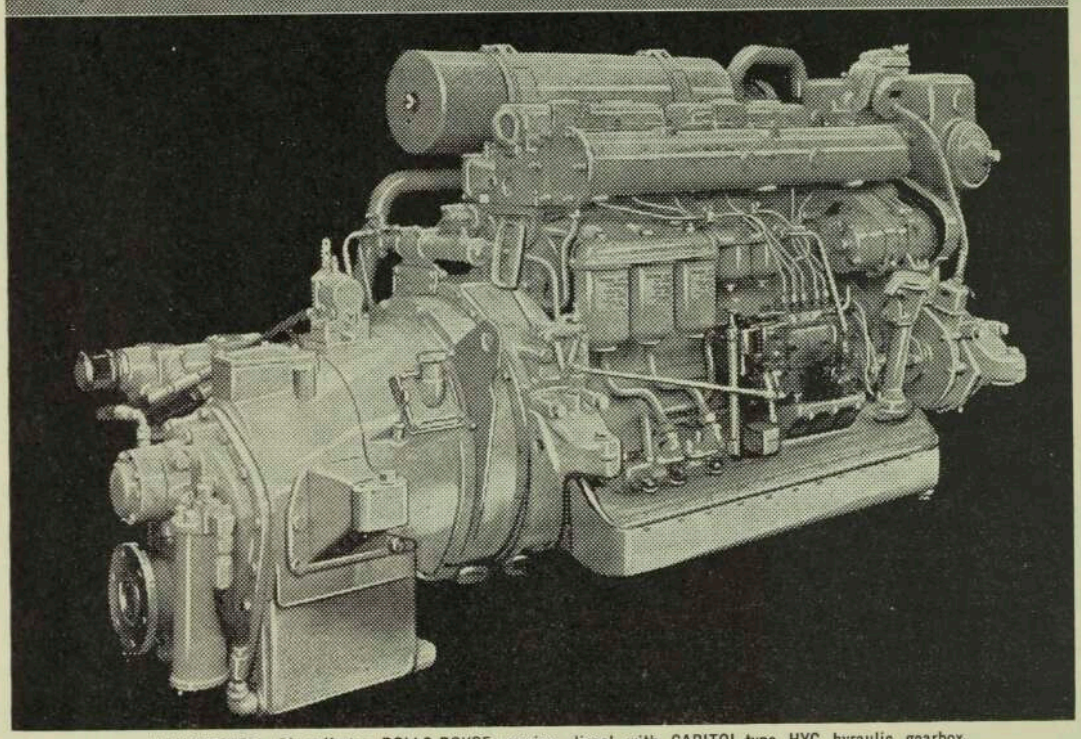
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Pacific Shipping And Cruising Yachts

The occasional speculation that Burns Philp's *Malaita,* 3,300 tons, is to be taken off the run shortly, was given another airing in August. But again there seemed to be no real reason to take the speculation seriously—even though Burns Philp itself started the rabbit running in this case.

ALAITA, built in 1933 (and brought into service in 1934), currently running passengers and go between Australia and P-NG ts.

At the 80th annual general meet- of BP's in Sydney in August, the irman, Mr. James Burns, said: The position in regards to ship- g remains much the same, with des over-supplied with vessels of nerous nationalities seeking avail- e cargoes. This, combined with high operation cost of the com- y's vessels, has resulted in an in- ase of losses which has proved a at burden on other earnings of companies and has adversely cted the profit on trading. How- r, as mentioned in last year's re- t, shipping must remain an in- al part of the overall operations, to maintain a minimum tonnage as been decided to call for ten- s for a new cargo vessel for de- ry about the end of 1963 to re- e the M.V. *Malaita.*"

P's has been talking about re- ement for some time now, but it nlikely the firm will get a new go vessel for less than a million nds. £1,250,000 is a figure some- es mentioned. Faced with this enditure, BP would probably pre- to keep the *Malaita* going for as g as it can, and many of the old ds think that is what the big n will in fact do.

● WHALING ABANDONED: Norfolk Whaling Company's ser *Norfolk Whaler,* left Norfolk nd for Ballina, NSW, on August fter abandoning the 1962 whaling son at the island. The company at that stage caught four hump- ks compared with 56 at the same e last year. An attempt may be de to continue the whaling when southerly migration takes place, sibly in mid-September.

Before *Norfolk Whaler* returned Australia, the company attempted enlist the crew's co-operation in nting one week's free labour— ich had been offered by the shore station staff. However, few re- sponded.

Norfolk Whaler spent many days cruising without making a sighting. On one occasion the ship chased a solitary whale for nine hours—and it disappeared. The *Norfolk Whaler* has no great reserves of speed and is slow on the turns, taking a wide arc before bearing on a new course. In previous years this handicap has not been so great, as a chase could be broken off in favour of a closer whale. But this year every whale of permissible size was a target.

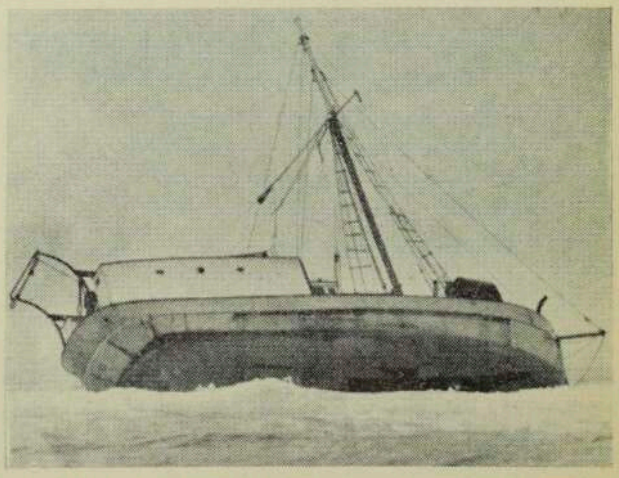
● "HOODOO SHIP" AGROUND: The 24-ton auxiliary cutter *Tui Levuka* went aground in a squall on the main Suva reef (about 10 miles from Suva) between 2 a.m. and 2.30 a.m. on August 8. She was on her way from Kadavu to Suva with a shipment of 300 cases of bananas for New Zealand. Only 80 cases were saved. Her seven Fijian passengers were taken safely ashore.

Men from Charles Whippy's Suva boatyard refloated her on August 10 with the aid of the *Adi Talei* and the *Tui Kanacea.*

The cutter was built by Millers Ltd., Suva, for Morris Hedstrom Ltd., Levuka, and was bought by the present owner, Mr. Hasan Raza, in 1955. Mr. Raza has described her as a "hoodoo ship" because of the number of mishaps she has experienced.

Three years ago the cutter went aground on a reef in Fiji's Lau Group. After some weeks she was refloated and towed to Suva. In 1956 she went aground on a reef at Koro (in the Koro Sea), and after being refloated she was towed to Suva.

About November, 1960, she was berthed at Suva's Prince's Wharf, when Morris Hedstrom Ltd.'s inter-island ship *Adi Keva,* fully loaded



Stan Whippy, of the "Fiji Times", took this photograph of the "Tui Levuka" a few hours after she struck the reef on August 8. She was refloated on August 10 and taken to Suva.

In The News This Month

Arthur Rogers	Monterey
Astrolabe	Malaita
Abacus	Nordlys
Aotea	Northern Star
Ariake	Nikau
Adi Keva	Norfolk Whaler
Adi Talei	Opportunity
Boussole	Salty
Canberra	Siesta
Dwyn Wyn	Spencer F. Baird
Enticer	Southern Cross
Everyman II	Sorana del Mar
Faith II	Tui
Fortune	Tui Kanacea
Funakawa Maru	Tuaikaepau
Glennis	Teruzuki
Harry Chauvel	Tui Levuka
Harusame	Takohe
John Hanna	Vema
King George	Washkish
Kulu	White Lady
Kayuza County	Waimana
Margaret	Yankee
Manu Moana	Yankee Doodle
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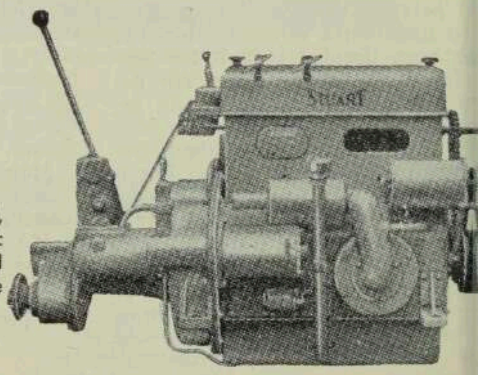
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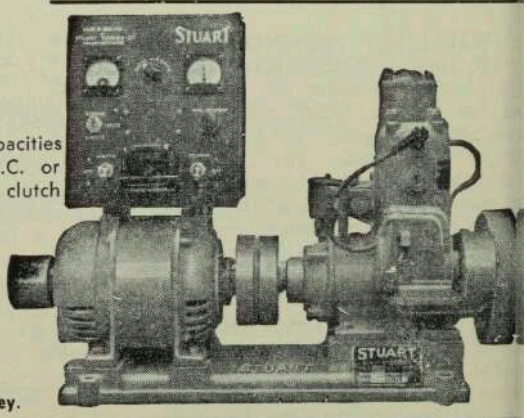
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CK ON BOARD: Young Chinese deck- Ng Chung Ling (centre) smiles mphantly as he rejoins his shipmates he MV "Tenos" in Rabaul in July. Six eks previously Ng, 18, had his leg ght in the bight of a mooring line ile "Tenos" was pulling alongside the arf. It was feared that Ng would lose foot which had been almost severed the ankle. But prompt medical care de amputation unnecessary and Ng is looking forward to taking up his former job.

h sugar, crashed into her stern l damaged her extensively in the erstructure. Early last year, when was berthed at the north end of King's Wharf, the overseas cargo p *King George* grazed her star- rd side while coming alongside. e *Tui Levuka's* crew hurriedly ndoned her because they thought would be swamped.

• CARGO JETTISONED: The)-ton coastal vessel *Kulu* reached New Britain port of Lodi early August 8 after radioing that she s taking in water and in danger of king. The *Kulu*, a wooden ship ned by G. & M. Shipping Company Rabaul, jettisoned her cargo of ber. Trouble began about 17 les off Cape Beechey on the south st of New Britain while the ship s en route to Port Moresby. The p was expected to go on to Rabaul repairs.

• MERCY FLIGHT: P-NG ministration surgeon Dr. Ken zy, of Rabaul, made a mercy ht to Kavieng, New Ireland, on gust 5 to perform an emergency eration on a critically ill crew mber of the US hydrographic vessel *Cayuga County*. The crewman, William Earl Richards, of Phoenix, Arizona, believed to be an engineer, had been landed at Kavieng suffering from an internal haemorrhage.

Dr. Clezy flew from Rabaul in a DC3 after a message had been sent from Kavieng that Richards needed an immediate operation. Dr. Clezy and the DC3 crew members had been located at various sporting meetings. Richards was transferred next day to Rabaul's Namanula Hospital, when he was reported to be recovering.

Vice-Admiral W. R. Smedberg III, Chief of US Naval Personnel, later sent a message to P-NG Administrator, Sir Donald Cleland, thanking the people of Kavieng for providing blood "critically needed" to save Richards' life.

• JAP TUNA SHIP IN TROUBLE: The Japanese tuna fishing vessel *Funakawa Maru*, with a crew of 30 to 40 trainee fishermen, docked at Wreck Wharf, in Rabaul's Simpson Harbour, on August 7 for repairs to a seized rudder. The repairs were expected to take about four days.

(Over)

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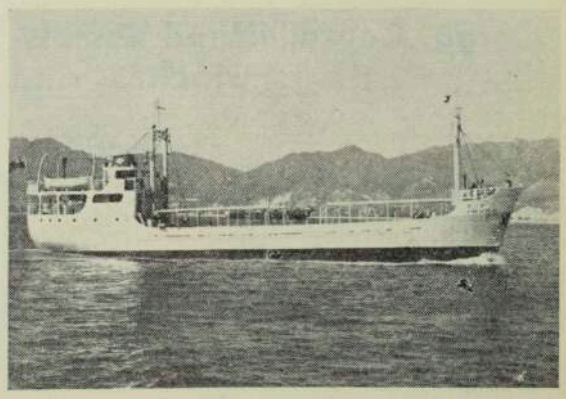
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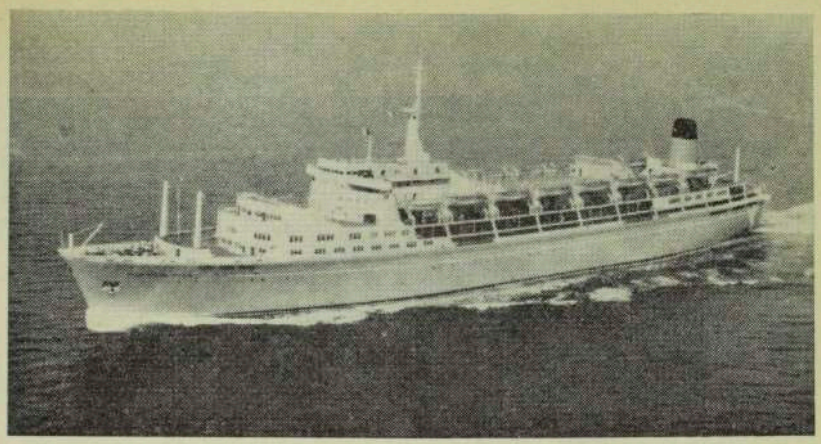
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• EAGLES AND BIRDIES, SIDES SEAGULLS: Tourists on American liner *Monterey's* Pacific ise in October will be able to look eagles and birdies as well as gulls, albatrosses and other sea- ng avians. The liner will be ned into a floating golf "clinic" the cruise, and two professionals l give golfers daily tuition. The r will carry a vast supply of old l repainted golf balls as the driv- range will be on the stern and the ls will be hit into the sea. The ise, lasting six weeks, will begin Sydney and will take in Suva, nolulu, San Francisco, Los geles and Auckland.

• REFLOATED FROM MUD- NK: The motor vessel *Sorana del r*, which was stranded on a mud- k at Norsup, New Hebrides, early July was refloated with the help the Burns Philp trading vessel *au* on July 13 and went on to to.

• TEETHING TROUBLES: The new 24,700 tons *Northern Star* ch Shaw Savill has just launched its round-the-world service in ble harness with *Southern Cross*, owed the example set by P & O 's *Canberra* in 1961 and had some bine trouble of her maiden voyage of Southampton in July-August. As a result, *Northern Star* arrived Sydney two days late and remained re until August 24 to have some essary work done. She was ginally scheduled to sail on August to continue her voyage via New land ports, Suva, Papeete, Panama nal and West Indies ports to UK.



The 24,000-ton "Northern Star" on her maiden voyage. She was in Australia in August. Story this page.

In general appearance and design, *Northern Star* follows her older sister *Southern Cross* which has now been in service for seven years; but she is nearly 5,000 gross tons larger and there has been some change in interior layout. Like *Southern Cross*, the new ship has her funnel and all engine room and generating machinery as far aft as they can be accommodated. This was considered revolutionary seven years ago but the advantages were sufficient to encourage the owners to build their second ship in the first's image.

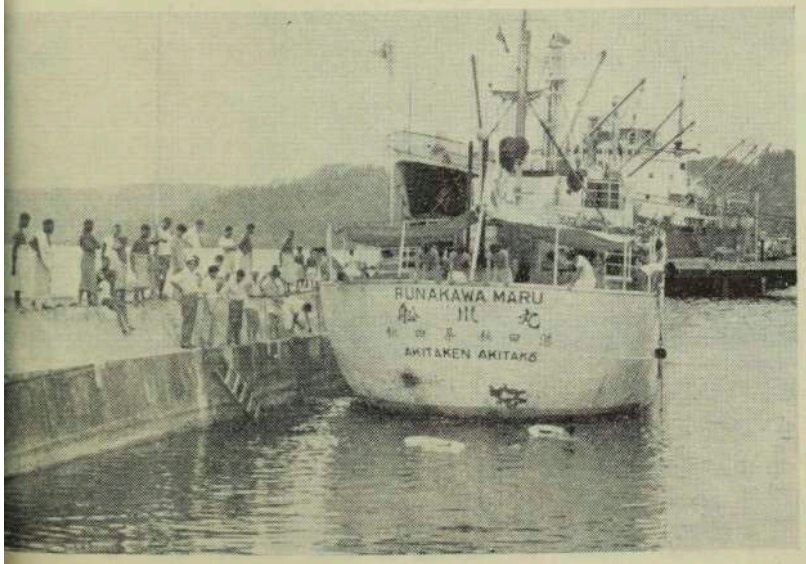
One result of this arrangement is that there are large areas of passenger deck-space and more room for cabins in the centre of the ship, where space in a more conventional layout would be taken up with holds and engines. The disadvantages of inside cabins have been overcome by air-conditioning and, to keep the illusion, an artificial sunrise every morning. Coinciding with natural dawn, light is "piped" into inside cabins with about the same growing intensity as the real thing. This is independent of the normal cabin lighting and for people who are never in a mood to face the dawn, presumably it can be turned off so that they get the best of all possible worlds.

In silhouette, *Northern Star* has a more yacht-like stern in contrast to *Southern Cross*' rounded, tug-boat posterior.

Both ships are designed exclusively for one-class travel; cabins vary from single berth, with toilet and shower, to six-berth rooms using communal facilities; prices vary accordingly. There are three swimming pools.

The vessel was built by Vickers-Armstrong (Shipbuilders) Ltd., at Newcastle-on-Tyne and was launched on June 27, 1961, by the Queen Mother. Her overall length is 650 ft; the machinery installation, by Parsons Marine Turbine Co., consists of a twin-screw arrangement of geared turbines with high pressure boilers, the electrical power being provided by turbine and diesel-driven alternators. The turbines are capable of developing sufficient power to maintain the vessel at 22 knots.

There is accommodation for just over 1,400 passengers and there is a ship's company of 483 officers and crew. Like *Southern Cross*, she will make four round the world voyages a year; *Southern Cross* is expected generally to take the west-bound route—out through Panama Canal and the Pacific, home by Africa; while *Northern Star* will take the east-bound—out via the Cape and home via the Pacific and Panama. Occasionally *Northern Star* will add



Rabaul locals take an interest in the diving operations beneath the stern of the "Funakawa Maru", while the rudder was repaired in August. See page 105.

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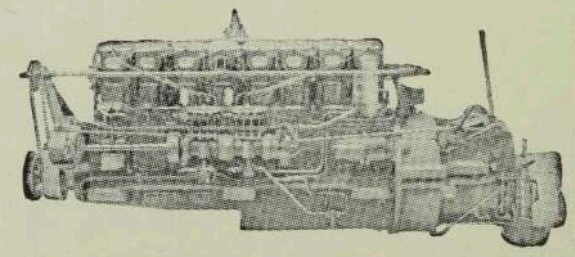
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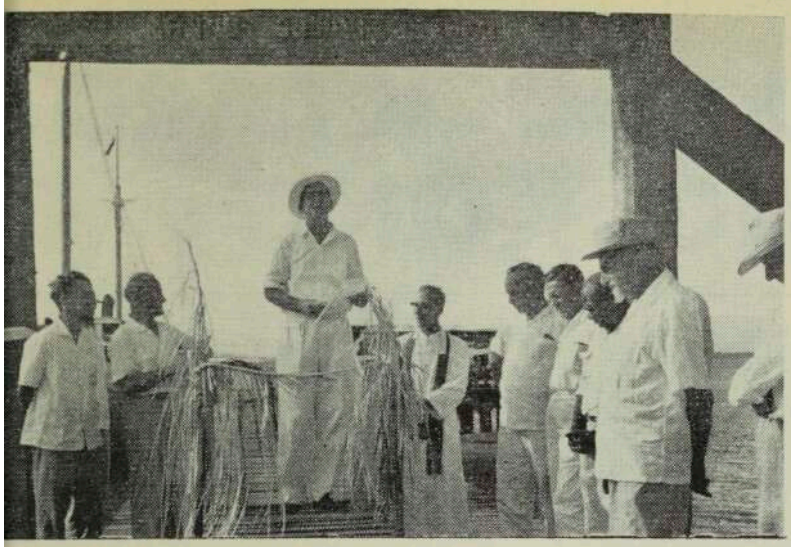
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At a picturesque ceremony on the new Catholic Mission wharf at Kokopo, New Britain, in August, Brother Sehr tells the story of its construction. On his right is Acting Bishop Fr. Reischl, who officiated in the absence of ailing Bishop Scharmach.

mi, Bermuda or Lisbon to her dule. Ports that will receive lar calls from both vessels are Palmas, Durban, Perth, Melrne, Sydney, Wellington, Auckl, Suva, Papeete, Panama, acao, Trinidad and Southampton.

BASE FOR SURVEY: The tralian Army landing ship *Harry uvel*, with a special platform n which a helicopter will operate, be used as a floating base in ua-New Guinea waters for a ey of New Guinea. The survey art of a plan arranged by the ister for National Development nap Australia and P-NG. The eyors will be from the Army dquarters Survey Regiment, digo, Victoria. The *Harry uvel* arrived in Port Moresby in August.

SPRING FEELING: A horial waling mounted on rubber ers, estimated to cost £16,000, be fitted to Port Moresby wharf absorb the impact of berthing s. Suva's new wharf has already fitted with rubber buffers of a rent type.

JAPANESE CRUISE: The Japanese warships on their h Pacific goodwill cruise received strained, but courteous welcome uva in August. The local people ed to remember events of 20- years ago, even though the new eration was not involved. About 0 people watched the four ships e to their berths at King's Wharf, r they had anchored overnight he stream.

he ships — *Teruzuki*, *Ariake*, *ure* and *Harusame*—fired a 21- salute, which was returned by a ery of the Fiji Military Forces. Rear-Admiral Noboru Nagai, commanding the squadron, inspected a guard of honour mounted by the Fiji Military Forces, before leaving for Government House for an official call on the Governor's Deputy, Mr. P. D. Macdonald. (The Governor, Sir Kenneth Maddocks, was in Pago Pago and Lady Maddocks was touring Kadavu).

The behaviour of the Japanese seamen was impeccable as they wandered round Suva in small groups, inspecting shops, taking photographs, and trying to make friends with the locals. They were totally different from the usual run of Japanese seamen who call at Suva, frequently in fishing ships, and whose behaviour is often boorish.

The Navy men played Rugby against a Royal New Zealand Air Force team, and baseball against Americans who were in Fiji for the Christmas Island nuclear tests. They also gave a judo exhibition before a large crowd at Albert Park.

● NEW WHARF AT KOKOPO: Vunapope Mission's vessel *Waimana* stood proudly by decked in flags on August 1 when the mission's new £1,800 wharf at Kokopo was officially opened. It was a proud moment also for Brother Sehr of the mission, who, with a 14-man native labour team, had spent 14 months building the wharf.

The wharf replaces an old structure which, in 1942, rang to the bootheels of newly landed Japanese troops. The levelled piers of the old wharf lie alongside the new which extends for 300 ft into 12 ft of water at low tide and 15 ft at high.

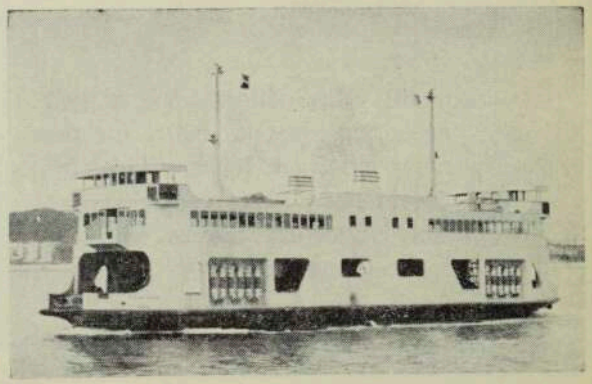
A feature of the new wharf is the soaring concrete arch which rises from the water on either side and will eventually support a statue of Our Lady with a guiding light for mission mariners. (Over)

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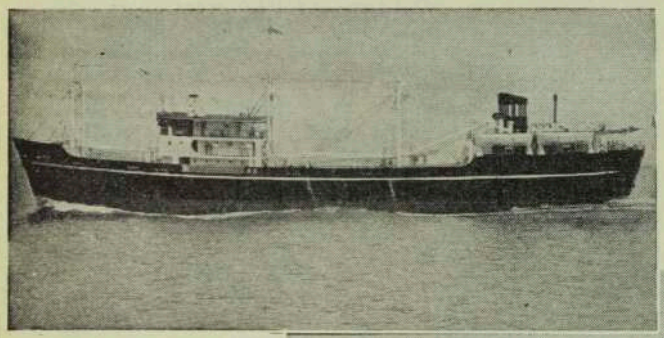
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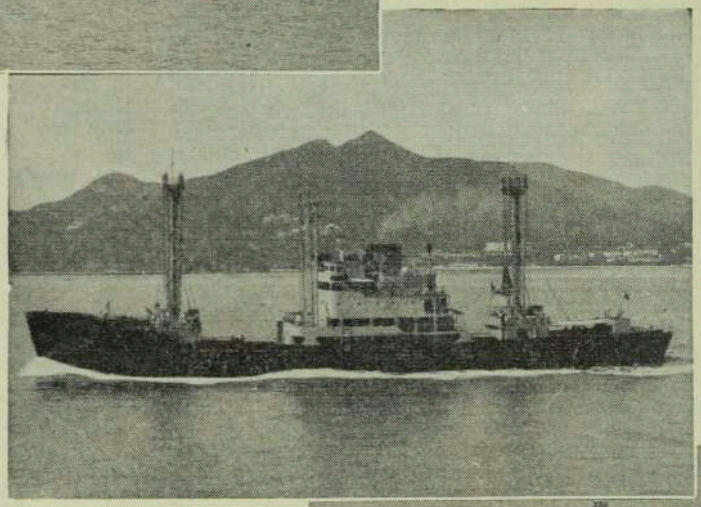
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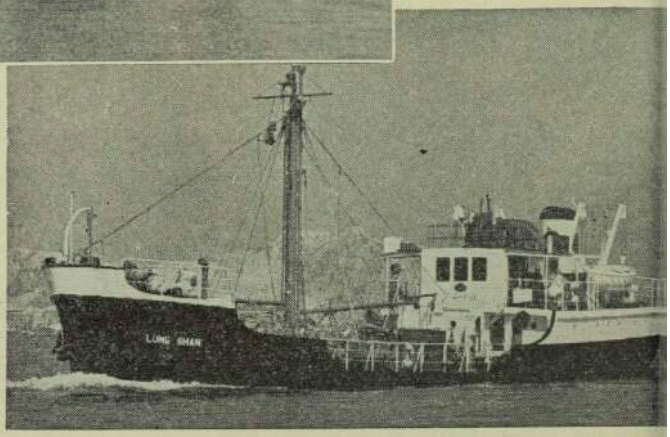
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Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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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SY SLEVIK. Heavy logging equipment comes ashore from the New Guinea vessel "Slevik" ently at Thompson and Wright's newly erected wharf at Kwalakesi, Cape Hoskins, New tain. Timber mill operators Thompson and Wright erected the wharf to save offshore ding of timber and logs and now expect other ships to make Kwalakesi a regular call. early August "Slevik" temporarily became a cattle ship. One hundred head of sturdy tham-Shorthorn cross cattle took to the sea in "Slevik" from the CPL Wharf, Rabaul. cattle were portion of the last remaining large herd on New Britain and were sold CPL to their new owners, Alexishhafen Mission, Madang. Between decks space was ared on "Slevik", stalls erected and kunai bundles strewn on the floor to accommodate cattle for their voyage to the mainland. The remaining 300 head of cattle will go forward to Madang on "Slevik's" next voyages .

on after the opening ceremony her Sehr left Vunapope on 12 ths' leave during which he will the US and the Continent.

PROBING THE DEPTHS: ocean depths of the South fic have been having a good old ing lately. At least three re- h ships are on the job.

ne is the *Spencer F. Baird*, the itific survey ship of the Scripps tute of Oceanography of the ersity of California, which was Apia, Western Samoa, early in ust. She has been collecting imens from ocean depths and suring the temperatures at ocean oms since sailing from San Diego March 15. The ship has visited n, Rabaul, Noumea, Fiji, the ert and Ellice Groups and the shalls and is due back in San o via Honolulu on September (*PIM*, July, p. 121).

nother ship engaged on marine rch and the collection of marine gical specimens is the Royal Zealand Naval auxiliary vessel which was at Norfolk Island for days in July. Part of the ship's pment is a television camera h is lowered to the sea bottom nable scientists to scan the sea for specimens. The ship also electronic equipment to investigate the depth, temperature and salinity of the ocean.

A third ocean-probing research ship, the *Vema*, run by the Lamont Geological Observatory of Columbia University, New York, was due to leave Wellington early in August for Samoa, Niue, Rarotonga and Tahiti. The *Vema* is on the last stages of a 13-months' cruise round the world.

Dr. B. C. Heezen, professor of submarine geology at the Lamont observatory, who joined the *Vema* in Wellington, said his main object was to make a geological investigation of the Tonga-Kermadec trench, the deep, narrow gash from just north of NZ's North Island to just south of Samoa. He hoped this investigation would explain how the trench was formed and how old it was.

Dr. Heezen said samples of water and plankton would be collected and gravity and magnetic measurements would be made to determine the thickness of the earth's crust.

News Of Cruising Yachts

● A YOUNG FRENCHMAN, Paul Guimard, will leave Nantes, France, in a 58-ft ketch in September on a voyage to Vanikoro, in the Santa Cruz Group of the Solomons, to search for the wreck of La

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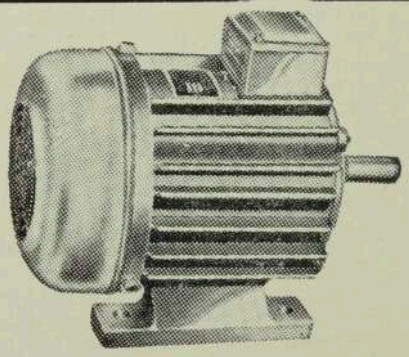
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New Crew for the Arthur Rogers

Tom and Diana Hepworth were temporarily absent from their five-acre Pigeon Island (one of the Reef Islands) BSIP, in June-July. They were in cold New Zealand where twin sons were born to them in June. They already have a daughter, four, and at this rate will soon be able to man "Arthur Rogers" without any help from outsiders. "A.R." made history in the Pacific by having an all-girl crew at one time eight years ago. Tom taught the girls celestial navigation and reckons they were the best crew he ever had—keen as mustard and never a complaint, no matter how hard the going. This was before the Hepworths went trading around the BSIP-New Hebrides area. In the last couple of years they have been absorbed by the islands even further and are now living ashore at their trading station on their small island, with "A.R." in a snug anchorage right at the front door.

ouse's ship, *Boussole*, which was there in 1788.

he remains of La Perouse's other , the *Astrolabe*, were found at ikoro in 1827 by Captain Peter on after nothing had been heard La Perouse for nearly 40 years. no one has yet found the wreck he *Boussole*.

he managing director of the ney French community newspaper *Courrier Australien*, Mr. A. rdin, met Guimard during a nt visit to France.

e told *PIM* Guimard would sail Vanikoro with a small crew via leira, Panama, the Galapagos nds, the Marquesas, Tahiti, Tonga Fiji. Guimard expected to reach ikoro next April.

e would be joined there by nsier P. Anthonioz, a former nch Resident Commissioner in the Hebrides and now French ister in Singapore, who led an edition to Vanikoro in March, 8, to search for the *Boussole*.

Mr. Sourdin said Guimard was g partly financed by the French o network. He believed the ple of Albi, La Perouse's home n in the French province of guedoc, were also contributing he cost of the expedition.

his expedition is possibly connected with that announced earlier (*PIM*, July, p. 123) in which Vila diver Reece Discombe and Monsieur Haroun Tazieff, a French vulcanologist, will take part. Both these men have been in previous expeditions to Vanikoro to search for the *Boussole*.

● *ABACUS*, yacht, with Park and Gloria Shorthose, was reported to have reached Tahiti in June where she went on the ways to replace a couple of wormy planks. *Abacus* left Honolulu about May 1.

● *AOTEA*, a 32-ft yawl, single-handed by 20-year-old Trevor Riley, returned to New Plymouth, NZ, on July 23 after an unsuccessful attempt to cross the Tasman to Sydney. Riley had hoped to sail his home-made yawl to Sydney before he was 21. He had defied a Government ban on his trip by sailing secretly out of New Plymouth on July 9. The trip had been banned because *Aotea* lacked essential equipment.

Riley said on his return: "I failed in my ambition but the trip was well worth it. It was a good trial run". He said he was still keen to sail the Tasman, but would not try again until he had saved some money and bought equipment. A log book and a radio would be the first two essentials.

Riley said the yawl was battered by waves during fierce storms, but he had still been able to sleep. When asleep, he had just let the yawl drift. He decided he had had enough when he was seasick and couldn't eat for several days. (Over)

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● *DWYN WYN,* yacht, left o-hae, Nukuhiva, on July 16 was seen heading for Tahiti on 17th.

● *ENTICER,* 46-ft ketch, owner-skipper Carl Gillette an crew from the Hawaii Yacht C reported back in Honolulu in after a voyage to Tahiti.

● *EVERYMAN II,* 28 ft ex- Zealand ketch *Patsy Jean* (I White), now in American owner was "floating demurely at her slip in the Ala Wai Harbour Hawaii in July, according to Honolulu correspondent. "Her adventure with the Coast Guard Marshal and the US Courts is fi into history", he said. "Her pace their cells in Honolulu refusing on their conscience to p token fine".

Everyman's crew were in tr for cruising inside the John Island atomic testing zone. crew, three pacificists, Dr. M Steadman, Frank Zahn and Gi Bennello, had appealed to the Circuit Court in Honolulu to pr further atomic testing and ha permission to sail anywhere o a 470-mile radius test zone. zone radius was later increase 530 miles and a US Marshal sent to them in a Coast Guard to deliver a court order to ba the additional 60 miles. (August, page 195). The apparently refused.

Under Brian White's owne and as *Patsy Jean,* the yacht arrived in Honolulu at the en last year after a leisurely cruise the Cooks. She was in the ne February after being overdue voyage to Fanning. Brian Whit previously owned the NZ *Margaret,* wrecked in the Coo September, 1960. We don't what Brian White is doing n

● *FAITH II,* 31 ft 6 in. owned and skippered by Orchard, 24, of Whakatane, NZ in Pago in August, out of Pape a 25-day cruise of the Pacific, in Samoa, Tonga and Fiji. *II* left Whakatane in May with r McDonald and Bill Sennel, an tralian.

● *FORTUNE,* outfitted marconi cutter, left Honolul Tahiti in July with Dave and Goeffney.

● *GLENNIS,* 34 ft seven-ye C-class keeler, left Aucklan

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gust 3 with a crew of four for our of the Pacific Islands. It hoped to complete the first leg the voyage to Suva in about two ks. From there, plans were to go to Tahiti and Honolulu. The crew nprises Warwick Wrightson, 31, Beauchamp, 22, and Ross dnier, 22, all of Ponsonby, NZ, John Goodacre, 28, of Remuera. *nnis* was an entrant in the last a race and has raced in recent ons on the Waitemata.

JOHN HANNA, ketch, with K. Wing and J. Counterman, was to leave Tai-o-hae, in the rquesas Island of Nukuhiva, on 19 for Ua Huka, Hiva-oa, uhiva, Takaroa and Tahiti. The h had spent about a month sing about Nukuhiva and Ua . She had made the crossing n San Pedro, California, to -o-hae in 41 days. Wing reported n Tai-o-hae that it was good ng most of the way except for r days of storm and 12 days in doldrums.

There have been 63 yachts here he past 12 months," Wing reports a friendly note. "These islands getting to be a regular reunion nd for trans-Pacific sailors. Old McKittridge is still holding open se for yachtsmen on his front ndah, and, I may remind you, scribes to *PIM*. His generous rt and good stories mean a great to all of us who come here."

Wing's news of other cruising nts—*Moaia, Opportunity, Abacus, rpacho, Yankee Belle* and *Dwyn* —are given elsewhere in this ion.

MANU MOANA, 40 ft cutter, due to leave Santo, New rides, in late July for the mons, Rabaul, New Guinea, the ippines and Hongkong. Owner- per is Dr. Richard J. Powley, an kland consulting psychologist. s Denise Emirali, of Auckland, crew member. Dr. Powley re- ted from Santo on July 20 that cutter had left Auckland on ruary 24 on a proposed circum- igation of no time limit. Stops been made at Noumea and New rides ports. "We supplement our with one or two members at one time who may wish to come of the way with us", Dr. Powley . "We expect to leave Santo with Frenchman and one Tahitian". photo in this section.

MARPACHO, yacht, left Tai-o- Nukuhiva, on July 18 for enada, Chile, with 11 aboard.

MOAIA, 36-ft ketch, of San Pedro, California, with owners Mr. and Mrs. Ray Overton, was still in the Marquesas in July, bound eventually for Tahiti. She arrived in the Marquesas on March 18 from Manzanillo, Mexico.

● *NORDLYS*, 71 ft American schooner, which was up for sale in Honolulu at an asking price of $60,000 (*PIM*, August, page 116) left for the US in July when no buyer could be found. But she was soon back in Honolulu with a broken headstay. *Nordlys* was in Auckland in January after a cruise through the Islands. Owner-skipper E. W. De Koning formerly owned *Yankee Doodle*, also seen recently in the South Pacific.

● *OPPORTUNITY*, an old-fashioned 34 ft 9 in. yawl, built over 50 years ago, arrived in the Marquesas on July 6 with James Watson and Mick McCudden, of Seattle. C. K. Wing of the *John Hanna* met them in Vaieo Bay, Ua Pou. He reported that they were on their way to Australia, via Tahiti, Bora Bora and NZ. "These youngsters are making their voyage on a shoe-

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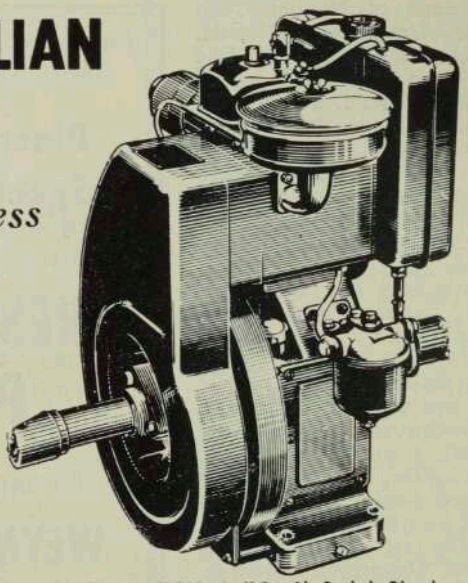
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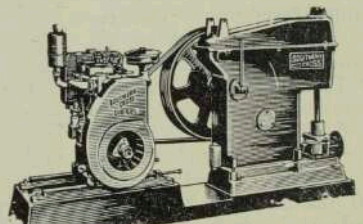
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ard "Manu Moana", 40-ft cutter, in mea recently, Dr. D. J. Powley and Miss Denise Emirali. See p. 115.

ng", Wing said. "They have only little money and are eking out ir stores with fish and breadfruit".

● *SALTY*, a 36-ft German sloop, e-handed by Arthur Menkhoff, 36, s reported in Nukualofa in mid- y. She left Hamburg on April 1961, bound west around the rld. Her last port of call was iiti. The voyage to Tonga took days. Next port was Auckland.

● *SIESTA*, 35-ft cutter from ckland, manned by five "Kiwis", s in Nukualofa in mid-July. The ner is Colin Piesse. Other crew mbers are Paddy Donaldson, Bill Paul Schultz and Ross Theed.

● *WASHKISH*, a freakish-looking naran, skippered by Sleepy Pickett, the Hawaii Yacht Club, was en te for the US from Honoloulu July.

● *WHITE LADY*, 32-ft ketch, n Joe and Ellen Hart, their seven- r-old son Joey, and crew member k Gwalter, arrived in Nukualofa July after an 18-day voyage from d Howe Island. After visiting the ga Group, she was to go to Suva.

● *YANKEE BELLE*, yacht, had n expected at Tai-o-hae, Nuku- a, from Papeete for more than weeks in mid-July. It was ught she may have headed north avoid bad winds in the Tuamotus.

● *TUAIKAEPAU*, a 45 ft yacht ned by Tofa Ramsey, of Nukua- a, was reported overdue on a age from Tonga to Auckland on y 30, and was still missing in mid- gust. The yacht left Tonga on y 4 and was believed to have 17 people aboard. She was carrying a ton of groceries, 144 gallons of water and other stores. The yacht's master, Tevita Fifita, is believed to have intended fishing near Ata, the southernmost island of the Tonga Group, which is uninhabited. After aircraft from New Zealand unsuccessfully searched for the yacht early in August, the Air-Sea Rescue Organisation called off the search until more definite information on the vessel's movements was received.

● BOAT RACE: Another Suva to Levuka boat race will be held this year—on Saturday, October 6, during the Cession week-end. A meeting of 34 boat-owners in Suva decided this early in August. The race is open to all power and auxiliary vessels accepting the rules laid down.

● *TAKOHE*, 40 ft yawl, left Wellington in August headed for Tahiti, with four aboard. Owner is Mr. L. Gatehouse, an ex-wartime pilot who has been keen on sailing since boyhood. He started building *Takohe* in October, 1960, and launched her three months ago. With him on the cruise are his younger brother, T. J. Gatehouse, and two Wellington friends, Ron Mitchell and Bob Daniel. *Takohe* has a 10 h.p. auxiliary diesel.



Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Samoans Charged With Murder of Official

Three Samoans, jointly charged with murder, were due to appear at a preliminary hearing in Apia, Western Samoa, on August 15. They had been remanded in custody after appearing before the Registrar of the Supreme Court, Mr. F. J. Thomsen, on July 23.

The Samoans are Antonio Nauer, 30, Itilo To'ailoa, 20, and Lemisio Lilo, 20. They were jointly charged with murder following the death at Apia hospital early on July 22 of Allan William Reed, 36, of Papauta, near Apia.

According to a hospital report, Reed died from internal injuries allegedly received on the night of July 21 when he was assaulted on a lonely stretch of road near Letogo, about four miles from Apia.

Reed, a popular senior Post Office official with 20 years' service, is survived by his wife Patosina and seven young children. A large crowd attended his funeral on July 23.

More Islanders Visit New Zealand

During the 12 months ended March 31, 1962, 1,922 Cook Islanders, Niueans and Samoans arrived in New Zealand either as visitors or to live, according to the latest report of the NZ Department of Island Territories. This was a marked increase on previous years.

A total of 783 islanders went from NZ to their home territories.

Cook Islanders entering NZ numbered 619 (286 more than in the previous 12 months), Niueans 264 (an increase of 112), and the number of Samoans rose 202 to 1,039, says the report.

Possible factors in increased migration include: lifting of travel restrictions on able-bodied Niuean men (imposed by the Niue Island Assembly after the hurricanes of 1959 and 1960); more berths now that Matson Line ships call at Rarotonga; and the desire of many Samoans to visit friends and relatives in NZ before their country became independent probably in the mistaken belief that migration regulations would be tightened up.

The report says the replacement of the *Maui Pomare* on the Cook Islands' run with the m.v. *Moana Roa* has been justified by the increase in cargo carried. The new vessel has stimulated production in the Cook Islands.

In its last 12 months the *Maui Pomare* carried 7,720 tons of cargo to the Cook Islands, and returned with 5,853 tons. In its first 12 months the *Moana Roa* carried 12,952 tons there and 10,682 tons back.

In Mauke, They're Working for Peanuts

A five-year project to grow peanuts, kumara, cassava and other crops on 640 acres of fern land at Mauke, in the Cook Group, was begun recently.

The project is under the direc of Mr. A. M. Hall, the isla Resident Agent, who is a quali agricultural scientist.

Mauke, a volcanic island of al 4,500 acres, is the easternm island in the Cook Group, an about 150 miles north-east Rarotonga. Until now its export crops have been ora (about 8,000 cases last year), c (30 to 40 tons) and tomatoes.

Part of the area being sown peanuts, kumara and cassava o prises 300 acres of barren, infe land previously covered in guava staghorn fern. This area had al lain idle, although nearly all islanders hold some interest in

Following a meeting with the C Islands Resident Commissioner, A. O. Dare, the islanders allowed the area to be used as block, regardless of surv boundaries.

Finance for developing the and experimental work is being vided by the Cook Islands Go ment. If at the end of five the islanders wish to take individual planting, they may d On the other hand, if the pr becomes self-supporting and islanders wish it to continue communal basis, arrangements be made for profit distribution.

Details on the planting of va experimental crops with diff fertilisers are given in an artic Mr. Hall in the latest issue o *South Pacific Bulletin*.

Mr. Hall says: "Although it i early to predict the result of operations, it is already clear considerable soil improvement been achieved.

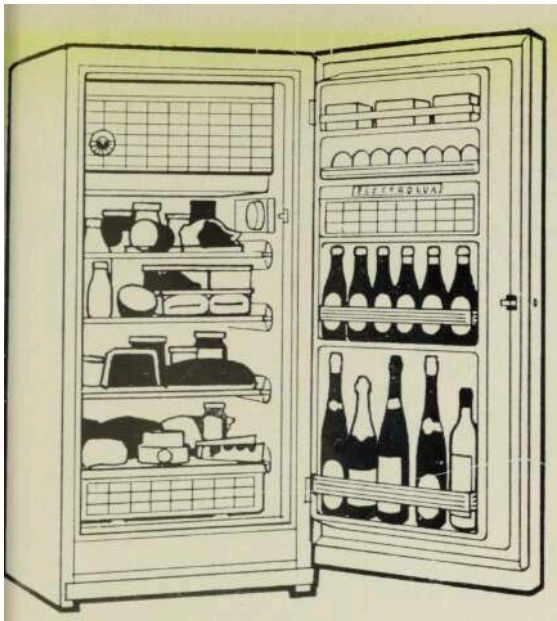


RABAUL WEDDING

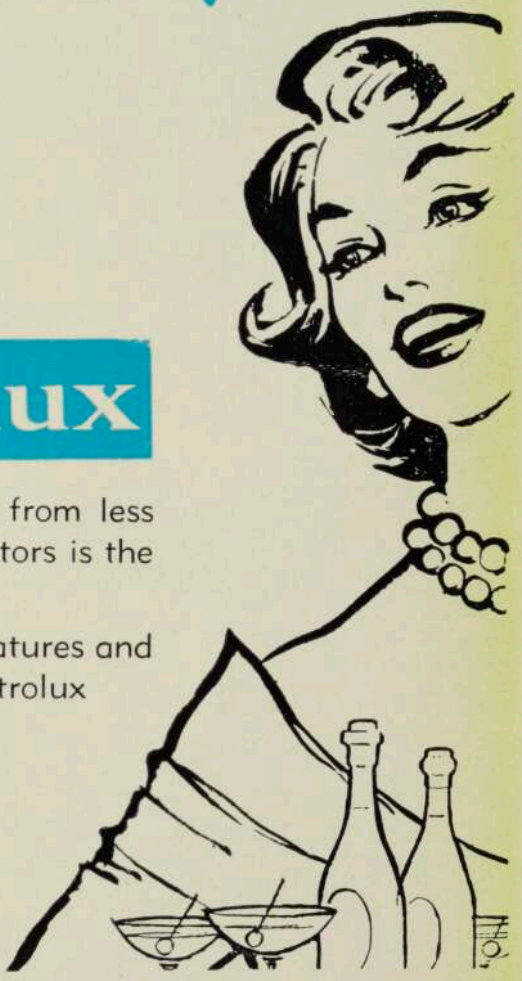
Married at the Rabaul Methodist Memorial Church — Miss Wilhemina Siloox (right) to Mr. George Ah-Ken. Best man was Mr. Andy Sikus and bridesmaid Miss Dorothy Muskitta. Name of the flower girl was not given.

Photo: C. H. Meen

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"Needless to say it is our hope that peanuts may be grown economically. Even if the most pessimistic view is borne out in practice, a 'problem' soil area will have been considerably improved and made available for local subsistence cropping.

"If, on the other hand, it can be shown that peanuts or other readily saleable crops can be grown economically on this difficult soil type, it will represent a major advance towards self-sufficiency of the island and perhaps a contribution to agriculture outside Mauke."

Atom Scientists' Niue Visit May "Tie Up Loose Ends"

Sir Ernest Marsden, New Zealand's leading nuclear scientist, left Auckland in the *Tofua* on August 8 for a six-week visit to Niue to try to discover the origin of the island's radioactivity and to determine its effects on the islanders. Parts of Niue are 20 times more radioactive than normal.

Sir Ernest Marsden made headlines last year when he announced that Niue Islanders "might provide the key to the future of mankind in the atomic age" after laboratory tests on soil, bone and teeth samples sent to him by agriculture and medical officers on the island. (*PIM, August 1961, p. 51*).

For some time, Sir Ernest Marsden held the theory that Niue's radioactivity may have been connected with the plankton in the sea around the island which had been found to be extremely radioactive. But on a recent world cruise, he found that plankton was the same everywhere.

Before leaving for Niue, Sir Ernest Marsden said: "At the moment we are just guessing what effects radioactivity has on humans, but this visit might tie up some of the loose ends. If we can come up with something startling we can turn to the world leaders and say: 'Look what you are doing'."

Everyone Has Pet Plan On P-NG Native Liquor Laws

A wide variety of methods of relaxing P-NG's liquor laws were suggested in Port Moresby in August when the six-member Liquor Commission of Inquiry began its hearings. The methods suggested ranged from the lifting of all legal prohibitions to a strictly policed system of permits. Almost every witness had a different suggestion.

The commission's chairman is Judge Francis Robert Nelson, of Victoria. Its terms of reference are to inquire into the means and methods of relaxing P-NG's ban on consumption of liquor by natives, and to examine present liquor laws to recommend a comprehensive liquor and licensing ordinance.

The Minister of Territories, Mr. Hasluck, announced the Government's decision to relax drinking laws for natives on May 15.

The first witness before the commission was the Secretary of the Administrator's Department, Mr. David Fenbury, who urged the lifting of all legal prohibitions against native drinking.

He said primitive peoples should be insulated from problems that would arise from the supply of alcohol, by the Administration exerting a tight control over the spread of liquor retailing outlets.

A system of proclaimed areas, where people would have access to alcohol, while it was forbidden in other regions, would not be practical.

It would mean some natives, who were allowed to drink while working on a plantation or living in town, would lose the privilege when they returned to their villages.

Mr. Ivan Champion, the Native Lands Commissioner, suggested a liquor permit system for both whites and natives, with their degree of civilisation as the criterion for judging applicants.

Oala Oala Rarua, a former schoolteacher and now assistant to the Assistant Administrator, Dr. John Gunther, urged a permit system with eligibility based on income, general behaviour and degree of sophistication.

Rarua, a delegate to the recent South Pacific Conference in Pago Pago, American Samoa, voiced approval of the American Samoa system in which beer is available to everyone over 21, with a permit system for spirits.

Toua Kapena, representing three Port Moresby district villages covered by Fairfax Local Government Council, said natives would be satisfied for a start to have access to liquor in their own social clubs.

Dr. B. G. Burton-Bradley, a psychiatrist of the P-NG Public Health Department, said natives should have the same drinking rights as Europeans, because the mental health dangers posed by discrimination were substantially greater than the dangers offered by native access to alcohol. A permit system for natives would be undesirable as it would continue discrimination.

The vice-president of the Fairfax Local Government Council, Sinaka Goava, said everyone over 21 should be allowed to drink beer and those who wanted to drink spirits should be given permits if they were of good reputation.

Mr. Goava said people in primitive areas should be allowed to drink, but should not be encouraged.

He said when a married man asked for a permit to drink spirits, his wife should be allowed to tell the permit committee if her husband could afford it.

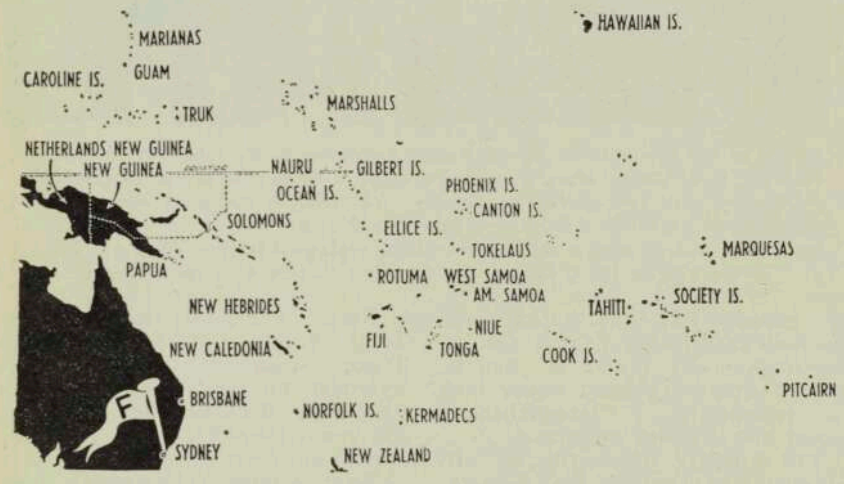
Mr. Leonard Dexter, a planter from Ukua in the Central District of Papua, said he expected drinking would accentuate tribal differences among his 100-man labour force.



A total of 170 Papuans and New Guineans, employed by the P-NG Administration's Electrical Undertakings Branch, are being given a three-year course of on-the-job training so they can qualify as linesmen, powerhouse operators and electrical assistants. The number will be increased to 200 at the end of the year. A training school, incorporating a regional workship, is planned for Port Moresby. Picture shows trainees being shown how to adjust tappets on a diesel engine.

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If the supply was cut off whi trouble was brewing, natives wou be inclined to "break down the tra store" to get more.

To minimise the impact of t ban's relaxation, Mr. Dexter pr posed a twofold permit syste applying to Europeans and nativ alike.

A permit to buy beer would available to all adult natives a Europeans. A second permit f spirits could be obtained only persons who could prove to t authorities that they were experienc in drinking hard liquor.

A native who proved he cou handle beer could "go up a ste and apply for a spirits permit aft a reasonable time, Mr. Dexter saic

A group of Papuan pastors a deacons of the London Missiona Society, who said they thoug liquor was "a bad thing for t people of this country", propos that only people over 25—bc Europeans and natives—should allowed to drink.

Mr. G. F. Hall, of Port Moresb a stipendiary magistrate and licensi Commissioner, said there was reason why control over liquor shou differ from control over any oth commodity.

"In my opinion, liquor H achieved a status symbol which does not warrant," he said.

Availability of liquor in groc stores and trade stores with ho bars open at the hours of their cho would "take the glory out of dri ing a glass of beer".

Mr. Hall said there had been t much distinction between wild ar and urban areas in regard to wh drinking rights natives should hav

He opposed a permit system native drinking because of impossibility of enforcing it, and cause discrimination between wh and native was repugnant to A tralian policy in P-NG and to people of the Territory.

The Rev. Paul C. Parkin, of United Church, and the Rev. Kemp, of the Methodist Overs Mission, proposed a local opti system for deciding drinking ar for both whites and natives.

The Director of Native Affairs, M J. K. McCarthy, who first went P-NG 35 years ago, said nati should be given the same drink rights as Europeans, without delay

He said the natives would not tr promises for a gradual relaxation the law.

To protect from alcohol primiti peoples who were unused to cont with Europeans or sophistica natives, he recommended the decla tion of certain geographical ar

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New Use For Passionfruit Seeds

At the hospitable dinner-table of Mr. and Mrs. Bill Seale—he is the District Commissioner at Goroka, New Guinea—we commented upon the quality of the roast duck.

"Passionfruit," said Mr. Seale, who rarely wastes words.

"Good God," I exclaimed. That's a new one. Do you stuff them with passionfruit?"

"Yes, in a sense." And then the story came out.

The DC maintains a large colony of ducks. There is a passionfruit-canning factory in Goroka, where ingenious machinery throws the skins one way, the seeds another, and runs the juice into cans.

Mr. Seale examined the waste seeds. Then they were crushed and fed to the ducks. The poultry responded gratifyingly as it appears that the seeds contain all the vitamins that build fat and tender ducks.

The news is spreading and passionfruit-fed ducks may become an attraction for Highlands tourists. Meanwhile, citizens of Goroka now sit around, in odd moments, and stare thoughtfully at the mountains of passionfruit skins, which are increasing as this fine Cottee industry develops. What can be done with these tough, purple covers?—RWR.

---

ere liquor outlets would not be owed.

The areas would be determined by Administration, and not by local ion.

Licensing prohibitions could be ed later with the advancement of people.

Mr. McCarthy said the permit tem, giving only certain natives right to buy and drink spirits, uld be discriminatory and would against all natives customs which d that a man must share with his tives and friends.

Limiting natives to beer with a er alcohol content than that sold erally would also be discrimina- and was not practical.

When the commission chairman d Mr. McCarthy's ideas went much further than those of native witnesses, Mr. McCarthy said he believed the proper way to govern the people was to give them things just before they were ready for them —not wait for the swell of demand before acting.

Answering questions, Mr. McCarthy said he felt the fears expressed by people in isolated areas on repercussions from natives drinking were much exaggerated.

It was unfortunate, he said, that many Europeans who had lived in the Territory for years had never got to know the natives well and were "still at heart frightened by the indigenous people".

The commission continued its hearings in Rabaul on August 22.

Campaign to Rid American Samoa of Filariasis

A team headed by Dr. John F. Kessel, of the UCLA School of Medicine, was due to begin a campaign in American Samoa in August to combat filariasis.

Filariasis, a common disease in the South Pacific, is contracted from the bite of a mosquito, which injects microscopic worms in the veins of its victims. The worms make their way into the lymph glands and grow and breed by millions. Other mosquitoes draw up the young worms in infected blood and pass them on to other victims.

Elephantiasis, a manifestation of filariasis in its late stages, is characterised by huge swellings of

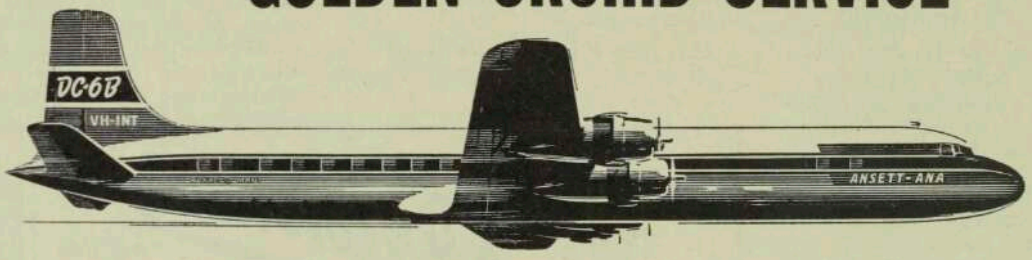
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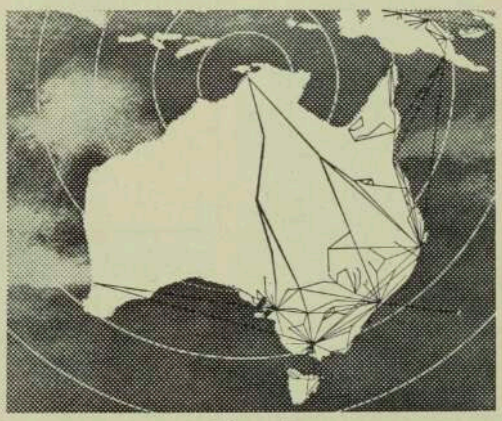


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arms, legs, breasts, vulva and tum. The skin grows rough like elephant's hide, and the huge llings add to the elephantine ..

r. Kessel's chief weapon in his paign is a post-war drug called razan. In the past five years, got most of Tahiti's 40,000 ple to take it, and the incidence ilariasis there has dropped from per cent. to less than five per . Elephantiasis has practically ppeared.

letrazan does not kill all the adult ms or cure immediately a serious of filariasis, but it prevents fection by killing the filarial ms in their early, vulnerable se.

n Tahiti, Dr. Kessel also taught natives where the disease-carry- mosquitoes breed and how to roy them. The mosquitoes are *ex fatigans* and members of the *es* family.

hey breed mainly in rain barrels, cans, holes in trees and rocks, ol drums, worn-out tyres, ndoned canoes, and in coconuts eaten by rats.

r. Kessel's campaign in American oa has the support and en- agement of Governor H. Rex and Dr. Kessel expects the same lts as in Tahiti.

leanwhile, in Niue, the Health artment has been conducting a paign to urge the natives to ent the breeding of mosquitoes. y water drums have been tied by departmental officers on ge inspections because they were y and full of mosquito larvae.

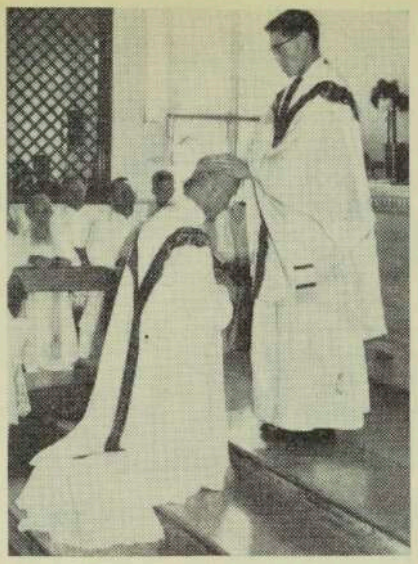
baul Gets Its st Chinese Priest

When Fr. Albert Chan, MSC, ducted his first Holy Mass on day, July 22, in Rabaul's St. ncis Xavier's church, it was an oric occasion for Catholics in the ritory.

r. Albert, following his ordina- the previous day by H.E. the st Reverend Bishop V. P. Copas, C, of Port Moresby, became the locally born Chinese to take y orders in Rabaul. At the same e he became the first Chinese sionary in the Sacred Heart er.

he ordination ceremony, watched 2,000 people—many of them non- holics but family friends—was a ud moment for senior citizen John Chai Chan, the new priest's er.

ohn Ah Chai, 82, has lived in Territory for 60 years and was



After ordination Father Albert Chan blesses Bishop Copas, MSC.
Photo: C. H. Meen.

himself one of the first Chinese converts to Catholicism.

Arriving as an indentured cook to early German settlers in the Duke of York group, John Ah Chai skimped and saved; finally with £60 capital amassed during his 5-year term, bought an area of jungle on New Ireland and carved the plantation "Karias" out of the wilderness with little more than his bare hands.

Here he raised his large family of six sons and five daughters, of whom no less than six were destined to take religious vows. His wife died in prison camp during the war through lack of medical attention by the Japanese.

First to join the church were sons Luke and Gabriel, who, having studied for the priesthood in Hongkong, embarked on missionary work in mainland China, where they were joined a year or two later by a sister, Elizabeth.

Today Luke lies bedridden with TB in a Shanghai hospital; Gabriel, for seven years a political prisoner of the Communists, lies languishing in prison, while Elizabeth, forced to discontinue her missionary work, is living as a "civilian" also in Shanghai.

Sister Mary and Rosita also took vows later and are at present in Australia, Mary at a convent in Bowral and Rosita at Sydney University where she is studying to embark on missionary work in Japan.

The ceremony was for Albert the culmination of eight years' intensive study in Australian schools and

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. . . . . Margaret Merril.

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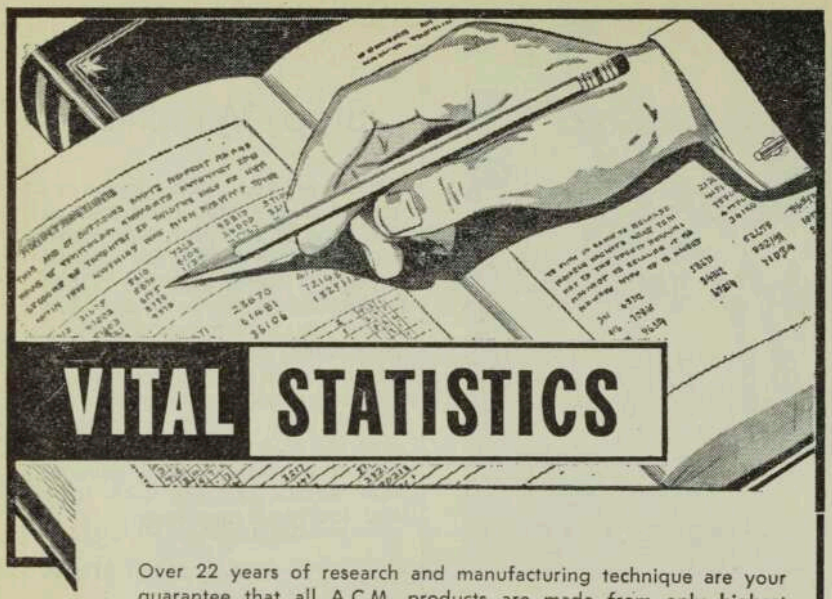
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Proud father of a missionary family, Jo
Ah Chai Chan, poses with his daugh
in-law and grandson.

seminaries, and the tall you
priest, composed and handson
made an impressive figure as
stood in the packed, bedecked chur
throughout his ordination.

During the ensuing week,
Tuesday, July 24, matters were giv
a finishing touch at a huge sit-do
eat-up reception held Chinese-st
in Rabaul's Xavier Hall.

More than 1,000 guests of all ra
and all religions rolled up and help
themselves to about 10 courses
toothsome Chinese food.

Appropriate speeches were ma
by Bishop Copas, Fr. Mitchell, scho
friend of the new priest, Oliver Ch
his brother Frank Chan, lollywa
magnate Gabriel Achun (who ad
a postscript in Chinese for John
Chai's benefit), and emerging nat
orator To Stanis Boramilat of t
Tolai tribe.

Said Stanis in his glib Englis
". . . with Tolai priests and now
Chinese priest we are a big hap
family; a fact which my people w
remember when they return to th
homes and talk about discrimi
tion".

French Warship Pays a Call on New Volcano

Because of a heavy sea, no o
from the French warship *Dunk*
quoise could land on Matthew Isla
the southernmost active volcano
the New Hebrides chain, when
warship called there on July
Monsieur Priam, the Condominiu
Mines Officer, who was travelling

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warship, had hoped to examine island closely.

Matthew Island, which is about 150 es south-east of Aneityum, had y one peak when it was discovered 1788. But in October, 1953, a reported that a second peak had eared and that the island had re than doubled its size. The old k is about 460 ft high; the new, ft. An isthmus separates them.

Following the visit of the *Dunkerbise*, Monsieur Priam reported that new peak had several craters from ich a great deal of sulphureous am was rising. A spectacular am of lava, about 90 ft wide, running into the sea.

Greenish-yellow water all round island seemed to indicate subrine fumaroles (gas - emitting es) on the submerged slopes which ld be "more important than had n suspected."

Monsieur Priam said the island s bare of vegetation except for a plants on the rocky slopes of old peak. Thousands of sea birds l found a refuge there. A few bs were also seen.

i Search for Three ssing Boys

The Fiji search-rescue organisation ly in August swung into action to k for three young Fijians who were orted missing on a voyage between o and Dravuni Islands, just off davu.

After a few days when no report ne to hand that the boys had ded anywhere in the neighbourod, it was presumed that they had n lost at sea.

The boys, whose ages ranged from to 18, apparently left Ono Island a 24 ft canoe on July 28 to ren to Dravuni.

Major Earthquake, t Little Damage

No one was injured and little mage was caused when an earthake occurred in the Bismarck Sea, out 100 miles north of Wewak, rly in the morning of July 31.

The Port Moresby Geophysical Obrvatory reported that the quake had magnitude of 7¼ on the Richter ale, a reading which classed it as major disturbance. It was the bigst earthquake in the New Guinea ea for some time.

The only serious damage reported s at the Boram Gaol near Wewak. carpenters' workshop and a sheetetal workshop were extensively maged.

Tremors were felt at Wewak and at many other places on the north coast of New Guinea, and some ships were buffeted by high waves.

Fiji Court Case: Goods Removed from Jap Ship

There was lively interest in Fiji in August in the hearing (extending over six days) of theft charges against four well-known men, arising out of the stranding of the Japanese fishing vessel *Asahi Maru No.* 8 on the reef off Sigatoka in February, and the reported abandonment of the vessel.

The four men, charged with stealing about £150 worth of goods from the vessel (electrical equipment, fishing gear and removable articles of that sort) were George Raeburn, former manager of the Sigatoka branch of Morris Hedstrom Ltd., agents for the *Asahi Maru No.* 8; William Clark, manager of Korolevu Beach Hotel; Graham Wallace, described as a fisherman, who was associated with Clark in a timber enterprise, now in liquidation, Korolevu Industries Ltd., and a former manager of Nadi Airport; and Frederick Carter, catering manager at Korolevu, who has managed several hotels in the Northern Hotels chain.

The defence, skilfully conducted by Mr. Maurice Scott, was that the four men had not stolen the goods,



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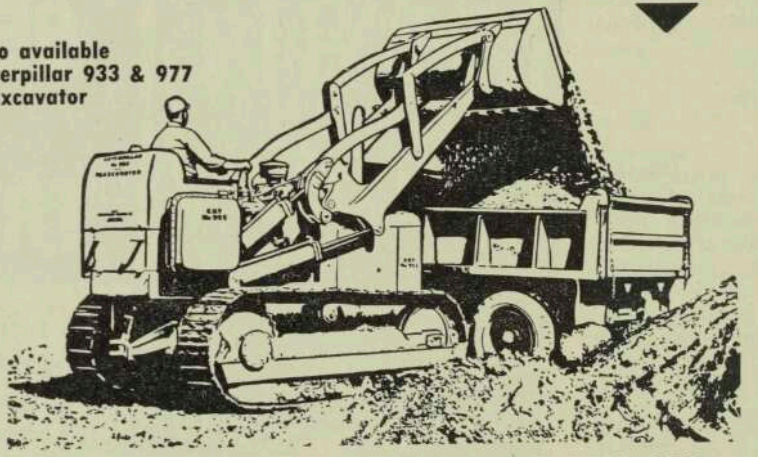
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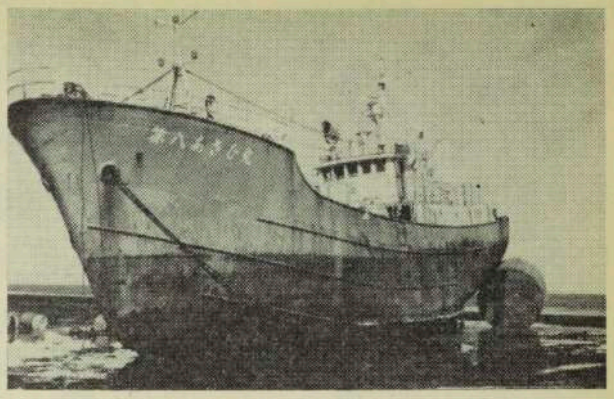
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had openly taken them from stranded vessel in the mistaken ef that the ship had been aban-ed. There had been no attempt concealment. When it had ap-ed, after the expiry of two or e months, that a syndicate in h Mr. Barry Philp was promin-had bought the stranded ship, and return of the articles was de-ded, the articles were returned. he magistrate, Mr. Moti Tikaram, d that Raeburn was guilty of , and fined him £100 on the first ge and £75 on a series of other ges involving goods worth £51. lark, Wallace and Carter, how-, were found not guilty of theft, of an offence under the Wreck Salvage Ordinance, which pro-s that articles from a stranded in such circumstances, must be ered to the Receiver of Wreck, r pain of a large fine. The istrate acknowledged that Ordin-was not well known, and per-the three men erred in ignor-, and he therefore ordered as



The Japanese fishing vessel "Asahi Maru No. 8" on the reef off Sigatoka in February.

punishment a fine of £25 in each case.

The evidence indicated that Raeburn was in an unfortunate position. It was shown that as manager of the Morris Hedstrom branch at Sigatoka, he was regarded as custodian of the vessel, because Morris Hedstrom Ltd. was the official agent for the Japanese owners. Between the stranding of the vessel and the initiation of police proceedings, Raeburn had resigned in order to return to Scotland, and he was actually on board an oversea vessel in Suva, with his family, when ordered by the police to return and meet the charges.

A key witness in the case was Stuart Barry Philp, formerly proprietor of the Mocambo Hotel, Nadi Airport, and one of a syndicate which bought the *Asahi Maru* for £1,600. Philp denied several times during cross-examination by Mr. Maurice Scott, that he had informed the police about missing articles.

He had spoken to Clark in a friendly conversation about the return of the articles; but he did not think that Clark appreciated the seriousness of the situation, for he did not return them for seven or eight days.

However, he admitted having written letters to Clark, promising to keep him covered if he returned the articles.

Overall, the defence set up a plea that the four men thought the ship had been abandoned; and Raeburn (who represented Morris Hedstrom, agents for the ship) admitted in court that he told the other men they could take property off the ship. Raeburn said he had expected the other men to tell the police that they took the goods off the ship with his authority.

The other three men confirmed this when they gave their evidence.

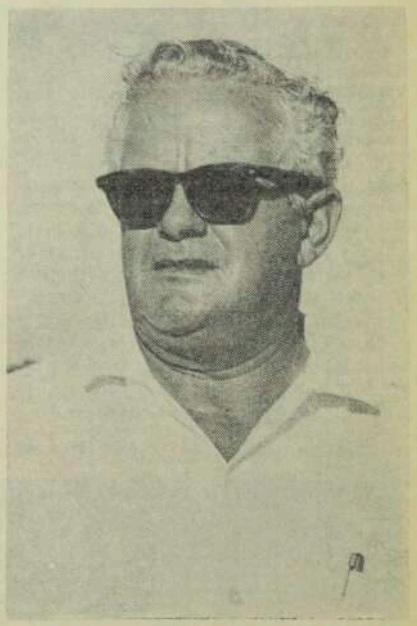
The court was also told that they had gone openly to the ship by daylight to remove the goods, and had called at the Sigatoka Hotel on the way back, where Clark had spoken to a high police officer.

A witness called by the defence, Mohan Ram, said he had visited another stranded Japanese fishing ship, the *Koyei Maru*, at Beqa, in March, and had taken parts from it to his house at Navua.

Later, he saw the police who told him he would not be prosecuted because he did not know he had done wrong, and did not plan to steal.

Mr. Tikaram, in his judgment, said the men had gone to the ship with the avowed intention of taking the goods, and their defence was that they believed the ship had been they believed the ship had been abandoned. He had to be satisfied beyond all reasonable doubt that this was done without claim of right, and with the intention of depriving the owner of the property.

If they genuinely believed that the property they had taken was abandoned, they could not be found guilty of theft. But he was also



Barry Philp, a key witness in the "Asahi Maru" case.

Don't Sit Dumb,' Pitcairners Told

A forthright editorial criticis-g Pitcairners for failing to use e "precious" gift of free eech was published in a recent ue of "Pitcairn Miscellany", e island's roneoed newspaper.

"The other night a community eeting was held at which most the people were present," the itorial said. "The meeting sted over an hour. Several portant subjects were brought rward for discussion, and ese should have produced merous comments.

"Instead, only three people her than the Acting Chief agistrate, the Island Secretary d the Government Adviser d anything to say. How can e feelings of the people be tained if nearly all sit dumbly d let only the same few rsons give their views?

"To gather round in groups ter the meeting has been closed d then make your comments ther for or against is futile. e meeting is the place in hich you should express your oughts.

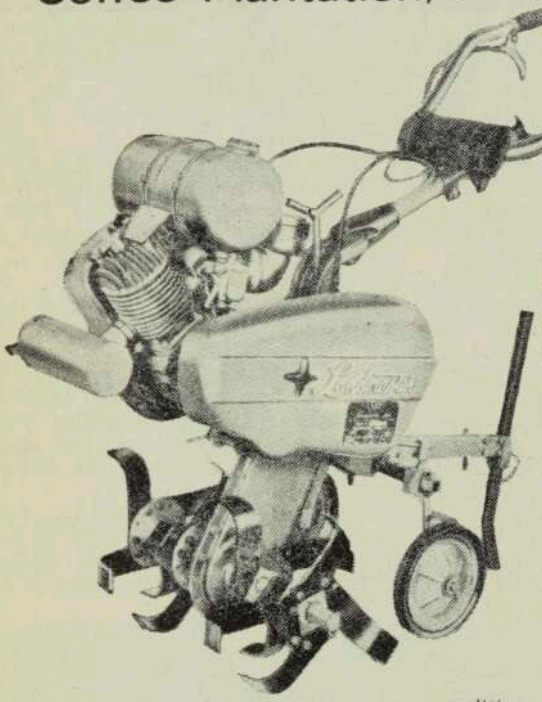
"Let us, therefore, come to alise that to 'have our say' at public meeting is not 'talking g', but simply carrying out our ty as a resident of Pitcairn land, and a member of the eat community of free people."

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satisfied there would have been removal of the goods but for B burn's instructions.

He held there was no evidence such a belief of actual abandonm by Raeburn; no such belief had fact, ever existed as far as Rael was concerned.

He was unable to reject the that Clark, Wallace and Carter led to believe, and did believe, the ship was abandoned and they could help themselves. He given them the benefit of any d there was; but he was satisfied were guilty of an offence under Wreck and Salvage Ordinance, w was designed to avoid the miso of all and sundry removing prop from a ship.

All were charged on August with offences under the Customs r lations, in that they brought g into the country without submi them for assessment of duty, if and each, on pleading guilty, fined — Raeburn heavily and others lightly.

Under the Swaying Palms Wild West Lives Again!

Hollywood has added a new ha to travel in Western Samoa. to coping with wandering horses, and children, occasional th stones, and tired villagers slee on the warm asphalt, motorists have the added thrill of a ch meeting with highwaymen — notorious "Black Gang".

Rumours mixing fact with f of the activities of this gang reached such a pitch in Apia l that some car owners, espe towards evening, will not drive of Apia if they are unarmed.

One person whose car was up on the cross island road 20 miles west of Apia describe bandits as "real cowboys." H chief clerk of the Education De ment R. Nickel.

"My car was stopped by a on horseback in the middle o road holding out his arm," said Nickel.

"When I stopped I saw an horseman on the side of the road was armed with a shotgun. other one had a sheath knife o left side, a tomahawk on his and a bush knife stuck throug front of his belt. Both had edges of their sleeves and shirt cut in stripes in frontiersman Both wore sombreros and scarves hiding the lower portio their faces."

After seeing a rifle in the fron of Mr. Nickel's car, the highwa

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re stuck for words. Finally one them asked for a match. After y were given a light they galloped into the bush.

According to Mr. Nickel, he was second victim that day. Earlier the same area an old man was d up and robbed of 2 lb of sugar a packet of cigarettes.

Other reports put the gang number high as eight—seven men and one man. They are always dressed cowboy style with blackened or sked faces. According to one y they terrorised a family in a ely *fale*, circling it on horseback whooping like Indians as they hed the coconut blinds with bush ves.

ut Apia police dismissed the re- ts of gangs of masked men orising areas and holding up ellers as "greatly exaggerated". hey said that only two incidents olving masked men had been ught to police attention over the month or so, and that these gang vities were nowhere approaching scale that public rumour had it. no incidents had people been sically harmed.

appeared that mainly youths e involved and it was likely that ases not reported to the police, ge elders themselves had taken iplinary action, said a police er.

Rep. Finds Growing ational Consciousness"

he United Nations representative Papua-New Guinea, Mr. Samuel ani, made his first visit to the steeship Territory of New Guinea n August 3 to August 26.

Mr. Dajani is Director of the ted Nations Information Centre Port Moresby. He took up his appointment about three months

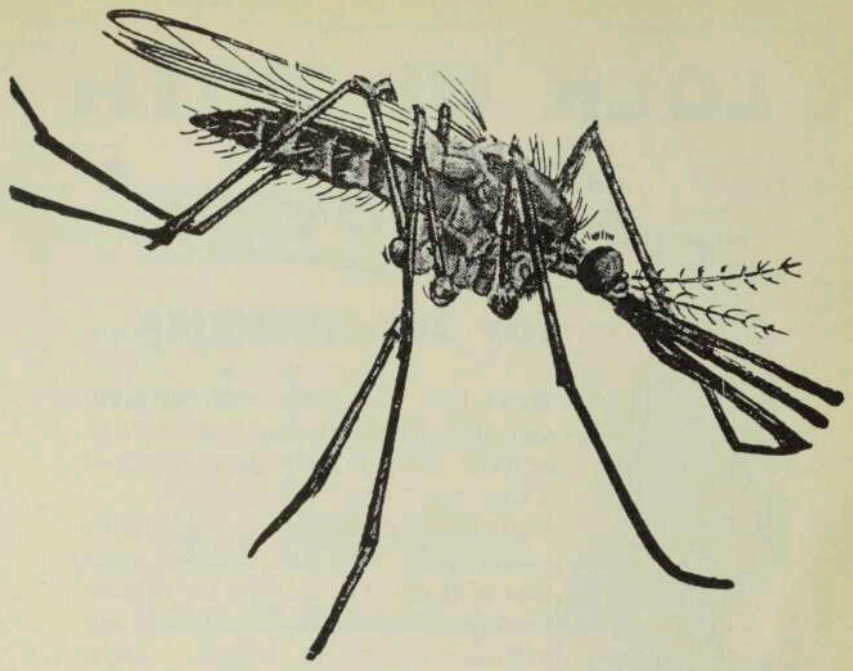
uring his NG tour he visited the icts of Morobe, New Britain, Ireland, Sepik, Madang, Western Eastern Highlands.

ust before he left Rabaul for ieng, Mr. Dajani summed up his ressions from his talks with New nea people, and his first ex- ence of the Territory. He said:

There is a growing national con- usness in the Territory; this is my ression from meeting different ps of indigenous peoples.

have been told that tolerance ween groups is improving. Rela- s between races are better and people are coming closer to- er."

vidence of this was seen during Dajani's visit to Rabaul High



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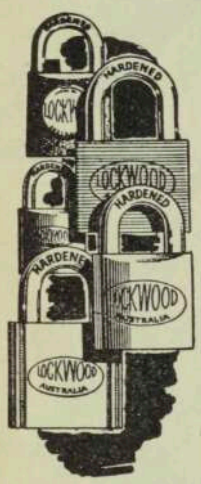
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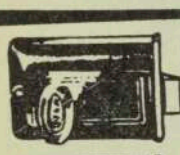
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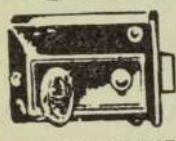


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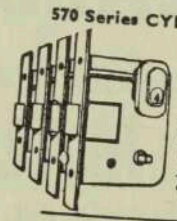
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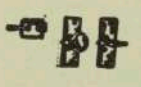
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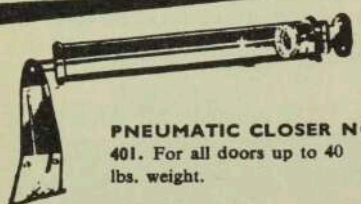


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School where children of all r were observed in sports teams classrooms.

Evidence of the increasing nat awareness was also reflected in tions put to him about Netherl New Guinea, about membershi the UN, and of different poli systems and ideologies practise various members of the U Nations.

Previously limited to schools, year's observance of United Na Day — October 24 — will be memorated in the Territory by brations in which all sections o community will participate.

"In Rabaul, for instance, it i pected at least 3,000 children march; last year 1,200 only marc

"Celebrations throughout the tory will include rallies, ma Mr. Dajani said.

Mr. Dajani said he was impr by the friendliness of the peoples. He had been welc everywhere he had gone.

He also paid a tribute to the cation of Administration off They were not merely doing a he said, but were undertaki mission.

After seeing over Malaguna nical School, Rabaul, and R High School, Mr. Dajani said:

"I have visited schools in developed countries and in les veloped countries. Malaguna nical School and Rabaul High S are two of the best schools of kind I have ever seen."

Fiji's Socialised Building Workers

A quaint Fijian habit a Public Works Department empl led to a recent Suva court cas two months' gaol for a plumber plumber, Korotini Tomu Bogi charged with the theft of building materials.

He told the court that wh PWD men finished a job at a the outlying islands it wa practice to give the villager surplus materials in exchang food.

The prosecution told the cou Korotini, who had been work Kadavu, had given away pai ridging material.

Four of the villagers, who p guilty to having received the goods, were each sentenced days' imprisonment, which the recommended should be served murally at Kadavu.

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V TONGAN POSTS: Inspector Simione ..i (top left) the first Tongan to be pro..ed to the new post of Superintendent, ..inistration, in the Tonga Police Force, ..iving his new insignia recently from Inspector Tevita A. 'Ahome'e, while Minister of Police, Salesi Manoa Havea, ..s on. Below: Inspector Tevita F. Hama ..), who has been promoted to the new ... of chief inspector, receives his in..ia from the Minister of Police. At ... is Sergeant Falepapalangi who has ... promoted to the new post of staff sergeant.

Photos: Tulua Bros.

..nds of Change in ... Pacific Islands, too

..he winds of change blowing ..ugh much of the South Pacific ..now being felt in the Island ter..ries of the United States. The Secretary of Interior, Mr. Stewart ..ll, made this clear in Honolulu ..ugust on his way back to Wash..on after visiting Kwajalein, Guam, ..an and American Samoa for the ... time since assuming office in ..uary, 1961.

..All the island people are moving ..dly," he said. "Their spokesmen ..stepping forward and speaking up. ..re is a new current at work ..ng the islands peoples. They will be heard from soon."

As soon as Mr. Udall got back to Washington, he announced a five-point plan to speed up social, political and economic progress in the US Island territories. He called for:

- Early discussions with top Defence Department officials on restrictions prohibiting foreign vessels and visitors from Guam and US Trust Territory islands.
- Elimination of dual-wage practices on Guam.
- Extended programmes to increase the fishing economy.
- Development of tourism.
- Support of increased self-government, particularly on Guam.

Education Means Better Jobs in Fiji Civil Service

Fiji's civil service at the end of 1961 was made up of 428 officers recruited overseas and 4,195 locals. The locals were made up of 383 Europeans, 2,091 Fijians, 1,555 Indians and 166 "others".

Although Fijians outnumbered Indians a breakdown of figures showed that Indians outnumbered the Fijians in the higher salary scales, chiefly in professional and technical posts.

The Public Service Commission in its annual report said that the

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reason for this was that many Indian parents had found it possible to send their children overseas for higher education, while very few Fijian parents had been able to afford to do that.

The Government was trying, through an in-service training programme and by scholarships financed from UK Colonial Development and Welfare grants, and in some cases from local funds, to equip suitable Fijians for higher posts.

Although that assistance was not confined to Fijians the Government recognised that as the indigenous people they were entitled to special consideration.

Blown-away Samoans Have a New Newspaper

South Pacific Air Lines—which entered air-line competition in the area late, but which has been battling hard—has widened its sales campaign, much to the benefit of Samoans away from home.

For the airline is now subsidising a new newspaper, *Talofa*, written and edited in the San Francisco Samoan colony for the benefit of Samoans everywhere. It is a handy compilation of births, marriages, deaths and graduations in the mainland Samoan communities—plus a report of the news back home.

The English-language paper is commercially printed in San Francisco. A special bundle of 400 copies went to the South Pacific Conference at Pago Pago in July for distribution there by Ernest Reid, president of the Samoan Civic Association of San Francisco. It was read with interest by conference delegates.

Editor of *Talofa* is Tenari Fuimaono. Circulation manager is Lio Petelo.

Tourism Increases Its Share of Fiji Economy

Revenue from the Fiji tourist industry is gradually increasing. According to Fiji Visitors Bureau estimates, the foreign exchange income in 1961 was £1,206,548, an increase of £34,240 over the 1960 figure. In 1959 the tourist industry earned about £1,000,000. The 1958 figure was about £862,000.

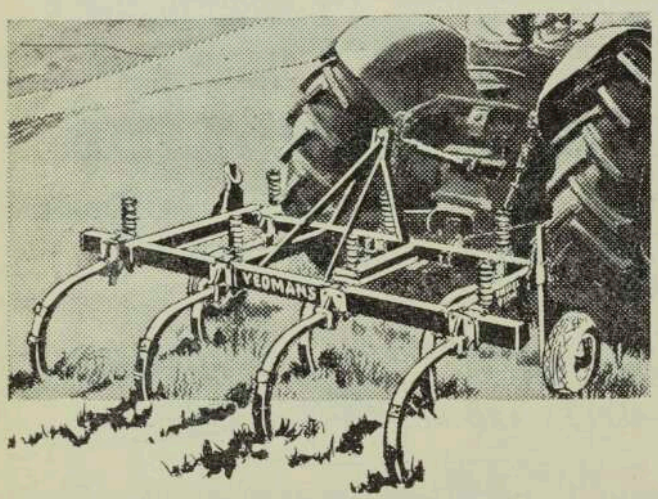
According to the Fiji Visitors Bureau chairman, Mr. C. A. Stinson, the 1961 earnings would have been much higher but for a cut in the number of cruise ships which visited Suva for two days. His



Mr. H. Dickinson and Miss Elizabeth youngest daughter of Mr. and Mrs. Chan of Kavieng, cut the wedding after their marriage at the St. Xavier Church, Rabaul, recentl

Photo: C. H.

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isoning is more or less borne out the fantastic sales Suva retailers perienced during a recent visit of *Oriana*.

The *Oriana* was at Suva for two vs, and most shopkeepers reported t their sales of luxury items were least twice as high as for any previ- ship.

The tourist industry is now firmly ablished in the third position an earner of foreign income the Colony — behind sugar out £8,000,000) and copra (about 000,000). Gold is fairly static nd the £1,000,000 mark in fourth ce.

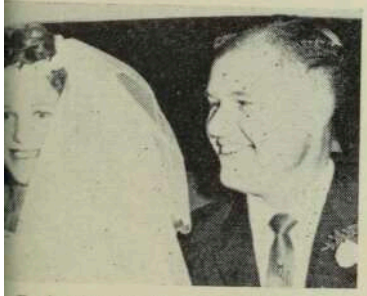
Mr. Stinson is confident that the rist industry may one day be the jor earner of overseas exchange. There may be good reasons for optimism, for higher sugar sales not appear likely within the fore- able future, and there has not been fficient increase in copra produc- to warrant unduly high hopes.

Copes With Fakaofo's opulation Explosion"

A school of six classrooms will built next year on Fanuafala, a acre islet of Fakaofo Atoll in Tokelaus, as part of a New Zea- Government plan to cope with "population explosion" on Faka- At present, Fakaofo's 780 ple live on an islet of only 6½ s.

anuafala, which was bought by NZ Administration from family ers, has been subdivided into 212 ions of about a fifth of an acre , with space for roads, churches, administration buildings. The administration building and a hment to supply rainwater tanks, be erected this year.

he NZ Minister for Island Territories, Mr. F. L. A. Gotz, said recently that the present overcrowding on Fakaofo could produce serious results if an epidemic broke out. "The new settlement is therefore a great boon to the people," he said. "New administration buildings and a better water supply should greatly improve the standard of living on the atoll."



Zealander Shelley Stevenson smiles ily after her recent marriage in ul's Methodist Memorial Church to Simpson, formerly of Melbourne. A ng sister at Nonga Native Hospital, ey recently returned from leave in ome town, Auckland. She and hus- John honeymooned in the High- before returning to Rabaul to live.



The Acting TPNG Commissioner for Girl Guiding, Lady Cleland, wife of the Administrator of TPNG, recently flew to Rabaul and conducted a three-day resident course in Trefoil House for local commissioners and trainers. Seen from left to right are Mrs. L. Sharp, Miss M. Simms, Mrs. L. East, Lady Cleland, Mrs. S. Toohey, Mrs. S. Simpson, Mrs. J. Green, and Divisional Commissioner Mrs. B. Hayes. Seen in the front row are native trainers, Lilian, Niareweu and Taklaman. Girl guiding is becoming very popular with the Tolai girls.

Photographic Contest

Entries in TEAL's 1962 photographic competition must reach the Publicity Manager at TEAL's Auckland office by September 21. The competition is open to photographers in NZ, Australia, Norfolk Island, Fiji, Samoa and Tahiti. Subjects must have a strong tourist attraction angle in any territory to which TEAL flies. Entries must be matt finished and measuring approximately 12 in. by 15 in. mounted on 16 in. x 20 in.

Prizes of £50, £10 and 10 of £1/10/- will be awarded.

Fiji Amnesty Backfires Over Warriors' Gun

A machine gun handed in to the Fiji police in its latest arms amnesty has been handed back to its owners. The amnesty is to reduce the number of unlicensed firearms in the colony.

The machine gun was handed in by Ratu Inosi Vatucicila, administrative head of the province of Lomaiviti. Ratu Inosi told the Commissioner of Police, Mr. R. H. T. Beaumont:

"The gun was captured from the Japanese in the Solomons during the Second World War by "C" Company, 3rd Battalion, Fiji Infantry Regiment. The company was manned solely by men of this province.

"When the company returned home, they presented the gun to the provincial office where the soldiers expected it to be inspected by their children, grandchildren and great-grandchildren, to make them confident that they are the offspring of warriors.

"Since the law does not allow us to keep this gun any longer, I, on behalf of the members and the officer commanding our gallant company and the chiefs and people of this province, hand over the gun to the law."

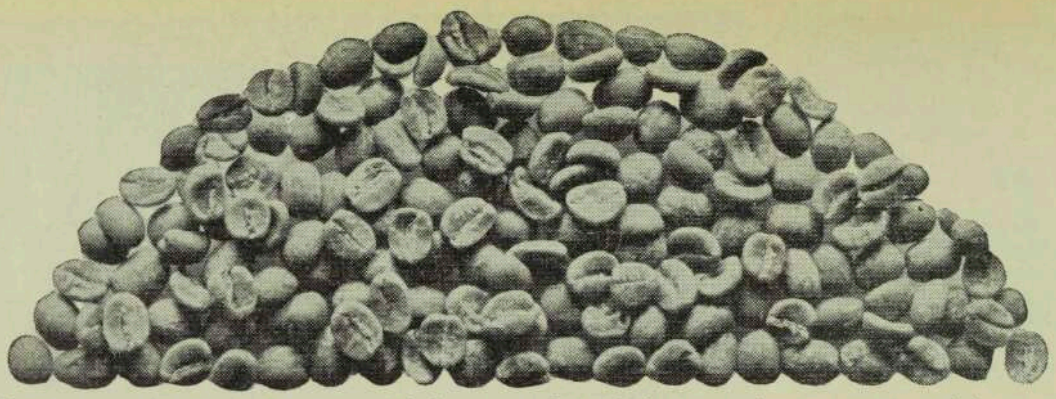
The Commissioner of Police examined the gun, decided it was obsolete and said the province could keep it.

Hallstrom Trust To Be Dissolved

The trustees of the Hallstrom Trust had recommended unanimously that the trust be dissolved, Papua-New Guinea Administrator Sir Donald Cleland said in August.

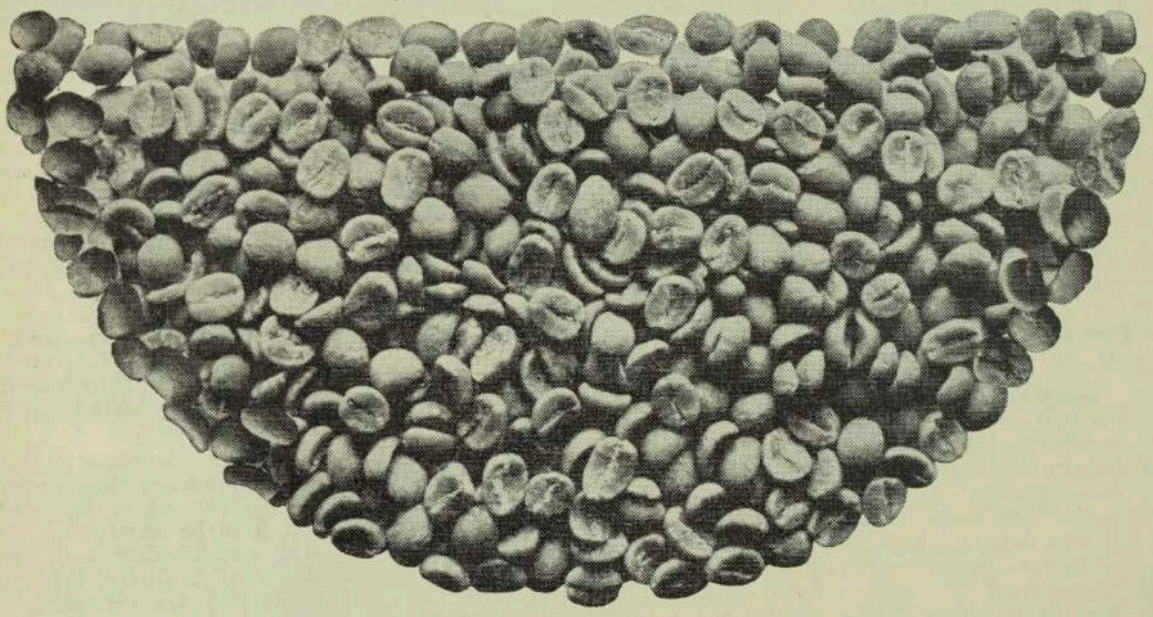
The trust would be terminated

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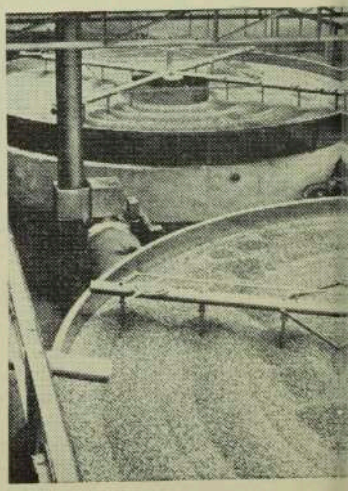


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operated a livestock station in the estern Highlands and instructed ives in pastoral management. It s also active in collecting New uinea fauna.

Sir Donald told a Press conference it the trustees, at a Sydney meet- : he had attended, had felt the st had served its purpose.

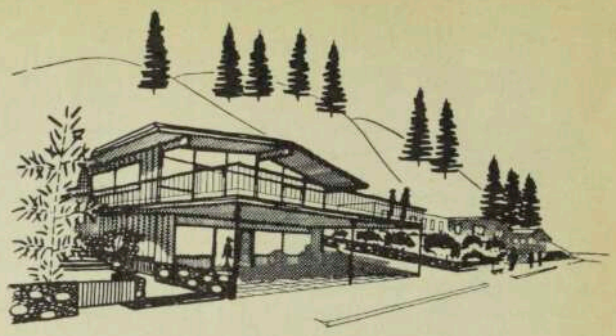
The trust would be terminated rough a special ordinance to come fore the September session of the NG Legislative Council.

inister Won't Approve orfolk Hotel Plans

A recent ruling by Territories inister Paul Hasluck has ended ans for the establishment in orfolk Island of a new hotel costing 0,000, with first-class accommoda- n for 44 guests, according to *M's* Norfolk Island correspondent.

The importing firm of K. A. entice & Co. was recently success- l in tendering for a block of land own as No. 4 Quality Row. There re no other tenders.

Mr. Prentice commissioned a New aland architect to prepare plans r a hotel. The architect, Mr. W. Jaine, visited the island, prepared e plans which were submitted by e Administrator to the Minister for proval. The Administrator, Major-General Wordsworth, was reported to be enthusiastic about the scheme, since he has agreed that additional good-class accommodation is essential if the Norfolk tourist industry is to continue to expand.



An artist's impression of the proposed Norfolk Island hotel that Territories Minister Paul Hasluck has rejected.

No conditions were laid down in the conditions of the lease regarding reconstruction of the building which had occupied the site. Little remains of this old convict ruin apart from some low walls, and the area is practically obscured by a miniature jungle. However, it was stressed that any building to be erected must blend with the surrounding landscape and not clash with existing Colonial style buildings still in use by the Administration.

In his report, Mr. Jaine stated: "While it is most desirable that the building planned does not overpower any existing buildings or ruins in the area it is not in my opinion necessary to build a replica of that period, but as far as possible apply a present day approach to that style. In that respect a gable design would seem to be the answer, bearing in mind that the magnificient views warrant large areas of glass. As long as the building is low and well designed it will implement the existing buildings to a pleasing degree".

Mr. Jaine lectures on architecture at Auckland University, but unfortunately neither his designs nor his explanatory comment found favour with Mr. Hasluck. In rejecting the design Mr. Hasluck summed up:

"The preservation of the Colonial buildings and the exclusion of any structure that would detract from or clash with their architectural and historical interest are the over-riding considerations in this case."

Mr. Prentice admits disappointment over Mr. Hasluck's verdict. "Tourists coming here want facilities equal to what they have at home—or better", he said. "In attracting visitors to Norfolk my company has played a strong part and we wish to continue to do so".

THEY'RE DOCTOR NOW IN WEST SAMOA

After many years of effort by Samoan Medical Practitioners, the West Samoan Minister of Health, Tufuga Fatu, announced at the end of July that henceforth Samoan graduates of the Central Medical School in Suva would be designated as Medical Officers (Western Samoa), or MO (WS), and in departmental and official circles would be given the courtesy title of doctor.

The Minister appealed to the public to bring the title into general use.

"Samoan Medical Practitioners have shown themselves capable of accepting a high degree of professional responsibiilty. I am sure that this improvement in status will be well received by the people," said the Minister.

Public feelings on the change are mixed, says an Apia correspondent, who adds that the public will "continue to patronise medical officers they know can do their job, regardless of whether they are called doctor, or whether they have been trained in Fiji or anywhere else."

Need For P-NG Fishing Industry

Although numerous surveys of Papua-New Guinea fisheries — or potential fisheries—have been made over the last decade, the Territory still has no industry worth the name. That something more is needed than the hit-or-miss, virtually unorganised coastal fishing of the native villagers is obvious. The native people are short in protein foods, and fish—especially high quality fish such as barramundi and crayfish—could become an export industry.

The latest survey was made by J. van der Meulen, who concentrated on economic and marketing problems. His findings have recently been published by the Faculty of Agricultural Economics of the University of New England for whom the project was undertaken.

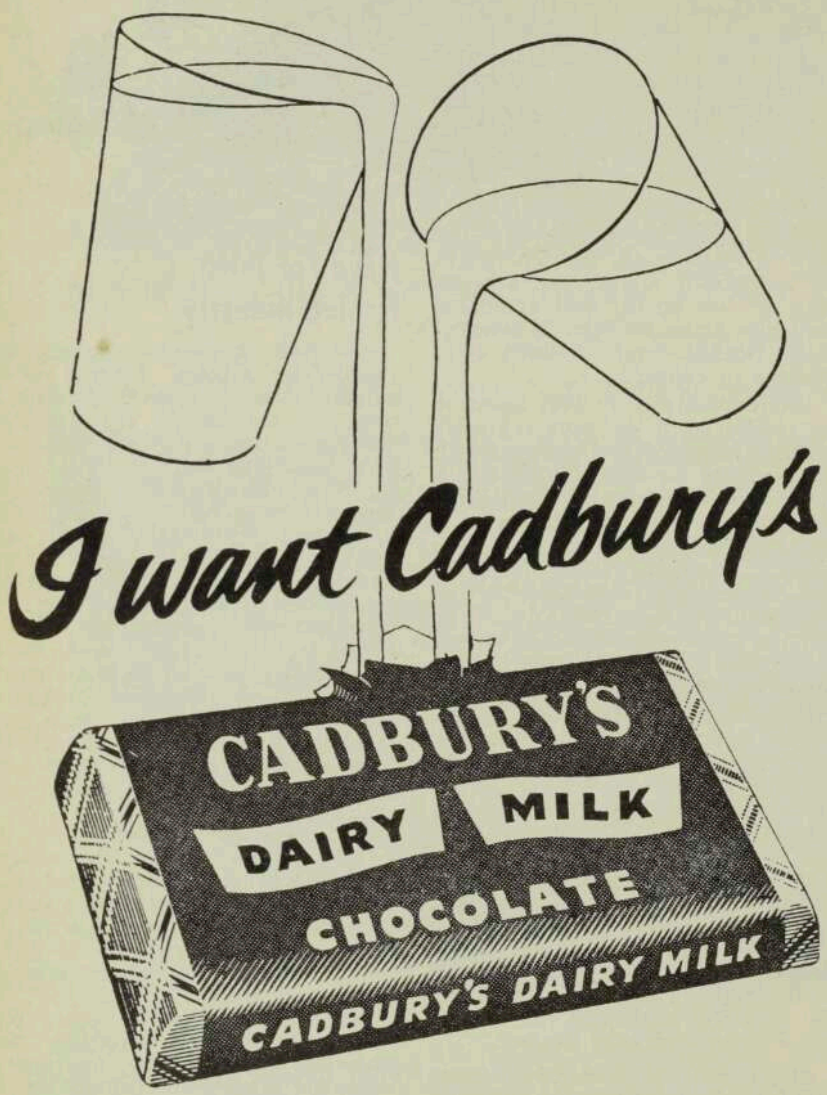
Mr. van der Meulen spent 10 weeks in the Territory, the aim of his study being to find out whether the lack of development of a fishing industry in the Territory was due to deficiencies in the channels of distribution and, if so, to suggest ways of overcoming them.

He found that while some commercial fishing was supplying such places as Port Moresby, few natives depended wholly on fishing for an income and only two Europeans were encountered who made their living by fishing.

The main problems in fish marketing in Port Moresby were lack of marketing and storage space and a shortage of transport for fish to this centre of distribution. At present the only market is the Koki market. The only available freezer space of any capacity is privately-owned, and Mr. van der Meulen seems to think that this would be a bad arrangement because in "case of conflict between the producers and themselves [the owners] they would be unwilling to rent out freezer space at all".

In view of these facts, he says the provision of proper marketing facili-

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. . . because there is a glass and a half
of pure, fresh, full-cream milk in every
half pound of Cadbury's Dairy Milk Chocolate

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ties in Port Moresby seems, therefo
a "pre-requisite of further devel
ment of the fishing industry"—w
provision also for cool storage and
ice-making plant.

Papua's most valuable potential
port sea-foods are barramundi
which is regarded in Australia as
very valuable eating fish—and cr
fish. Both are found in the Gulf a
Western Districts of Papua.

Mr. van der Meulen feels that a
development of these industr
should be kept in local Papuan han
and should be done soon befo
European fishing enterprises from
Australian mainland horn in.

Already, he says, barramundi h
been fished out in north Australi
waters and fishing boats from th
are working as close to the Papu
coast as they can go.

He does not favour Territo
European enterprise taking part
this industry as, according to hi
private enterprise would be tempt
to sell on the mainland as there
such poor facilities for storing
fish in Port Moresby.

He thinks, also, that native pa
cipation is necessary not only in
fishing but in the marketing, becau
if the marketing is left to priv
enterprise, "friction will develop"
tween producers and dealers. Nati
participation in selling will also me
that native consumers will have eas
access to sales outlets.

He says that both in Port Mores
and Lae he noticed that while fi
was more expensive in the nati
markets than in the shops, nati
women bought in the markets ratl
than enter the shops, although th
was no colour bar.

Mr. van der Meulen's report see
to mean that European enterpri
should be kept out of any fisher
development in the Territory, b
that as natives haven't the capital
do it in the way that it should
done, "someone" should do it
them. This "someone" will have to
the poor old Government, we suppo
Or some other benevolent instituti
that feels that it is worthwhile savi
P-NG fishing for local posterity.

Guadalcanal Battle Of 1942 Remembered

The landing of the United Stat
Marines on Guadalcanal and
sinking by the Japanese of HM
Canberra off Savo Island in
Solomons 20 years ago were co
memorated with moving ceremon
in the Solomons on successive da
in August.

On August 8, a memorial serv
was held at the Cenotaph in Honia
to mark the landing of the Marin

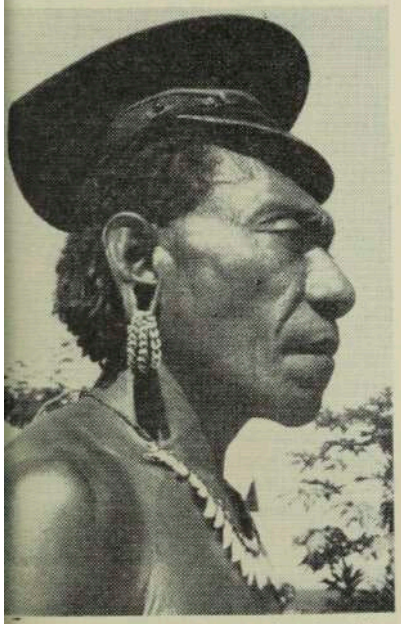
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d on August 9 a service was held board RCS *Komaliae* over the proximate spot where the *Canberra* s sunk while covering the landing. The services were held exactly 20 ars after the events they com-morated.

Representatives of the United States vernment and the US and mmonwealth Armed Forces at-ded the Honiara ceremony. Among se present were the High Com-ssioner of the Western Pacific, Sir avid Trench; the US Consul in ji, Mr. George Grey; Brigadier-eneral Ballance, US Marine Corps et.); Lieutenant-Colonel J. V. ather, ED; Mr. W. F. M. (Mark) emens, CBE, MC; and Sergeant-ajor Vouza.

Lieutenant-Colonel Mather, an ustralian recruiter for Levers in the lomons before the war, landed on uadalcanal with the 1st Division the US Marine Corps. He was tached to the corps because of his cal knowledge and was later com-issioned.

Mr. Clemens, an Administration ficial on Guadalcanal when the panese landed at Tulagi in May, 42, built up a local army of nearly natives and made numerous rassing patrols until the Marine orps landed three months later. lthough the Japanese offered re-ards for his capture, the natives fused to betray him.



een in Rabaul recently was this Kandrian ultul, who seemed to be very impressed with local progress. Kandrian is the rincipal centre and Administration sub-district at the western end of the south oast of New Britain—the opposite end to Rabaul.

Sergeant-Major Vouza was one Solomon Islander who refused, despite being tortured and left for dead. His courage won him the George Medal and Silver Star.

Lieutenant-Colonel Mather and Mr. Clemens, who now lives in retirement in Melbourne, travelled to Honiara together. In a note to *PIM* written the day before the cenotaph ceremony, Mr. Clemens said: "We have visited all the historic spots we can find, but the lush tropic growth has concealed almost all of the traces of our passing.

"The last ribs of the Jap transports off the beach at Aruligo can still be seen, and a lonely Jap gun rusts near Kokumbona in a fenced paddock, with grazing cattle for company under the waving palms.

Simple Stone Cenotaph

"The simple stone cenotaph at Honiara is inscribed with the names of the countries whose fighting men took part in the campaign, and on a bronze plaque: 'To the memory of all who in the World War of 1939-45 defended and guarded the British Solomon Islands Protectorate and rested not until the last enemy was overcome.'

"A tree from each of the countries has been planted on the pleasant terraced lawns surrounding the cenotaph. This is situated looking out to sea at Point Cruz between Government House and the Mendana Hotel.

"There are few of the old hands about at Honiara these days. I have seen Ken Hay, who served at the Gold Ridge coast watching post, J. A. Johnstone who was 2 i/c of the Labour Corps, and hope to see A. M. Andresen at the service. We had hoped to bring "Snowy" Rhoades down from Rabaul, but he was busy with a cocoa marketing scheme.

"Honiara gives you the feel of the new spirit of the Solomons. Smartly uniformed Solomon Islanders are to be seen driving land-rovers, trucks and graders—doing efficiently jobs undreamed of before the war. All the expatriates, of whom there are many, are working with them, in Government and in commerce, in a splendid spirit of co-operation.

"The latest sign of the times is a new airfield being hacked out of the jungle on Malaita, a few miles north of Auki. It was a thrill to drive for the first time along an excellent road which I had paced on foot in 1938, and see the roots of giant trees being ripped out by two Solomon Islanders driving giant bulldozers."

Among those who travelled in RCS *Komaliae* to take part in the *Canberra* service were Captain L. M. Hinchcliffe, RAN, the Naval Officer in charge of the North Eastern Area; Father J. M. Wall; Canon C. E. B. Wood; the Superintendent of Marine, Captain M. A. Campbell; and Mr. T. E. Mitchell, District Commissioner, Central Solomons.

The vessel's engines were stopped when she was over the approximate spot where the wreck of the *Canberra* now lies and Father Wall and Canon Wood read the service. A wreath of frangipani and red hibiscus was cast in the sea by Captain Hinchcliffe, and was followed by others.

INDIGNATION OVER "CANBERRA" STORY

Many people in the Solomons, including Government officials, were indignant about a story in a Sydney Sunday newspaper of August 5 which said that a small aircraft would take off from a Tulagi airstrip on August 9 to drop a wreath over the spot where the "Canberra" went down in 1942.

The pilot of the plane was described as a former coast-watcher, now a plantation owner on Tulagi, who was stationed in the Solomons during the war.

He was stated to have written to Mr. Harry Alford, of Waverley, Sydney, who was trying to form a "Canberra" Veterans' Associatlion, that he had sighted the wreck of the "Canberra" on a rock shelf in about 40 ft. of clear water while flying in his plane off Savo Island.

The BSIP Information Officer told "PIM" that the Sunday news-paper's story on these points was "rubbish".

"There is no airstrip and no plane at Tulagi, and there is no plantation and no ex-coast-watcher," the Information Officer said. "There are no small aircraft in the Solomons. As regards the alleged sighting of the 'Canberra', the Admiralty chart shows 400 to 500 fathoms of water in the place where the 'Canberra' is believed to have been sunk. The sea is bright blue, but you can't see through it."

Mr. Alford later told "PIM" that the disputed parts of the newspaper story had been given to him by the man who described himself as a Tulagi plantation owner and he had accepted them in good faith. Mr. Alford would not reveal the man's name.

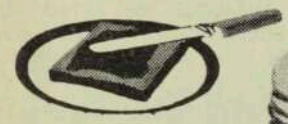
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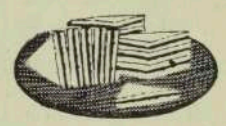
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GEIC Air Service Proposed: Fiji Airways' Expansion

Fiji Airways may provide Gilbert and Ellice Islands Colo with its first regular air services.

The airline, which is owned Australia, Britain and New Zeala is considering putting in a serv to link Fiji with Funafuti and Tara and possibly Ocean Island and Nau The services would probably be fo nightly and would be for the ben mainly of the Western Pacific H Commission and British Phosph Commission personnel.

The old wartime strip at Funaf is in need of repair before it co be used, and a strip would have be put down at Ocean Island. Nau already has a strip suitable for DC-

Heron aircraft have the range this service, but the airline is a considering the purchase of the Her II, which has a retractable und carriage and longer range.

The Western Pacific High Co mission is especially interested getting the GEIC service in ope tion.

Fiji Airways is also considering creasing the frequency of the pres service between Suva and Honia via the New Hebrides, which is present a fortnightly one by Her Suggestions have been made th the service be made weekly, or e three flights made every month. announcement may be made soon.

Another Fiji Airways service be looked at again shortly is the fo nightly flight between Fiji a Western Samoa. Proposals ha been made that it be increased to weekly flight, or that it be made leg on a proposed new triangul flight to operate between Fiji, Ton Western Samoa and back to Fiji.

It is understood that the directo are not satisfied that there sufficient traffic to warrant triangular flight at this stage.

Meanwhile Fiji Airways has pu chased Korolevu Air Transpo which operates one light aircraft Fiji (see below), and this aircra may be used by Fiji Airways operate additional feeder servic internally.

Fiji Airways Buys Korolevu Air Transport

Fiji Airways has bought t Korolevu Air Transport Pip Caribbean aircraft for an undisclos sum. Fiji aviation pioneer, Mr. To French, in association with Mr. V J. Clark, manager of the Korole

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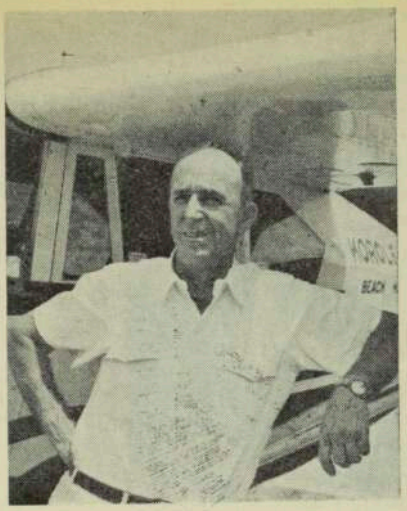
ch Hotel, started KAT in ober, 1959.
With the trim little aircraft they vided a taxi service between elevu and Nadi and Suva. The ice was particularly popular with rists, and it had a record of con- ent, trouble-free flying.
Mr. Chris Ritchie, manager of Fiji ways, said his airline would con- ue to operate the Piper Caribbean the same routes with the same f.
Fiji Airways flew the aircraft, ng with a Drover, to Ba for the cial opening of the airstrip there August 4.

go Airport May Become tal Airlink for PAA

Although there has been no cial comment, it is believed in cific aviation circles that Pan erican Airways is considering ting its main Pacific jet services ough Pago Pago International Air- t, instead of Nadi. It would erate feeder services between Pago l Nadi for passengers specifically nting to visit that area.
The new development follows the cial opening, in July, of the 9,000 strip at Tafuna. Work is con- uing to make the Pago airport ly operational for night traffic.
Already PAA operates DC7c vices between NZ and Honolulu l return, using Pago. South cific Airlines operate into Pago m Honolulu and alternatively from hiti, using a Super-G Constellation. AL uses Electras on its Coral ute service between NZ and hiti, via Pago.
Use of Pago for through traffic s between Australia and America uld save PAA money on landing arges it pays at Nadi, which are nsidered high. It would also give pport to the announced American vernment intention of building up e status of Pago airport.
The new 9,000 ft airstrip has an ditional 200 ft overrun at each end, d is 150 ft wide. It is bitumen packed coral that was dredged m the sea. Like the new Faaa rstrip at Tahiti, which it closely sembles, it is built right on the ast, partly over a lagoon.

ew Hebrides Airways ompletes First Two Years

New Hebrides Airways, which was e first company to begin an internal rline in the New Hebrides, has been ceiving congratulations on its first o years of operations.
Proving flights began in June, 1960,



Tom French, Fiji aviation pioneer, next to the Piper Caribbean aircraft which has been sold to Fiji Airways.

with a De Havilland Rapide, and commercial operations started in October, 1960. In August last year, the Rapide was replaced by a Drover aircraft which has flown principally between Vila, Erromango, Tanna, Aniwa, Futuna, Arbrym, Pentecost and Santo, with regular twice-weekly scheduled flights to Tanna.

The aircraft has been used extensively by geologists and vulcanologists, principally on research and inspection of the Lopevi and Ambrym volcanoes. The Drover was the first aircraft to land on the ash plain surrounding the Ambrym volcano.

During the course of its operations, the company has been responsible for the construction of two aerodromes on Tanna (one at Aniwa and one at Futuna), and surveys have been made at Tongoa and Aneityum.

At Aneityum, an airfield is being constructed jointly by the Condominium and the Aneityum Island Council, with the French mining research organisation, BRGM, contributing part of the cost.

New Hebrides Airways have opened up new sources of income in the Group, airfreighting oranges from Aniwa, and woven baskets and coconut crabs from Futuna. The island of Tanna, with its easily accessible volcano, has been opened up to tourists.

Up to the first of July this year, the company had flown 1,310 hours, covering a distance of 164,000 miles, carrying 6,105 passengers, 10 tons of air freight, and 73 urgent medical cases.

NZ Trade Mission Gets Huge Orders

The New Zealand trade mission to the South Pacific had taken orders for £1 million in the next 12 months, the leader of the mission, Mr. R. H. Stewart, said on his return to NZ in August. The mission visited Fiji, Tonga, Niue, the two Samoas, Tahiti, the New Hebrides and New Caledonia.

Articles which sold best were foodstuffs, agricultural sprays, chickens and chicken equipment, beer, automotive equipment, electrical equipment (including electric welding gear, one of the best sellers), hospital furniture, and pharmaceutical products.

"Firm orders we received, and potential business, will more than double the sales of NZ-manufactured goods in the Islands during the next 12 months," Mr. Stewart said. "This fillip to trade can be maintained provided manufacturers follow up the openings and the contacts which have resulted from the mission."

The big need was for a New Zealand-based trading house in the Pacific—possibly at Suva or Apia—to push sales of NZ goods at competitive prices, Mr. Stewart said. Its aim would be to capture a share of the business at present held by Australian interests.

"Some of these interests even have their own trading ships," he said.

To push Pacific sales of NZ goods, more ships were needed to distribute them in the various areas, said Mr. Stewart. Shipping must be regular and frequent. "At present, our competitors can guarantee shipping, but we can't", he said.

Massacre Aftermath— 27 Natives Convicted

Twenty-seven natives charged after a massacre in which more than a score of villagers died, were convicted of murder in a judgment announced in Port Moresby in August. Five others, also charged with murder, were acquitted.

The death sentence was recorded against the 27 found guilty but it is not the practice to carry out death sentences in capital cases involving primitive natives.

Word of the verdict was received by the Administration from Kerema, 160 miles north-west of Port Moresby, where the trial was held under Mr. Justice R. Ollerenshaw from July 9 to 25.

The massacre took place in June, 1961, in mountainous country inland from the Gulf of Papua. Both

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raiders and inhabitants of the sack village were wild Kukukukus.

Bill Royal of the Big Six Passes

The death in Lae, New Guinea, end of August, of Mr. Bill Royal, moved all but one of the Big S syndicate that in 1926 put Edie Cre on the map as the miracle go producer of the Morobe district.

The survivor of the Six is M Albert Royal, Bill Royal's broth who did not take such an active p in the operations of the syndicate the others. The four other memb were Dick Glasson, Frank Chisholl Bill Money and Joe Sloane.

Although each won a fortune, so of the members of the syndicate ha died in tragic or poor circumstanc

It was Bill Royal who actua found gold on the Edie but Di Glasson accompanied him on t historic climb up the 7,000 ft of M Kaindi. Although both had be prospecting in the Territory for couple of years neither they nor th mates had been able to "get on anything" although others were ma ing fortunes on the Koranga, at W and in the Lower Edie.

It was said of the Big Six's stri that they got £200 out of every ya of dirt worked; and that 3-1/3 tons gold came out of the Edie in the fi year of operations.

Most of the syndicate had su sequent periods of living like lor but by the beginning of World W II, Bill Royal was working a mod lease near Maprik, in the Se District. He and Mrs. Royal return there after the war but, in mo recent years, he had a job with N Guinea Goldfields Ltd. in Wau. was 78 at the time of his death.

Ships Tied Up Over Samoa Banana Shipment

Lyttelton (NZ), watersiders late August refused to unload a £50,0 cargo of bananas from Weste Samoa from the Danish ship *Afric Reefer* because they claimed N Zealand ships should be used in t banana trade. More than 170 wat siders had been suspended by Aug 28 for their refusal.

Nineteen ships in NZ's four ma ports—Auckland, Wellington, Lytt ton and Dunedin—were tied following the suspensions. Meetin of seamen in those ports had agre unanimously not to take their sh to sea until the suspensions we lifted. LATER: Strike settled, Aug 30.

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PERSONAL

A number of former New Guinea idents were among the many guests the reception following the arriage in Sydney in August of Miss reen McGhie to Dr. Geoffrey Fen-n. Dr. Fenton for more than three ars was medical officer on the MV ansi, on the Sydney-New Guinea vice. Miss McGhie for some years s associated with the late Mrs. len Pitt in operating the Hotel roka, NG, and later was with rthern Hotels, Fiji. Dr. Fenton ns to open a private practice in dney.

* * *

Ratu K. K. T. Mara, of Fiji, and s charming wife, Adi Lala, returned Fiji in August by the *Northern ar*, after a year spent in United ngdom. Ratu Mara, who is a aster of Arts, of Oxford, has been tending the London School of conomics. When they departed om Suva, in 1961, they were accom-nied by four children; they have ought back five—Adi Lala gave rth to an addition to the family in ndon in April. Ratu Mara, who as prominent in the Fiji Admini-ration for years before going abroad 1961, has been posted to Levuka, District Commissioner Eastern. he Eastern District includes his me territory, the Lau archipelago.

* * *

Bishop Leo Scharmach, of Vuna-pope Misison, New Britain, suffered stroke in Sydney recently after re-rning from a visit to Rome. While ill resting in a Sydney hospital the ishop tendered his resignation as the icar Apostolic of Rabaul but it has ot yet been officially accepted.

Sources close to him say that al-ough he has made no definite plans r the future after he recovers from is illness they feel that he will make short visit to Vunapope and then tire to live in Sydney.

* * *

Mr. J. Preston-White, Administra-r of Nauru from 1958 until early his year, has taken up his new ppointment as District Commissioner f the Milne Bay District, P-NG. efore his Nauru posting he had een with the P-NG Department of Native Affairs since 1938.

* * *

Mr. Jock Maclean, a well-known planter who for many years directed Rangarere Estates, in the Bainings District of New Guinea, near Rabaul, retired from active work a couple of years ago, and now is living quietly at 75 Arthur Street, Woody Point, Queensland. Mr. Maclean writes that in looking over his old records, he finds that he has five volumes of Government *Gazettes* issued during the Australian administration of German New Guinea (presumably after 1914-1921). He is not anxious to part with these documents; but if they have any special historical value, persons interested should communicate directly with him.

* * *

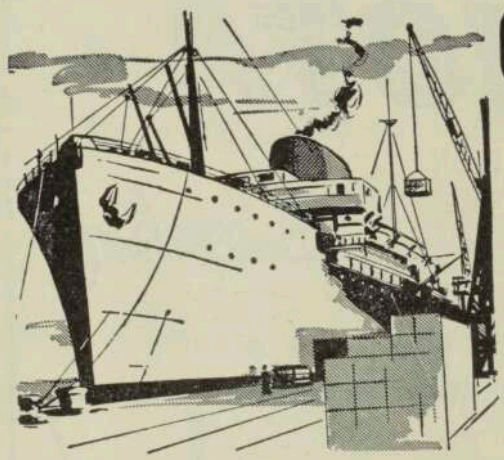
Miss Josephine Moors, of a Western Samoa family, has graduated from Mills College, Oakland, California, with a bachelor of arts degree with specialty in history and government. Her father is Captain H. J. Moors, harbour master at Apia. Her grandfather is Mr. H. W. Moors, a member of the Legislative Assembly, and her uncle, Mr. Fred Betham, is Western Samoa Minister of Finance.

* * *

Mr. E. T. J. Mabbs, Deputy Controller of Customs, Mauritius, has been appointed Comptroller of Customs, Fiji. He succeeds Mr. D. W. Logan, who was due to leave the Colony on retirement on August 28.

* * *

Mr. F. D. Caterson has resigned as secretary of the P-NG Department of Labour for personal reasons. He arrived in the Territory in April, 1959, as chairman of the Native Employment Board, and was appointed De-



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partmental Head of the newly-created Department of Labour in March, 1961. He was also chairman of the Apprenticeship Board.

* * *

Members of the Apia Repertory Society excelled themselves with their production of "Sailor Beware" performed at the Apia Protestant Hall on the evenings of August 3 and 4. There was a good audience both nights and comment was invariably favourable and tempered with surprise that a small amateur theatrical group could turn on such a first-class performance. The play was produced by George Ettershank, whose wife Daphne played the lead. Other players were Betty Maitland, Shirley Webber, Veronica Fisher, Val Penlington, Bevan Eastlake, Ross Penlington, Peter Fisher and Ed Rogers.

* * *

Dr. W. H. McDonald, the Deputy Director of Medical Services in Fiji, left the Colony on August 8 to live in retirement in New Zealand. He arrived in Fiji in 1953 from the Solomons, and for three years was Medical Superintendent at the Fiji Leprosy Hospital, Makogai. He became Deputy Director in 1956 and several times acted as Director and Inspector-General of the South Pacific Health Service.

* * *

A Papuan who worked for 45 years with the P-NG Department of Posts and Telegraphs retired August. He is Mavara Hekure, Hanuabada, Port Moresby, v started as a trainee linesman w he was 14. He was one of the f Papuans to be selected for training Australia—in 1922.

During World War 11 he ser with the Papuan Infantry Battal and the communications section ANGAU in Port Moresby and Milne Bay area. He was awar the Loyal Service Medal in 1953.

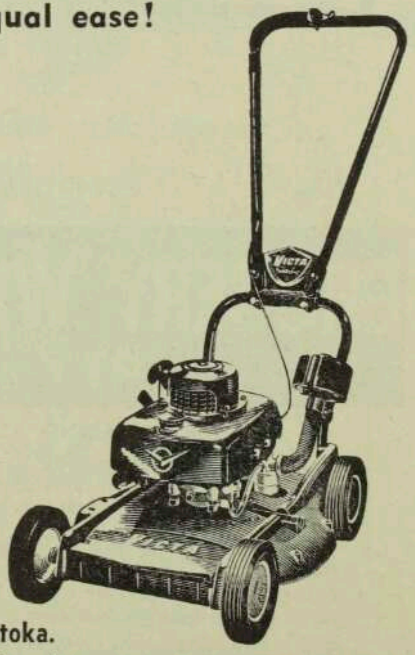
Hekure was one of the f Papuans to be appointed to Auxiliary Division of the Territ Public Service. For a year before retirement, he was instructor at Department of Posts and Telegrap training college in Port Moresby.

* * *

Miss Henrietta Palmer, daugh of Mr. and Mrs. A. E. Palmer, v married to Mr. Robert Hall at Melanesian Church, Gizo, on Aug 4. The bride's parents have lived the Solomons for many years. M Palmer has lived most of her in the Russell Islands and was trai as a nurse at the General Hosp in Brisbane.

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N-NG Walk-out

(from p. 16)

Brigadier G. I. Rikhye, a perso representative for the UN Secreta General, U Thant, arrived in H landia on August 21 to supervise cease-fire. The Pakistan Governm was asked to supply 1,000 troops a UN security force in N-NG.

Brigadier Rikhye told a Press c ference in Hollandia that he "hop a Congo situation would not be peated in N-NG."

Trade Reactions

Sydney trading and transport ganisations who do business w Netherlands New Guinea in Aug were regarding the take-over October 1 with what might be cal "hopeful pessimism".

Nothing was officially known ab what might happen after that da or even what was happening c rently. In the meantime they w carrying on as usual.

A note of optimism unexpecte came from a spokesman for Ro Interocean Lines, agents for most the Dutch shipping lines and for vessels *Van Cloon* and *Van Noo* etc., which trade between Austra and Netherlands New Guinea.

They were planning to carry on gardless, after October 1 and ev after May 1, 1963. "After all," said, "whoever is up there, has have transportation and they've

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eat. Australia is closer than Indo-
a and supplies goods that Indo-
a cannot."
With a laugh that sounded genuine
ugh, he added: "Who knows—
e might even increase!"
Other people aren't so sure. The
emeyer Trading Co. (Aust.) Pty.
., which acts as an Island agent
distributors in Netherlands New
nea, was carrying on, business as
al, and would do so until they
ard differently".
All they knew at the moment was
t they read in the papers. They
e shipping by the August ship
ing Sydney; and had orders for
September sailing also.
There had been a set-back in
rs for European consumer goods,
to the evacuation of women and
dren, but otherwise shipments for
, Sorong and Manokwari were
mal.
As this firm exports almost ex-
ively to Netherlands New Guinea,
future for them was clearly un-
ain.
The Royal Dutch Airlines—KLM
lso plans to carry on, and wait
see. As far as they knew in
ney, the local NNG air company
Kroonduif would continue to
rate normally so long as they were
. It was impossible, at this stage,
ee what the future held. It was
cal that KLM would continue to
the big jet airport the Dutch had
t at Biak, NNG, on its services
n Australia to Europe. But who
say, these days? What is logical
ome isn't to others.

N-NG Problem

(from p. 15)

*lated a military adventure, none
f the countries of the West—
nd particularly those with whom
ustralia has the closest asso-
iation—were at any relevant
me willing to maintain a
etherlands administration by
ilitary means."*

hat seems to explain the final
es of events.
ut what of the background? Why
America withdraw support from
Dutch?
n the long term there was the
stern belief that it would be im-
sible to muster sufficient Asian
port in the UN for anything which
ured of "colonialism". There was
the fear that denial of NNG
Indonesia indefinitely could have
ed into the hands of Indonesian
mmunists.
aid Barwick: "I believe that the
rts of the US and others, in-
ding Australia, have prevented the
outbreak of hostilities from which no-
body in the area, including the
Papuan inhabitants, could have
profited."

All in all, the main differences be-
tween the agreement which the Dutch
and Indonesians signed on August 15
and the original proposals put for-
ward by a former US diplomat, Mr.
Ellsworth Bunker, last March were
differences of timing.

The original Bunker plan provided
for the transfer of admiinstraon from
the Netherlands to a UN authority for
a year, and for the transfer to Indo-
nesia during a further year.

It also provided for an opportunity
for the Papuan people to make a free
choice on their ultimate political
status.

Indonesian pressures succeeded in
cutting the trasition times.

While negotiations proceeded,
hundreds of Indonesian paratroops
were dropped at intervals in NNG.

In Barwick's view, these actions,
although small, could have grown to
the stage where outside powers would
have been drawn in "and large-scale,
embittering warfare introduced into
this area".

After the signing of the agreement
it was announced that the UN would
probably take over from October 1
(after the agreement has been ratified
by the General Assembly) and that
although the handover to Indonesia

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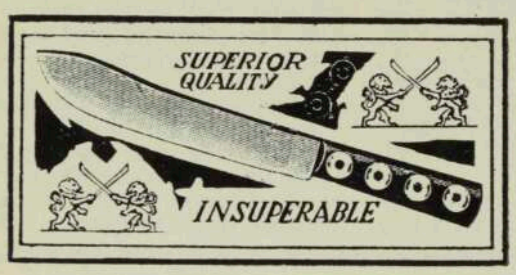
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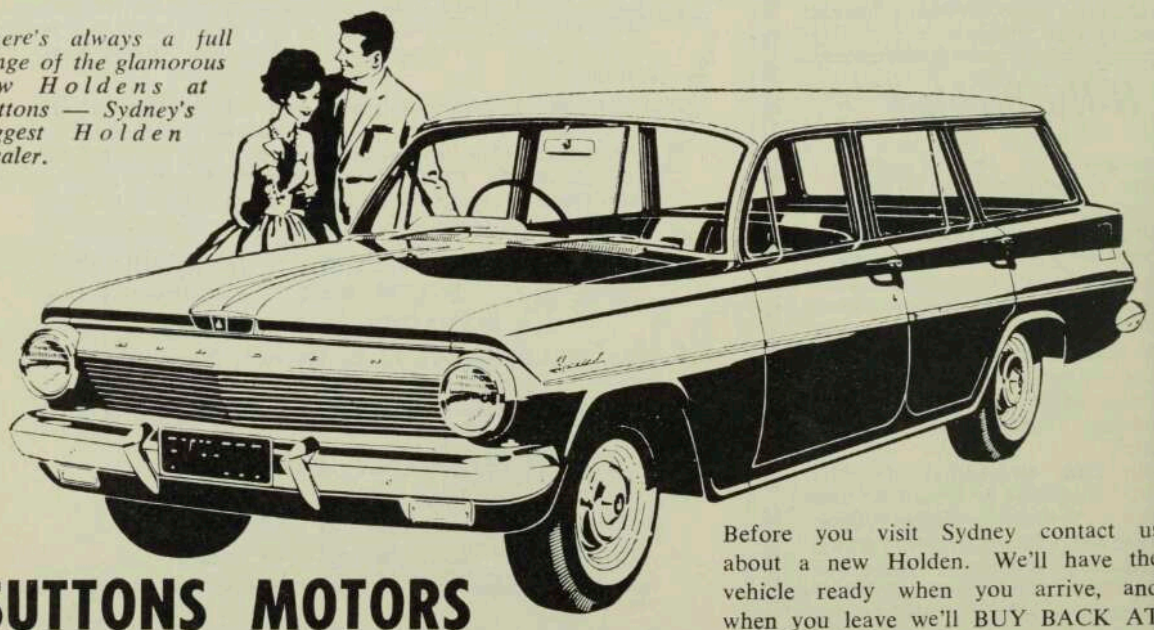
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uld not be until May, Indonesia uld be allowed to fly her flag in territory from January 1. This decision was an extra sop to karno, who had boasted he would e NNG "by the end of 1961". After Barwick's statement on gust 21 the Acting Opposition der, Mr. Whitlam, criticised this icy of capitulation.

There were many islands in the ific which were in dispute between erent countries; it was Australia's y to see that orderly processes e evolved for ensuring peace in area.

Mr. Whitlam also criticised Sir rfield for glossing over changes in vernment policy toward NNG.

He recalled that two earlier nisters for External Affairs, Sir cy Spender and Lord Casey, had rmed that Australia had a right a voice in any talks which would nge the status of the Territory.

And when from 1954 to 1957 posals had been put forward for tch-Indonesian talks in the pre-ce of a third party—like the ker plan—Australia had opposed se propositions in the UN.

The forms of the House forced Whitlam to follow on after Sir rfield without the usual adjourn-nt in which to prepare a speech.

Had there been a formal debate e would have been other criticisms ome of them from members on the vernment side who have serious rvations about the way Govern-nt external policy has worked in nt months.

A notable omission from Sir Gar-d's speech was anything which ld be interpreted as a forward k at the problems facing Aus-ia.

There was nothing on such vital blems as the treatment which Aus-ia will accord refugees from NNG o wish to move to P-NG.

Eight thousand people from the tani area have expressed a wish move to P-NG before the trans- to Indonesia next May—an ex-ple of the headaches which must e the Government.

When such big groups seek asylum y pose problems both of resettle-nt and of maintaining good rela-ns with the Indonesians.

There are other problems of de-ce, of the new agreement on ad-nistrative co-operation which must ely replace the previous agreement h the Dutch.

But in the narrowly-balanced itical condition of 1962, the Aus-lian Government is clearly tread- warily and keeping out of any eement which it can possibly avoid.

The BP Empire

(from p. 19)

● The assets are shown thus:

	£
Fixed (freeholds and leaseholds, ships, plant and equipment)	7,695,009
Shares in subsidiaries	823,418
Investments	13,194,174
Current (cash, sundry debts, stocks, shipping consignments, branch balances, etc.)	14,078,194
Goodwill	74,221
Total assets of Group . ..	35,864,746

of which no less than £26,690,809 are shown as "shareholders' funds".

● But that total of £35,864,746 is not the end of it. An explanatory note says that £13,194,174 is the "book value" of what one critic calls the "prodigious shares portfolio" of BPs (and which is spread over a very wide range of leading stocks and shares); and that the "market value" of the investments is £22,700,000—that is £9,000,000 more than "book value", or cost. Some commentators say that the true value of the Burns Philp empire is not less than £50,000,000.

● Because of unprofitable operations in the shipping sections, the value of the shipping assets, which cost £3,676,461, has been written down to only £50,000. The BP fleet of seven vessels, no matter how they are suffering under present-day conditions, must be worth a lot more than £50,000.

● The consolidated P/L Account shows that income from—

	£
Profit on trading	1,853,150
Income from investments ..	887,930
Profit from sales of assets ..	6,855
gave gross of	2,747,935

Deducted from that were overhead costs totalling £1,511,813 (depreciation on fixed assets, £427,386; provision for tax, £573,511; tonnage replacement, £250,000; property replacement, £125,000; provision for long service leave, £100,500, etc.) leaving, with certain adjustments, a net profit of £1,119,278.

The notable thing is that the income from investments — about £888,000—which would mostly be tax-free, is far more than sufficient to pay the usual 10 per cent. dividend on issued capital of £6 millions. The company now proposes to increase issued capital to £7,200,000, by a special issue (paid for out of reserves) of 1 for 5; but if this brings the dividend liability up to £720,000, the income from investments still can take care of it, even if the group makes no profit at all out of trading.

Little wonder that the take-over wolves, from several countries, have been prowling around Bridge Street in recent years!

But the board, while emphasising the difficulties arising from (a) the burdens on Australian-owned shipping; (b) unpredictable political situations in South Pacific countries; and (c) ceaseless inflationary processes, shows every intention of carrying on. The board, incidentally, now comprises James Burns (chairman, and son of the founder); Joseph Mitchell, veteran general manager; P. T. W. Black, a senior executive; J. D. O. Burns, a senior executive, and grandson of the founder; F. E. Loxton, who has been associated with the company for over 60 years; and N. D. Pixley, who has had a lifetime association with P & O interests.

Political and economic theorists sometimes rave against the big, powerful companies which operate freely in our midst, in the name of private enterprise. But in these days of growing alarums and uncertainties it may be comforting to those who direct South Pacific affairs to remember that they have as fellow-dwellers in the Islands a few corporations — mainly Australian — who have a huge stake there, and—like BP's who now cautiously disclose assets of over £35 millions—the resources wherewith to defend and sustain their interests.—RWR.

Subsidiaries

Of the 54 registered Companies listed as subsidiaries of Burns Philp & Co. Ltd. the following are concerned with activities in the Islands:

AUSTRALIA

Fanning Island Plantations Ltd.

Kulon Plantations Ltd.; New Britain Corporation Ltd.; New Britain Plantations Ltd.; New Guinea Plantations Ltd.; New Hanover Plantations Ltd.; New Ireland Plantations Ltd.

Pattons Slipways Pty. Ltd.; Robinson River Plantations Ltd.

FIJI

Burns, Philp (South Sea) Co. Ltd.; Corrie & Co. Ltd.; Narain Furniture Co. Ltd.

NEW HEBRIDES

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PAPUA-NEW GUINEA

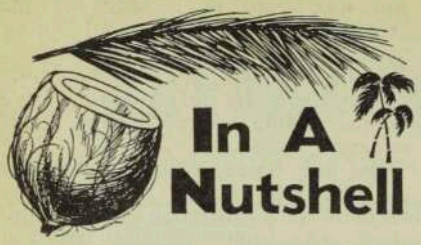
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Papua Hotel Ltd.; Kulon Plantations Ltd.; New Britain Plantations Ltd.; New Guinea Plantations Ltd.; New Hanover Plantations Ltd.; New Ireland Planations Ltd.; Robinson River Plantations Ltd.

USA

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In A Nutshell

A NEW museum is to be built in Noumea on land facing the Baie de la Moselle, next to the police station in the centre of the town. The foundations of the building were due to be laid in August. When plans were drawn up in 1960, the building was estimated to cost about 30 million francs (£150,000 Australian), but this estimate will probably be greatly exceeded.

The new museum will be divided into four main sections—exhibition hall, work rooms, native art section and conference hall. It will fill a need and should prove an important tourist attraction.

The present museum, in a building given to New Caledonia by a 19th century nickel magnate, is unsuited to its purpose and the ground floor is now occupied by the town library. Few hardy souls climb the stairs to see the interesting collection of New Caledonian birds, animals, minerals, native weapons, etc., on display.

* * *

More than 1,000 Cook Islanders will work in a new clothing factory now being built in Rarotonga. The factory will be the largest single-span building in the island. Two hundred and sixty islanders—all but 29 from the outer islands—work at the present clothing factory established several years ago. Last year, they produced 250,000 garments for the Cook Islands and New Zealand.

* * *

Because of a drought in the Southern Gilberts, the fourth Colony Conference in October, which was to have been held at Nikunau, will be held at Tarawa.

* * *

Export of copra, economic mainstay of Niue Island before the hurricanes of 1959 and 1960, resumed recently when MV *Tofua* loaded 16 bags at Alofi. Copra formerly earned between two-thirds and three-quarters of Niue's export revenue, seven or eight times as much as any other export.

An airstrip at Ba in the north-west of the main Fiji island of Viti Levu was officially opened in August. It will be used by aircraft operating a charter service, but a regular scheduled service may be started later.

* * *

Seventeen District Officers from all Districts in P-NG will meet in Port Moresby from September 18 to September 22. The Director of Native Affairs, Mr. J. K. McCarthy, will be in charge of the meetings.

* * *

An airstrip, capable of taking Cessna planes, has been opened at Efogi in the Owen Stanley Ranges, three days walk from Sogeri. Natives from Efogi and nearby villages helped to clear the strip. The villagers wanted an airstrip so they could send food and cash crops to Port Moresby for sale.

* * *

A seminar, under the auspices of the South Pacific Commission, will be held in Vila in September to consider whether a post-primary education course would be desirable in the New Hebrides instead of secondary academic education. The course would consist of general education beyond primary level and the teaching of practical skills such as carpentry, building and simple mechanical engineering. Among those who will attend the seminar are Mr. K. L. Lamacraft, Chief of the Division of Technical Training in P-NG, Mr. G. Solomon, Chief of the Technical Division, Department of Education, Fiji, and Mr. D. E. Proctor, technical training instructor at the British Solomons Training College.

* * *

A "secret" weapon against Noumea's stray dogs has recently been obtained from the United States. It is a gun firing a dart which drugs the dog aimed at (if hit) for about five minutes—long enough for a dog catcher to pick him up and pop him in the pound.

* * *

Two senior officers of the Commonwealth Savings Bank of Australia arrived in Vila early in August to investigate the possibility of opening a branch of the bank at Vila. The officers are Mr. G. G. Eastaugh, chief manager for Queensland, and Mr. K. Snelling, assistant manager of the foreign division in Sydney. At p ent, the bank has only an agenc Vila, plus agencies at Santo, Ta and Aoba.

* * *

Copra production in the BSIP the first six months of 1962 12,746 tons—760 tons more than the same period last year and 2 tons more than in January-June, 1

* * *

An influenza epidemic starte Honiara, BSIP, at the end of . The Central Hospital was soon and beds had to be made up verandahs and balconies. seriously ill patients were admi There were several cases with plications, mainly pneumonia. epidemic apparently arrived Sydney. The GEIC also had a epidemic in July—but this on believed to have arrived from F

* * *

Two old Paris buses are b used at Forari, New Hebrides, fo transport of workmen. They are old open rear-platform type w has been popular with Parisians a long time, and they have prom rubber bulb motor horns. in fro

* * *

An American firm, represe the Ventures Group, has applied a permit to search for oil in Caledonia.

* * *

The shore end of the new Auckland cable, part of the Com wealth round-the-world cable sch was laid on July 28 by the Cable Wireless ship *Retriever*. The link between New Zealand and will be completed this year by cable ship *Monarch*.

* * *

Nearly 500 tons of shipping lost in New Hebrides waters d the first six months of this This includes Mr. Roy Gub MV *Liro*, a 222-ton trading v which was gutted by fire on Jun at Epi.

* * *

The Suva City Council has de to ask the College of Herald London to design a coat of arm the city. The Mayor, Councillo A. Stinson, has asked the publi suggestions for the design. The gestions will be passed on to college.

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DEATHS OF ISLANDS PEOPLE

Mr. Chris Wager

The death occurred in a private hospital at Burleigh Heads, NSW, on August 14, of Mr. Chris Wager who, many years ago, was well known in Fiji. He was 84.

Mr. Wager was an Englishman who went to Fiji about 1903 in the service of the Cable Company, when it was laying the new cable across the Pacific. He left that service and became an officer in the Fiji constabulary, and he remained there until he retired in 1920, and went to live in Australia. While in Fiji he married a Sydney girl and they had three children—three of whom were born in Fiji. One, Frederick Wager, lives in Victoria—the others now are residents of NSW. Mrs. Wager died about two years ago—also at an advanced age.

Mr. Wager was an interesting and humorous writer, and contributed occasionally to *PIM*.

Madame de Scitivaux

Madame de Scitivaux, wife of Admiral de Scitivaux de Greische, commander of French naval forces in the Pacific, died in Tahiti early in August. She had a heart attack while bathing at Papeete.

Madame de Scitivaux served in the Free French forces during the war, and at one stage joined her husband in London after many perilous adventures. Later she was parachuted into France on a mission.

After the war, Madame de Scitivaux became an expert glider pilot. She was in Tahiti with her husband and son when she died.

Noumea newspapers described her as "one of the most illustrious aviators of the Free French Forces during the war."

Father Hervaeus Narvor, SM

Father Hervaeus Narvor, SM, who spent about 10 years on mission work in the Vicariate Apostolic of Wallis and Futuna, died in St. John of God Hospital, Richmond, NSW, recently. He was 58.

After receiving his early education in Brittany, France, Father Narvor joined the Marist Fathers' scholasticate at Dissert, Belgium-Luxembourg. He made his profession at La Neyliere and completed his studies at Ste. Foi-des-Lyons, where he was ordained.

He went to Wallis Island in 1938 and later came to Sydney about 10 years later. Because of ill-health, he remained in Sydney until his death.

Ramelusi Druma

Ramelusi Druma, the first Fijian to win a medal in the Second World War, died at Tokatoka, Tailevu, late in July at the age of 66.

He was born in New Guinea, and was the son of Fijian missionaries who went there late in the 19th century.

Ramelusi enlisted in the Fiji Labour Corps in 1942, and soon afterwards was awarded the British Empire Medal for risking his life to save others who were in difficulties with a huge military truck in high seas at Vatoa, Lau.

Ramelusi later served in the Solomons with the 1st Dock Company.

He is survived by his wife, two sons and a daughter.

Miss Grace Horne

Miss Grace Horne, a member of one of Fiji's old European families, died at Sydney in August.

The Horne family conducted the well known, but now defunct, drapery and men's outfitting firm of Walter Horne and Co. Ltd., in Thomson Street, Suva, for many years.

Miss Horne, and her sister Jessie, left Fiji many years ago to live at Sydney.

Mr. Abdullah Makawa

Mr. Abdullah Makawa, who went to Fiji in 1900 as an indentured labourer, died at Lautoka in July at the age of 115.

He was well known in the Lautoka district for his social work, and his contributions both in money and service for the Lautoka Mosque, the Vitogo primary school and the Teidamu school.

Mr. Makawa is survived by four generations of descendants.

Mr. R. Stebbins

Mr. Roland Stebbins, a former schoolmaster in Fiji, died at Melbourne on June 26. He was headmaster of the Suva Methodist Boys' School from 1926 to 1931, and before that was headmaster of the Lautoka Methodist Boys' School for many years.

His son, Roly, who was born in Fiji, married a daughter of the late Rev. T. C. Carne, a Methodist minister who was stationed in the Colony.

Mrs. Stebbins died several years ago.

Mr. T. H. Manning

The death occurred at Honiara, BSIP, on August 6 of Mr. T. H. Manning, Comptroller of Posts and Telegraphs, BSIP. (See p. 63).

Mr. Eric J. Scanlan

The Secretary and Lieutenant-Governor of American Samoa, Mr. Eric J. Scanlan, was drowned near Pago Pago on August 11. (See p. 21).

Mr. Bill Royal

The death occurred in Lae, NG, in late August of goldfields pioneer, Mr. Bill Royal. (See p. 142).

S. Pacific Games

(from p. 20)

to be aware of them is a long way towards solving them.

The Fiji Government has made a financial grant for capital works, and as a result a new concrete stand seating 700 has just been finished at Buckhurst Park, a 10-minute car drive from the heart of Suva, which is to be the main venue for the Games. It is right on the shore of Laucala Bay, near the RNZAF flying-boat base.

There is another 700-seat stand in existence, and an embankment has been built, together with turnstyles.

Fencing is going up, drainage is being completed, and part of the ground is to be regraded. Heavy rains have put some of the work behind schedule.

A new basketball court, which will also serve as a boxing ring, has been built.

Teams and officials will be accommodated at a number of points around Suva, notably in the Nasinu Teachers' Training College and in the Suva Grammar School hostel. The accommodation committee is arranging accommodation in private homes for visitors who might find the many Suva hotels booked out for the Games. Official advice to those who want hotel accommodation is: Book now.

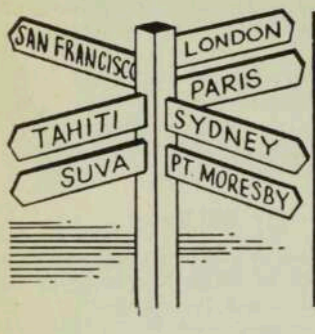
The fund raising committee is faced with the task of finding money for such items as javelins, hurdles, stop watches, bunting and all the many bits and pieces that go into a big sporting event.

One official said: "It wouldn't surprise us that once Suva has these things, other territories will be content to let us have the Games for the next few years so they won't have to make similar pay-outs!"

The South Pacific Games are to be held every three years. Where the next venue is has not been decided.

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The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



TRAVEL TALK

The Pacific And Three Continents Are Included In The Fare

Shaw Savill's new *Northern Star,* which will be showing herself in the Pacific before this is in circulation, got full VIP treatment when she reached Sydney on her maiden voyage in mid-August.

THE introduction of another ship on the Australia-UK service means that 1,400 extra berths are available to the travelling public in an area where everyone has to make a "world trip" at least once.

The ship has been designed specifically for tourist, one-class travel. Although travelling in such large numbers may not appeal to some people, for those who would be travelling tourist in any case, this type of ship has distinct advantages.

In a two-class liner, one-third of the passengers (in first class), have two-thirds of the space. Tourist passengers take the rest. In one-class, all share equally in everything.

Cabins on the new ship range from outside, single-berth with toilet and shower, to six berth inside rooms; prices vary accordingly. Cabins are of adequate size—the minimum area of a single cabin is 65 square feet. Two-berth cabins have as much floor area as a 10 ft. by 12 ft. room.

There is a large, tiled swimming pool and sun deck aft that is flanked by two satellite pools—one for babies and the other for swimmer-beginners; there is an acre or so of deck space available for pasesngers for sports and lounging.

Public rooms include two large lounges, a library and writing rooms; a cinema-cum-ballroom that has a dress-circle as well as a "down-stairs" and is capable of seating 600; a smoke room; and finally, a tavern. This is designed after the style of an English pub (multiplied 20 times), but the size of the long bar has been based on the size of an Australian thirst. The alcoves that line the walls of the tavern are decorated with English inn signs: "Nag's Head", "Coach and Horses", etc.



THE PACIFIC

Ports visited in the course of a round - the - world voyage are (ex Sydney); Wellington and Auckland NZ; Suva, Fiji; Papeete, Tahiti; Balboa, at the entrance to the Panama Canal; and once through the Canal, Curacao (Dutch), and Trinidad (British). From Trinidad it is a non-stop voyage across the Atlantic to Southampton.

Ports visited, ex-Southampton, are: Las Palmas, Canary Islands; Cape Town and Durban, South Africa; Perth, Melbourne and Sydney, Australia. As a general rule, *Northern Star* will take this route, while her sister ship, *Southern Cross* will go around the world in the opposite direction. *Northern Star* will occasionally vary calls at Trinidad Curacao with calls at either Bermu Miami (Florida) or Lisbon, in Po gal.

A round-the-world passage *Northern Star* costs a minimum £A396, in a six berth cabin. If want the most expensive single ca with bath and toilet, the cos £A712. A one way ticket, Syd Southampton via the Pacific, i six-berth room would be £A209 a top grade single cabin, a £A370.

Report on Pacific Hotels

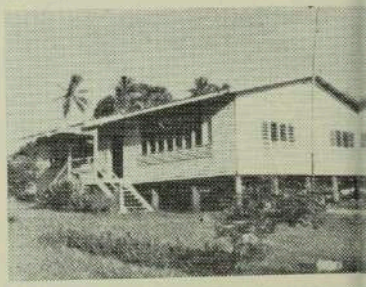
A correspondent who has made the rounds of several Pa territories has this to report hotels:

TAHITI HOTELS: They made tremendous improvement the last few years. While prices high, the standards are also good. Hotel Tahiti is probably best, but the Matavai, Tahiti Vil and the Tiki Tabu are also good. Les Tropiques, after its astrous fire a couple of years has finally been closed down gether although it is reported th will be rebuilt soon, better than

PAGO PAGO: The Rainmak a boarding-house type hotel, ernment-owned and very simple.

APIA: "Aggie Grey's" is easily best and has been considerably proved and now has several class bungalows and a fine swim pool.

FIJI: The accommodation at GPH is fine, the new dining wonderful, but food below its standard. The Club at Suva ha





This is the new Hotel Daru at Western District, Papua. It was in December, 1961, and accommodat people. The tariff is £2/10/- a day. R. Dawson is the proprietress. The picture shows the accommodation sectio dining rooms.—Photos: Papuan Prin

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lent food and accommodation; Mocambo at Nadi is good in all pects.



erseas Roundup

AKING your car by train is becoming popular with some day-makers in Europe. The eme which operates from the nnel ports, allows travellers to from 400 to 500 miles on their to the south overnight, as they p. The car-trains' passenger ac-mmodation is second-class couch-s (not always as comfortable as might be), or first-class sleepers. cars usually travel on two decker n freight cars.

he cost for two people is roughly ut three times that of going the le way by road—but for those have a specific object in view need their car at the end of it, as its advantages. In the UK kings on these car-passenger com-tions can be made through ish Railways or through motoring nisations.

he best known car-trains are those ugh the Alps from Italy to tzerland or France. These are t-run services of a dozen miles so that make trans-Alps travel ible in winter.

* * *

llegheny Airlines of the United es has followed Greyhound into $99 package-travel deal. They r overseas tourists to the US, 30 s of air travel in the 12 Eastern es in which the line operates, for

he line operates as far west as roit and takes in Buffalo (Niagara s), Boston, Philadelphia, Pitts-g, New York, Washington, etc. vellers can go anywhere they like the network, any time they like. one up to the age of 21, accom-ied by adults, gets the same deal $49.

* * *

leantime the big Greyhound "99 s for $99", that allows overseas tors 99 days of travel on Grey-nd lines in the USA for a dollar ay has been expanded into a "$99 $6 'n $6". The scheme is spon-d by Pan American Airways, yhound and Sheraton Hotels. The first $6 is for room (based on two occupants to a twin-bedded room), at any of the chain of Sheraton Hotels; the other $6 covers breakfast and a full course dinner in a Sheraton dining room, or three meals in a Sheraton coffee shop, cafeteria style. Price includes tax and tips. They call it the greatest travel bargain in history—and for America, it certainly is. Details from Pan American Airways offices.

* * *

"The tremendous red-tape of getting into the country, the endless form-filling, the black market in currency, the hotels desperately needing imported necessities . . ." was what a leading UK travel journal wrote recently about Ceylon, a country where "democracy has run wild" and something appears to have "gone wrong".

All sentiments we heartily endorse. Ceylon is one of the few newly-independent countries that has lived up to the direst predictions of died-in-the-wool, Old Colonial Hands. Apart from transit passengers in ships, Ceylon is not worth most people's trouble, not so much because democracy has run wild, but because bureaucracy has gone berserk.

* * *

Overseas visitors who want to see what an Australian sheep station looks like, can now take a day-trip to one, from Sydney. Organised by Airlines of New South Wales, a flying day-trip, with all transportation and meals, can be had to the Bathurst or Dubbo areas.

For one person, the Bathurst trip is £A21/18/-; if two or more go in a party, the cost is £15 each. To Dubbo, it is £A22/15/- and £A18/10/- respectively. The same airline sponsors two-day shooting trips to Nyngan, 362 miles north-west of Sydney, where local game includes kangaroos and dingoes.

* * *

Not so far west, the Caravelle Motel, Orange, NSW, provides a do-it-yourself outfit for amateur gold prospectors. It includes a gold-panning dish and shovel, etc. (and a Miner's Right?). This and other old goldfields in NSW and Victoria are favourite haunts of town-dwelling Australians, some of whom make a regular week-end business of "fossicking".

* * *

A little less wild and more sophisticated: East West Airlines of Sydney run regular Saturday-night joyrides over Sydney. During the half-hour flight (fare £A2/10/-) cocktails are served. On a clear night Sydney from the air is quite a sight—probably because of the proximity of the land to water and the clearness of atmosphere. Few other cities in the world can equal this night time air view.

* * *

This is Test Cricket Year in Australia, between the traditional contenders for the mythical Ashes—Australia and England. Two of the five Tests will be played in Sydney. The first Test is in Brisbane, November 30-December 5; the second in Melbourne, December 29-January 3; the third in Sydney, January 11-16; the fourth in Adelaide, January 25-30; and the fifth in Sydney, February 15-20.

* * *

Two new international hotels have recently been opened: The first is the Southern Cross, in Exhibition St., Melbourne, Victoria; the other, Hotel Indonesia, in Djkarta. Both are managed by Intercontinental Hotels Corporation, a subsidiary of Pan American Airways Inc. The same company plans to open similar hotels in Pakistan and Singapore shortly. (The room rates in Southern Cross, Melbourne, commence at £A4 single; £A7/4/- double.)



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bound the ships call Los Angeles, Bora Bo Tahiti, Rarotonga, Au land, Sydney. You s in port long enough really taste the magic of the enchanting islands.

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BOOKINGS AND INFORMATION

NOUMEA: Etablissements Ballande

SUVA: Morris Hedstrom Ltd.

PAGO PAGO: B. F. Kneubuhl.

PAPEETE: Etablissements Baldwin.

AUCKLAND: Matson Lines, 73 Queen Street.

SYDNEY: Matson Lines, 50 Young Street.

For complete sailing schedule, see page

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IIPPING TIME-TABLES

ydney-Papua-New Guinea

sailings are approximate and may rary by as much as two weeks.

lekula sails from Sydney for ane, Nth. Qld. ports, Pt. Moresby, rai, Lae, Madang, Alexishafen, ak, Kavieng, Rabaul, Pt. Moresby, ey. Next Sydney sailings: Sept. 14, ber 27 (approx.).

laita sails from Sydney for Bris- Pt. Moresby, Samarai, Rabaul, rum, Lorengau, Madang, Lae, Sam- Brisbane, Sydney. Next Sydney sail- Sept. 28, early Nov.

lolo sails about every six weeks: ey, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. sby. Next Sydney sailing: Oct. 9 rox.).

ntoro sails from Melbourne for ey, Brisbane, Nth. Qld. ports, Pt. sby, Samarai, Rabaul, Kavieng, ak, Madang, Lae, Pt. Moresby. Next ey sailing: Oct. 13 (approx.).

tails from Burns, Philp and Co., Ltd., idge Street, Sydney (B 0547).

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kiang: Leaves Melbourne monthly Sydney, Brisbane, Rabaul, Kavieng, ng, Lae, Port Moresby, Sydney. present voyage, departed Rabaul Aug. r Kavieng. thence to Tarawa, Nauru Ocean Is.

ansi: Leaves Sydney about every four s for Brisbane, Port Moresby, rai, Lae, Madang, Wewak, Rabaul, Moresby, Sydney. Next Sydney sail- Sept. 19, Oct. 16 (approx.).

ochow: Leaves Sydney every four s for Brisbane, Rabaul, Kavieng, ng, Lae, Pt. Moresby, Sydney. Next g from Sydney: Oct. 5 (approx.).

tails from New Guinea Australia Line re and Yuill Pty., Ltd., agents), 6 ge St., Sydney (BU 1712).

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ina Navigation Co. Ltd. vessels ng and Anshun call at Pt. Moresby, a on their way north from Sydney Hongkong. Next vessel:

shun: Dep. Sydney Sept. 17, Pt. sby Sept. 24-25, thence Manila and kong.

tails from Swire and Yuill Pty. Ltd., ts, 6 Bridge St., Sydney (BU 1712).

---

izabeth Boye: Leaves Sydney ap- imately every five weeks for Port sby, Rabaul, Wewak, Madang, Lae. Sydney sailings: Sept. 7, Oct 8 rox.).

agen: Leaves Melbourne about every weeks for Sydney, Pt. Moresby, aul, Wewak, Madang, Lae, Sydney. Sydney sailings: Sept. 12, Oct. 13 rox.).

etails from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge Sydney (BU 8311).

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ustasia Line vessels run between tralian ports (turn round at Adelaide) Papua-New Guinea, with every third ge extending to Borneo.

alacca: Dep. Sydney Sept. 29 for Bris- e Oct. 1-2, Pt. Moresby Oct. 7, Rabaul 12, Lae Oct. 16, Madang Oct. thence Borneo and Sarawak ports (arr. jong Mani Nov. 15).

Matupi: Dep. Sydney Oct. 5 for Brisbane Oct. 1-2, Pt. Moresby Oct. 7, Rabaul Oct. 12, Lae Oct. 16, Madang Oct. 23, then returns direct to Australian ports.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney-NG-Far East.

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Samos: From Sydney at Lae, Sept. 3-4, Madang Sept. 5-6, Rabaul Sept. 7-8, Manila Sept. 14-16, Hongkong Sept. 18-19, arr. Japan (Moji), Sept. 23. Dep. Japan (Kobe) Oct. 10, direct to Sydney, arr. Oct. 15.

Tenos: Dep. Japan (Kobe) Sept. 4 direct to Sydney, arr. Sept. 15. Dep. Sydney Sept. 17 for loading southern Australian ports, due dep. Sydney again Oct. 10 for Brisbane Oct. 12-13, thence direct to Japan.

Delos: Dep. Sydney Sept. 11 for Brisbane Sept. 13-14, thence direct to Japan (Yokkaichi), arr. Sept. 24. Dep. Japan (Moji) Oct. 1 for Hongkong Oct. 5-6, Nth. Borneo ports Oct. 9-13, Rabaul Oct. 19-20, Lae Oct. 21-23, Brisbane Oct. 27, due Sydney Oct. 31 (approx.).

Milos: Southbound from Japan, due Madang Sept. 9, Lae Sept. 10-11, Rabaul Sept. 12-13, Honiara Sept. 15, Vanikoro Sept. 17-20, Santo Sept. 21-22, Vila Sept. 23, Brisbane Sept. 26-29, due Sydney Oct. 1.

Aros: From Hongkong (after dry-docking), at Rabaul Sept. 6-7, Lae Sept. 8-9, Brisbane Sept. 13-15, due Sydney Sept. 17. Dep. Sydney Sept. 19 for loading southern

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		HIMALAYA	IBERIA	CANBERRA	HIMALAYA
SYDNEY	depart	From	Sept. 9	Oct. 17	Oct. 23
AUCKLAND	arr/dep	UK, via	thence	Oct. 20	thence
SUVA	arr/dep	Panama	Far East	—	Far East
HONOLULU	arr/dep	Canal	Oct. 2	Oct. 26	Nov. 15
VANCOUVER	arr/dep	Sept. 26*	Oct. 7-8**	Oct. 30-31	Nov. 20-21
SAN FRANCISCO	arr/dep	Sept. 27-28	Oct. 11-12	Nov. 2-3	Nov. 23-24
LOS ANGELES	arr/dep	Sept. 30-Oct. 1†	Oct. 13	Nov. 4	Nov. 25
HONOLULU	arr/dep	Oct. 6	Oct. 18	Nov. 8	Nov. 30
SUVA	arr/dep	Oct. 13	thence	—	thence
AUCKLAND	arr/dep	Oct. 16	Far East	Nov. 16	Far East
SYDNEY	arrive	Oct. 19	Nov. 14	Nov. 18	Dec. 26

* 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

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Sept. 16	Oct. 11	Nov. 1	Nov. 25
LOS ANGELES	arr/dep	Sept. 17	Oct. 12	Nov. 2	Nov. 26
BORA BORA	arr/dep	Sept. 25	Oct. 20	Nov. 10	Dec. 4
PAPEETE	arr/dep	Sept. 26-28	Oct. 21-23	Nov. 11-13	Dec. 5-7
RAROTONGA	arr/dep	Sept. 29	Oct. 24	Nov. 14	Dec. 8
AUCKLAND	arr/dep	Oct. 4-5	Oct. 29-30	Nov. 19-20	Dec. 13-14
SYDNEY	arr/dep	Oct. 8-11	Nov. 2-5	Nov. 23-26	Dec. 17-20
NOUMEA	arr/dep	Oct. 14	Nov. 8	Nov. 29	Dec. 23
SUVA	arr/dep	Oct. 16	Nov. 10	Dec. 1	Dec. 25
NIUAFOOU	arr/dep	Oct. 17	Nov. 11	Dec. 2	Dec. 26
PAGO PAGO	arr/dep	Oct. 17	Nov. 11	Dec. 2	Dec. 26
HONOLULU	arr/dep	Oct. 22-23	Nov. 16-17	Dec. 7-8	Dec. 31-Jan. 1
SAN FRANCISCO	arrive	Oct. 28	Nov. 22	Dec. 13	Jan. 6

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Australian ports, returns Sydney Oct. 4, due dep. Sydney again Oct. 6 for Newcastle Oct. 7-8, Brisbane Oct. 10-11, Lae Oct. 15-17, Madang Oct. 18, Rabaul Oct. 19-20, Manila Oct. 26-27, Hongkong Oct. 29-31, thence return via Borneo, Rabaul, Lae and Brisbane to Sydney, arr. Nov. 26 (approx.).

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney - BSI - P-NG

Slevik: Leaves Sydney monthly for Honiara, Gizo, Rabaul. Next Sydney sailing: Sept. 25 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge St., Sydney (BU 8311).

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 Neck Sept. 10, Van Cloon Oct. 16 (approx.).

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 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 voyages: Rangitoto, ex London, due Papeete Sept. 11 (approx.). Remuera, dep. London Sept. 28, due Papeete Oct. 23 (approx.).

Next northbound voyages: Ruahine, ex-Wellington, due Papeete Sept. 7 (approx.), Rangitoto, dep. Wellington Oct. 27, due Papeete Nov. 2 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

New Zealand-Tahiti

Vessels of Crusader Shipping Co. Ltd., Wellington, NZ, call monthly at Papeete (and Honolulu) on north-bound voyages of West Coast North American service. Next vessels: Norefjell dep. Auckland Sept. 11, due Papeete Sept. 18; Norefjell dep. Auckland Nov. 15, due Papeete Nov. 23.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Service (a West German-owned shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of USA.

Netherlands NG - P-NG

MV Karossa (Dutch KPM Line) operates from Singapore about every three months to Portuguese Timor, Netherlands New Guinea ports (Sorong, Manokwari, Biak, Seroei, Sarmi, Hollandia, Fak-Fak, Kaimana, Kokonao, Merauke), and Port Moresby in P-NG; return by same route.

MV's Kaloekoe and Kasimbar, three monthly service on route as above—but omitting call at Port Moresby.

MV Sungei Bila operates from Manokwari to Geelvink Bay ports; and occasionally from Hollandia to Wewak, Madang, Lae and Rabaul, in P-NG.

UK-Papua-NG-BSI

Bank Line operates a direct service Europe to P-NG and BSI, vessels on to Australia for cargo-loading returning to UK via Suez. Next ves

Laganbank: From Continent and U Kingdom, due Port Moresby Sept. Samarai Sept. 27, Lae Sept. 29, Ma Oct. 1, Wewak Oct. 2, Rabaul Oc Kavieng Oct. 5, Honiara Oct. 7.

Pinebank: From Continent, dep. Lo Sept. 12 for Pt. Moresby Oct. 19, Sam Oct. 20, Lae Oct. 22, Madang Oct Wewak Oct. 25, Rabaul Oct. 27, Ho Oct. 29.

Details from Bank Line (A/asia.) Ltd., 269 George St., Sydney (BU 20

Europe-Papeete-Noumea BSI-P-NG-Netherlands NG

A regular service from the Cont and UK, via Panama, to Tahiti, Caledonia, BSI, P-NG and NNG operated jointly by Nederland Line Dutch Mail and Royal Rotterdam Ll

Roepat (NL): From Europe and due Noumea Sept. 4, Honiara Sept. Moresby Sept. 12, Rabaul Sept. 16, Sept. 18, Madang Sept. 20, Holl Sept. 21, Biak Sept. 29, Manokwari 4, Sorong Oct. 8.

Seine Lloyd (RL): From Europe UK, due Papeete Sept. 24, Noumea 2, Honiara Oct. 6, Pt. Moresby Oc Rabaul Oct. 14, Lae Oct. 16, Madang 18, Hollandia Oct. 19, Biak Oct. 27, Ma wari Oct. 31, Sorong Nov. 6.

Details from Royal Interocean L 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping (UK), running between New Zea and the Far East, call at Noumea Caledonia), and Pt. Moresby (Papu and occasionally Lae and Rabaul (N on their northbound run; and at (New Hebrides) on the southbound if cargo is offering. Next voyage:

Saracen: Dep. Auckland Sept. 22 Noumea Sept. 25, Rabaul Sept. 28, Moresby Oct. 1, thence Pt. Swetten Singapore, Manila and Hongkong Oct. 18).

Details from Shaw, Savill Line, ag 101 Queen St., Auckland. (Tel. 30-3

Far East-Sth. West. & Cen Pacific

China Navigation Co., Ltd., ve maintain monthly service from J southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; us return to Japan direct.

Chekiang: From Japan due Lae Sep Rabaul Sept. 7, Pt. Moresby Sept. Santo Sept. 18, Suva/Lautoka Sept Noumea Sept. 31, due arr. Japan 16 (where she will enter dry dock)

Chengtu: Dep. Japan Sept. 22, Hongkong Sept. 26-30, Madang Oct. 8, Oct. 11, Rabaul Oct. 14, Samarai 17, Pt. Moresby Oct. 23, Santo Oct Vila Oct. 29, Suva/Lautoka Nov. 1, arr. Japan Nov. 19.

Chungking: Dept. Japan Oct. 10 Hongkong Oct. 14-18, Madang Oct. Lae Oct. 29, Kavieng Nov. 1, Rabaul 3, Pt. Moresby Nov. 10, Honiara Nov Suva/Lautoka Nov. 17, Apia Nov. 24 tative), thence direct to Japan, arr. 13.

Details from China Navigation Co., (Swire and Yuill Pty., Ltd., agents Bridge St., Sydney (BU 1712).

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ydney-New Hebrides-BSI-Bougainville, Etc.

/ Tulagi makes a round trip Norfolk Vila, Santo, Honiara and BSI ports, ainville ports, leaving Sydney about every six weeks. Next Sydney sail- Oct. 4, Nov. 15, Dec. 29 (approx.). tails from Burns, Philp and Co. Ltd., idge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

ssels of Messageries Maritimes Line, Marseilles, via West Indies and ma, call about every six weeks at ete, Vila, Noumea and Sydney, and n by same route.
xt inwards voyage, ex-Marseilles: hitien: Papeete Nov. 1-5, Vila Nov. , Noumea Nov. 14-18, Sydney Nov. .
xt outwards voyage, ex-Sydney: ledonien: Dep. Sydney Sept. 10, nea Sept. 13-16, Vila Sept. 17-25, ete Oct. 1-6.

lynesie maintains monthly passenger ngs between Sydney, Noumea, Vila Santo. Next Sydney sailings: Sept. ept. 28, Oct. 26.
tails from Messageries Maritimes, 36 svenor St., Sydney (BU 2654).

dney-Norfolk Is.-Noumea-New Hebrides

ilos del Mar (owned by Societe itime Caledonienne, Noumea), carry- cargo only, makes a regular monthly ge from Sydney to Norfolk Is., New donia (Noumea) and New Hebrides a, Santo and outports as required). Sydney sailing: Sept. 10 (approx.).
tails from F. H. Stephens Pty. Ltd., Bridge St., Sydney (27-3605).

Europe-Sydney-Noumea

argo vessels of Messageries Mari- s run monthly between France and mea via Fr. East Africa and Aus- ian ports. From Sydney, vessels go to bane and Noumea; return to France Australian coastal ports.
ext sailings from Sydney: Ventoux t. 19 (at Noumea Sept. 26); Vosges 17 (at Noumea Oct. 24).

ther MM vessels run between France Sydney, via Panama Canal and ific ports. Next calls at Papeete: buaddy Sept. 12, Euphrate Oct. 13.
etails from Messageries Maritimes, 36 svenor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auck- d to Suva, Nukualofa, Vavau, Niue, o Pago, Apia, Suva and return to kland. Next Auckland sailings Oct. 2, . 30.
Matua maintains a service from kland to Lautoka, Suva, Nukualofa, a, Suva, and return to Auckland. xt Auckland sailings, Sept. 18, Oct. 16. Details from Union Steam Ship Co. NZ, Quay and Commerce Sts., Auck- d. (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a go and passenger service between kualofa and Fiji (Suva, Lautoka, lington, Rotuma) with MV Aoniu. Calls also made as required at Apia (W. moa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: On maiden voyage to the Pacific, from Southampton via Sth. Africa, was delayed through minor engine trouble en route. She left Sydney Aug. 24 for NZ, Suva (Sept. 2), Papeete (Sept. 6-7), thence by Panama Canal to UK, due Southampton Oct. 1.

Southern Cross: From United Kingdom, via South Africa, at Sydney Oct. 12-13, Wellington Oct. 19-20, Auckland Oct. 22-23, Suva Oct. 26, Papeete Oct. 30-31, thence via Panama Canal to UK, arr. Southampton Nov. 25.

Northern Star: Tentative timetable—Due dep. Southampton Oct. 6, via South Africa, at Sydney Nov. 11-13, Auckland Nov. 19-20, Suva Nov. 23, Papeete Nov. 27-28, thence via Panama Canal to UK, arr. Southampton Dec. 22.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

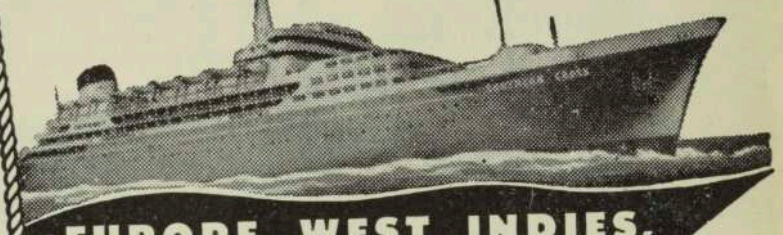
NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

(Over)

Linking the Pacific Islands with

S.S. SOUTHERN CROSS



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Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Messageries Maritimes, Papeete. Cable Address: Messagerie, Papeete.

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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.

Thor I: From USA, at Papeete Sept. 2-5, Pago Pago Sept. 9-11, Apia Sept. 12-13, Suva Sept. 16-17, Lautoka Sept. 18-19, Noumea Sept. 21-22, Rabaul Sept. 28-29, Lae Sept. 30-Oct. 1, Apia (open), Pago Pago Oct. 9-11, Los Angeles Oct. 24-26, San Francisco Oct. 27.

Thorsisle: Dep. San Francisco Oct. 13, Los Angeles Oct. 14-16, Papeete Oct. 27-30, Pago Pago Nov 3-6, Apia Nov. 7-8, Nukualofa Nov. 11-12, Suva Nov. 14-15, Noumea Nov. 17-19, Vila (open), Santo Nov. 20-21, Apia (open), Pago Pago, Nov. 26-28, Los Angeles Dec. 12-13, San Francisco Dec. 14.

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, Ventura Sept. 12: Sonoma Oct 23, Sierra Nov. 15 (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 Reef Sept 21; Pioneer Star Oct. 26.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) 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: Sept. 14, Oct. 8 (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 sailings: Kawerau Sept. 4, Waiana Sept. 28 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sy (B 0528); or other branches and ag

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Wai operated by the Union Steam Shi of NZ, Ltd., maintain a two-mo service across the Pacific, from Melb and Sydney to Vancouver and USA Occasionally calls are made at Fa Island, en route.

Next sailing: Waitomo late Waitemata, from NZ ports, makes or four trips yearly to Vancouver Rarotonga and Papeete).

Details from Union Steam Shi of NZ Ltd., 247 George St., S (B 0528); and other branches and a

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maint by Conference vessels, sailing at re monthly intervals out of London, Panama, for Apia, Suva and Lau Bethell, Gwyn and Co., Ltd., act as ing Brokers in London.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a s from Singapore to Fiji, NZ, and tralia, with three vessels (Van Van Noort and Van Neck) periodically at Suva and/or Lau

Next calls at Fiji: Van Noort Sep 29, Van Neck Nov. 8-10.

Details from Royal Interocean Line George Street, Sydney (2-0573).

The Pacific's Most Modern Cargo Fleet . . .

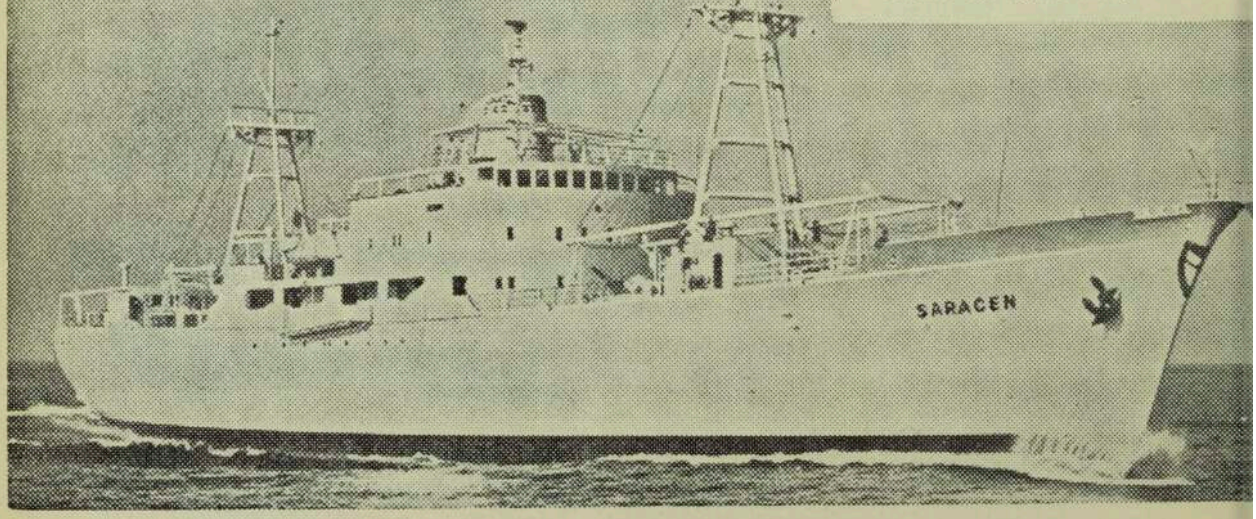
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RWAYS TIME-TABLES

RANS-PACIFIC SERVICES
. Australia (or NZ)-Fiji-Hawaii-N. America

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Thurs. and Sun.: Sydney (dep. 7 m.), Nadi (arr. 12.40 a.m., dep. 1.25 m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. p.m.), Nadi (arr. 12.40 a.m., dep. 25 a.m.), Honolulu, San Francisco, ew York, London.

Sydney (dep. 7 p.m.), Nadi (arr. 40 a.m., dep. 1.25 a.m.), Honolulu, n Francisco (extends to Vancouver ternate weeks; from Sydney, Sept. 28, Oct. 12, 26, etc.).

SOUTHBOUND

Wed. and Fri.: London, New York, n Francisco, Honolulu, Nadi (arr. 40 a.m., dep. 4.30 a.m.), Sydney rr. 6.45 a.m.).

Thurs. and Sun.: San Francisco, onolulu, Nadi (arr. 3.40 a.m., dep. 30 a.m.), Sydney (arr. 6.45 a.m.).

San Francisco (service begins from ancouver alternate Sats.: Sept. 15, Oct. 13, 27, etc.), Honolulu, Nadi rr. 3.40 a.m., dep. 4.30 a.m.), Sydney rr. 6.45 a.m.).

ternational Dateline is crossed be- Nadi and Honolulu.)

ntas/TEAL Electra International Mk. rcraft from Auckland connect at Nadi ed., Thurs., Fri., Sat., Sun., and Tues. Qantas northbound flights, and on Thurs., Fri., Sat., Sun. and Tues. Auckland, with Qantas south-bound s. (See Tables 18 and 19).

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

, Thurs. and Sun.: Dep. Sydney 5.30 m. for Nadi (arr. 11.15 p.m., dep. 1.59 p.m.), Honolulu and Los Angeles rr. Tues., Thurs., Sun. 5.30 p.m.). onnections at Honolulu for San rancisco, Portland and Seattle.

, Fri. and Sun.: Dep. Los Angeles 45 p.m. for Honolulu, Nadi (arr. 5.15 m. Thurs., Sun., Tues., dep. 6 a.m.) nd Sydney (arr. 8.20 a.m., Thurs., un., Tues.).

nternational Dateline is crossed be- n Nadi and Honolulu.)

PAA use DC7C aircraft on connecting ices Auckland, Nadi, Tafuna (Am. oa), and Honolulu (see Table 21).

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

Sat.: Dep. Sydney 11 a.m. by Britannia or Auckland (arr. 4.50 p.m., dep. 5.35 .m.), Nadi (arr. 9.40 p.m., dep. 10.35 .m.), Honolulu (arr. Sat. 10 a.m., lep. Sun. 9 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 1.45 p.m.). Service operates Sept. 8, 22, Oct. 6, Nov. 3, 17, etc.).

Sat.: Dep. Amsterdam 2 p.m. by DC8 for Vancouver, Honolulu (arr. Sun. 9.35 p.m., dep. Sun. 10.35 p.m. by Britannia), Nadi (arr. Tues. 6 a.m., dep. 6.45 a.m.), Auckland (arr. 10.55 a.m., dep. 11.45 a.m.), Sydney (arr. Tues. 2.15 p.m.).
Service operates Sept. 15, 29, Oct. 13, Nov. 10, 24, etc.).
International Dateline is crossed be- en Nadi and Honolulu.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. **(TAA)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.50 p.m.
Tues., Thurs., Sun.	Tues., Thurs., Sun.
Dep.	Arr.
Brisbane, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

Tues., Thurs. and Fri. **(Ansett)**

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat.	Wed., Fri., Sat.
Dep.	Arr.
Brisbane, 12.45 p.m.	Pt. Moresby, 6.05 a.m.
Dep.	Arr.
Pt. Moresby, 6.50 a.m.	Lae, 7.50 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. **(TAA)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

Wed., Fri. and Sat. **(Ansett)**

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.10 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.40 p.m., Cairns arr. 1.40 p.m., dep. 2.45 p.m., arr. Pt. Moresby 5.05 p.m. (Sept. 3, 17, Oct. 1, 15, 29, Nov. 12, 26, 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. (Sept. 5, 19, Oct. 3, 17, 31, Nov. 14, 28, 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. (Sept. 8, 22, Oct. 6, 20, Nov. 3, 17, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.15 a.m. (Sept. 9, 23, Oct. 7, 21, Nov. 4, 18, etc.).

CAIRNS-PT. MORESBY-BRISBANE
Ansett, with DC4 (Air Cargo Only)

Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby 11.30 a.m. (same day) arr. Brisbane 6 p.m. (Sept. 10, 24, Oct. 8, 22, Nov. 5, 19, 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. (Sept. 4, 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Sept. 4, 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Sept. 5, 19, Oct. 3, 17, 31, Nov. 14, 28, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 7 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Sept. 7, 21, Oct. 5, 19, Nov. 2, 16, 30, etc.).

PORT MORESBY-GURNEY (for Samarai) DC3

Mon.: Dep. Port Moresby 8.30 a.m. for Gurney (Milne Bay), returning same day, connection with launch service to and from Samarai.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

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From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

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BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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Mon., Wed.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.
Sun.: Dep. Lae 9 a.m., for Madang Wewak, arr. 11.55 a.m.
Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer River, Mt. Hagen, Banz, Minj, Goroka, Lae arr. 3.55 p.m.
Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamunda, Wabag, Madang arr. 4 p.m.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Lae 4 p.m. for Goroka, calling at any of: Aiyura, Kaiapit, Kainantu, Gusap, Arona.
(Note: Fortnightly calls at Dumpu—Sept. 4, 18, Oct. 2, 16, 30, Nov. 13, 27 etc.).

Thurs.: Dep. Lae 8.40 a.m. for Goroka, calling at any of Kiapit, Arona, Gusap, Aiyura, Kainantu.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

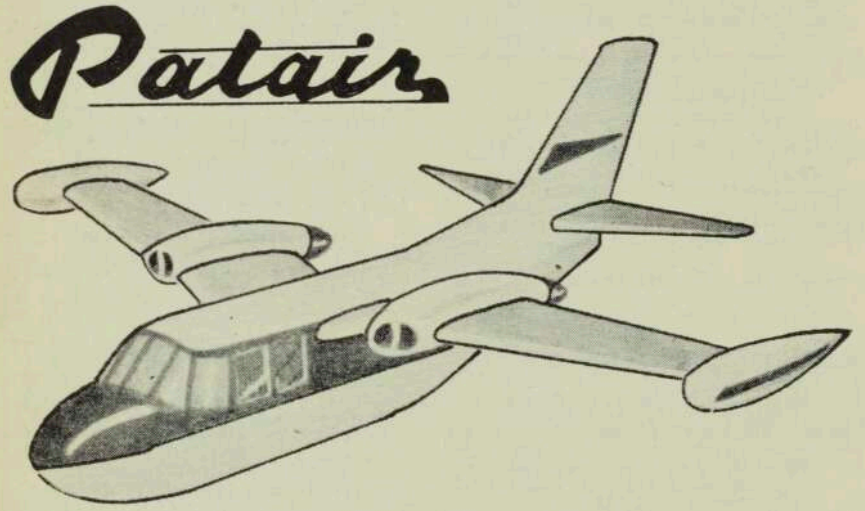
Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.
Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 2.10 p.m.
Mon.: Dep. Madang 11.30 a.m. for Mt. Hagen, Banz, Minj, Goroka, Lae arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.
Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.



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LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 arr. Lae 8.35 a.m.
Sat.: Dep. Rabaul 9 a.m. for Jac Bay, Hoskins, Talasea, Kan Finschhafen, Lae, arr. 2.10 p.m.
Tues.: Dep. Lae 10 a.m. for Finsch Kandrian, Talasea, Hoskins, Jac Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for F hafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri. and alt. Wed. (Sept. 3, 19, C 17, 31, etc.): Dep. Rabaul 8 a.m Buka, Wakanai, Aropa, Buin, Wakanai, Buka, Rabaul, arr. 3.20

Operated by Ansett-Mandated Air

Ansett-MAL DC3's, connect at Lae the Sydney-Lae-Sydney DC6B servic follows:—

Wed.: Dep. Lae 8.55 a.m. for G Madang, Wewak, arr. 12.15 p.m.
Wed., Sat.: Dep. Madang 7 a.m Goroka, Lae, arr. 8.45 a.m.
Wed., Fri., Sat.: Dep. Rabaul 5.45 for Lae, arr. 8.25 a.m.
Wed., Fri., Sat.: Dep. Lae 9.20 a.m Rabaul, arr. 12 noon.
Fri.: Dep. Lae 8.55 a.m. for Wau, Ma arr. 10.55 a.m.
Fri. (Piaggio): Dep. Lae 9.05 a.m Kainantu, Goroka, Minj, Banz Hagen, Wabag, arr. 12.35 p.m.
Fri.: Dep. Wewak 6.15 a.m. for Ma Lae, arr. 8.50 a.m.
Fri. (Piaggio): Dep. Goroka 7.30 a.m Lae, arr. 8.25 a.m.
Sat.: Dep. Lae 8.55 a.m. for G Madang, arr. 10.35 a.m.

Other Ansett-MAL scheduled in P-NG services (mainly by DC3) in

Mon.: Dep. Lae 6.30 a.m. for G Madang, Wewak, Rabaul, arr. 2.2 Dep. Lae 6.30 a.m. for G Kainantu, Wau, Pt. Moresby, arr. a.m., dep. 11.30 a.m., Wau, G Lae, arr. 3 p.m.
Tues.: Dep. Rabaul 7 a.m. for Ma Wewak, Madang, Goroka, Lae, 3.40 p.m.
Wed.: Dep. Lae 8.55 a.m. for G Madang, Wewak, arr. 12.15 p.m. Dep. (Piaggio) Mt. Hagen 9.30 for Mendi, Kagua, Erave, Ialibu Hagen, arr. 12 noon.
Dep. (Piaggio) Mt. Hagen 6.30 for Banz, Goroka, Mt. Hagen 8.50 a.m.
Dep. (Norseman) Wewak 8.30 for Lumi, Nuku, Wewak, arr. a.m.
Dep. (Cessna) Wewak 1 p.m Maprik, Yangoru, Wewak, arr. p.m.
Dep. (Cessna) Wewak 8 a.m Telefomin, Wewak, arr. 11.10 a.
Wed., Fri.: Dep. Madang 8 a.m. fo Hagen, Banz, Minj, Madang, arr. a.m.
Dep. Goroka 7.50 a.m. for Wa Moresby, arr. 10.25 a.m.
Dep. Lae 6.30 a.m. for G Madang, Wewak, Momote, Ka Rabaul, arr. 4 p.m.
Dep. Lae 6.30 a.m. for Goroka, Pt. Moresby, arr. 10.25 a.m., dep. a.m., Wau, Goroka, Kainantu only), Lae arr. 2.35 p.m. (S Fri.).
Wed., Fri., Sat.: Dep. Rabaul 5.45 for Lae, arr. 8.25 a.m., dep. 9.2 Rabaul, arr. 12 noon.

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Sat.: Dep. Madang 7 a.m. for roka, Lae, arr. 8.45 a.m.
.: Dep. (Piaggio) Mt. Hagen 1.30 n. for Banz, Minj, Goroka, arr. 2.50 n.
Dep. Madang 7.30 a.m. for Goroka, au, Pt. Moresby, arr. 10.55 a.m., dep. 40 a.m., Wau, Goroka, Madang, arr. 0 p.m.
Dep. (Norseman) Wewak 8 a.m. for tape, Vanimo, Sissano, Aitape, gua, Wewak, arr. 12.05 p.m.
., Sat.: Dep. Rabaul 7 a.m. for avieng, Momote, Wewak, Madang, roka, Lae, arr. 4.40 p.m.
Dep. Wewak 6.15 a.m. for Madang, e, arr. 8.50 a.m., dep. 8.55 a.m., au, Madang, arr. 10.55 a.m.
Dep. (Piaggio) Goroka 10.40 a.m. r Minj, Banz, Hagen, Wabag, Hagen, nz, Minj, Goroka, arr. 2.55 p.m.
Dep (Cessna) Mt. Hagen 9.30 a.m. r Mendi, Kagua, Erave, Ialibu, Mt. gen, arr. 12.30 p.m.
Dep. (Cessna) Wewak 8 a.m. for goram, Wewak, arr. 9 a.m.
Dep. Lae 8.55 a.m. for Goroka, adang, arr. 10.35 a.m.
Dep. (Cessna) Mt. Hagen 8.30 a.m. r Mendi, Tari, Mendi, Mt. Hagen, r. 11.45 a.m.
Dep. (Cessna) Wewak 9.30 a.m. for nbunti, Berui, Maprik, Wewak, arr. .35 a.m.

Papuan Air Transport Ltd.

ier local services are operated to us airfields in Papua by Papuan Air sport Ltd. (locally known as air").

P-NG - Netherlands NG

E-HOLLANDIA (Neth. New Guinea)
TAA, with DC3 aircraft

Thurs. (Sept. 6, 20, Oct. 4, 18, Nov. 15, 29, etc.) dep. Lae 9 a.m. for adang, Wewak, Hollandia, arr. 1.35 m.
Fri. (Sept. 7, 21, Oct. 5, 19, Nov. 2, , 30, etc.): Dep. Hollandia 11.35 a.m. r Wewak, Madang, Lae arr. 5.05 m.

BIAK (NNG)-LAE
NNG Airlines with DC3 Aircraft

Kroonduif NV (Netherlands New ea Airlines) maintains a fortnightly ce between Biak, Hollandia and Lae DC3 aircraft. It connects with 's DC8 service to Europe (see table

Thurs. (Sept. 13, 27, Oct. 11, 25, Nov. 22, etc.): Dep. Biak 6 a.m., Hollandia r. 8.10 a.m., dep. 9.10 a.m., arr. Lae 10 p.m.
Fri. (Sept. 14, 28, Oct. 12, 26, Nov. 23, etc.): Dep. Lae 9.15 a.m., Hollandia arr. 12.05 p.m., dep. 1.05 p.m., r. Biak 3.10 p.m.

NNG INTERNAL SERVICES
NNG Airlines

3 aircraft link Biak with Hollandia above), Sorong, Merauke, Tenah ah, Kaimana, Manokwari, Kebar, ena, Ransiki, Genjem; Twin Pioneer eroei, Steenkool, Manokwari, Noem- Inawatan, Teminabuan, Sorong, lor, Nabiri, Wissel Lakes, Kokanao; er to Fakfak, Kaimana, Teminabuan, naroe, Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

eekly DC8 service between Sydney . Fri. 10.45 a.m.) and Holland, calling Biak, NNG (arr. Fri. 3.40 p.m., dep. p.m.), Manila (Philippines) and terdam (arr. Sat. 11.50 p.m.). Dep. terdam Wed. 1 p.m., via Manila and (arr. Fri. 12.20 a.m.) for Sydney 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. Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara arr. 4.20 p.m. (Sept. 11, 25, Oct. 9, 23, Nov. 6, 20, etc.).
Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.45 p.m. (Sept. 12, 26, Oct. 10, 24, Nov. 7, 21, etc.).
Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Sept. 4, 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Sept. 5, 19, Oct. 3, 17, 31, Nov. 14, 28, 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 (dep. Thurs. and Sat. 1 a.m.) Papeete (arr. Thurs. and Sat. 6.10 a.m., dep. Sun. 1.40 a.m.), cross International Dateline, Nadi (arr. Mon. 4.25 a.m., dep. 5.25 a.m.), Noumea arr. Mon. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. 10.25 a.m.).
Dep. Sydney Mon. 11.40 a.m. for Darwin, Saigon, Rangoon, Karachi, Teheran, Rome, Paris (arr. Tues. 11 a.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Sat.: Dep. Papeete 11 a.m. for Honolulu, arr. 4.35 p.m.
Sat.: 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.

Airlines of N.S.W. with Sandringham Flying-boats

Regular return flight from Rose Bay base each Tues. and Sat. (with extra flight Thurs. as required).

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, Sept. 9, Oct. 14, Nov. 11, 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).

(Over)

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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.
Wed.*, 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.
Thurs.: Dep. Sydney 10 a.m., arr. Auckland 3.35 p.m.
Sat.: Dep. Sydney 12.30 a.m., arr. Auckland 6.05 p.m.
* Except Sept. 12.

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's

Mon., Thurs.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.
Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Tues., Fri., Sun.: Dep. Christchurch 7 p.m., arr. Sydney 9.20 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's.

Mon., Thurs.: Dep. Christchurch 4 p.m., arr. Melbourne 6.55 p.m.
Tues., Fri.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II's.

Daily (except Tues.): Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily (except Tues.): Dep. Wellington 4.30 p.m., arr. Sydney 7.05 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II's.

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Wed.: Fri.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

18. Auckland-Brisbane

QANTAS and TEAL jointly, with Electra International Mk. II

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.
Sat.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

19. Auckland-Fiji

TEAL, with Electra International Mk. II's

Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Thurs.*, Sat.*: Dep. Nadi 5.30 a.m., arr. Auckland 9.20 a.m.
* Wed., Fri., flights ex-Auckland, and Thurs., Sat., flights ex-Nadi are operated by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International Mk. II

Mon.: Dep. Nadi 3.30 a.m., cross International Dateline, arr. Tafuna Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.
Mon.: Dep. Papeete 7 a.m., arr. Tafuna 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

21. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

Sun. and Thurs.: Dep. Auckland 6 p.m., arr. Nadi 10.45 p.m.; dep. Nadi: Mon. only 12 noon, cross International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 8.05 a.m. Mon.
Tues.: Dep. Honolulu 12.45 a.m., arr. Tafuna 8.40 a.m. Tues., dep. Tafuna 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed., dep. Nadi 6.30 a.m. Sun., Thurs., arr. Auckland 11.15 p.m. Sun., Thurs.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron Aircraft

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.
Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.
Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.
Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.
Suva-Savusavu-Matei-Savusavu-Suva: Dep. 11 a.m. Wed.
Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.
Suva-Ura-Suva: Dep. 7.45 a.m. Thurs., Sun.
Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs.: Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (Sept. 6, 20, Oct. 4, 18, Nov. 1, 15, 29, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Sept. 8, 22, Oct. 6, 20, Nov. 3, 17, Dec. 1, 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. (Sept. 15, 29, Oct. 13, 27, Nov. 10, 24, etc.).
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Sept. 13, 27, Oct. 11, 25, Nov. 8, 22, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (Sept. 12, 26, Oct. 10, 24, Nov. 7, 21, etc.).
Alt. Thurs. (Sept. 13, 27, Oct. 11, 25, Nov. 8, 22, etc.): Dep. Apia 10 a.m. cross International Dateline, arr. Suva, alt. Fri., 1.40 p.m. (Sept. 14, 28, Oct. 12, 26, Nov. 9, 23, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Alt. Sun. (Sept. 9, 16*, 23, Oct. 7, 14*, 21, Nov. 4, 18, etc.): Dep. Nausori 8.30 a.m., Nadi arr. 8.15 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. (Sept. 11, 18*, 25, Oct. 9, 16*, 23, Nov. 6, 20, 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 1 p.m., dep. 1.45 p.m., Nausori 2.35 p.m.
* Extra flight.

26. Hawaii-Tahiti-Am. Sa

South Pacific Air Lines with Su Constellation Aircraft

Weekly from Honolulu to Faaa I national Airport, Papeete; fortni via Pago Pago (Am. Samoa).
Alt. Wed.: Dep. Honolulu 10 p.m., Papeete Thurs., 7.30 a.m. (Sept. Oct. 3, 17, 31, Nov. 14, 28, etc.).
Alt. Wed.: Dep. Honolulu 11 p.m., Pago arr. Thurs. 7 a.m., dep. 8 Papeete arr. 2 p.m. (Sept. 12, 26, 10, 24, Nov. 7, 21, etc.).
Alt. Sat.: Dep. Papeete 10 p.m., Honolulu Sun. 7.30 a.m. (Sept. Oct. 6, 20, Nov. 3, 17, etc.).
Alt. Sat.: Dep. Papeete 8 a.m., Pago arr. 12 noon, dep. 1 p.m., Hon arr. 11 p.m. (Sept. 15, 29, Oct. Nov. 10, 24, etc.).
Details from South Pacific Air I 311 California St., San Francisco, U

27. New Caledonia-NZ

TAI with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auck arr. 3.10 p.m.
Fri.: Dep. Auckland 5 p.m. for No arr. 10 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Pe Prince Aircraft

Between Western Samoa (Faleolo field) and American Samoa (Ta aerodrome)—flight time is 45 minut
Dep. Faleolo (W. Samoa): Sun. 2 Mon. 9.15 a.m., 2 p.m.; Tues. 8 **Wed., Thurs. 9.15 a.m.; Fri. 9.15** 2 p.m. (on demand); Sat. 9.15 2 p.m.
Dep. Tafuna (Am. Samoa): Sun. 8.30 4.30 p.m.; Mon. 10.30 a.m., 3.15 Tues. 9.30 a.m.; Wed. 10.30 Thurs. 10.30 a.m.; Fri. 10.30 a.m., p.m. (on demand); Sat. 10.30 a.m
Booking agents: Gold Star T Service, Apia; R. E. Pritchard, Pago

29. French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group Sous le Vent), Society Islands.
Sun., Mon., Tues., Fri.: Dep. Pa 7.30 a.m., Raiatea arr. 8.20 a.m., 8.50 a.m., Bora Bora arr. 9.10 dep. 4.30 p.m., Raiatea arr. 4.50 dep. 5.10 p.m., Papeete arr. 6 p.m
Thurs.: Dep. Papeete 7.20 a.m., Bora arr. 8.20 a.m., dep. 8.50 a.m., Ra arr. 9.10 a.m., dep. 9.30 a.m., Pa arr. 10.20 a.m.
Thurs.: Dep. Papeete 1.30 p.m., Ra arr. 2.20 p.m., dep. 2.40 p.m., Bora arr. 3 p.m., dep. 4.30 Raiatea arr. 4.50 p.m., dep. 5.10 Papeete arr. 6 p.m.
Other local, short-hop inter-is services are operated by Bermuda fl boat.
Details from RAI, Quai Bir Ha Papeete, or any TAI office.

30. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-mo amphibian flying-boats, PAA operat service throughout the Trust Territor Micronesia (Caroline, Marshall Mariana Groups) for US Governm
Details from High Commissioner of Trust Territory, Box 542, Agana, G

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Pacific Commerce and Produce

ish Pacific Is. And Common Market

Our Own Correspondent in Suva

rly in August when Common et talks about Britain's entry d likely to become deadlocked, hief British negotiator and the ommon Market ministers gave "green light" signal for about itish Colonies and dependencies ociate members, should Britain's ation eventually be accepted.

E Pacific territories involved are iji, Tonga, the Solomons, the al and Southern Line Islands hington, Fanning and Christ- etc.), Gilbert and Ellice Group, he New Hebrides.

out the same time the Fijian rnment issued a statement say- iat, if Britain joined, Fiji would lly be asked if she wished to ie what is known as an Asso- Overseas Territory. The Gov- nt announced that the advant- early appeared to lie in becom- ssociated, and Britain had been d accordingly.

probable consequences of as- ion for Fiji are:

Free entry of Fiji's products the Common Market with the t of tariff preference for most cts;

Free entry for the EEC pro- into Fiji, but with Fiji reserving ght to apply fiscal duties and to encourage development and rialisation; and

A development fund on which ould be able to call.

hough the provision for free of Fiji's products into the EEC, f EEC products into Fiji, was the position about Fiji in re- to trading with other associ- territories was still in doubt.

ble Position of Fiji's Exports

rring to the main Fiji exports, the ment said that, as far as sugar ncerned, the UK was insisting on tinuation of arrangements such as covered by the all-important British nwealth Sugar Agreement.

is a contractual arrangement which t present till 1969, and which is re- ted each year. The EEC has advised that the period of the ent is always extended year by nd runs for eight years ahead.

British Government considers that CSA would readily be integrated general common agricultural policy gar for the Community. This is because the range of prices now ruling among EEC members is about the same as that paid for Commonwealth sugar by Britain, and no considerable change by the "Six" is likely or contemplated.

Associate membership for Fiji would ensure the duty-free entry of coconut oil into Britain and other members of the enlarged EEC. The products of non-members would have to pay the common tariff unless special arrangements, such as duty-free quotas, could be negotiated. However, it seemed that such quotas would be for limited quantities for a limited time.

Regarding copra, Fiji exports none at present to Britain or Europe, but if it did the position would be:

There is no common external tariff on copra, but copra is a tropical product which competes with European domestic production such as oils and fats, for which protection could be provided by the common agricultural policy.

The EEC had agreed that the interests of associated territories in competing with similar European products would be taken into consideration when determining the common agricultural policy.

As far as exports of oil-cake, gold and manganese were concerned, the common external tariff was nil. Fiji's exports to Britain and EEC members would not be affected, whether she became an associated territory or not.

No detailed information is yet available about the EEC development fund, set up to help in the development of their overseas territories.

Aid for Dependent Territories

If Britain joins the EEC she will be required to contribute to this fund and has said that she would expect that aid from the fund to her dependent territories would be provided at least to the extent of her contribution.

The fund, according to the Fiji Government, appeared to exist for:

- Granting subsidies and loans on special terms for the economic and social infra-structure and for projects of a productive character or public interest;
- Granting aid for structural improvements and the diversification of production in agriculture, industry and commerce;
- Granting loans for productive projects yielding a reasonable return; and
- Easing interest burdens and helping to finance local stabilisation schemes.

The fund is also used to provide technical help and a programme of scholarships and fellowships.

A few days later, Suva Chamber of Commerce discussed the Common Market, and how Fiji might be affected when Britain enters the EEC. The chamber, aware that the Government did not appear to have much information, decided to approach the Federation of Commonwealth and British Chambers of Commerce in London, for the answers to a number of pressing questions:

What Suva Chamber of Commerce Wants to Know

They want to know:

Would Fiji be given any option about associating herself with the Common Market, or would entering on some basis or other be automatic on the UK's entry?

Would her status be comparable to that of the self-governing Dominions (Australia, NZ, Canada); the self-governing associated Commonwealth territories (India, Pakistan); or the new independent territories such as Ghana, Nigeria or Tanganyika?

What would be the position, if Fiji became an associated territory, about the entry of her products to the EEC and its associated territories; the entry of EEC products to Fiji; and Fiji's right of access to EEC special funds? Would Fiji be obliged to contribute to the special funds?

A point which bothered the chamber, and no doubt the Government, was that much local revenue comes from Customs duties. Would Fiji still be at liberty to sustain her revenue from Customs, subject only to the removal of discrimination which exists between the products of the United Kingdom and members of the EEC?

As most of her imports came from the UK, the Commonwealth and EEC territories any adjustment of import duties to maintain revenue at current levels could only be done by either raising fairly substantially import duty on goods from foreign countries, or to a small extent on imports from the UK and Commonwealth.

What would be the position about Fiji's sugar exports to the United Kingdom if the Commonwealth Sugar Agreement was not continued after 1969?

Would Fiji copra and coconut oil face, on the UK market, increased competition from similar products from African associated territories of France and Belgium?

Would Fiji have to discriminate against Australia and NZ if they were admitted as associated members on a different basis?

Would Fiji be allowed to continue her existing rigid immigration policies, or would she be subject to the provisions of the Treaty of Rome which allow free circulation of labour, services and capital between member countries, as well as the right to settle, work and trade anywhere in the EEC?

And finally, they wanted to know who was charged with watching the interests of the Colonies at the EEC negotiations?

The London answers will be awaited with more than passing interest.

Takeover Bid for BNG Development Co.

A rumour circulating in Papua-New Guinea for the past few months that something was afoot in the London-based British New Guinea Development Co., came out into the open in August when UK shareholders received a letter from the directors that it would not be in their interests to sell their shares at present. UK financial newspapers reported that there had been a takeover bid for the company, which is one of the biggest and most successful planters in Papua.

BNG Development's capital is over £400,000 stg. The 2/- stg. shares have

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been selling at around 3/3 stg. in London, giving an income yield from dividends of between 20 and 30 per cent. in the last three years.

Australian financial commentators immediately suggested that either of two big Islands companies, W. R. Carpenter & Co. Ltd. or Steamships Trading Co. Ltd., might have been responsible for the takeover bid—but neither publicly admitted it was interested in the deal.

Sangara Negotiates For Three More P-NG Hotels

Sangara (Holdings) Ltd. was negotiating to buy three more hotels in Papua-New Guinea, Mr. Peter Drake, consultant to the company, said in August. He would not say which hotels were involved. Mr. Drake's statement followed:

- Sangara's recent purchase from Papua and New Guinea Development Corporation Ltd. of the Wau Hotel, Goroka Hotel, and the Hotel Cecil at Lae, and the purchase of a controlling interest in New Guinea Breweries at Lae. These properties had previously been owned by Hamac Holdings Ltd.
- The acquisition of an interest in Sangara by Sandy Creek Gold Sluicing Ltd. (PIM, Aug. p. 164).

Sangara announced in May (PIM, June, p. 157) that the purchase price for the three hotels and the interest in the Lae brewery was £101,185 in cash and 769,000 fully-paid 5/- ordinary shares in Sangara. Sangara's shares on the Sydney Stock Exchange were then quoted at 4/- to 4/3, making the value of the 769,000 shares about £150,000. Following the share issue for the hotel deal and an issue of one-for-two at par which shareholders (and preference holders) were called upon to subscribe, Sangara's shares began to sag and in mid-August were quoted at 1/- to 1/9.

Sandy Creek's interest in Sangara is £150,000 8 per cent. registered mortgage debentures. For this, Sandy Creek issued 1,200,000 of its fully paid 2/6 shares to Sangara. The debentures are payable in cash—£25,000 on June 30, 1963, and thereafter at the rate of £10,000 every six months.

In August, Sandy Creek purchased the old-established Favelle group of Sydney engineering companies for 600,000 fully paid 2/6 shares and debentures (from seven to nine per cent.) worth £67,500.

Sandy Creek's shares on the Sydney Stock Exchange in mid-August were quoted at 1/3 to 1/8.

Details of the complicated history of Sangara, Hamac, and Papua and New Guinea Development Corporation were given in PIM in June, p. 157.

Cigarette Campaign for NC

Cigarettes made by Rothmans of Pall Mall (Aust.) Ltd. went on sale in New Caledonia at the beginning of August. Mr. John Arent, director of the firm's export department, went to Noumea to start the sales campaign. He said he was very satisfied with results. Within a few days, 150,000 cigarettes had been sold.

CSR Raises Interest For Debenture Conversions

Holders of £4,000,000 5 per cent. debentures in Colonial Sugar Refining Co. Ltd., which fall due on September 30, may convert them to 7 per cent. debentures, announced the Company on August 10. The new debentures will be repayable at par on September 30, 1974, or, at CSR's option in 1972.

The new issue is for the maturing debentures only—no cash subscriptions were sought. Holders of the 5 per cent. debentures at August 6 may participate to the extent of all or part of their holdings at that date. There are no renounceable rights.

Amount of the new issue will be so much of the £4,000,000 as is converted, but directors did not indicate any arrangement to meet a possible shortfall.

£20 Million Federal Grant for P-NG

In the 1962-63 Budget brought down in Federal Parliament on August 7, the grant from Australia to Papua-New Guinea was increased by £2,700,000 over the £17,300,000 provided last year (though actual expenditure was £6,602 less). The larger grant, said the Federal Treasurer, will permit the recruitment of additional staff and increased expenditure on capital works and services, particularly for housing, schools, hospitals, roads, bridges, wharves, and electricity generation and reticulation.

Details of the grant, etc., compared with actual expenditure last year, show:

	1962-63	1961-62
	£	£
Grant	20,000,000	17,293,398
School Pac. Admin.	70,500	66,657
Pensions (Pre-war)	104,000	96,121
Lighthouse Services	26,500	21,199
	20,201,000	17,477,375

Shipping subsidy for P-NG services is estimated at £150,000; last year shipping payments totalled £112,500.

This year £367,000 has been allocated for loans to ex-servicemen engaged in P-NG agricultural enterprises. Last year's loans totalled £551,000.

An item in War and Repatriation Services reveals that the Treasury Department last year waived £65,048 representing the cost of post-war repatriation of Chinese nationals from Rabaul.

Cost of running the Department of Territories will be £514,000—£354,000 salaries and £160,000 administrative expenses— against £427,907 in 1961-62.

Norfolk Island in 1962-63 receives the same grant as last year—£32,000. Of the special allotment of £20,000 last year for restoration and maintenance of historical structures (the old stone convict-built dwellings and quarters) only £6,196 was spent; £19,000 is provided this year.

Other items in the Estimates show:

Representation in New Caledonia will amount to £5,475 (£3,898 last year), in Portuguese Timor £1,825 (£1,663), and in Indonesia £142,900 (£137,115).

The South Pacific Commission will cost Australia £91,900 (£86,064).

Colombo Plan payments rui
£2,810,000 (£2,231,688) for economi
velopment and £1,990,000 (£1,766,87
technical assistance, together
£1,000,000 (£1,358,064) provided un
"Special Appropriation—Indus Basi
velopment Fund Agreement." To
the expenses of the Colombo Plan
sultative Committee meeting in Mel
this year is an amount of £59,300

Cost of legal expenses in connectio
land tenure claims in the New H
last year was £1,056.

280.08. Then, as buyers switched
industry shares to investment stoc
index began to recover. By Augu
it had swung back to 290.82, just
points below that of a month ag
still a long way from the year's h
325.03 in mid-February.

Economic Outloc

DISAPPOINTMENT was widely ex
in industry and business that
Treasurer Holt's Budget, ann
in August, called for £118 million
and included no taxation concessions
to individuals or companies, and n
sion or other benefits to the man-
street.

The Government will spend a
£2,092 million, an increase of £1
lion over 1961-62.

The "stay-put" Budget will do
to restore confidence and promote
sion for a nation just recovering
the impact of the 1961 slump. Th
ernment's policy, apparently, is c
by the fear of creating a boom a
unknown possibilities ahead for A
if Britain enters the Common Ma

SYDNEY SALES PRICES

	July 23	Aug
Bali Plantations . .	3/10	
Burns Philp	104/-	
Burns Philp (SS) .	48/6	
Choiseul Plntn. . .	210/-	
C.S.R. Co.	56/6*	
Dylup Plantations .	5/9	
Fiji Industries . . .	15/6	
Hackshall's	16/1	
Kauri Timber . . .	9/9	
Kerema Rubber . .	4/11	
Koitaki Rubber . .	12/10	
Lolorua Rubber . .	8/-	
Makurapau Plntn. .	2/4	
Maribol Rubber . .	5/9	
Norfolk Is. Whaling .	1/2	
Pacific Is. Timbers .	3/-	
Palgrave	3/4	
Plantation Holdings .	2/4	
Queensland Insurance	127/6	
Rubberlands	4/-	
Sandy Creek	9d	
Sangara	3/-	
Sogeri Rubber . . .	6/9	
Sthn. Pac. Insurance	25/-	
Steamships Trading	12/11	
W. R. Carpenter Hold	34/6	
Watkins Consolidated	4/5	

* £20 shares now split into £1

OIL AND MINING SHARE

	Dec. 4, '58	July 23, '62	
Emperor . .	b9/-	b5/-	bi
Loloma . .	b30/-	s51/6	sa
Bulolo G.D.	b32/-	s66/-	bi
N.G.G. Ltd.	b2/3	b1/8½	bi
Oil Search .	b9/9	b2/8	bi
Ent. of N.G.	s11d	s6d	bi
Pac. I. Mines	—	b1/6	bi
Papuan Apin.	b4/6	b3/10	bi
Placer Dev.	b91/-	b170/-	bi
Timor Oil .	n.q.	s1/8	bi

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ANDS PRODUCE

ess otherwise stated, quotations are itralian currency. Aust. £ equals imately 16/- Stg.. NZ. or W. ; 18/- Fiji; 20/- Tonga, Solomons HC areas; 196 Pac. Frs.: $US2.25.)

COPRA

UA-NEW GUINEA:—All production ivered to Copra Marketing Board, lled by six members, including three rs' representatives; and the Board distribution and sales, and makes nts to the producers. Production ainly to (a) Unilever, in UK, (b) lia for local consumption, (c) ng-mill in Rabaul, and (d) Japan is as available). Prices generally ith ruling rate in Philippines, with ms for hot-air dried.

Board's Tentative Purchase for copra delivered main ports are: r Dried, £A54/10/- per ton; FMS, per ton; Smoke-Dried, £A52 per

:—No Government control—pro- sell where they wish. Bulk of goes to crushing-mills in Suva. gust 17 prices were HAD £F46/5/-. F43/15/-.

STERN SAMOA:—Official Copra takes all production, sells same akes payments to producers. It ainly to Abels Ltd., NZ crushers, Unilever, UK. Local price, re- in July, was £56/12/6 Samoan. rade.

GA:—Sales are under Government Part of production goes to , under arrangement with Unilever led by Philippines prices, and part open market.

OMON IS.:—All production marketed h official BSI Copra Board, at based on Philippines rates. Output to Unilever, UK; to Australian rs; and the balance on to the open Local price in August was: 1st £46/-/-; 2nd grade, £44/10/-; ade, £42/-/- per ton, f.o.b., BSIP (Honiara, Yandina and Gizo).

BERT AND ELLICE:—Production ed in Europe through official Copra at prices based on Philippines ess freight, etc. The Govt. recently ed the subsidy to producers to: 5 per ton for 1st grade, and 7 for 2nd grade.

HEBRIDES:—On Aug. 1, the price was approximately £A36/10/- Pac. francs) per ton delivered nto. French price then was 80½ francs per metric ton, c.i.f., lles.

K IS.: Copra goes to Abels, Ltd., ckland, who operate the only NZ crushing mill. Price paid is average price for previous three months, andling charges. Price for third of 1962 is £NZ51/19/8 1st £NZ50/14/8 standard grade—both Rarotonga.

OTHER PRODUCE

OA:—Islands prices are usually on the rates for Ghana cocoa which g. 20 was steady at £Stg.166/5/- n, c.i.f., Sydney.

G.: Sydney buyers on Aug. 17 re- Quote No. 1: In store, Rabaul, quality £205 per ton; quote No. 2: uality, on wharf Syd., Melb., vary- 0m £200 to £214 Aust.; in store, orts, £198 Aust.

SAMOA:—Nominal prices quoted in in mid-Aug. were: Grade 1, 55; grade 2, £Stg.240, f.o.b., Apia.

COFFEE.—P.-N.G.: Aug. 20, 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 on Aug. 20 as: Kenya A, f.a.q., £Stg.375, B £Stg.335, C £Stg.325; U/G £Stg.285; Tanganyika AA £Stg.380, A £Stg.365, B £Stg.325; Buguishu AA £Stg.300; Uganda Robusta £Stg.156.

PEANUTS: P.N.G.: Sydney agents quoted Aug. 20:—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 Aug. 17 was: No. 1 RSS, Spot, 73 7/8 Straits cents per lb (25.76d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Aug. 17: White and yellow label processed, standard packs, 46/-, green label 45/-, 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** in mid-August 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**—nominally £120-£125 per ton, f.o.b., Papuan ports; **N.G.**—£105-£110, c.i.f., Sydney; **B.S.I.**—£110, f.o.b., Honiara. No. 2.—**Papua**—£90 per ton; **N.G., B.S.I.**—£95 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Aug. 17: No. 1: £295-£300 per ton, f.o.b., Islands port. No. 2: £280 (best quality), on wharf, Sydney.

CROCODILE SKINS—On Aug. 20 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); large scale (fresh water) 10/- per in. **B.S.I.**—16/- per in. (small scale) del. Sydney.

A report from Pt. Moresby during the month said that an Austrian buyer had arrived in P.-N.G. to purchase 26,000 crocodile skins (worth over £250,000) by the end of the year.

PAPUAN GUM: £82/15/- f.o.b. Island port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva mechants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, Aug. 20, Philippines, in bulk, $161.50 US per long ton, c.i.f., UK/Nth. European ports. **Malayan, FMS,** delivered weights, c.i.f. UK/Nth. European ports, £Stg.59 per long ton. NEW YORK: Aug. 20, Philippines $147.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 780 Rupees per ton c.i.f.

Coconut Oil: LONDON, Aug. 20, Ceylon, 1% in bulk, £Stg.88 per ton, c.i.f., UK/North European ports. **Straits, 3%,** £Stg.82/10/-, c.i.f.

Rubber: LONDON, Aug. 17, c.i.f., RSS No. 1 Spot, 22d. Stg. lb (nominal): Sept. shipment 22d. Stg. lb, Aug. shipment 21 15/16d. Stg. lb.

(£1 Australian is equal to about 2.25 US Dollars or 10½ Rupees).

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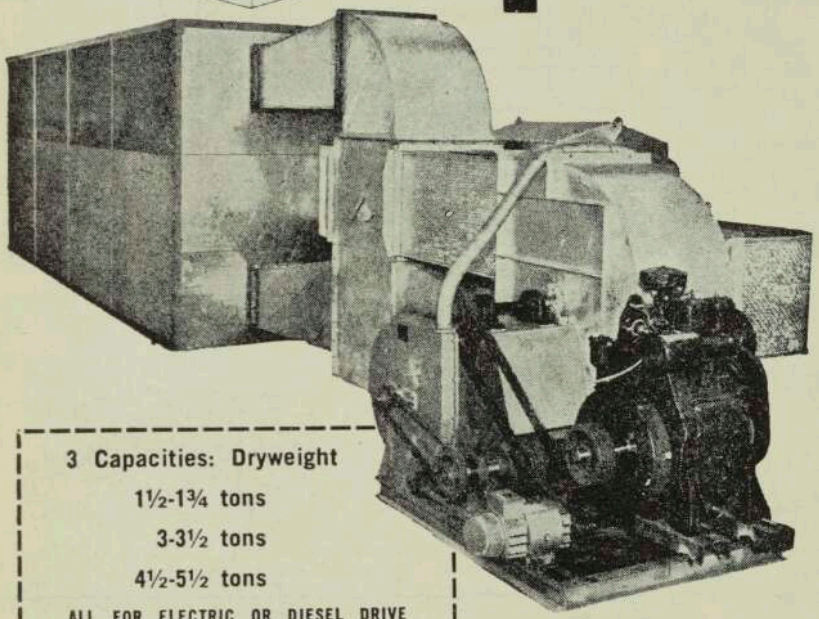
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After many years of suc fully designing Cocoa D ASP with their wealt experience have now turn Copra Dryers. These are cient and economical, e install and require a mim of labour to load and op

FORCED HOT AIR DRYERS—SPECIFICATIONS

MODEL	CAPACITY Dryweight		FAN CAPACITY Free Discharge	BURNER FIRING RATE		DRYING TIME
	Min.	Max.		Min.	Max.	
	cwt.	cwt.	c.f.m.	Gallons per hr.	Gallons per hr.	
1	30	35	8,000	1	4	Max. 18 hrs.
2	60	70	11,500	1¼	5	Max. 18 hrs.
3	90	110	18,500	1½	7	Max. 18 hrs.

Diesel or Electric Drives can be fitted. (1,000W. 240V. AC alternator supplied with diesel units.)

These Forced Hot Air Copra Dryers are already working to full capacity at several plantations.

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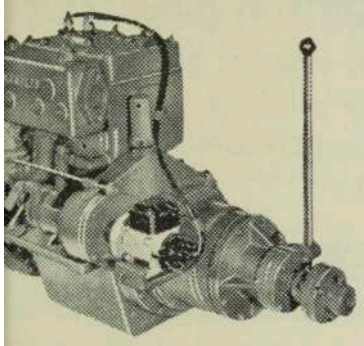
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Present a Full Range of . . .

SIMPLEX MARINE ENGINES



5 H.P. single cylinder, 3 versions.

6/7 H.P. single cylinder, 3 versions.

10/12 H.P. Twin Cylinder, 2 versions.

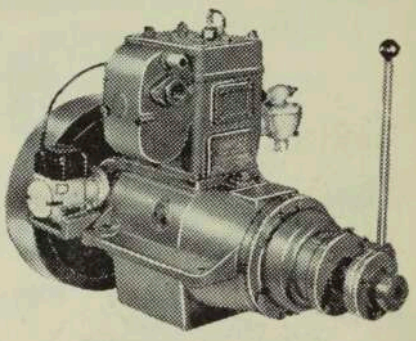
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10/20 H.P. 4 cylinder, electric start.

Can be fitted with 2/1 reduction gear.

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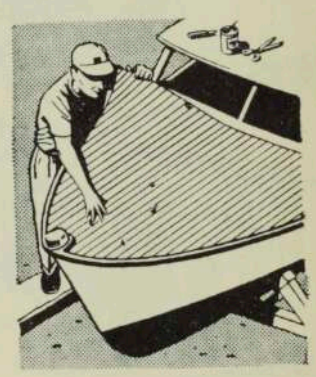
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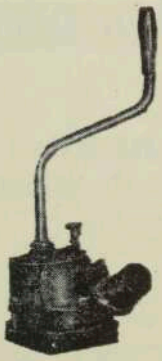
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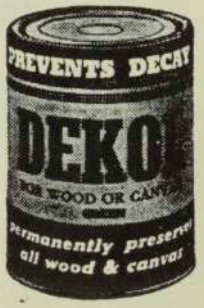
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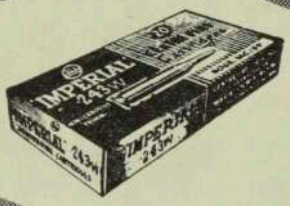
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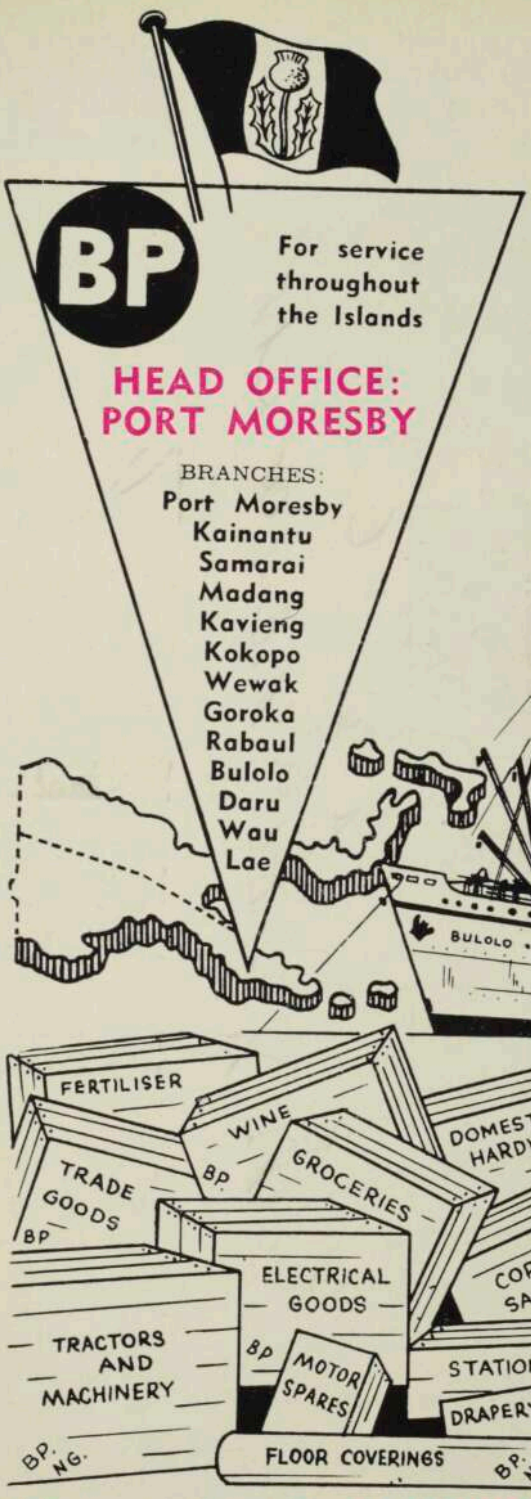
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