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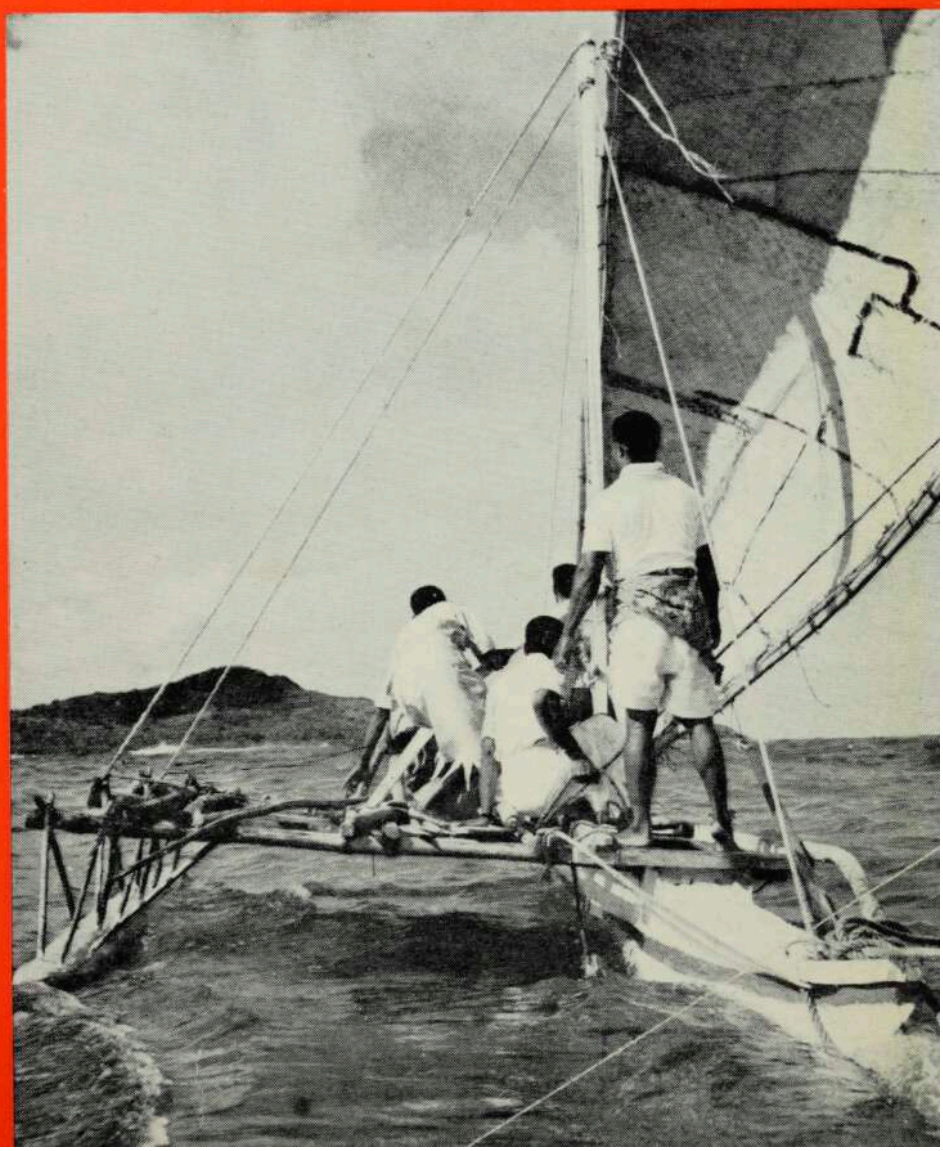
Pacific Islands Monthly



MAY, 1963

VOL. XXXIII. NO. 10.

he News
agazine
Of The
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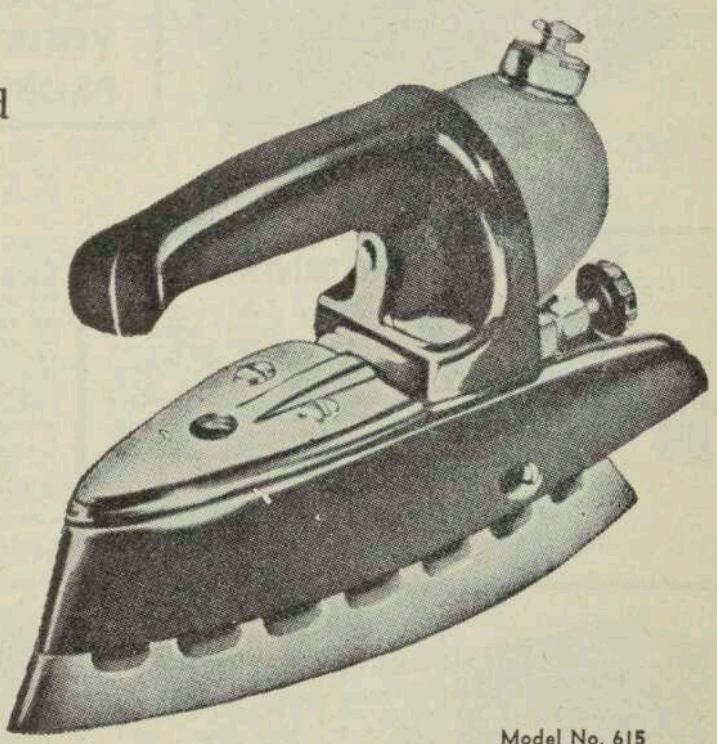

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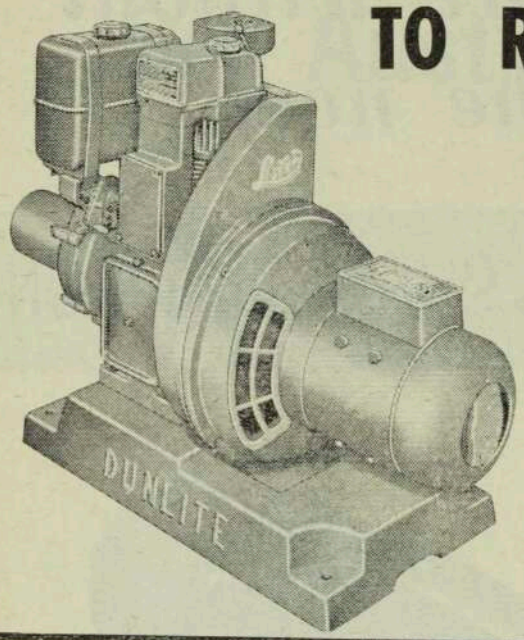

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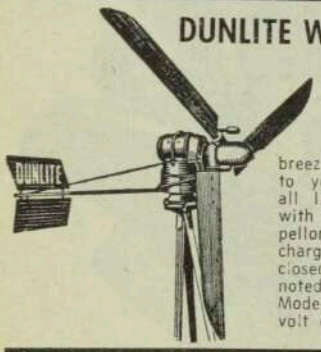

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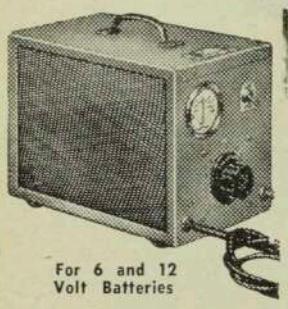

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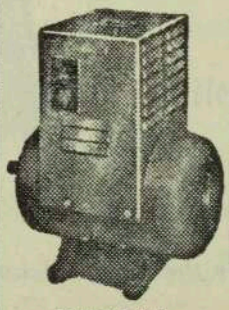

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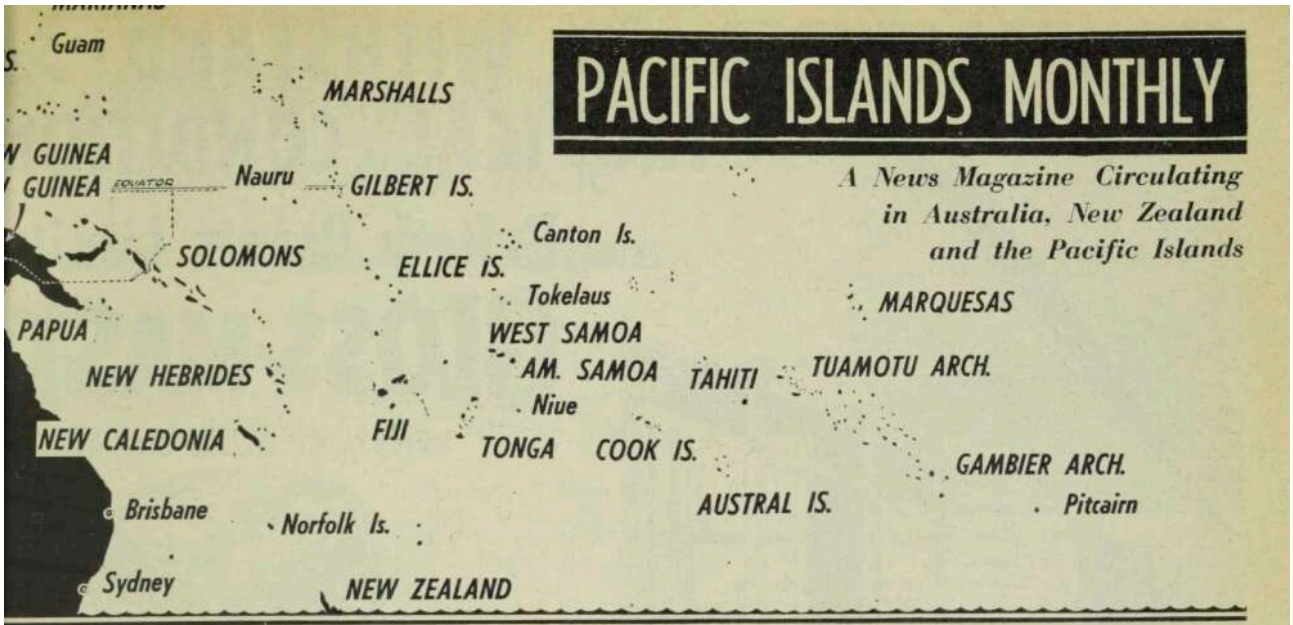

PACIFIC ISLANDS MONTHLY

A News Magazine Circulating in Australia, New Zealand and the Pacific Islands

Publisher: R. W. ROBSON.

Editors:
DY TUDOR STUART INDER

Manager: SELWYN HUGHES.

EPHONES: MA 9197, MA 7101, MA 4369.

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OURNE OFFICE: Newspaper House, 47 Collins St. Tel.: 63.7053.

ITS: All main trading firms and tores in the Pacific Islands.

ic Publications Pty. Ltd. is the alian agent for THE FIJI TIMES.

No. 10. Vol. XXXIII. **MAY, 1963**

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THE COVER: The Fijian sailing canoe is about to cross a shallow part of the reef to enter the lagoon at Ono-i-lau in Fiji—sometimes a difficult undertaking. Shortly after this photograph was taken by Rob Wright from a ship's boat being towed by the canoe the boat broached and his equipment was swamped. The camera was sent to Sydney for repairs but, miraculously, the film turned out all right. The incident occurred during a recent visit by the Governor of Fiji, Sir Kenneth Maddocks, to the Lau group.

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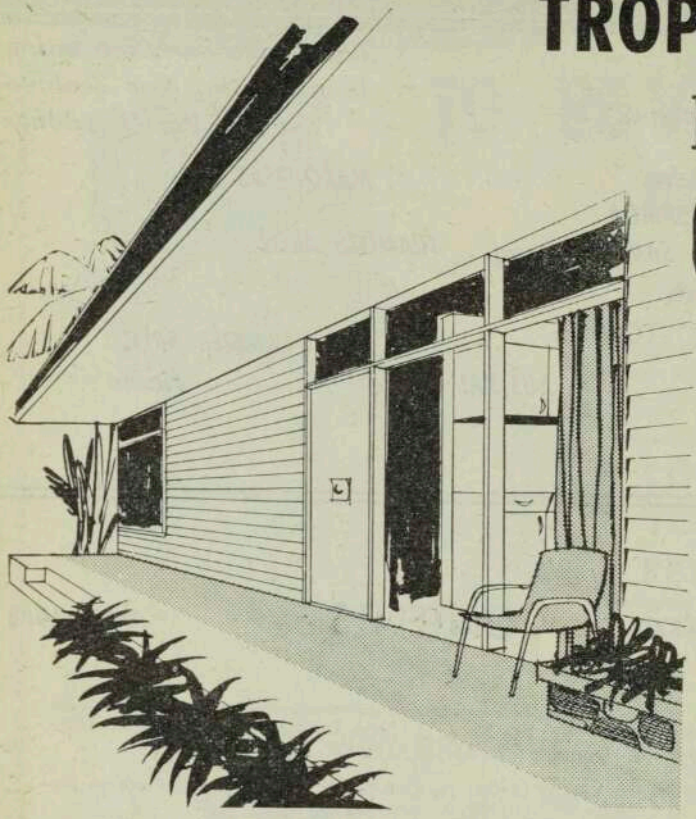

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Australian Coastal Island May Be New Home For Perplexed Nauruans

By a Staff Writer

Although the task of finding the Nauruans a new home is still udded with some 18-carat problems, indications are that the ulti- ate solution will be an island off the Australian coast.

ME of the problems are those involved in the fact that before hing can be settled, the Aus- n Government, a State Govern- , the United Nation Trusteeship ncil, the three Trustee powers tralia, New Zealand and the ed Kingdom), and the Nauruans all to be satisfied.

t although the surface of the col involved in this may yet ely have been scratched, it dy appears that an off-shore ralian island could be the best promise between the Australian land settlement Australia offered nid-1961, and the rehabilitated u suggested by some Nauruans. nongst the islands that have dy been inspected are Prince of s, off the top of Cape York nsula; and Hinchinbrook, Curtis Fraser islands, all off the north nsland coast.

Prince of Wales is deep in the tropics, comparatively inaccessible and was soon written off. Of the other three, Hinchinbrook lies off Caldwell, in about 18 deg. S Latitude; Curtis lies off Rockhampton, right on the Tropic of Capricorn; and Fraser lies off Maryborough, in about 26 deg. S. Lat.

All three islands are tucked in close to the coast although one end of big Fraser Island sticks out into the waters of the Barrier Reef like a thumb.

Curtis, which forms part of the port for Gladstone, is separated from the mainland by only a narrow channel which, at one point, at low tide, is virtually dry land.

Most of the interest recently has centered around Fraser and Curtis Islands, and of the two, Curtis appears to be the more likely to be available.

When the idea of an Australian home for the Nauruans was first publicised, the Rockhampton and District Research and Promotion Bureau wrote to both Commonwealth and Queensland Governments and said that they would like to have the Nauruans settle in their district. They suggested three areas that they might like to look at. One was Broadmount, the old port of Rockhampton; one was Casuarina Island—a low tidal island in the river; and the other was Curtis Island.

Curtis is 180 Sq. Miles

The Nauruans inspected the first two and did not like them. They flew over Curtis Island and at first were not impressed with that either because it looked flat from the air but they were later persuaded to revisit it on foot.

Curtis is about 180 sq. miles in area. At present it has four grazing properties on it—some freehold, some leasehold—but otherwise is unroaded and undeveloped. It is understood to be reasonably fertile, to have adequate rainfall and good fishing. Its highest point is about 600 feet and the terrain is generally undulating.

Fraser Island is about three times larger than Curtis and so far the Nauruans have received no pressing invitations from the Mayor and corporation of Maryborough.

Although Fraser's other name of Great Sandy generally describes it, about half of it (because of a substratum of an impervious peat-like substance) supports large natural forests. These are State controlled, tenders being called from time to time for the felling rights. The logs themselves are transported to Maryborough and sawn there, and thus create considerable employment.

Fraser "Unavailable"?

Although no one has yet said so in public, it seems likely that because of its timber resources the State of Queensland would be most unwilling to have Fraser Island alienated by the Nauruans or by anyone else.

It is understood that the Nauruans themselves asked to see Fraser and that an inspection of Curtis was suggested to them by the Australian Government. But neither event should be taken to mean that the Nauruans have officially and firmly asked for either island or have even shown any unanimity over what they do want.

Although the Nauruans have talked a great deal on the subject of re-

FOR NAURU: While Nauru is searching for a new home, plenty of improvements are going on in the old one. This heavy duty truck being loaded on to a Nauru-bound ship in Melbourne is one of several being used by E. S. Clementson Pty. Ltd., who are now working on a £3-million contract to build improved houses, messes and amenities for phosphate workers on Nauru.

udley McCarthy In New UN Post

A man who probably knows ore about the Nauruan prob- n than anyone outside of uru—Mr. Dudley McCarthy in April was appointed Aus- lian Minister to the United tions, in place of Mr. J. D. L. od. As a result of his appoint- ent Mr. McCarthy had to ncel a visit he was to make to uru in May. Mr. McCarthy, o has been a Department of rritories Assistant Secretary, in arge of international relations d information, has made veral visits to the UN Trustee- ip Council as a special repre- ntative. He has represented ustralia at Council debates over w Guinea and Nauru.

Mr. McCarthy will now trans- r to the Department of Ex- rnal Affairs.

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settlement in the last two years, what has emerged has been largely contradictory because they have not themserves known what they want.

At various times (*PIM*, Dec., 1962, p. 17), they have wanted a separate island and an exclusive society; their own laws and their own special services. At other times it has been reported that they don't want anything of the sort: That while they want their own land—because being landless signifies a slave state to a Nauruan—and want to remain a compact community for their own moral support, they also want to be close enough to the mainland for their children to go to secondary schools in the nearest big Australian town; and in order that they may themselves have other benefits of Western civilisation in the same way. Some have even expressed a wish that they should be placed in a position where they can engage in a tourist industry.

Mainland Connection

The fact that the three Queensland islands that have been discussed in relation to the Nauruans have their butt-ends up against the Australian coast, seems to suggest that someone has his eye on the advantages of easy access to the mainland and that they are not too concerned with exclusiveness.

The Nauruans have not indicated yet if they would settle for Curtis if it were available (and too much promotion could be as good a reason as any for them to turn it down), but superficially Curtis has certain advantages.

Firstly, the local people have indicated that they would like to have them. Although this is not altruistic, as several millions of pounds of development money would necessarily have to be spent on the Nauruans' new home, it at least creates the right climate for a successful good neighbour policy. One of the fears of the Nauruans, when a mainland home was suggested for them, was possible racial discrimination by Australians.

Curtis is Bigger

Curtis Island is 20 times as large as their homeland but in climate and the environment of beach and reef is not dissimilar. And, although it is completely separated from the mainland, it could, if the Nauruans wished, be joined to it by a causeway or even a bridge. In the same way the island could get such service as electricity from the mainland and in Rockhampton and Gladstone the

APPRENTICE OF THE YEAR: Visiting Australia in April was Francis Aisi, selected as New Guinea's Apprentice of the Year for 1962. His selection was anonunced in Port Moresby in March by the Administrator, Sir Donald Cleland. He comes from Yule Island, Papua, and served his apprenticeship as a diesel mechanic with the P-NG Electrical Undertakings Branch in Port Moresby. In Australia he will inspect industrial organisations.

Nauruans would have big-town facilities such as high schools, shopping, airways, railways, radio broadcasting and television.

On the other hand, when the Nauruans wanted to be alone they could, in effect, pull up the drawbridge, and become exclusive on Curtis Island.

Curtis Island, or another similar island, does appear to give to the Nauruans the best of two worlds and if anything has emerged from the several years of talk on the subject of a new home it is that the Nauruans want the best of as many worlds as they can get.

It is calculated that it will probably cost at least £4,000,000 to resettle the Nauruans, probably one-third of that sum being needed for housing. Whether this will be partly financed by the three countries that hold the Trusteeship—that is Australia, New Zealand and the United Kingdom—in a proportion yet to be worked out; or whether the phosphate industry will pay is not known. If the latter, it is likely that increased royalties will have to be levied on phosphate in the years of life left to the workings.

It is calculated that the Nauruans, directly and indirectly, are getting something like 24 per cent. of the proceeds of the sales of the phosphate but this is dissipated in se ways.

In 1961-62, for example, £49 was paid by the BPC to the Ad istration in a lump sum to mak the difference between local re and expenditure. Another £14 was paid to or credited to indiv Nauruan landowners as a ro on phosphate mined on their l

Large sums were likewise paid the Nauruan Royalty Trust (which keeps the Nauruan Local ernment Council and the ho fund afloat), and into the Nau Community Long-Term Invest Fund. The latter, made up royalties of 1/- per ton on every of phosphate exported, is Nauruans' resettlement fund and vested on their behalf to the 2,000 AD. On June 30, 196 amounted to £616,931 and ev royalties were increased in this partment to make the fund quicker it is still unlikely to enough to resettle the Nauruan the style that is expected, at the that it is likely to be needed— other money will have to advanced.

It was suggested two years when Nauruan resettlement first came a live issue, that it would gradual business over 30 years. idea now seems to be that the sc it is done the better. This m sense; there is little point in sp ing any more money than nece on Nauru when the same m could more profitably be spen the new home.

When Will They Leave?

But just when and how Nauruans will bring themselves make the break with their home is another matter. They are very taken care of where they are, have the sympathetic interest of world as well. Once the seven-wonder of their resettlement is acc plished, they will have to settle d to the prosaic business of earni living like anyone else, and it is fundamental fact that probably m Nauru's present leaders appear prima-donnas in their reluctanc make up their minds about Nauruans really do want.

The two islands now most ta about in relation to the Nauru Curtis and Fraser, have a past industry and a timber industry spectively. Few people who k anything about the Nauruans can them either as sheep or cattle her or as timber getters. But they simply have to be something— the biggest question of all is g to be: what?

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The funeral procession of Tupua Tamasese passing through Apia.
Photo: Leonard Goodman.

WEST SAMOAN LEADER DIES AFTER LONG ILLNESS

Tupua Tamasese Meaole, Joint Head of State of Western Samoa ıce its independence in January, 1962, died in Apia on April 5. e was buried in the burial ground of kings at Tiafau the following ıy.

MASESE'S death had been ex-pected. He had been ill for 15 hs with cancer and tuberculosis had twice visited NZ for treat-.

llowing his death, Tamasese's lay in state at his home and at Government House, Vailima, .. Stevenson's old home above .

ading the procession to Vailima the surviving Head of State, etoa Tanumafili, the Prime Min-Fiame Mataafa, and Cabinet.

fter lying-in-state at Vailima, asese's body was taken to the olic Cathedral at Mulivai, where iem Mass was conducted by op Pearce, before the cortege ed off along the final mile-long e for Tiafau. The route was with mourners.

t the burial ground Bishop Pearce lucted the final rites and Prime ister Mataafa made an oration re the coffin was interred in-the Tamasese vault.

amasese was 57. He is survived is wife, the Masiofa Irene, two hters and two sons.

Title Decision

amasese's death has sparked off ulation as to who might now ive the title. His two brothers, ai'a Europa and Taimalie Mea-, and his two sons, Efi, recently n the high title of Tufuga, and , are strongest claimants, but the title could conceivably go anywhere within the family.

An important voice in the selection of the new title holder lies with the Minister of Education, Tuatagaloa Te'o. He is the highest titled chief of Falefa and Salani, which villagers have a strong say as the birthplace of the late Tamasese's mother.

"Sometimes the new title holder might be decided in a few weeks; sometimes it might take a year or more," said a local authority on Samoan custom in April. Usually, however, with an important title like this, it is not dragged out too long.

The surviving Head of State, Malietoa, should soon be moving from his present house at Pilot Point up to Vailima to occupy Government House.

See "Tamasese: Architect of West Samoan Independence", p. 41.

PARADE OF INDONESIAN FORCE AT WEST NEW GUINEA TAKE-OVER

HOLLANDIA, May 1.

On schedule today in the presence of Indonesian Foreign Minister, Dr. Subandrio, and amid what has been calculated to be enough Indonesian flag fabric to girdle the Republic, West New Guinea became "West Irian" and Hollandia, "Kota Baru".

IN what was called a simple ceremony, the blue UN flag came down from the flagpole where it has flown since the Dutch left last October, leaving the red and white flag of Indonesia flying alone.

Indonesia thus acquires about 800,000 new people, the majority of them primitive; and 161,000 square miles of territory, almost all undeveloped. West New Guinea is the 17th Province of the Indonesian Republic.

But although the hand-over was "simple", the parade of military might that went with it was not. In the days previous to May 1, 10,000 extra Indonesian troops had arrived to join the 5,000 already there.

As the UN flag came down, Russian-built jet fighters and bombers flew low over Indonesian destroyers, submarines and troop transports anchored in Humboldt Bay. According to an Indonesian source, it was a sample of the force that would have been unleashed on the Dutch, in 1962, had not the policy of "confrontation" won the day without it.

At the take-over ceremony, Dr. Subandrio said that Indonesia had now been able to put an end to the colonialist policy that had kept West Irian from the independence enjoyed by the rest of Indonesia; but that he expected it would soon be on a level with the growth in other regions and moving towards a "just and prosperous society—a socialist Indonesian society".

Just before the take-over ceremony, it was announced that the new Governor of the West Irian Province

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would be Elizier Jan Bonay, a Papuan former clerk with the Dutch.

One of the so-called elite, he had done little to distinguish himself up until the Dutch left.

On the day before the hand-over, the New Guinea Council, created as an instrument of self-government by the Dutch only in 1961, met quietly and dissolved itself. This piece of prudence now leaves the way clear for any form of administration the Indonesians think fit.

Although Indonesia's Foreign Minister Subandrio represented president Soekarno at the official hand-over, Soekarno himself planned to visit West New Guinea within days of May 1.

President Soekarno will arrive in Humboldt Bay, Hollandia's harbour, in the 19,000-ton Russian built cruiser *Irian*. With the *Irian* will be the largest fleet of ships to enter Humboldt Bay since General MacArthur's fleet was assembled there for the invasion of the Philippines.

A fireworks display and an impressive exhibition of air strength are among the features planned for Soekarno's visit. Primitive tribesmen are being brought from the interior to watch the various ceremonies, at which Soekarno will be presented to the New Guineans as the liberator of their country.

After the Hollandia ceremonies, Soekarno will fly to Merauke to substantiate, symbolically, his boast of 13 years ago that "Indonesia stretches from Sabang to Merauke". He will return home after a visit to Biak.

Request for Asylum

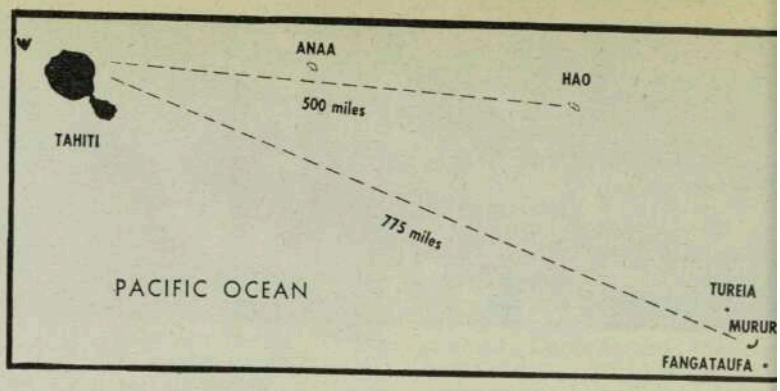
It was reported from Port Moresby on April 26 that seven West New Guinean medical students in that town had applied to the P-NG Administration for political asylum because they feared they would be in danger if they returned home.

They said they feared reprisals for articles written last year on Indonesia's claims to West New Guinea.

The Australian Government had made no decision on their applications when this issue of *PIM* went to press.

On April 28, it was reported from Hollandia that Australia had withdrawn an application to open a consulate in WNG after Indonesia assumed control.

The decision was said to have followed insistence by Indonesia that it should have reciprocal representation in P-NG. The Australian Government feared that this might bring Indonesian agitation among the native population against its Administration there, the report added.



France To Use Five Tuamotu Atolls In H-Bomb Project

After months of speculation, it was officially announce in April that France would use five atolls in the Tuamotu Arch pelago of French Polynesia as bases for a nuclear testing projec It had previously been believed that Mangareva in the Gambi Archipelago would be used for this purpose.

THE five atolls in the testing project are Muruoa, Fangataufa, Tureia, Hao and Anaa. Mururoa, an uninhabited atoll, about 775 miles south-east of Tahiti, will be the main base.

On Fangataufa, about 20 miles south-south-east of Mururoa, there will be an observation post. Tureia, about 62 miles north-north-east of Mururoa, will be a radar base. And international airports, which will be open for civilian traffic, will be built at Anaa and Hao. (Hao is about 500 miles east of Tahiti, and Anaa is about half way between Tahiti and Hao.)

About £5 million has been set aside for the project, and the first tests are expected to be held early next year.

Noumea newspapers said in mid-April that work on a base camp at Mururoa had started. The papers said that the French naval sloop *Francis Garnier* had taken 17 soldiers of an engineers' regiment and 26 soldiers of the regular forces based at Tahiti to build the base camp on the atoll.

The *Francis Garnier*, the papers added, had since returned to Papeete, but the 26 regular soldiers and eight members of the sloop's crew—including radio and meteorological technicians—had remained at Mururoa.

It was also reported in April that a group of technicians from the Civil Aviation and Public Works partments in Tahiti had left Anaa to plan the projected aerod there.

Earlier, the Governor of T Mr. Aimee Grimald, convened a cial meeting of French Polyn Territorial Assembly and the Pa Municipal Council to explain d of the nuclear testing project.

He said Tahiti would play an portant role in the project a would serve as a disembarka point for men and supplies. present maritime traffic of 80,000 a year would increase by at 50 per cent.; and to cope with the port of Papeete would be r ernised at a cost of nearly £3 lion.

Mr. Grimald said that at 1,000 houses would be built in hiti for the project's technici Workshops and laboratories w also be built.

Papeete's Grand Hotel had requisitioned to house about technicians expected in April. L in the year, two companies of A engineers would be sent to Mur to build the main base, which w be called the Centre d'Experime tion du Pacifique (CEP).

Mr. Grimald emphasised that would be of great economic adv tage to Tahiti. Radioactive fall in Tahiti would be negligible bec explosions at Mururoa would be held when the wind was bl

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FOR THE NEW HEBRIDES

Madame Delauney, wife of the French Resident Commissioner n the New Hebrides, christened the New Condiminium touring essel "Navaka" at a ceremony at the Lars Halvorsen shipyard n Sydney on April 16. TV and movie cameraman filmed the vent. Among those present were Mr. Delauney, Mr. A. M. Vilkie, the British Resident Commissioner in the New Hebrides, nd Mr. Jack Barley, of Vila, who will be the "Navaka's" aptain.

The "Navaka", a graceful ship 47 ft. long and with a beam f 15 ft., replaces the former Condomonium vessel "Don Quixote", which was sold in 1960. She has a 76 hp 4L3 Gardiner heavy-duty diesel engine, berths for five passengers, nd accommodation for a crew of six including the captain nd engineer. A special feature is the five-bladed propellor vhich, it is claimed, will decrease vibration and promote moother running.

towards the south where there no land.

the event of war, there will o danger that an enemy will EP for a target," he said.

eaking of Tahiti's tourist indus- Governor Grimald said that this d not be affected by the base Mururoa as the base would be further from Tahiti than the da desert (where the United s had held tests) was from Los les.

ports of France's nuclear test- lans for the Pacific touched off sts from Parliamentary leaders th Australia and New Zealand.

stralia's External Affairs Minis- Sir Garfield Barwick, said in ey on April 19 after a visit to that he had registered Aus- 's deep regret at France's in- n to carry out nuclear tests in Pacific.

said that in an interview with French Foreign Minister, M. C. Murville, he had made it clear Australia feared fall-out from ar tests.

a radio-television broadcast on 19, President de Gaulle told French people that the survival rance in the nuclear age re- d a purely French national ic force, and that the French e should be willing to pay the of it. He made no mention e Tuamotu Archipelago project.

rlier, the French Information ter, M. Alain Peyrefitte, said France's atomic force would be lity at the end of the summer. rance has no atomic worries," id. "The scheduled programme ing according to plan without new difficulty."

ee "Little-known H-Bomb Atolls Have Place in the Hall of Fame", page 9.

SHARP SURPRISES IN FIJI'S LEGCO POLL

FIJI went to the polls late in April under its new constitution, which gave the vote for the first time to the Fijian people and to women of all races.

Counting was incomplete when *PIM* went to press, but the following interesting results were definite and they showed the unexpected defeat of Mr. Gibson, and strong voting for Messrs. Patel and Koya, who were connected with embarrassing strikes in 1960-61:

European Southern—R. A. Kearsley (388) defeated D. W. Brown (375).
Northern European—F. G. Archibald (358) defeated H. B. Gibson (341).
Western European—R. G. Kermode (573) defeated S. L. Berwick (296).
North Viti Levu, Indian—S. M. Koya (3,998) defeated J. Shankar Singh (3,480).
Western Indian—A. D. Patel (6,244) defeated D. S. Sharma (3,346).
Southern Indian—A. I. N. Deoki defeated four other candidates.
Fijian Central—Semesa Sikivou (10,152) defeated Ratu Livai Volavola (2,600).
Northern Indian—J. Madhaven (2,756) defeated H. Kohli (2,154).
Western Fijian—Ratu Penaia Ganilau won easily.

The voters will elect an enlarged Legislative Council consisting of a Speaker, not more than 19 official members, and 18 unofficial members —of whom six, two Europeans, two Indians and two Fijians, will be nominated. Four Europeans, four Indians and four Fijians will be elected.

The previous Council comprised a Speaker, 16 official members and 15 unofficial—the five Fijian members of whom were chosen by the Council of Chiefs, and not by a direct vote of the Fijian people. (For full details of the new plan see *PIM*, April, p. 63).

Three members, one European—Mr. J. N. Falvey—and two Fijians—Ratu K. K. T. Mara and Ravuama Vunivalu — were returned unopposed, leaving contests in the four Indian constituencies, three of the European and two of the Fijian.

Life of the new Council will be five years, but nobody in Fiji doubts —least of all the candidates—that there will not be further constitutional changes in that time. It is likely that a constitutional conference will be called in London to discuss Fiji's political future.

The two nominated Fijians on the Council (selected by the Council of Chiefs) are Ratu Edward Cakobau and Ratu George Cakobau.

UNEMPLOYMENT IN FIJI 'SERIOUS'

Unemployment in Fiji was serious and the problem had to be faced with more realism, Fiji social and medical leader Rev. Dr. G. R. Hemming, reported in April.

His comment was supported by official employment figures issued by the Fiji Labour Department the same week.

In 1957 *there were* 23,376 *employed of a total population of* 361,038. *In* 1962 *there were only* 22,835 *people employed although the population had increased to* 427,851.

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COMMENTARY

e Comes Another omb, Hoorah!

TER all the rumours about French plans to test nuclear ons in the South Pacific, it was urprise to learn in April that e had chosen several atolls in Tuamotu Archipelago as bases his purpose.

r was it a surprise that news plans should leak out casually gh the back door—with an an-ement by the Governor of —while Ministers in France ssed to know nothing definite them.

sident de Gaulle is so firmly on making France independent eryone else in defence that he no need to consult his allies hat he intends to do.

is, Australia's Minister for Ex- Affairs, Sir Garfield Barwick, pretty short shrift when the t certain assurances from the h Foreign Minister in Paris in The Foreign Minister claimed no decision had been made on and where the nuclear tests l be held—despite the fact that i's Governor had already made nnouncement about the Tuamotu

t what's the use of complain- The French didn't invent all secrecy about nuclear Pacific sions—the principle has been lished long since by the US Britain.

e unfortunate Islanders who happen to inhabit this part e world will just have to manage best way they can—as usual.

l How Does BOAC ss the Pacific?

E new BOAC Comet service across the Tasman, inaugurated pril, is another new move in the c air battle.

itself, the new service is merely xtension of the London-Sydney C service, and is something the h airline has had on its agenda some time. But having got to land, the next step is obviously ose the gap between Auckland Honolulu so that BOAC can go l the world via the North Pacific h it now does) and the South ic.

OAC very much wants to carry its own flag across the South Seas and not make any charter arrangement with any other British airline. How can this be done?

Qantas, TEAL and BOAC all now cross the Tasman and TEAL and BOAC both want to cross the South Pacific as well as Qantas. But these three airlines all have a working arrangement and the difficulty is going to be in adjusting things so they can continue to work in harmony and yet still get what each wants.

And these problems are even more complicated by the desires and demands of various governments, particularly French and American governments, who have Pacific rights to bargain with.

A Hopeful New Future for Norfolk?

REPORTS that Norfolk Island is likely to get the kind of Council powers that are acceptable to most of the islanders, and that there is a hopeful new future in tourism and fishing there, are good news.

They are even better news for having arrived at the one time, because a sound economy makes for smoother politics. While the Australian taxpayer continues to help support the island, Norfolk could not, and should not, expect political freedom to the extent that some people there want.

As it is, experience with the new Council arrangements will probably prove to Norfolk Islanders soon enough that they have thrown off the local variety of bureaucracy for the Canberra kind, and that in fact —as anybody in the Northern Territory or Papua-New Guinea could tell them—there is no difference between the two.

Exactly what the new fishing enterprise involves has not yet been made public in detail, but apparently the company which has bought the whaling station and the old cable station has some advanced plans. It intends to put in a cannery at the whaling station (Japanese capital?) and turn the cable station into a tourist resort. Whether one or both these ventures are successful, Norfolk should benefit.

Tourism certainly seems to be the best hope for a sound Norfolk Island economy. Norfolk has done a lot to help itself in this direction in the last year or two, and its work is beginning to pay dividends.

The latest report of the Norfolk Tourist Bureau shows that since 1959, when 659 tourists arrived at Norfolk, there has been a steady annual climb. There were 1,888 tourists in 1962 and the average length of stay was 11 days. In addition there was a great number of "overnighters"; mostly airline employees indulging in some cheap shopping.

As the Bureau chairman points out, the present accommodation is adequate for the present air service, but it is in everybody's interest to promote more tourists and more and better places for them to stay at so that air services can be increased.

In this matter of air services, Norfolk must be the envy of Lord Howe Island, which has the tourists but not the means of expanding its air services while it must rely on flying boats.

Echo Of A Record

When the first South Pacific Games meets in Suva in August, participants can be sure that their host territory is a territory of sporting enthusiasts. Fiji footballers have not earned their reputation for nothing.

But the Fijians can play cricket too—a fact many people were reminded of in April, on the death of retired Fijian magistrate Viliame Tuinaceva Logavatu.

In 1929, *he set a record of* 214 *not out, which stood until* 1959. *But in* 1933, *bowling for Lautoka against Levuka, Viliame took nine wickets for* 10 *balls—a record probably never equalled.*

Tragedy of West New Guinea

INDONESIA takes over West New Guinea on May 1. There are not many Australians, outside of the Government, who have a good word to say for this development, and not many Australians in the Government.

The Dutch should never have been forced out of New Guinea and the Indonesians should never have been allowed in. That they were, and they have been, is one of the political tragedies of our time.

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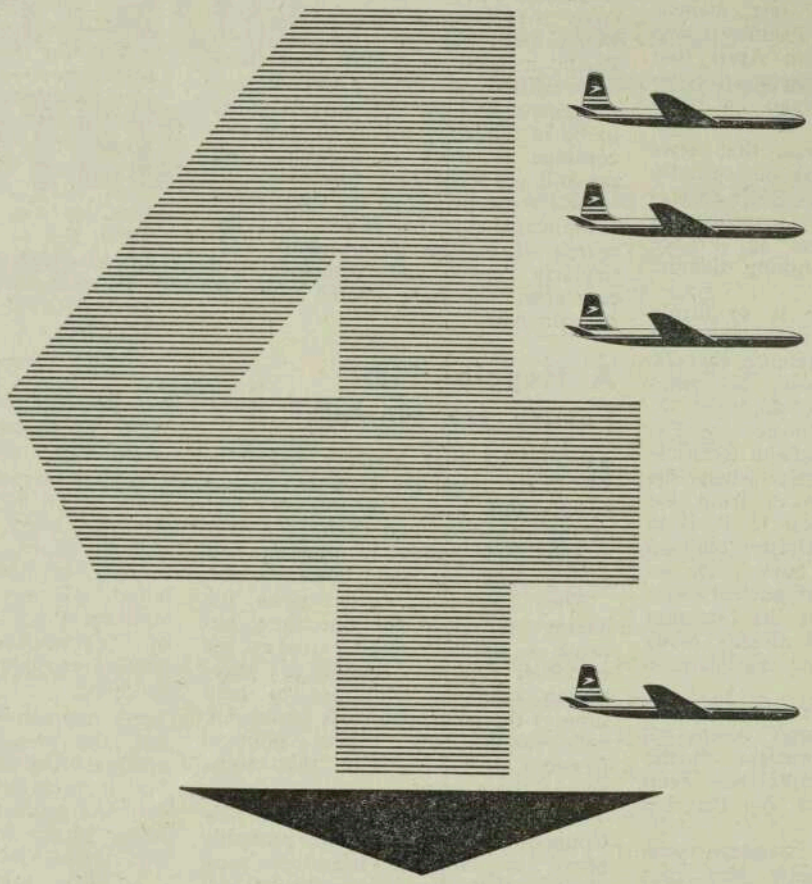

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Sydneysider Goes Walkabout

Although there may be segregated drinking in Honiara's hotel, the native kids who live beside the swimming hole at Mamara, about seven miles out of the town, show no hesitation about getting in and swimming with any visitors. The Public Works Department gouged out the pool in a fresh water creek just before it enters the sea. It is crystal-clear, with a pebbly bottom; there are no problems of filtration because the water is always circulating through it; and it is a favourite rendezvous of Honiara families, especially at week-ends.

The BSIP — Elysian Fields At The End Of The Line

For my money, the flight between Rabaul, New Britain and niara, BSIP, is one of the travel sights not only of the entire cific but of the world. The plane is never out of sight of a cobweb islands—large, small, volcanic, coral sand; green, gold or black inst the sun—on a blue and turquoise sea. But the journey is narkable not only for its scenery, but because it is, in its way, a rney back 50 years in time.

odd to hear Solomon Islands icials preach today the same of gradualness that Sir Hubert y preached in the Papua of his It is odder still, in a world de- to the sacred principles of racy and one-man-one-vote, to a country where no native— ropean for that matter—has yet at a Legislative Council election a Local Government Council se members of both are still ted).

different, after the beer jungles ost P-NG hotels have currently e, to see the native drinkers sit sipping their beers in the back ses of the Hotel Mendana while ropeans spread themselves over st rest of it (because the pro- still has an old-fashioned pre- about racial equality).

some, these and other things, the Solomons an anachronism. hers it can seem like a rest after the antics of the wilder lonial boys elsewhere.

is it that the Solomons have still since 1945; but rather that,, political sense, territories like Papua-New Guinea, which unfortunately are next door to the BSIP, have gone in, boots and all, only in the last two years.

The lid's off racial equality in P-NG — administratively, politically, socially and, to a growing extent, economically. The best they can do in the BSIP is to pretend a half-hearted belief that there never was a lid.

End of the Line

Physically and in other ways, the Solomons is at the end of the line. The heads of its departments are still almost entirely Colonial Service personnel, recruited in the United Kingdom; not even Australians or New Zealanders have crept in, as they have in Fiji, or if they have, they are virtually indistinguishable from the home-grown product. And the day of the locally born, or the part-European, in whose hands the bureaucracy of such places as Western Samoa is placed, is still a long way off.

Most of the civil servants have served elsewhere, at some time—Africa, the Far or Middle East, the West Indies or elsewhere in the Pacific. For most of these, the Solomons, or at least the WPHC, is the last stop because there literally is now no place else for them to go.

"Fiji is out," said an official whose last post had been in Gibraltar. "It will be independent long before the Solomons."

"I like the Pacific," said another, who had come from Africa. "At least I know when I go to bed at night that no one is going to drag me out in the small hours to tell me *They* are burning another village."

Because the best or the worst that can happen to them now is to dodge back and forth between BSIP and the other territories of the Western Pacific High Commission, and because they have missed the frustrating experience of being amongst the tens of thousands now surplus to requirements in Africa, the small Government town of Honiara has an atmosphere of contentment about it missing from most Colonial towns.

Top civil servants drink at the pub and the club; they entertain each other and other people. They don't, like their counterparts in Fiji, dig some sort of social hole and pull it in after them. They don't spend all their time complaining about their housing—possibly because they have some of the best Government housing in the South Pacific. And although it

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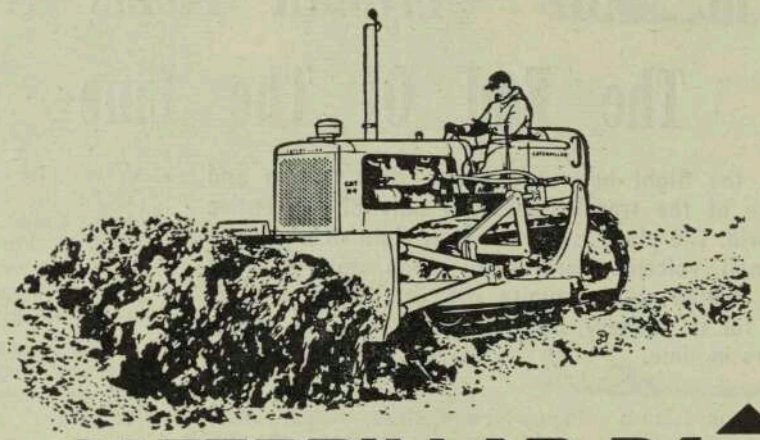

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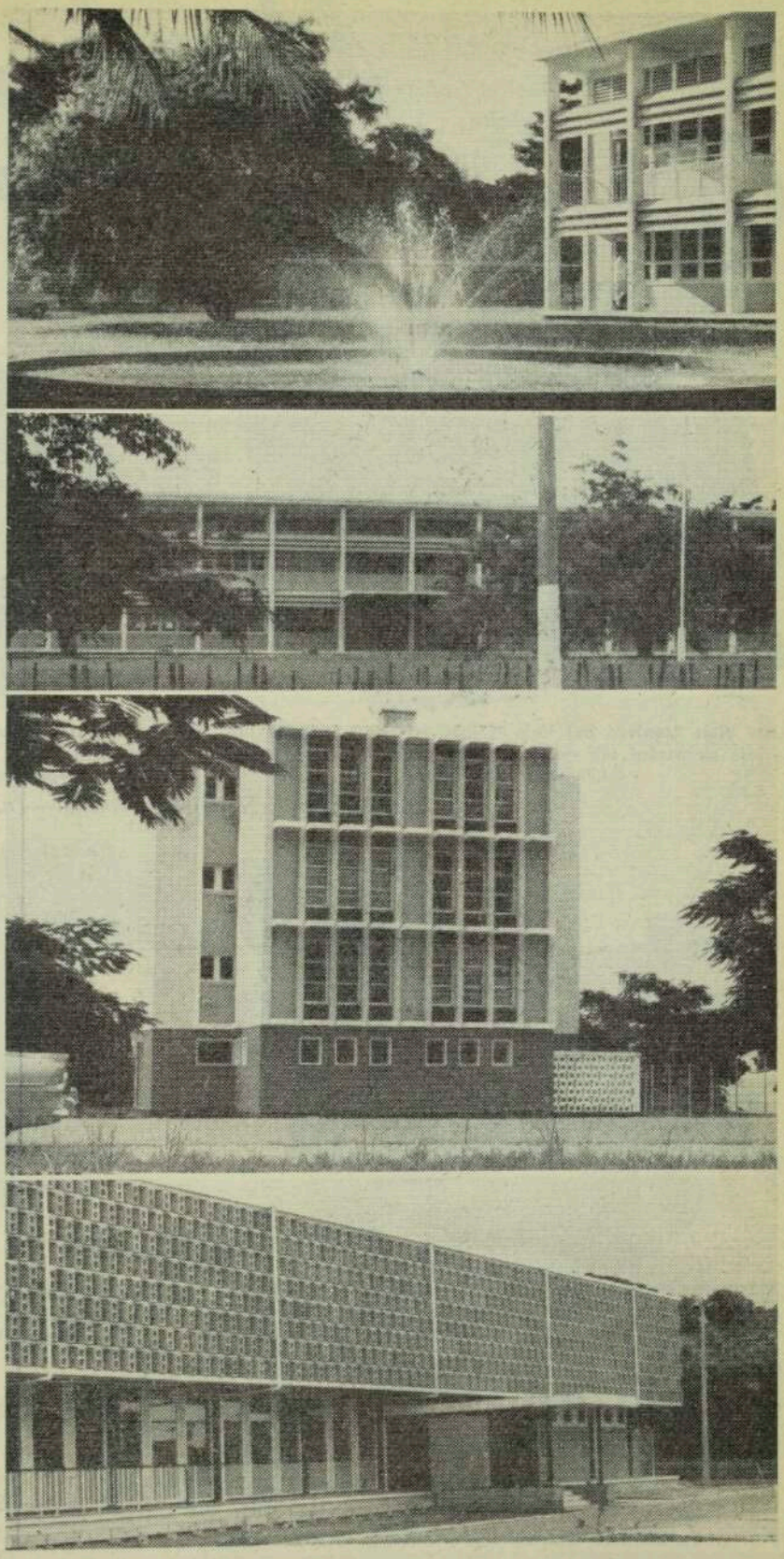
BUILDING IN HONIARA: The capital e BSIP has a fountain, but it is only -product of the water-cooled air- tioning of the new Secretariat build- which has replaced the old war-time in which the Protectorate carried on ess for so long. American Marines t some of their bloodiest battles st the Japanese right in this spot ars ago, but now it is a very pleasant of grass and trees beside the sea. wo top photos show parts of the ariat building from the rear (with ain), and from the front on Mendana e. Third picture shows the latest vernment housing—a block of half- n flats. It was completed recently endana Avenue, west of the Govern- offices, and is the first of several blocks that will be built. The new Works Department building (bottom) he opposite end of the town, on the side of the Matanikau River. Its sun- , made of ordinary cement blocks l hollow-side out, serves a useful se and adds to the distinction of uilding. All new Honiara construc- work shows a flair for originality as well as permanence.



cknowledged that the British re is all but a dead duck, few inclined to avoid the responsi- of finishing the job they have on. Because they are the last of line, they are, in many ways, ing to the task a distillation of at was good in British colonial

ially, things have changed very in a decade except that women given up wearing long gowns cktail parties. And it is still urely place. In a period when ining-room servants at some of Moresby's hotels are quite cap- of turning out the lights to get f guests by 7.30 p.m., Honiara lines at eight and even nine.

t like Port Moresby, Honiara builds as though the present ad- tration were going to last 1,000 , although it manages to do so considerably more charm.

place of the fibro-cement sheds multiply like rabbits all over dobu hills for the accommoda- of P-NG's public servants, the has compressed most of its l staff into a new Secretariat ng. It is built on the spot that he American frontline 20 years is in three storeys of concrete uction and, unique for a Gov- nt office building, is fully air- tioned.

niara's newest Government hous- s also in permanent concrete, unit built at considerably less

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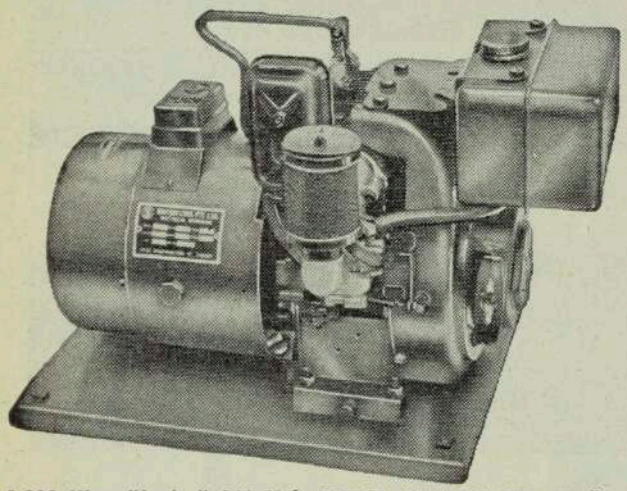

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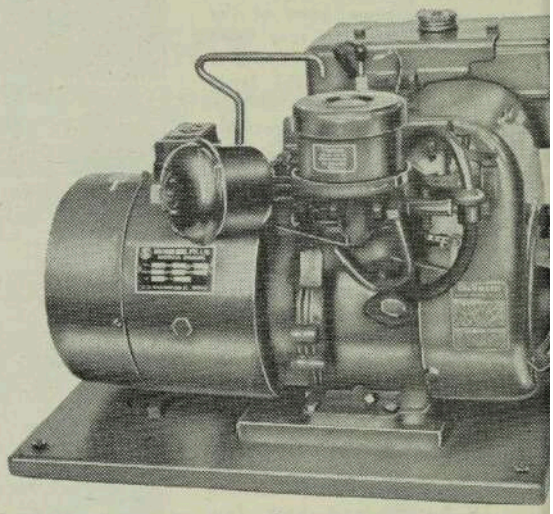

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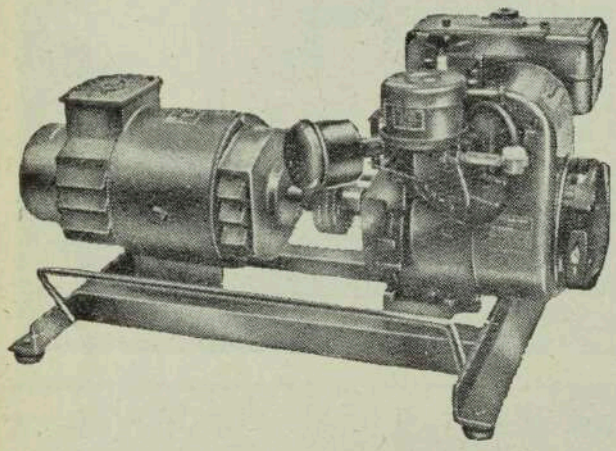

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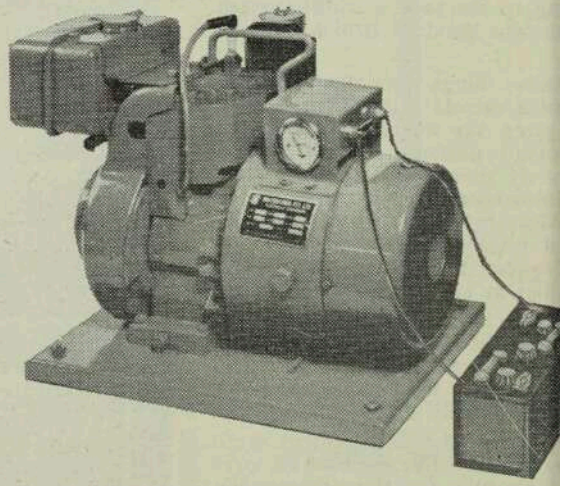

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than one of Port Moresby's
rban fibro boxes. In Honiara's
housing development of Kola,
house sits virtually on its own
with a magnificent outlook over
Strait, and beyond.

ut if the Solomons are cosily
niscent of Africa 30 years ago,
Fiji 20 years ago, and P-NG at
even later stage, there is another
to the picture. At a time when
young countries spend a lot of
hitting their collective chests and
ng where do we go from here,
impossible not to ask the same
of the Protectorate.
nd where does it go? Eighteen
s after the end of the war, the
is still living on expectations
hopes, although economically it
now be on the threshold of
ter things in a sudden overseas
est in the exploitation of its
ts, its minerals and its fish.
ny of these things, if they come
t, could give the Protectorate
internal revenue it has always
d and which it has always at-
ted to get by grinding the few
taxpayers it does have into the

als Must Do It

could provide the money for
h-needed native education which
dragged its heels in the BSIP
than in any other territory, with
possible exception of the New
ides.
could provide the climate in
h a not very deeply entrenched
pean commercial life could exist.
it still is unlikely to sustain the
ashioned type of European enter-
we knew in the last part of
century and the first 40 years
is; an enterprise in which people
sted their lives as well as their
nes and in which they put back
did not just take out.
this sort of development—the
that has no short-term limita-
—is to be done by anyone, it
now be done by the Solomon
ders.
r this reason, it is unlikely that
will ever be in the Solomons
the pseudo-political partnership
een European and native that
initially survive in Papua-New
ea. BSIP politics, too, in the
ate analysis, must be left to
ndigene.
is all the more surprising then
officials can tell you with straight
that the villagers are still in-
ble of casting a vote for a local
cillor; that the once militant
ching Rule movement has
dled away into some odd-ball
ious deviations; and that no one

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KR437B

HOLE IN THE HEART. A 12-ye schoolboy and a young New Gu schoolteacher returned to Port Mo in April from Australia after both been successfully operated on for a heart complaint. The operations wer the condition known as "hole in heart". The schoolboy is Simon from Apugi village, near Kandrian, Britain. Simon's heart condition wa covered when an Administration team visited the area. Walter Ivaga is from Yindigum village, near Ang in the Sepik. Walter graduated a Administration teacher at the G Teachers' Training College in 1962.

Simon Peter is pictured above in Moresby with Sister Estelle Smith, o Port Moresby General Hospital, whil his way home.

is politically impatient or even bitious.

As things stand at the momer seems that it is the Australians have learned a lesson from Africa

It is, anyhow, the Australians —perhaps too smart for their good and certainly with tongu cheek—are putting the P-NG na into majority government while a tiny minority are fit for it; are coercing reformed headhu and Highlanders wearing bunche leaves and kapul-fur wigs common-rolls.

It's the British administrators the Solomons, who know Afri where *They* sometimes burn d villages in the middle of the nig who affect to see the South Pacific as some sort of Elysian where no haste is necessary where everything will turn out the best, in the best of all pos worlds.

The thing is, of course, that could be right—although in the of recent experience it seems unli

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ebtless Tonga Seeks Its First Foreign Loans

Tonga, until now the only ntry with no foreign debt, has ently been exploring the possi- ty of raising loans with the rld Bank and the US Export- port Bank for various projects.

ONGA'S Finance Minister, Mr. M. U. Tupouniua, said this in Syd- in April on his way home from s in London, Washington and neva.

'We have a number of projects be- e us, such as the limited develop- nt of the tourist trade, a harbour gramme and coconut tree re- nting," he said.

'It is also planned to build a dern tourist hotel at Nukualofa, well as improve the capital's air- t.

'We do not want to make our rist trade too commercialised and ng too many tourists to Tonga. t we must have better and more quent air services than we now e. Tonga certainly will not be ned into another Hawaii or Ta- ."

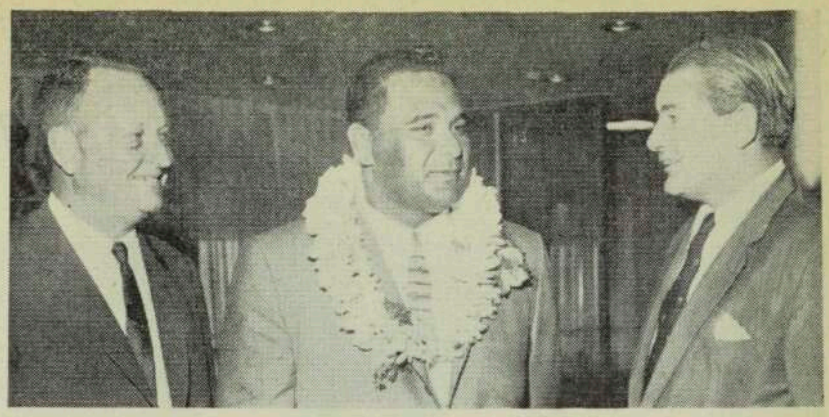
Earlier, in London, Mr. Tupouniua d: "Tonga has so far taken care its problems by its own thrift. w we are faced with the problems over-population and unemploy- nt.

'Tonga is not in an immediate sis, but we can see we must de- op our potentials to keep in step h modern times."

The mission was "extremely satis- tory", Mr. Tupouniua said in va on the last leg of his return . He was satisfied that Tonga's nces of getting finance were very od and he was now in a position advise his Government about the t way of getting funds.

He said that in Washington he had n officials of the International nk, in London he had met Colonial fice officials and in Geneva he had n officials of the Swiss Bank Cor- ration.

Mr. Tupouniua added that Tonga's sent population of 65,000 was owing at the rate of 3 per cent. ear.



On an unofficial world tour is Prince Tuipelehake, of Tonga, and his wife, Princess Melenaite. He is pictured in Honolulu with the President of Matson Lines, Stanley Powell, Jr. (left), and British Consul W. H. M. Hindle. The Prince was later given a warm welcome in San Francisco and New York.

Money Prospects For Tongan Castaways

"Minerva Reef", Olaf Ruhen's dramatic story of the Tongan castaways' experiences on Minerva Reef, last year, is being prepared by Angus and Robertson Ltd., of Sydney, for publication in August. It is likely to be a very successful book.

THE American rights to the story have been sold in New York, and American publication is expected before the end of the year.

It is considered likely that an offer for the film rights will be made, probably by the Americans.

Under the arrangement made in October between the Fiji Times & Herald Ltd. and the 12 Tongans who survived the reef drama, all profits from this book, after the payment of author's fees and administrative and promotional costs, will go to the Tongans.

The Tongans were fortunate in that the executive director of Fiji Times and Herald Ltd., Mr. L. G. Usher, quickly saw the possibilities of their extraordinary story, and acted very quickly to secure for them the full benefits possible; and lucky also in that *The Fiji Times'* Sydney representatives were able to secure the services of a writer of Olaf Ruhen's calibre, so that none of the drama of the great story would be lost in its presentation. Five men lost their lives in the shipwreck.

The cash will not begin to reach the Tongans in perceptible volume until late in this year. Thenceforward, their reward could be substantial if present hopes are justified.

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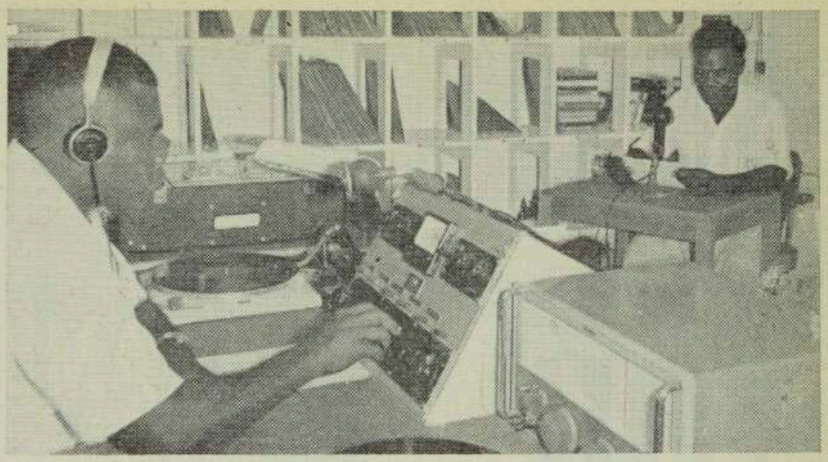
W2E

The BSI's Vouza — And Friend

When we visited Headman Jacob Charles Vouza, GM, MBE, at his village about 20 miles from Honiara, BSIP, one Sunday afternoon in March he insisted on putting on his Coronation chain to have this photograph taken. With him, outside his house, is Mr. Perry Parks, of the University of Wisconsin, at present engaged in a gravity survey of the Protectorate.

Vouza was born at Roroni village, Tasiboko, Guadalcanal, in 1900 (give or take a year or so), and became a policeman when he was 16. He served behind enemy lines during the Solomons campaign and won the George Medal and US Silver Star in 1943 for refusing to give information to the Japanese, although tortured. The MBE came in 1957 for loyal service to the Government. Vouza's Coronation chain is made of beads, a piece of worked shell and a medallion of Queen Elizabeth II. He and his wife were official guests at the Coronation in 1953.

The fact that Mr. Parks was an American automatically gave him the freedom of Roroni village. Although it was obvious that he must still have been in rompers at the time, they all wanted to know what he did during the war.



Radio Rabaul's two senior announcers on the job. Foreground, Sampson ToPatiliu controls the panel while ToPuek Tonata reads the news. See page 23.

Tropicalities

With a great deal less publicity than has been given to the rather pampered Nauruans, but with just as many problems, the resettlement of Gilbertese at Gizo and elsewhere in the British Solomon Islands Protectorate is proceeding now at accelerated pace.

THE RCS *Ninikoria* left Honiara in late March with more Gilbertese settlers for the Shortland Islands, and three members of an advance party to prepare Wagina Island, in Manning Strait, for settlement.

The first 20 Gilbertese from the overcrowded Phoenix Group arrived in Gizo, BSIP, in 1955, as an advance party; they were followed the next year by 200 other settlers and in 1958 by 200 more.

The population now is about 600 and integration has been such that they are now marrying amongst the local people and have intimated that they would like to be known as "Solomon Islanders" and not as Gilbertese.

This present happy state of affairs is not to say that the colony has no growing pains. A great deal of unrest and plain homesickness was experienced during the first five years of the experiment, a lot of it rooted in an inadequate appreciation of how these people felt about land ownership.

Not to own land, in their opinion, was indicative of a slave state and just leasing land was regarded as the same thing as not owning it.

The BSIP Government is now trying to resolve the business of land titles and is hopeful that full legal title will be given to those who want it some time this year. About 700 acres are involved, each family plot being about four acres.

About 200 people—30 or 40 families—have moved out to the Shortland Islands where they have the right to buy land from an old Trading Corporation estate.

Others are migrating there direct from the GEIC, under their own steam. At first the local Shortland islanders were not keen about the new colonists but now have become reconciled to the idea, to the extent of asking them to nominate a member for the Local Government Council, to which the settlers already pay taxes.

Now that most of the initial difficulties of resettlement have been overcome, the Western Pacific High Commission, which is responsible for both the over-populated GEIC and the under-populated BSIP, expects to move and resettle about 1,000 people a year.

At first they will probably go to Choiseul but the people of Ysabel have also asked that their area be

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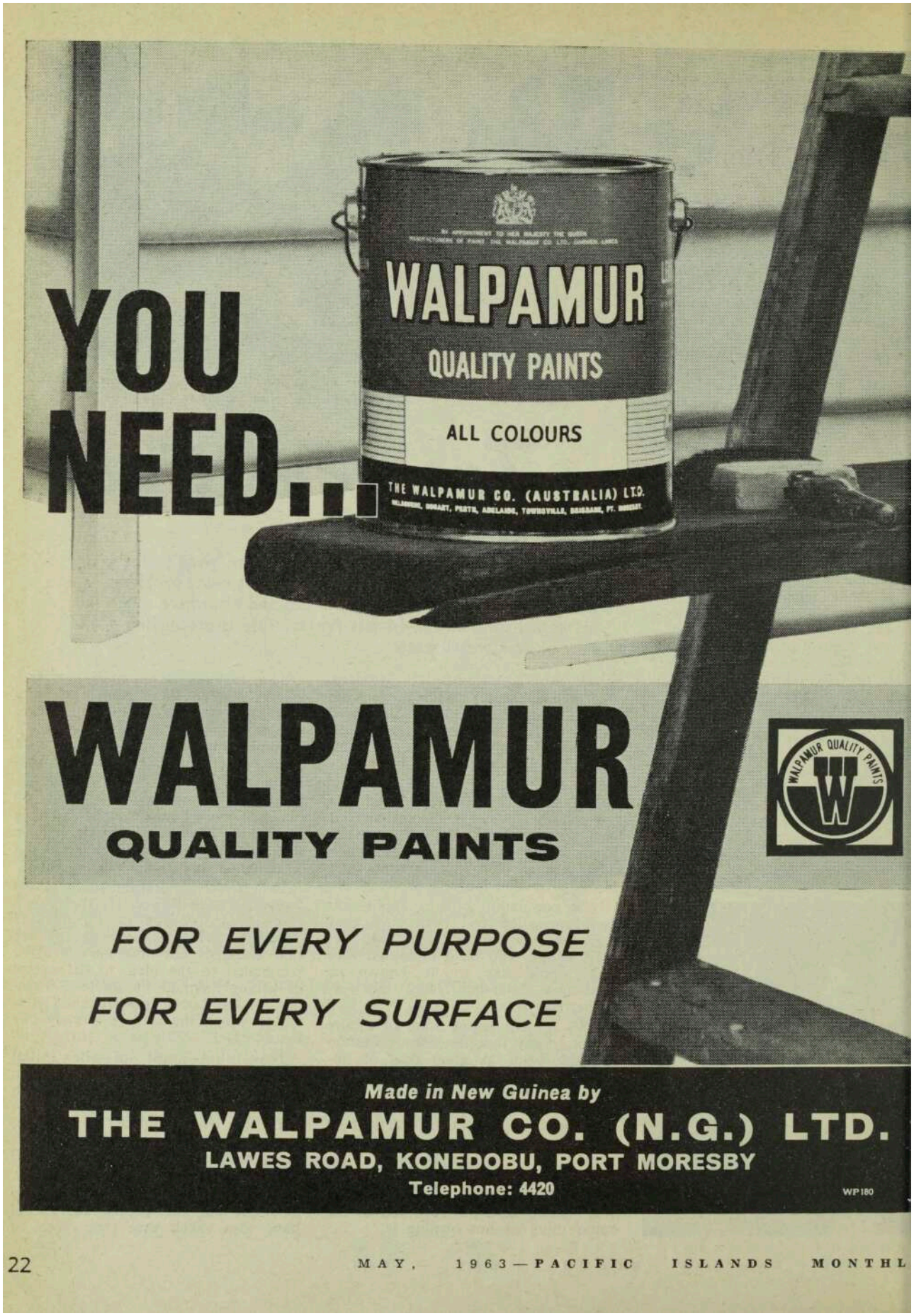

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Rabaul Radio station manager Jim Leigh gives some pointers on tape recorders to radio trainees, from left—Matthais Tiamani, Nellie Exon, Joseph Gohan, H. Vue and Danes Tagi. All staff are trained to operate the equipment, to gather news, write it and to announce.

idered. They are the first mon Islanders to realise some of problems of underpopulation and to do something about it, and e migrants go there it will be the time that they will settle on e land.

herever else the Gilbertese have settled in the BSIP, it has been either Crown land or old estate

io Rabaul Gives Them at They Want

ATIVE and European personnel of Radio Rabaul—the local Administration radio station—were in ing mood after they read *PIM's* uary article, p. 33 (*P-NG on shold of New Radio Develop-*).

eryone concerned with Radio aul tackles the job with missary zeal and what made them dest about the article was its tion that "the quality of the mission is poor . . . breaks are frequent".

e only time they were off the air they should have been on it, claim, is when one thunder storm them off, and then the break was short-lived.

ithout going into the pros and of whether the P-NG Administon should go into the broadcastbusiness or not; or whether the should be left to the ABC, we'd to say that when we took it upon elves to visit Radio Rabaul os recently, we found some enastic workers who obviously had t of satisfied customers. To our actised eye, too, the transmitting pment seemed modern and adequate and reception at the listening end good.

Under the guidance of station manager Jim Leigh and two other Europeans, the programme arranging and broadcasting is done by the native staff—each of whom has, in addition, a news-gathering round in Rabaul.

As the transmitter is one used by the local tele-communications service during the day, the station broadcasts only from 5 p.m. to 9 p.m. five days a week and from 6 p.m. to 10 p.m. on Fridays and Saturdays. Apart from the ABC national news and the ABC Territory news, all brodacasting is in the local Tolai language and in Pidgin. Daily Tolai news services are compiled from the work of the station's roundsmen and, increasingly, from news items sent in from all over the Gazelle Peninsula and elsewhere by listeners.

During the sessions of the P-NG Legislative Council, daily resumes of proceedings are taped in the local dialect and Pidgin by New Britain native MLC's and sent to the Rabaul station.

There is, however, little effort made to turn the station into an Administration propaganda medium, as some feared. To the contrary, those running it seem to be leaning over backwards to give the Tolais what the Tolais want—which, of course, doesn't please all the critics either.

What the Tolais want, apart from

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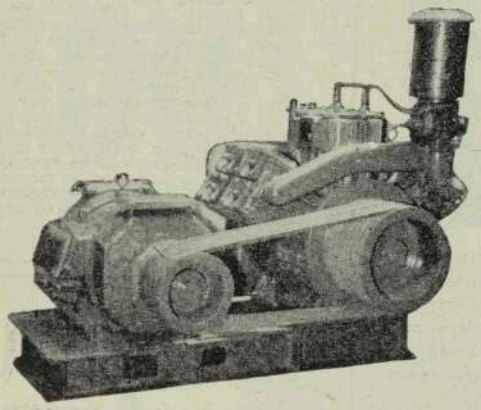

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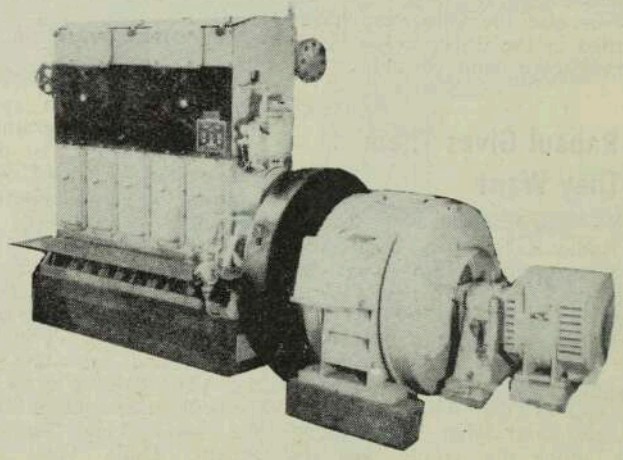

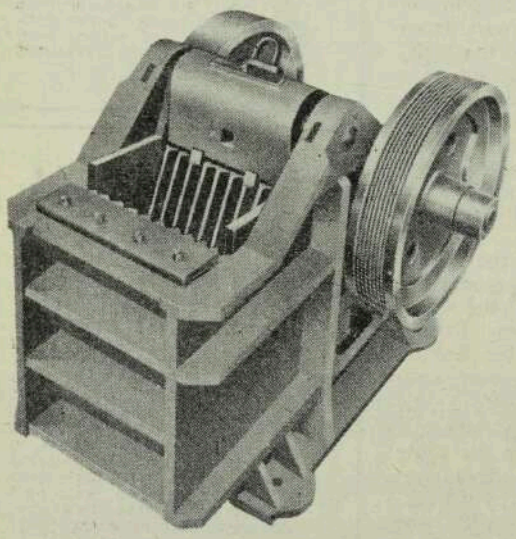

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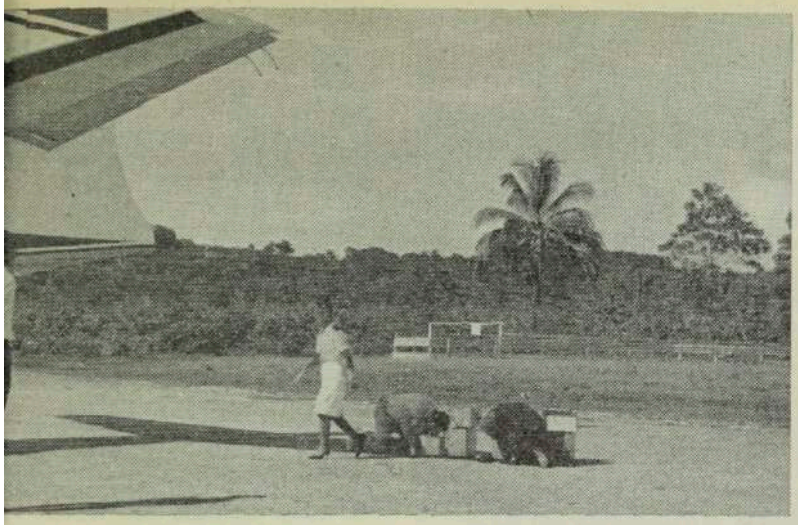

What are they doing? See below.

about their own doings in their language, is pop tunes. The n received over 11,000 requests individual songs during the last h, which from a population of 0 or so is a fantastically high e. Another popular programme t only with Tolais—is the Rabaul Parade, based on sales of discs the Rabaul Music Shop, with ommentary and presentation in n.

dio Rabaul was established with lai audience in view—no one The Tolais, notorious for fre-ly disliking what is done for , even when it is good, nonethe-ike their own radio.

tablishment of the station was ally tentative and experimental. uccess means that it will stay others like it will be established here. In March, a second inistration radio station began ting in Wewak. Later this year will be another at Kerema, in Gulf District of Papua and, at later stage, one will operate Cameron Plateau when it be-s the new headquarters of the Bay District. Native personnel Wewak have been trained at Rabaul.

Mystery Boxes

the TAA Fokker Friendship from Lae, New Guinea, to ara, BSIP, on March 5, we intrigued with two young Ameri-who got out of the plane at way-stop, set up some mysteri-ittle white boxes and peered into . The picture shows them at at Munda airfield, BSIP.

e young men are Dr. Thomas on and Mr. Perry Parks, of the ersity of Wisconsin, and the in-ents they had with them are gravity-meters. They will be in the BSIP for some months, making a gravity-magnetic survey of the Group, supported by the BSIP Geological Survey Department.

They were joined later in March by a US Army Map Service officer who had with him a new type altimeter which is capable of giving readings to one-tenth of a foot. Altitudes are important in gravity measurements.

Gravity measurements are vital to an understanding of the crust of the earth and what is under it and is a modern instrument in the location of possible oil and mineral fields.

The BSIP investigations are part of a world-wide project being undertaken by the University of Wisconsin and supported by a grant from the American Science Foundation. This particular project is scientifically fundamental and not connected in any way with mineral research.

But the Solomons is an interesting area on its own account—some of the greatest gravity anomalies have already been proved to exist there.

One result of this is that plumb-bobs do not hang vertically from a theodolite and another is that space vehicles have been observed to do a little wavering in the orbits over the area.

It is obviously a good thing for the missile-firers of the future to know about these things if the weapons are to be guided into targets on the other side of the world.

Mr. Parkes, who arrived in Honiara direct from the Antarctic, left Honiara a few days after his arrival to make a 100 miles walk across the gold-bearing centre of Guadalcanal. Dr. Laudon went off for a couple of weeks in West New Guinea to tie a few gravity readings there into the world map before May 1, when the Indonesians take over.

As he said, some countries are strangely suspicious of scientists with mysterious little boxes.

New Guinea Playground

THE Queensland coast just north of Brisbane, especially Mooloolaba and Maroochydore, is fast becoming a rendezvous for New Guinea people. More and more of them are holidaying along the coast as far north as Tewantin. And after experiencing the climate, sampling the abundant produce of the lush mountains and valleys, fishing in the various rivers, and swimming on the long stretches of beautiful beaches, they all want to go back.

Plenty of first-class motels are

THE WILD FRONTIER OF P-NG

People in P-NG who are still exercising their minds as to whether the Territory is yet ready for a tourist industry shouldn't have to look further than the lavatories at Port Moresby and Lae airports to decide that it is not.

Both are like something you would expect in an underprivileged Middle Eastern country—except that Middle Eastern countries mostly have vast, air-conditioned palaces, all tiles and hygiene, masquerading as air terminals.

Port Moresby's "Ladies" is a grubby wasteland of cobwebs, broken door catches and suspicious wet patches. Lae's two-women affair is dark, dank and hideous and after the daily Southern plane gets in, seethes with women sponging children, changing their clothes and even doing the laundry in the hand basins.

In both Port Moresby and Lae the same strange brown tide, the stains, and the old cigarette butts eddy around in the bottom of the WC's, month after month. In an era devoted to the creation of cuter and cuter plastic lavatory brushes and the manufacture of newer and more fascinating detergents, Papua-New Guinea is, indeed, the last wild, untouched frontier.—J.T.

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available, and the Sunday m ing drink session available at hotels is reminiscent of drin conditions in the Territory. Bes there is always the friend who up with the latest news from Top. Many New Guinea pe miss the friendliness when they c south on leave to the big cities, in these north coast places the pe are kindred spirits, and good fel ship abounds.

At the rate that Territorians buying land and building f Caloundra to Noosa, it is a fair that there will be a little Guinea along the coast some tim the near future.

During the last two months, people, all from Lae, sighted arc the coast included the Wests; V and Nancy Idstein and daugh Dayl and Judith; Mr. and Lionel Baker, of Gabensis plantat near Lae; Mr. and Mrs. Jim L (he is with DCA), and Mrs. Nc Cahill.

Seen on the Queensland north coast by Robertson's camera are (top) old-timer Shanahan, formerly of Wau; Mrs. Nc Cahill, of Lae's native clinic; and, be Mr. and Mrs. Vince Idstein, and daugh Dayl and Judith.

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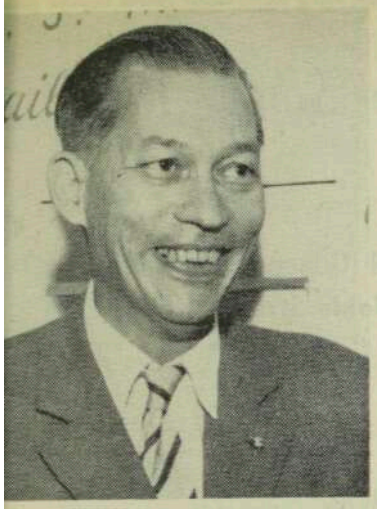

ard the "Mariposa" in Sydney on a recently was Dr. Victor de Bruijn, now with the SPC.

ey Sought Him Here, ey Sought Him There

R. VICTOR DE BRUIJN, a Dutchman, who these days re- es (or otherwise) in the long- ded title of Urbanisation Research ormation Centre Officer of the ith Pacific Commission, had a ch simpler title during the war. was then known as The Jungle pernel.

He got that title for defying the anese for two years in what was n Dutch New Guinea.

Dr. de Bruijn, who was born in a, went to the Wissel Lakes area the mountainous interior of West w Guinea in January, 1939, as a trict Officer. The Wissel Lakes e seen from the air in 1936, and de Bruijn was the first Dutch cial to go there.

He quickly learned the language of local Stone Age people and was pted as one of them.

When the war came and the anese invaded West New Guinea, de Bruijn started a systematic anti- anese propaganda campaign ong the natives in case the Japs uld try to establish a base at the ssel Lakes.

Eventually, when the Japanese sur- nded the area, his campaign paid because the natives immediately ved out of the villages where the anese settled and went elsewhere. a result, the Japanese had hardly contact with the natives and could use them as guides or carriers.

Meanwhile, Dr. de Bruijn and 30 ives had moved further inland where they lived in isolation for two years, although Netherlands Indies planes dropped supplies to them from the air. Dr. de Bruijn carried on his duties as a civil administrator until he and his native assistants were evacuated in mid-1944.

On returning to civilisation, he found that the Dutch newspapers had dubbed him The Jungle Pimpernel. Japanese-controlled Radio Batavia, on the other hand, claimed that the stories about him were pure invention, designed to boost Dutch morale.

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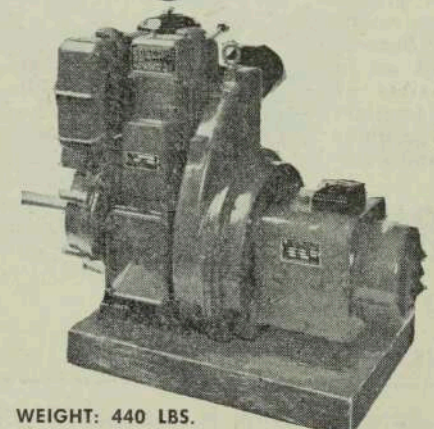

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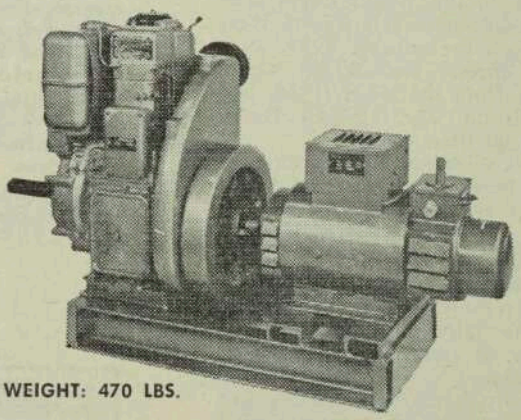

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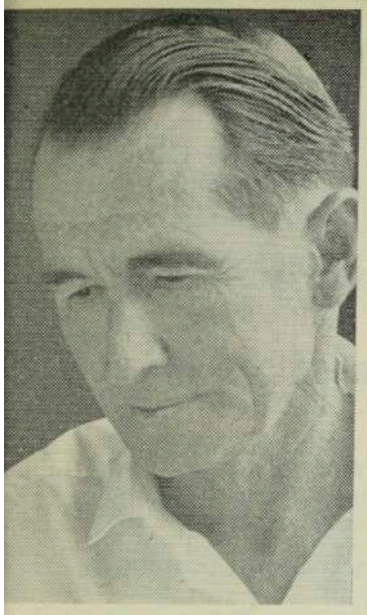

RN TO NORFOLK: Mr. Len Reynolds akura, New Zealand, who lived on lk Island from 1928 to 1930, paid a visit to the island recently. Mr. lds recalled that in 1928 Norfolk xperiencing the "banana boom" and people were busy on their planta- Arthur Yeaman's sawmill and Fair- assion fruit factory were in opera- Burns Philp had a store at Kingston us Martin ran a shop "up country". Photo: Raymond Hoare.

EW COUNCIL OR NORFOLK

orfolk Island is to have a ncil in the same style as the slative Councils operating in a-New Guinea and Aus- a's Northern Territory.

E proposal has been put forward by the Australian Government as ution to Norfolk's political prob- and the details have been ap- d by the Norfolk Island Council. e present Council, which was ished in its present form in in succession to the old Ad- Council, has the powers of government. However, because al dissatisfaction that the powers ot wide enough, the Council has in an advisory capacity since tablishment.

one stage the Minister for Terri- Mr. Hasluck promised Norfolk l a referendum so it could decide just what kind of political arrangements it wanted, but the referendum was not held.

The latest announcement follows a long series of conferences between Council members and the Administrator, Major-General R. H. Wordsworth.

The new Council will require amendments to the Norfolk Island Act of 1957 and the Norfolk Island Council Ordinance of 1960. The amendments, which in April were approved by councillors, are now before the Minister. They will require his acceptance and then will have to be passed by Federal Parliament. It is not expected, however, that the principle of the new proposals will be altered.

The new plan will give Norfolk Island a Council of eight elected members with the Administrator as ex officio chairman. The Council will have the right to consult and advise on the budget, and to initiate ordinances. It will be given power in some circumstances to hold referendums.

If the Administrator does not accept the Council's advice he must report his reasons to the Minister. The Minister has the right of veto.

In announcing the plan, General Wordsworth said it would "place in the hands of the people a very full

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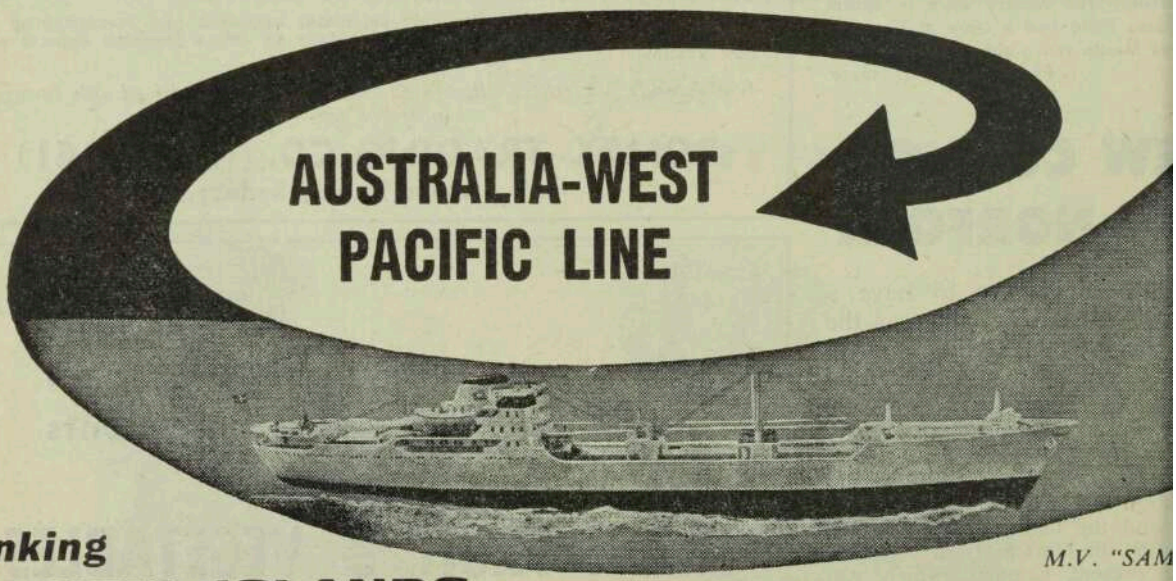

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Norfolk Island Council president Mr. F. J. Needham.

ce in the running of their own irs; and ensure they receive what y desire, having nothing forced n them".

He said it was the Minister's in- tion to give Norfolk Island the m of government it wanted if it s within his power to do so, al- ugh the island had to remember inet and the Australian Govern- nt had the last say.

General Wordsworth paid a tribute the work and co-operation of the ncil in the last few months of otiation.

Mr. Hasluck is expected to visit folk Island in June, during the nty Day celebrations.

The new plan has been well re- ed on Norfolk Island.

n a letter to the *Norfolk News*, ncil president F. J. Needham that the new proposals meant the people would be the Admini- tion and that "for the first time e 1896 Norfolk Island will have ocratic government".

He said that although there might eething troubles he was confident Norfolk had evolved a "practical, py form of government".

Mr. Needham said the Admini- tor could not act without Council er the new plan—if he did not to accept the Council's advice had to refer the matter to the ister, who would decide whether must act as advised or otherwise.

Mr. Needham added: "Naturally Minister will not wish to abuse power of veto. This gives a urable balance of power to the tors through their elected repre- atives. The ultimate authority s, as it must as long as we remain of the Australian community, in hands of the Australian people through their elected representative—the Minister for Territories".

"Most laws except emergency measures will be initiated by the Council—they will, of course, be subject to approval by the Minister after they have been translated into legal terms by the experts in Canberra. Therefore [the people of Norfolk] will be virtually making their own laws, one major aim we set out to achieve for them."

At a meeting of the Norfolk Island Council on April 9 the Administrator reported that the development of the tourist industry on Norfolk seemed to offer the best possibilities for the island's economic development and there were "encouraging signs" that tourism was about to show a marked move forward.

A number of overseas interests had tentative plans for new hotel and motel accommodation and re-establishment of a fishing industry was likely soon, he said.

It was later announced that Empress Australia Ltd. had acquired the whaling station and cable station.

See "Commentary", p. 11.

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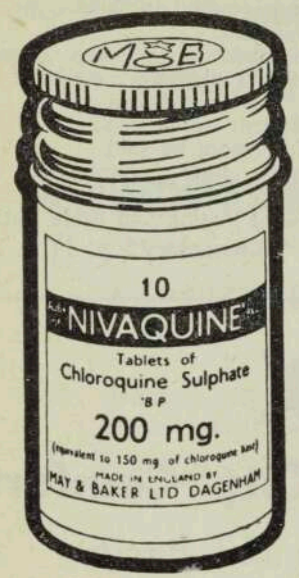

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Air Service For Cook Island To Start Soon

Polynesian Airlines Ltd expects to start an air ser- vice soon between Western Samoa and Aitutaki and Rarotonga in the Cook Is- lands. The Cooks have been without a commercial air service since TEAL aban- doned its flying-boats a couple of years ago.

THE new service is expected begin soon after PAL be using a newly-acquired DC3 airc early in May on its flights betw Faleolo (Western Samoa) and P Pago. Until now, PAL has use Percival Prince.

After the Cook Islands service running smoothly, PAL will consi starting a service from West Samoa to Tonga and on to Fiji. application by Fiji Airways to crease its fortnightly service fr Fiji to Samoa to once a week refused by the Samoan Governm in April.)

The managing director of PA Mr. E. F. Paul, visited New Zeal in April to interview pilots, co-pi and engineers for the DC3, wh was then being overhauled and fitted in Christchurch.

The DC3 will be able to ca more than twice as many passeng as the present Percival Prince. T should mean that no passeng coming through Pago Pago to A will have to stay overnight at P because of heavy loadings.

The *Samoa Bulletin* said on Ma 15 that PAL considered that its r responsibility was to see that Pago Pago operations were not n lected. But it was confident th with the additional seats offered the DC3, further routes could added to the company's services wi out penalising the inter-Samoan s vice.

The PAL plans in April dr criticism in the Cook Islands, wh earlier this year had the promise a direct air service to NG throu Airlines of New Zealand. The A lines of NZ application was rejec by the NZ Government. Co Islands opinion is that a dir service would be better than a rou about route through Samoa and F

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Videspread Activity For Suva Games

The South Pacific Games uncil is to decide whether it reduce the two-year resi- tial qualification required be- e some sportsmen can take t in the South Pacific Games.

APUA-NEW GUINEA wants the qualification reduced to six ths.

he two-year qualification applies expatriates living in the Islands. ua-New Guinea has pointed out he Director of Games Organisa- , Mr. F. J. Coyne, in Suva, that rnational competitions, including Empire Games, require only a months residential qualification.

said that expatriates were not t-term visitors to P-NG but le intending to make their ers in the Territory.

the two-year qualification is ined a number of NG stars will nable to compete at Suva.

he first South Pacific Games— Olympics of the South Seas— be held in Suva for a week nning on August 29.

bout 600 athletes and officials 13 territories will go to Suva, in addition Fiji itself, the host tory, will have a strong con- ent.

The Teams

he largest contingent is coming New Caledonia which is send- 125 competitors and officials.

hen comes Western Samoa with American Samoa with 88, Papua- Guinea with 80, French Poly- with 60, Tonga 40, New rides 34, Niue 32, the Solomons the Cook Islands 25, Nauru 20, is and Futuna Islands 10 and Gilbert and Ellice Islands 8.

early all of them are now tically engaged in training, ination and fund-raising pro- mes.

he most active is probably P-NG, h has set itself a target of 000 by public subscription, which be matched on a £ for £ basis by Administration.

arious fund-raising schemes are peration from one end of the territory to another. One Gov- ent department and two big commercial firms are deducting voluntary contributions from employees' wages every week.

Chairman of P-NG's Central Fund Raising Committee for the Games, Mr. Les Michel, said in Port Moresby in April that on a population basis P-NG was "one of the greatest sporting countries in the world".

Amateur athletics clubs on little Nauru have also been working specially hard lately to send a first class team to the Games. The Nauruans have five clubs. A sixth club—the Nauru Amateur Athletic Club—is composed mainly of Gilbert and Ellice Islanders, with a few Nauruans, Chinese and Europeans. All clubs are affiliated with the Nauru Amateur Sports Association.

An official of the Nauru Amateur Athletic Club, Mr. B. Morley, has sent *PIM* roneoed copies of 10 recent meetings of his club, which indicate that there are some pretty good performers on Nauru.

"Our club would be delighted to exchange results with any amateur association in the South Pacific," Mr. Morley said.

"Our coach and one of the foundation members is Robbie Morgan-Morris, who is a well-known Australian athlete and a former Australian 3,000 metres steeplechase champion."

A New Caledonian Swimming League has been formed in Noumea to organise, control and encourage swimming in the territory. The president is Mr. Henri Daly, well-

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own in local sporting circles. One of the league's first tasks is look over local talent to ascertain any swimmers are worth sending the South Pacific Games. First als were held in April.

Swimming has been sadly neglected a sport in New Caledonia in the t few years. But there are plenty natives who are extremely power- swimmers who probably only ed expert training to become ampions.

The French Ministry of Sport has dertaken to pay the cost of trans- rting the New Caledonian team to va. The Ministry has also made same offer to the New Hebrides d Tahiti, but a Noumea corres- ndent says that priority will be en to New Caledonia.

New Hebrides athletes, officials d spectators hope to charter a -4 aircraft to fly them to and m the Suva Games. If enough ssengers are forthcoming to make charter possible, the flight to va will be made between August and 29, and the return flight be- een September 7 and 9.

TONGA ISSUES GOLD COINS

Tonga, on April 22, put in circu- ion its new gold coins, which are pected to reap a handsome profit r the Kingdom. ("PIM", Jan., p. , Mar., p. 35.)

The coins—the koula, half-koula d quarter-koula—are the first gold ins to go into unrestricted circu- ion at face value as part of a tion's currency since the world- de devaluation of gold more than years ago.

The Royal Mint in London has nted 10,800 pieces—the first the nt has produced in gold alloyed ly with silver for 150 years. The ula piece is about 1¾ inches in meter, and has a face value of 20 (equivalent to £A20).

Coin collectors and others who l that they ought to have a koula, lf-koula or quarter-koula as a sou- ir are expected to "clean up" the w issue in very quick time.

Each koula (the Tongan word for ld) has about £15 worth of gold it, and the cost of minting is so the Tongan Government will ke £4 on each one. Presumably, will make about £2 and £1 re- ctively on each half-koula and arter-koula.

The Royal Mint produces coins for about 25 Commonwealth and other countries. More than 60 per cent. of its total production is for overseas governments.

Before the new Tongan coins were released the Crown Agents in London were flooded with inquiries and 1,000 sets were held back for collectors. They were to be distributed by ballot.

Tonga has had no coins of its own. The Tongan Coinage Act was assented to last October. The Act permits coins of the following denominations: Gold, Half-gold, Quarter-gold, 100 Mili, 50 Mili, 25 Mili, 10 Mili, 5 Mili and 1 Mili. The Mili coins will contain mostly copper and nickel.

G-G on NG Patrol

The Australian Governor-General, Viscount De L'Isle, will go out on a three day patrol in the primitive Western Highlands of New Guinea during a Territory tour in May. The patrol will walk from the Lai Valley to the Baiyer River Valley.

During his New Guinea tour Viscount De L'Isle will be accompanied by his daughter, the Hon. Catherine Sidney, but she will not take part in the patrol.

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CHEAP HOUSE PLAN FOR NEW GUINEA

Like much of the Western world, many Pacific territories have a housing problem. But theirs is hardly one of shortage, but rather the need for something more permanent than their traditional attractive wood and thatch structures, able to stand up to the vagaries of tropical weather. With finance a problem to most of them, the cost must be low. Perhaps that is why the expression "low cost housing" is so popular in many of the Islands groups.

FIJI has its popular low-cost ctesiphon, designed by a Catholic priest, and based on ideas used by the ancient Greeks. Papua-New Guinea may soon be in the swim, but with something a little more conventional.

A Port Moresby builder, Mr. T. Dirkin, has evolved a process, known as "gunite", under which he can build houses to sell at not more than £500. These houses comprise a bedroom, toilet, shower, living room and a kitchenette in a floor space of 12 ft by 24 ft.

Mr. Dirkin claims that under his process he will build in a fraction of the time required for standard-type houses.

The first step is to erect a plywood frame, after which a mixture of crushed rock and cement is placed in a gunite machine. Under air pressure the mixture is forced through a long tube, and exploded on to the frame of the walls at a pressure of 35 lb to the square inch.

A second coat is sprayed on an hour later, and a third and final coating with coloured cement an hour after the second layer.

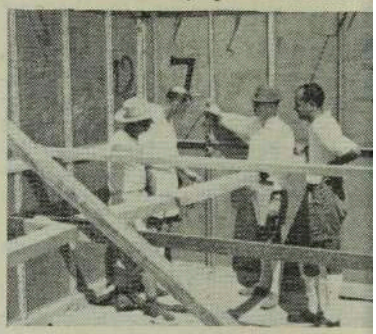
The plywood frame is removed when the cement is dry. Each frame can be used about 100 times

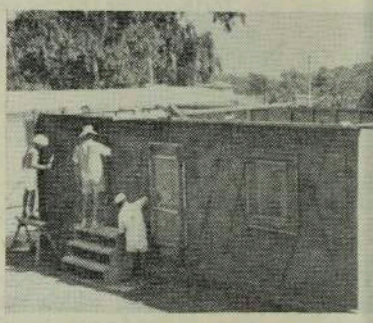
The finished cement walls are 3 in. thick. The five windows and two door frames are built into the framework before spraying starts. Window frames are fitted later with glass louvres.

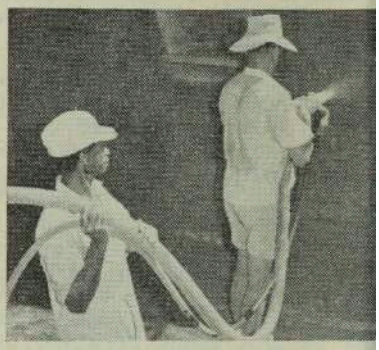
The roof of the house comprises sheets of curved corrugated iron bolted to the walls, with an 18 in. overhang on each to form eaves. The roof is then lined with sheets of white styreme foam, a material with a smooth surface.

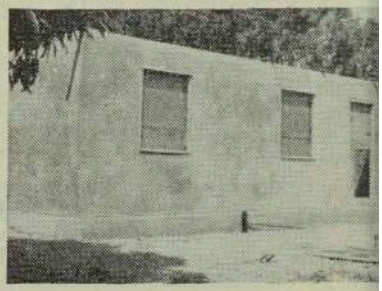
Mr. Dirkin erected the first demonstration house on his property at Boroko. The Public Works Depa ment has given him a contract build nine similar houses as a project at Hohola, a low-cost nat residential area at Port Moresby.

Mr. Dirkin plans to finish the terior walls of this project in ferent colours—white, light gr blue, red and green. The inter walls have a smooth finish which householders may paint themselv









These P-NG official pictures show the in framework of one of the new-type hou together with the outside before, during after the final coat of concrete. The is still to be added.

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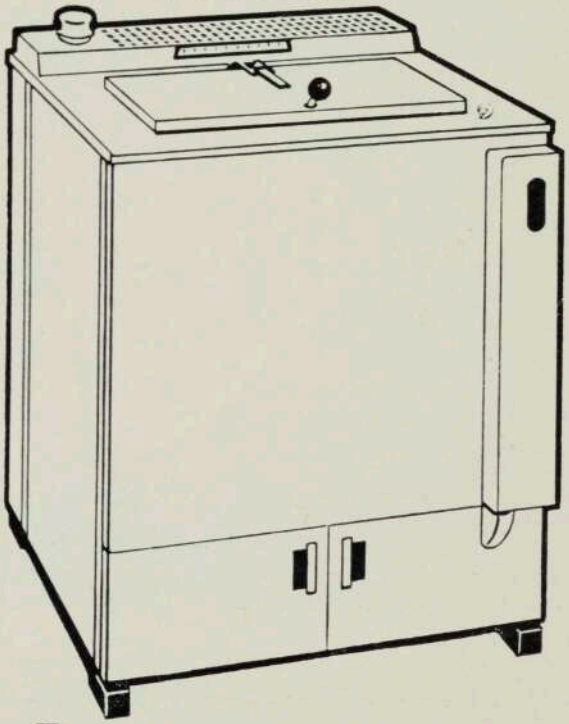

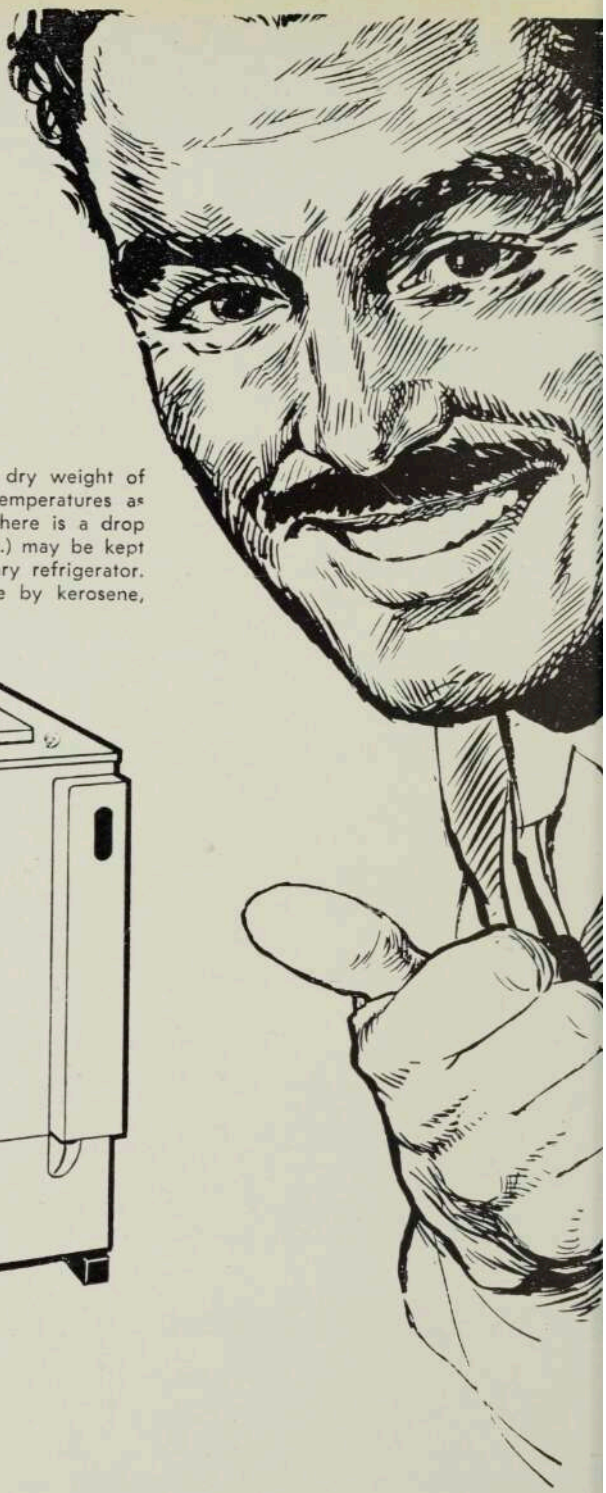

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• The writer of this tribute, Professor J. W. Davidson, is Professor of Pacific History at the Australian National University, Canberra. He has had a long and close association with Western Samoa and with the late Tamasese. Professor Davidson was Samoa's adviser on the committee which formulated the country's new Constitution.

Tamasese: Architect Of West Samoan Independence

By J. W. Davidson

In the death of Tupua Tamasese, Western Samoa loses one who, both as a man and as a statesman, will be numbered amongst the greatest sons of his country. He, more than any other man, was the creator of its independence and the firm but sensitive guide who enabled it to advance towards that end with such unusual smoothness.

N Samoa his death will be mourned by the whole people as the death a father. Further afield he will most sadly missed—by indigenous ders in other Pacific territories, o knew him as a friend or looked him as an example; by politicians, urchmen and educationalists, who ew the strength of his devotion to country, to his religion, and to the vancement of knowledge; and by a at many humble people, who ex- ienced the warmth and steadfast- s of his affection.

Tupua Tamasese Mea'ole was born in the village of Vaimoso, near Apia, on June 3, 1905, the son of Tupua Tamasese Lealofi. He received his education at the Marist Brothers School in Apia.

In December, 1929, his elder brother, who had succeeded their father in the high title of the family, as Tupua Tamasese Lealofi II, was tragically killed, when police opened fire on a parade of Mau supporters in Apia. Tupua Tamasese Mea'ole was elected to the title shortly afterwards.

Tupua Tamasese.

In 1934 he married Noue, daughter of Mr. O. F. Nelson (Taisi), a prominent businessman and leader of the Mau. They had two sons and two daughters.

Like his elder brother and his father-in-law, he took a prominent part in the Mau, the movement supported by the great bulk of the Samoan people in protest against existing New Zealand administration and in assertion of Samoan rights to self-government. In 1938 he became its president.

After the restoration of amicable relations between New Zealand and the Mau leadership, he became a Member of the Legislative Council (in 1936) and a Fautua (in 1939).

His major role in more recent Samoan political life is discussed below; but he combined his political work with many other activities. He was a member of the Copra Board (1948-57); the first Chairman of the Board of Directors of Western Samoa Trust Estates Corporation, on its establishment in 1957; and a Director of the Bank of Western Samoa. And he was associated with various charitable and sporting organisations.

He travelled widely. In 1938, and on subsequent occasions, he visited New Zealand in an official capacity. In 1950 he led the Western Samoan delegation to the First South Pacific Conference at Suva.

In 1953 he (and his wife) represented Samoa at the Coronation of Queen Elizabeth II and subsequently travelled extensively in Europe. While he was in Rome he was accorded the honour of a private audience with Pope Pius XII.

In 1958 he was the leader of the first Samoan delegation to the UN Trusteeship Council in New York.

When Tupua Tamasese succeeded,

Only One Head Of State In Samoa Now

With the death of Tupua Tamasese, Western Samoa will have only one Head of State—Malietoa Tunamafili II. This is in accordance with the new Constitution which came into effect on January 1, 1962, when Western Samoa became independent.

The new Constitution provided, cleverly, for proper recognition of the heads of the four chiefly families who have always claimed suzerainty in Samoa—Malietoa, Tamasese, Mataafa and Tuimaleali'ifano.

The first two became Heads of State for life; Mataafa became Prime Minister; and the head of the Tuimaleali'ifano family (which has not sought prominence in Samoan affairs for some generations) became qualified to enter the new parliamentary system with special privileges.

With only one Head of State, Article 25 of the Constitution now becomes more relevant, for it provides that if the Head of State is absent, incapacitated or unavailable, the Legislative Assembly may elect up to three persons to a Council of Deputies to perform his functions. These must be eligible for election as Head of State.

At present, the Legislative Assembly considers that only the holders of the titles: Tupua Tamasese, Malietoa, Mataafa and Tuimaleali'ifano are eligible for election as Head of State. This is arranged by resolution. A new holder of the title Tupua Tamasese will be elected by the late man's family.

On Malietoa's death, the Head of State will be elected every five years.

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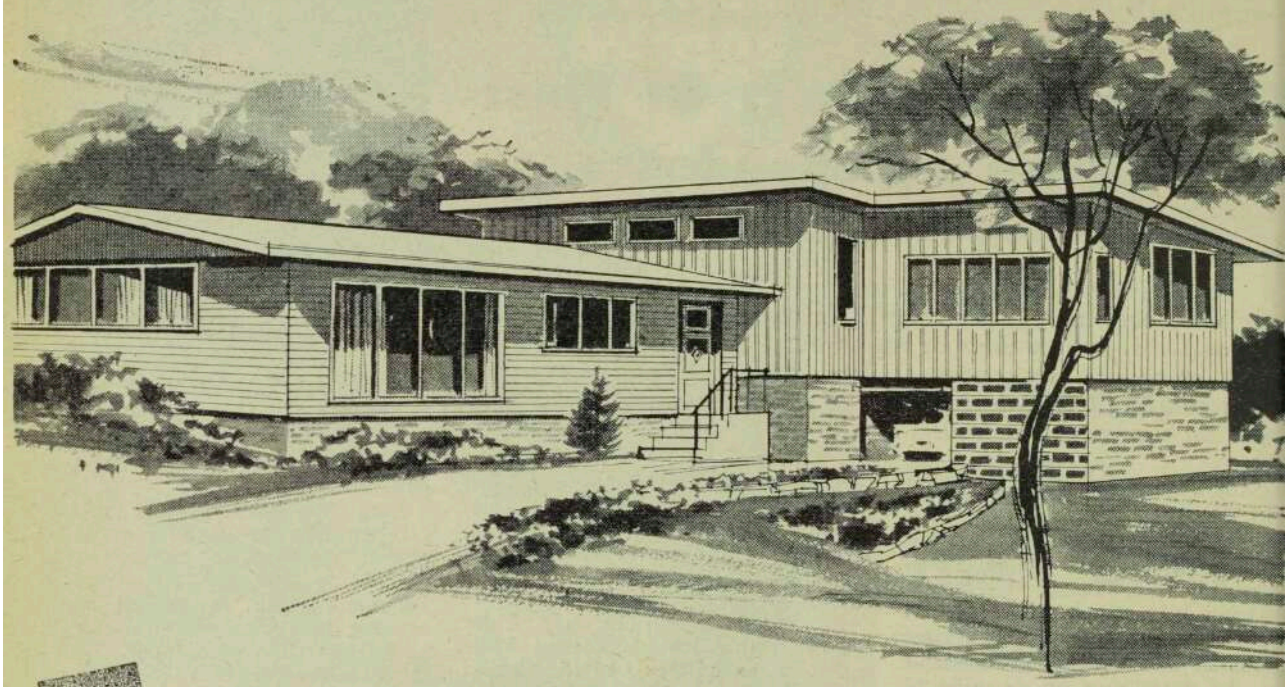

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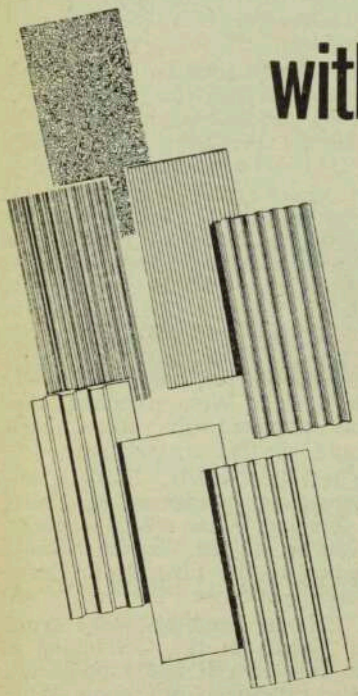

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such tragic circumstances, to his tle there were many who doubted hether he would attain the influence f his predecessors.

His youth and the fact that he had ent most of his life in and around pia—first as a schoolboy, then as an mployee of a commercial firm—did ot seem to constitute a suitable ackground for a Samoan leader. For good many years New Zealand fficers in Samoa were inclined to nder-estimate his influence on these ounds.

But, among the Samoans themlves, he quickly established himself a leader of firmness and integrity. Given these qualities, his wide ading and understanding of Euroan ways of thought made his conibution to Samoan political life an dispensable one. As a Fautua and member of the Legislative ssembly, he became the principal okesman for his people.

In 1946, when the draft Trusteeip Agremeent for the Territory was bmitted to the Legislative Council most on the eve of its presentation the United Nations, he seized the portunity to obtain a decision in vour of self-government.

He protested at the action which ew Zealand had taken. The right a people to decide their own form government, he declared, was "one the principles for which the war s been fought".

Lent His Support

Samoa wanted self-government, not e further period of dependency which New Zealand had decided commit it. In agreement with his moan colleagues in the Council, he clined to lend his support to the aft agreement but asked instead that Fono of all Samoa should be called discuss it.

When the Fono met, he devoted mself to winning approval for a tition to the United Nations in the llowing terms:

1) We humbly beseech that Samoa be granted self-government.
2) We earnestly pray that New Zealand will see fit to act as Protector and Adviser to Samoa in the same capacity as England is to Tonga."

The petition led directly to the apintment by the Trusteeship Council a Special Mission to Western moa and to a declaration of policy New Zealand in August, 1947, cepting full self-government as its jective and promising radical contutional reforms immediately.

Under the new constitution Tupua masese became a member of the ouncil of State and of the Legislative Assembly. In both these capacities and as a member of the Executive Council after its establishment in 1953, his influence was a predominant one.

In this he was helped by the appointment in 1949 of Mr. G. R. (now Sir Guy) Powles as High Commissioner. Mr. Powles recognised, from the first, the full measure of his ability and influence.

Tupua Tamasese's political stature grew with his responsibilities.

In the confidential discussions of the Council of State and the Executive Council, his tact and skill enabled him to gain great influence, which, through the High Commissioner, in turn affected the policy of the New Zealand Government.

His selfless devotion to the cause of Samoan independence and his grasp of the essentials of the most complex problems made it impossible for his views ever to be ignored.

In the debates of the Legislative Assembly he took a very active part but, because of his position, he tried to remain a spokesman for the country as a whole, rather than become an exponent of controversial opinions (even when his private views

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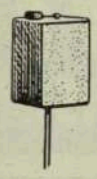

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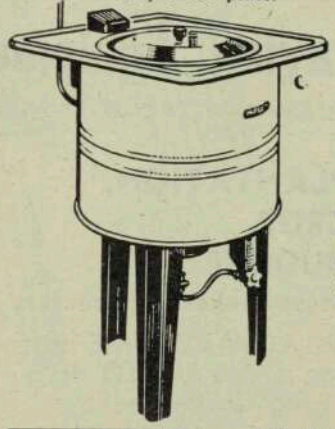

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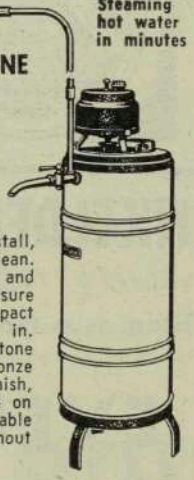

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strongly favoured those of a pa ticular group). Much of his i fluence was exercised, in fact, in t private meetings of Samoan MLA where he sought to obtain agreeme in advance to the line to be adopt in open Assembly.

As a result of further constitution changes, he and Malietoa Tanumaf II withdrew from the Legislati Assembly in 1957 and from acti participation in the executive gover ment on the establishment of Cabinet in 1959.

But he remained intimately co cerned with constitutional develo ment till the Constitution for t Independent State of Western Samo was adopted in October, 1960.

Jointly with Malietoa Tanumaf II, he chaired the Constitutional Co vention of 1954, the Working Co mittee on Self-government in 195 60, and the Constitutional Conve tion of 1960. During the years 195 60, in particular, his contribution w an absolutely vital one.

Always well prepared, always cal and tactful, he insisted on pursuir every topic till agreement w reached. In the Working Committe he felt free to put forward his pe sonal point of view on every issu and to criticise the views of othe forcefully; but, in the best tradition of Samoan society, he deferred grac fully to majority opinions when h saw that the numbers were again him.

Practicable Decisions

In the Convention he devoted hin self—with all the dignity of a *Tam a-Aiga*—to giving members the rig to express their views, while keepin always in his mind the need to er sure practicable decisions and t secure the adoption of the Constitu tion in ample time for the Prim Minister, Hon. Fiame Mata'afa Fa munia Mulinu'u II, to present it t the United Nations.

The making of the Samoan Co stitution and of the other final pr parations for independence consti tuted, as Tupua Tamasese himself fe at the time, his last great work fo his country. Together with Malieto Tanumafili II, he entered upon th dignified duties of Head of State o January 1, 1962.

In his own mind, this represente virtual retirement from active politics and his prolonged illness prevente him from performing for any length period even the duties which re mained to him. But he had reason t feel a satisfaction which is denied t most men. He had devoted his adul life to the cause of Samoan indepen dence; and independence had bee attained.

In itself, a narration of Tupu

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Malietoa Tunamafili II.

'amasese's career conveys something f the quality of the man; but, as one 'ho worked with him very closely at 'everal periods over a span of nearly 6 years and who came to regard him s a very close friend, I can give a iore personal assessment.

As a man of deep personal affec- ons, he was never able to forget iat his brother had suffered death nd his father-in-law deportation at ie hands of New Zealand authorities, n account of their political activities. ut, during his later years at least, nly his closest friends were given a limpse of the depth of his feelings.

He never allowed these events to loud his appreciation of New Zealand s a whole or to stand in the way f his appreciation of individual New ealanders.

Politically, however, the unhappy ast probably contributed to the rength of his determination that his eople should gain absolute control f their destiny and that future asso- iation with New Zealand or with ie Commonwealth should be entered ito only after Samoa, as a sovereign tate, had gained the right to egotiate on terms of formal equality.

His life was given to this cause, ie attainment of Samoan indepen- ence, and not—it must be stressed —to the satisfaction of personal am- ition.

In view of his absorption in olitics, his knowledge, and his skill n negotiation, it was inevitable that e should gain satisfaction from the ossession of political authority.

At an earlier stage, he allowed him- elf to think of a time when he might ctively lead an independent Samoan overnment—a task for which he as admirably suited. But he came o see that this role could not be ombined with the eminent position n which ancestry and circumstance had placed him, without the risk of political dissension.

From that time onwards, he ad- justed himself to a process of gradual withdrawal from the political arena, with a selflessness and composure of a rare kind. He abandoned—one by one—the fields of activity in which he had worked with such success and personal satisfaction; and he gave no outward sign of the regret that he felt at leaving his former work to others.

Indeed, even in private conversa- tion, his concern was with the manner in which those who were enjoying the fruits of his past efforts were shoul- dering their responsibilities. He re- joiced when they succeeded; he was saddened by the occasional blunder which he felt he could have pre- vented, if it had still been his function to offer advice.

This gradual withdrawal was un- accompanied by any relaxation in the effort which he made in the service of the country. During the drafting and consideration of the Constitution in 1960, when he had already retired from the legislature and from most of his executive duties, he still worked, as he had always worked, to the very limits of his physical and nervous resources. (Over)

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Indeed, over the years, his wife d become sadly reconciled to the t that any period of critical litical importance was likely to be lowed by one in which he would ve to be carefully nursed through ensuing period of illness and exustion.

This willingness to give his whole nd and energy, simply and without ought of himself, to any cause that med worthy was intimately re- ed to the extraordinary warmth h which he was regarded by so ny.

A very distinguished Samoan once d to me: "You will have noticed t when Tamasese speaks I never agree with him. When I think of at his friendship has meant to me d my family over the years, I just n't bring myself to do it."

Tamasese was, of course, the last n to expect such loyalty; but, be- se of the affection which his per- ality aroused, he was sometimes corded it, even when he was insist- on the need for the fullest dis- ssion of all points of view.

For myself—less sensitive, perhaps, n my Samoan friend—I never sitated to disagree with him, on the rly rare occasions when we took ferent points of view.

But—like my Samoan friend—I, , knew him as a man to whom, in uble, I would have gone, assured t I would have been given wise nsel, abundant sympathy, and any lp it was in his power to offer. In death Samoa has lost a great man; d his family and friends have suf- ed a bereavement for which time not atone.

'A GREAT MAN'

BILITY to rise above personal feelings, above grief or bitter- ss, because he saw that the promise a happier future for both races lay reconciliation, marked the late masese as a great man.

The Rev. Alan McKay, now of St. de's College, Christchurch, NZ, ote this in the *Christchurch Star* April 10, following Tamasese's ath. Father McKay was an intimate d personal friend of Tamasese and his family during 13 years in moa.

Father McKay said, "Tamasese's rly years were not easy. Those had en the days of unashamed white premacy—that calm assumption of evitable and permanent superiority. ung Tamasese was impervious to flattery. Insult he could ignore because his position before his countrymen was secure and besides, his mind was intent on things of greater moment. When the time for action came he was ready."

Father McKay said there were many who thought Tamasese should have declined the office of Head of State to step into the political arena as first Prime Minister. But he had been wiser not to.

"Undoubtedly it was as a sort of constitutional monarch above the hurly burly of politics that he made his greatest contribution to the welfare of the new state," said Father McKay. "His immense prestige, together with his wisdom and experience gained through years of struggle, made him the perfect arbitrator. I know how many a Cabinet crisis was solved, how many sound resolutions were prepared or unsound ones rejected during those evening sessions at home over which he presided. It has been to few men to accomplish so much for their country."

Father McKay said Tamasese was a religious man who believed that God had given him a special task to perform and it could be accomplished only by answering loyally to His will.

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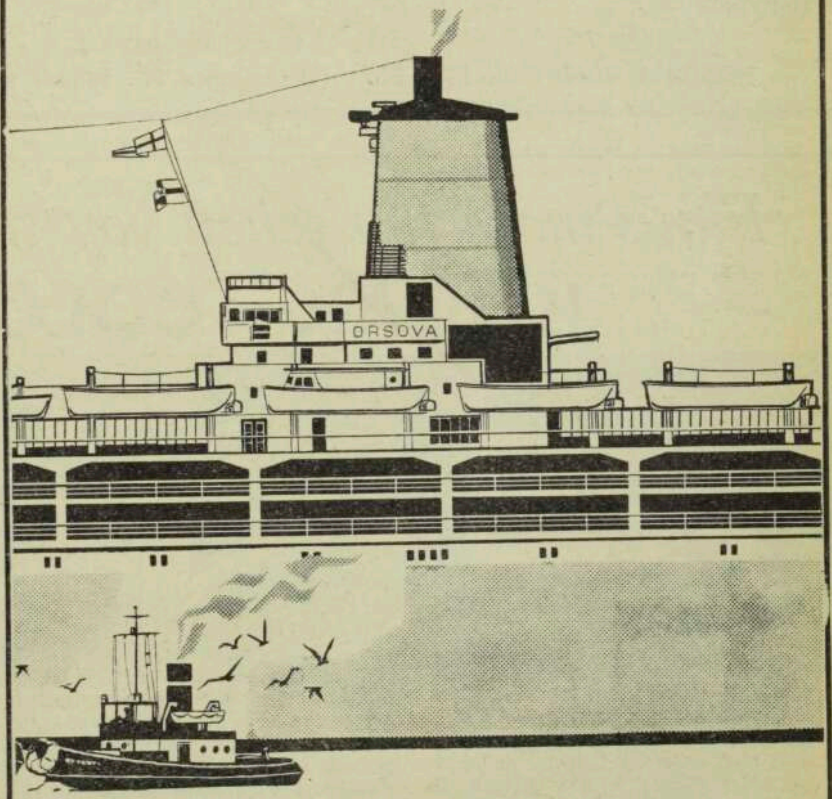

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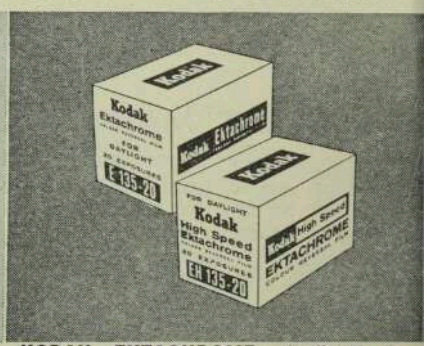

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Page 50
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Territories TALK-TALK

The post-war discoveries being made in P-NG, apparently know no limit. Latest addition to world knowledge was reported by the Territory's Director of Public Health in a special World Health Day broadcast from Port Moresby.

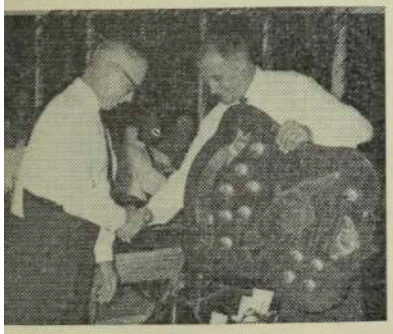
THE Director announced that, as a result of a three-year study in the Eastern Highlands, most of the mothers in that area now fed their babies on finely-ground roasted peanuts.

Furthermore he reported that peanut paste mixed in equal portions of boiled *kaukau* provided the "almost perfect food for a growing youngster" and was a milk substitute (see p. 63).

Whether this discovery will act as a boost to the humble peanut industry remains to be seen. In 1958 the export of the ground-nut meant a bit over £100,000 for the year to the Territories, but growers both in Queensland and NSW took a dim view of such competition and the business consequently received a bit of a knock.

If the Director's discovery for solving the world's hunger spots are put to practice then he is deserving of much praise and credit for the three-year study.

However, I expect nursing mothers in other territorial areas still persist in feeding their off-springs with a poey paste of taro and coconut milk, or ground-up galip nut, as has been their practice for many a long day.



BOWLS CHAMPION: In Port Moresby recently, Mr. R. Mackie (left) received a trophy from bowls club captain Mr. A. Pittain as captain of the Championship fours. Mr. MacKie also won the trophy for the Singles Championship—after 17 years of trying.—Photo: Papuan Prints.

With Tolala

The NG Pharmacopoeia

There is no doubt but that much research has been carried out concerning native medicinal herbs, their efficiency and general use. If this has been done then the results have not received much publicity.

Perhaps certain ethical standards preclude their publication unless they are presented in a bottle with a label.

At one time I compiled a list of native herbs and oils picked up here and there in New Guinea, which was then a country with no radio communication and often no medical service within a gettable distance. I thought it both valuable and interesting.

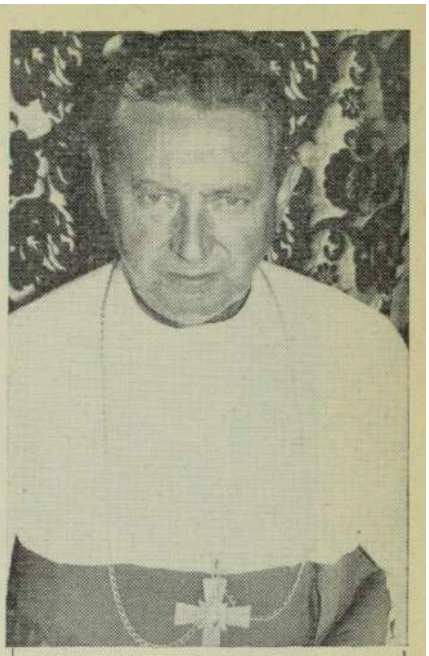
But the list went west when the Japs came in and all my records in Rabaul were destroyed.

From memory I quote a few:

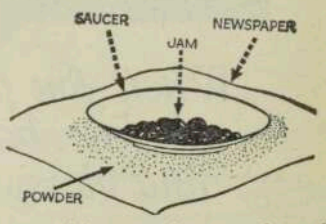
There was the pandanus root soup for blackwater fever; the *kaukau* leaf poultice for cleaning up tropical ulcers; pig-weed (hervea) tea for asthma; wart-weed juice for eradicating warts; croton oil as a purgative; hibiscus-leaf tea as a diuretic; iguana oil (that used to leak through a glass bottle) for rheumatism and similar ailments.

There were pawpaw seeds for expelling intestinal worms and the leaves for wrapping tough fresh meat to make it tender; a heated banana leaf as a substitute for surgical silk; red oxide for eradicating head-lice and heated taro leaves for reducing inflammation. To say nothing of the dozen and one secret native potions for abortion; to bring on the menses or to stop them; aphrodisiacs and tranquillisers!

I recall, back in 1913 down in Bougainville, a friend of mine—an ardent dog-lover—sent to Sydney for medicine to cure one of his pets of



BISHOP-ELECT: The Very Rev. Father John Hoehne, MSC, who has been nominated Vicar Apostolic of Rabaul following the retirement of Bishop Scharmach, was born in Germany in 1910. He was ordained in 1937 and joined the Roman Catholic mission in New Britain in 1938. After being interned with Bishop Scharmach and the other missionaries during the war, he helped rebuild the mission in New Ireland. Since 1956, he has been manager of the Catholic Mission at Vunapope.



To rid your home of cockroaches, set this simple trap in all rooms where they are observed. If jam is not readily available for the saucer, use food bait. The powder must not have an insecticide poison smell otherwise the insects will become suspicious and it must have a permanent action so it can be relaid each night. Therefore Pea Beu powder is recommended. Cockroaches walking over the powder, will retire to their hideouts and die. Also sprinkle the Pea Beu in drawers and back of range, frig. and radio.

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orms. It duly arrived and he showed to me.

I examined it and remarked: "You uld have saved yourself the trouble sending to Sydney, Bill, by asking ur cook for a betel-nut."

It was the ordinary areca nut, grow- g all over the plantation and to be und in every native's dilly-bag.

Apart from the medicinal plants ere are many others used for dye- g. The Bukas have a plant that ves a permanent dye to the pan- nus leaf used, at one time, for the omen's *kurakum* (the pandanus od) and the Buin natives get a nderful yellow dye from another r the fibre used in binding their ng spears.

Somehow I still feel there is much t to be discovered amongst these ople, before it is too late, and they ve been absorbed in our synthetic- romium-plated age.

NG's ep South

Buka and Bougainville have often en the "Forgotten Isles" of New uinea, notwithstanding the fact that r the past 50 years or so they have d closer commercial associations th Australia than any other NG strict, owing to the fact that more ustralian companies were the first develop the islands to any extent this part of the German colony.

In these later years, however, both ands have made sensational front- ge news: The somewhat over- blicised Hahalis incident, and now e tragic sinking of *Pollurian* with its rry death-roll.

It is sad that such a valuable link th these outports and Rabaul should ve had such a tragic ending.

Bouganville's associations with Aus- lian companies started some years fore World War I in 1914. Toimo- pau, down on the island's south ast, was one of the first, and I ve an idea the company was called New Britain Corporation Ltd.

A chap named Hickey (from the lomons) was manager for a while d some years later Tom Ebery was charge before he went trading in in or taxi-driving in Rabaul.

Numa Numa was opened about t time by an Australian syndicate, mprising a handful of businessmen: n Piggott (a Sydney fruiterer, who d a good business with the Islands the time); George Green (a Mel- urne carrier); Harold Reid (general anager of Robert Reid and Co., the ygoods people); and the McEnnally others (who owned a Sydney hat ctory, amongst other things).

These last-named brothers were oard *Matunga* when she was cap- tured by the German raider *Wolf* in August, 1917, and consequently spent some time as internees in Europe.

Every year one or two of the directors would make a point to visit Numa Numa to bask in the tropic atmosphere and I think they enjoyed themselves, too.

I remember one year a couple of them came along to visit me at Pororan, a distance of some 70-odd miles, in a small pinnace. It was open sea from Numa Numa to Buka Passage and they had a bit of a gruelling time—but they cracked hardy, nevertheless. Subsequent sea voyages were made in their ketch, *Saucy Polly*.

Arthur Booth was the manager from 1912 until the 'thirties and much of Numa Numa's success is due to his work. I travelled with him once in *Marsina* en route to Sydney and he would insist on going down into the

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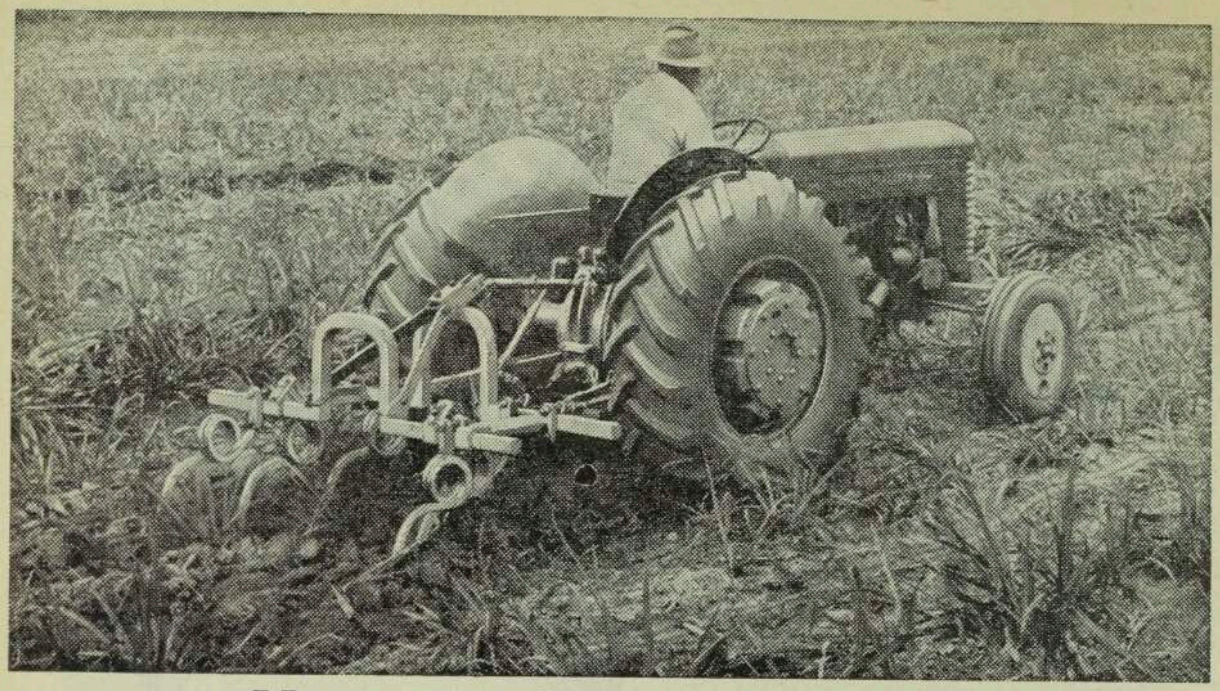

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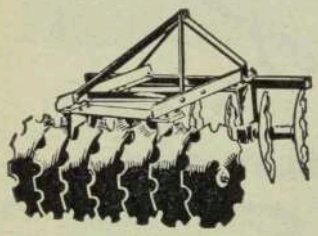

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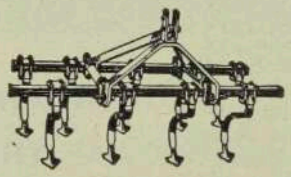

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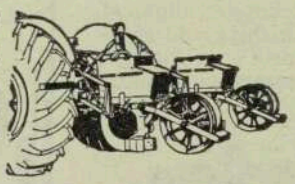

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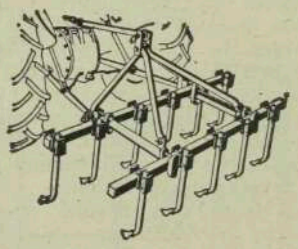

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RTHDAY PARTY: At her 21st birthday rty in Port Moresby recently, Miss Mar-ret Turner was handed the "key of the or" by her father Mr. Tom Turner. The party was held at the Bowling Club.
Photo: Papuan Prints.

kehold and doing a shift "just to ep fit".

The well-known Drummond Thom-n relieved him on the plantation er and carried on the good work. t not in the stokehold!

Then in 1913 came the Choiseul antations Limited—a colt out of BP stable—which has proved a ritable winner in the Coconut akes.

It opened up virgin land on ugainville at Soraken, Baniu, Teo-sino and Arigua.

About the same time Captain queaker" Hamilton started Inus antation, between Numa Numa and opasino. The company was known Associated Plantations Pty., Ltd., d it has had some well-known anagers, but none more highly-garded than the present one, Paul ason, who did so much during the panese invasion.

Later a Sydney-sponsored company ened up an area on Buka in Queen aroline Harbour, known as Karola antations Ltd. In its earlier days a ap named Frost was manager; I ew the place better when Jock wen was manager. He married oreen Parer, a cousin of the famous y.

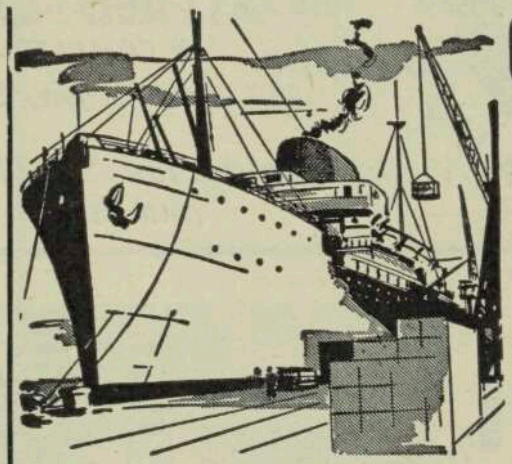
Strangely enough, the companies ntrolling the Bougainville planta-ns were inappropriately named: imonapua (in southern Bougain-le) was the property of the New itain Corporations Ltd., and its one d only estate; Numa Numa's com-ny was the Buka Plantations and ading Company, with no property on Buka Island; Choiseul Plantations Ltd., with its four large Bougainville estates was developing no land on Choiseul Island (which is in the BSIP).

In later years another Sydney company started coffee planting on an inland area at Raua Bay (Bougainville) with the name of Rugen Harbour Coffee Estates. Rugen Harbour is located on the south coast of New Britain.

The reason for the inappropriate name in this instance, if my memory serves me right, is that a Mr. Cogswell (a one-time official in the Gilbert and Ellice Group) had the job of selecting suitable coffee lands and he chose an area at Rugen Harbour, the company was registered and later some technical difficulties arose over land titles, or something, and then an inland area of Raua Plantation, originally owned by Queen Emma, then HSAG and eventually C. I. H. Campbell, who was the successful tenderer for the Exproboard property, was alienated.

I met Cogswell as he was touring about the islands in the schooner *Vella*, with a chap named Mackay as master. Later, Mackay, only a young fellow, met a tragic end when down the south coast of New Britain in *Vella;* he was murdered by the local natives.

Poor old Buka and Bougainville! Geographically located in the Solomon Islands, but attached to New Guinea for politics and rations; with their inappropriately-named companies, but their very sophisticated



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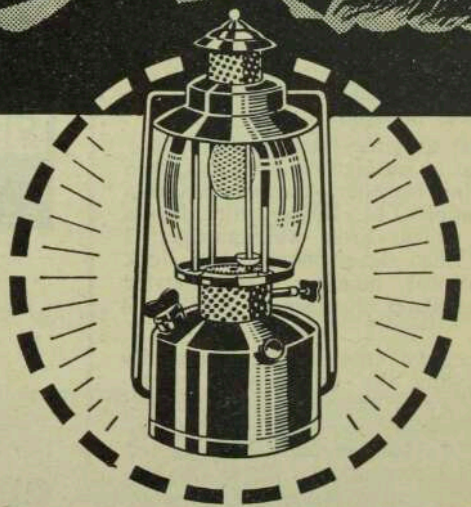

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THEY STICK, TOO: These two new stamps in the P-NG series were released on March 27. Reproduced in natural colour, the 5d shows the red plumed bird of paradise, and the 6d shows a cus cus, a member of the opossum family. These are the most attractive and colourful stamps to be released for some time. The glue is better too. It was virtually impossible to stick the old ones down.

ntry—in some parts. I often wonder hen it will come into its own.

There are some valuable mineral elds waiting to be discovered there ccording to old records which I ive seen) and I hope I shall see the y when Bougainville does come to its own . . . But it will have get a move on!

hat Word ndependence"

Invariably these days when you ear the name New Guinea mened it is soon followed by some ference to "independence".

It is a popular association of ideas, en as when you mention King's ross you conjure up . . . well, you njure up ideas of a Perfect Night ife: soft lights, stirring music, nkling glasses and sleazy females . . .

The word "independence", when plied currently to "under ivileged countries" is usually an ntonym to "colonialism" as used in derogatory sense.

My dictionary tells me that "indendent" means "not depending on uthority; not depending upon someing else for its validity, efficiency, c. . . . unwilling to be under bligation to others". That is the oldshioned definition.

Can you for a moment visualise y "under privileged country" attaing its independence, 1963 vintage, t being dependent on some other tion or bloc of nations? Or, furtherore, can you name one country hich has gained its so-called "indendence" and which does not rely on another country for support?

With all the vaunted independence of the world's nations there is not a single one not dependent upon some other.

The United Nations is pressing for the independence of New Guinea, for self-government or, to voice the desires of the Afro-Asian bloc of UN, to throw off the shackles of colonialism.

New Guinea has been free of "colonialism" for the past 40-odd years; ever since it became a mandated territory under the League of Nations. Therefore, attaining its independence means throwing of its shackles from the UN, not from Australia, which has only been the trustee, acting on behalf of the UN.

To conform with the present agitation for independence what New Guinea should do is to call a conference of delegates of all Native Local Government Councils and pass a resolution to secede from the UN and then draw up a bi-lateral agreement with Australia for its assistance and guidance to a date to be mutually agreed.

Impossible? Not at all, if properly organised. The UN is on the way out, anyway. It admits its inability to handle the Laos situation. (Is that getting too near the homeland of the Secretary-General?) And what did it do in the Cuba affair or China's invasion of India? And what of the

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sorry handling of the West New Guinea situation? . . .

Despite the struggling efforts of UN public relations, the world is governed today by force, by the stern realism of power, and everyone realises that. The most worthy principles of international harmony which were the basis of the gathering at San Francisco in June, 1945, have been wafted away by the Winds of Realism.

There have been many changes in 18 years.

Bits and Pieces

It's good to know that John Gunther will not be leaving the Territory for Canberra's rarefied atmosphere. A diplomat in the place of C. R. Lambert may be a welcome change, even if he is a FRAI, but he could be a working one . . . J. G. will probably go a long way, even in these uncertain times. I like a man who looks straight at you in his Press photographs, not hides behind a pair of horn-rimmed glasses . . . Two old-timers have gone to rest: Bill Edwards at the age of 67 in Melbourne on March 1. Bill was the first CO at Lae of the NGVR, and later was CO of the NGIB—the first native unit. He was with the TNG Administration back in the early 'twenties . . . John Thomas Bensted passed away on March 28 at Wentworth Falls, NSW. A popular and well-known old-timer.

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£500,000 PLAN FOR LEVERS BSIP PLANTATIONS

In the six years from Febr ary, 1959, to about the end 1964, Levers Pacific Plantatio Ltd. expects to spend nea £500,000 on its holdings in t BSIP.

MR. W. F. UNGLESS, until cently managing director Levers, said this in Honiara in Ap before departing for leave in t United Kingdom prior to transfer the Cameroons. Mr. Ungless h been replaced by Mr. J. Walton.

Mr. Ungless said that Unilev have approved a scheme for spendi £150,000 on a five-year programm of new planting, with a target 2,000 acres.

The total area already felled a prepared was more than 1,500 acr of which more than 1,200 acres h been planted. This represented t largest single new coconut planti scheme in the Pacific.

Mr. Ungless said a further su of £93,000 had been granted Unilever for patch planting to patches of land where coconuts we cut down by American Forces du ing the war.

The total area in need of replan ing was about 2,500 acres. Of th area, more than 600 acres had be prepared and nearly 500 acres h been planted.

It had also been decided to bui up cattle herds to their pre-war siz About £43,000 would be spent reach a target of 6,000 head of catt in eight to 10 years.

"From February, 1959, to Fe ruary, 1963, production costs ha been reduced by £11.6 a ton," M Ungless said.

"In general, the amount of mon Unilevers are putting back in Levers Pacific Plantations demo strates that they have faith in th Solomon Islands."

Giant Turtle Caught

Employees of the Kukum Fishi Company recently caught a soft-she turtle, measuring more than 7 ft. lon and almost 4 ft. wide, off the nort coast of Malaita. The MV *Ocea Star* towed it ashore. It was to heavy for 15 men to lift; its weigh was estimated at about half a ton.

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From the Islands Press

THE other day an MLA (of Western Samoa) remarked in all sincerity and with much indignation, "We are the ones who are supposed to run this country. What does this Commission of Enquiry think it is doing telling us we cannot increase our own salaries?"

This reflects a misunderstanding common among legislators all round the world and particularly common in new states such as Western Samoa. The fact is that in a democracy, legislators are not so much the rulers as the servants of the people, and a well-planned Constitution as we do have in Samoa, contains the machinery that ensures this remains the case.

The fact that some members of the Assembly do not acknowledge with goodwill the due process of the law by accepting the findings of the Commission only strengthens the belief that the safeguards of the Constitution were most wisely placed.—*Editorial in "Samoana".*

EVERY year more money is needed to maintain the health of our people (in Western Samoa). There appears to be a rising incidence of jaundice, hepatitis and other liver complaints. It is more than coincidence that the increase in sickness rises with the amount of tinned and frozen foods imported.

In Samoa much of what we import can be grown and sold fresh for our tables. The land and the climate will grow the food. What is lacking is the effort. And so we continue to import what fills but does not nourish.

Much can be done for the health of the people and the economy of the country by increasing the production of our own food supply. It could easily be done at a cost of little beyond organisation, encouragement and an incentive to do a bit more work.—*Editorial in the "Samoa Bulletin".*

THE Commonwealth Government and Bulolo Gold Dredging Limited some years ago combined to build a great ply-mill at Bulolo. The project was launched to utilise hundreds of acres of natural pine forest in the area.

The news that the ply producing CNGT has had to dismiss about 100 employees because the plywood cannot be sold in large quantities is distressing. But what is really distressing is that very little Bulolo plywood is used in the construction of government buildings in the Territory.

With so many large buildings to go up in the near future—the Port Moresby and Rabaul Courthouses and the Lae Administrative block, among other structures — the Administration should take action on the situation which has arisen in Bulolo.

To put the matter to rights, the Administration should, when calling for tenders, stipulate that all its buildings be lined, or partly lined, with locally-produced plywood.—*Editorial in the "New Guinea Times Courier".*

THE "assurance" most often voiced by the Minister for Territories, Mr. Paul Hasluck, is that "Australia will remain in the Territory (of Papua-New Guinea) as long as the people want us."

What Mr. Hasluck needs to say is that Australia will remain here until there are highly skilled indigenous businessmen, lawyers, technicians, politicians, economists and so on.

He needs to come out and say Australia would not consider withdrawing her developmental activity here until such time as our Papuans and New Guineans were well equipped in every way to manage their own affairs, having regard to the great weight of outside investment.

Until that day confidence will continue to ebb and the great struggle to educate and develop will become more of a Government burden.—*Editorial in the "South Pacific Post," Port Moresby.*

Australia's Currency Change Will Affect Most Islands

Australia's decision to base her currency on the metric system, announced in April, is of much interest to the South Pacific territories, because most of them maintain close trading relations with the Commonwealth.

AUSTRALIAN currency is used entirely in the Australian territories of Papua-New Guinea, Norfolk Island and Nauru. The same changes as are planned in Australia will take place there.

Australian currency is used in the British Solomon Islands, and, in association with French currency, in the New Hebrides. These countries will have to decide whether to follow Australia into the metric system.

The currency of Tonga has been maintained at par with that of Australia, but Tonga has already announced it will adopt the metric system.

New Zealand has already agreed in principle to adopt decimal currency and Fiji's trading relations with Australia are so close that a change is bound to be considered there. NZ's currency is kept at par with sterling; Fiji's is 12½ per cent. under sterling.

Samoa Must Follow

Western Samoa's currency is at par with that of New Zealand and Britain, and if changes are made in New Zealand, Samoa must follow suit.

The Australian change-over is three years away (February, 1966); but so much has to be done in the way of adjusting records and accounts to the new measurement, and in altering accounting machines, that it probably will be postponed beyond that.

The chief unit of the new Australian currency will be the present 10/-. It divides easily, on the metric system, into 100 parts, each part being worth 1.2 of what is now the penny. The only coin whose nominal value will require changing is the penny. Now, one pound equals 240 pennies; in the new plan £1 will equal 200 pennies and 10/- will equal 100.

The 100 parts of 10/- (each worth 1.2d) will almost certainly be called

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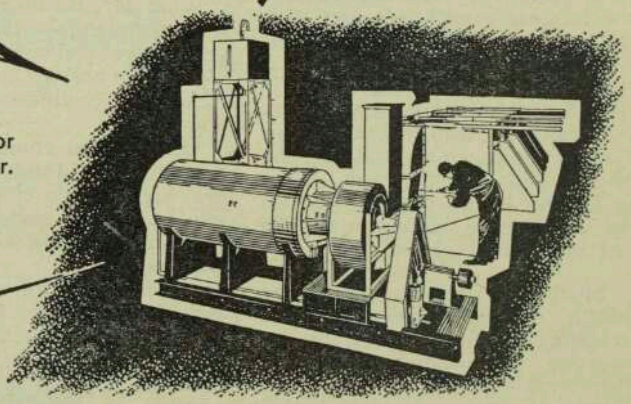

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cents. The other Australian coins will quite easily become part of the metric currency—2/- equals 20 cents; 1/- equals 10 cents; 6d equals 5 cents; and the 3d coin—if it is retained—will be worth 2½ cents.

It is unlikely that any of the present coins will be retained for long after 1966. It is supposed that new coins will be designed and minted to take their place. It is expected that before 1966 the 3d piece will be abolished, and a smaller and lighter coin will replace the penny, and be called a cent. The halfpenny will disappear.

A name for the chief unit—now called ten shillings—still has to be found. All sorts of people are hurrying in with suggestions of all sorts of names—"Austral" and "Roo" have been submitted by ardent Australians.

History of the Dollar

History and commonsense seem to indicate that the name of the new unit should be "dollar". Some people object because "it suggests a further surrender to the United States."

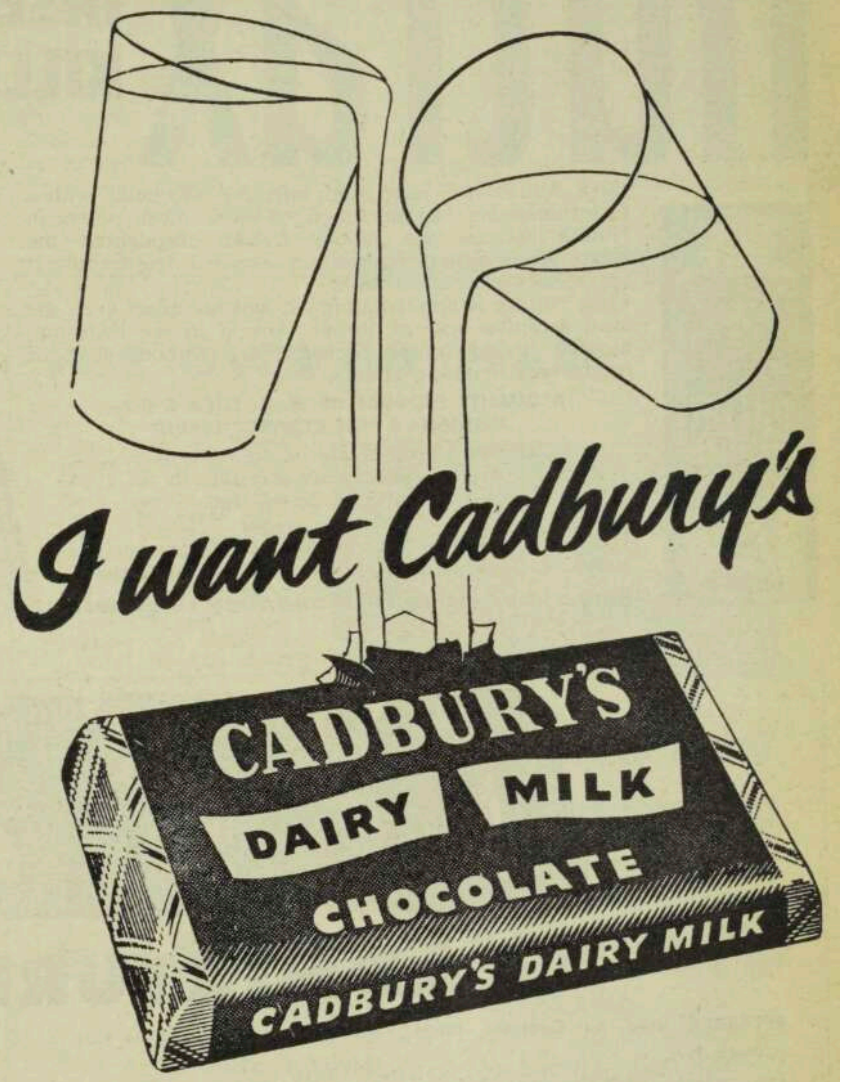
But that is prejudice. The word "dollar" is not a United States word—it was in use long before Washington adopted it.

There are many currencies around the world based on the name "dollar". Among others, there is a Canadian dollar, a Singapore dollar, and a Hongkong dollar—all well-known currencies. Why not an Australian dollar, which would be equal to ten shillings in the old Australian currency; 7/6 in sterling or New Zealand; 8/9 in Fijian; $1.14 in US; and so on?

An Abbreviation

The word "dollar" was derived from the German word "thaler". It first was used as an abbreviation of "Joachimsthaler", which was a piece of money first coined, about 1518 AD, in the Valley of St. Joachim, Bavaria. The thaler, which gradually became dollar in other countries, was widely used in Northern Germany and Denmark until about 1875.

There has been much speculation about the origin of the symbol $, to indicate a dollar. It has been variously claimed to be a modification of the letters US; of the figure 8, which indicated the "piece of eight", being the "Spanish dollar" of 8 Reals; of HS, which once indicated the Roman unit; of PS, once used in Spanish accounts to indicate the word "Peso"; and of a device formerly seen on the reverse of the old Spanish dollar.



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A New Look For The Pacific Islands Regiment

The Pacific Islands Regiment is to have a new look. They will soon say "good-bye" to webbing designed in 1937. They will have new lightweight equipment, specially developed for the tropics.

THEY will have new boots which have been designed to counter such obstructions as "panjis" (pieces of bamboo with fire-hardened needle-sharp points, set in the earth as booby traps).

Two senior Australian Army officers, Major-General R. R. McNicoll, Master-General of Ordinance (whose father was administrator of New Guinea from 1934 to 1942) and Major General T. S. Taylor, Deputy Chief of Staff, made an eight-day inspection of Army installations and troops in P-NG in March.

They told a Press conference that the new boots would have steel sole inserts to counter "panjis" and similar obstacles. A panji would pierce a normal type boot and injure a soldier's foot.

But it was not the boots; it was the new type weapson which attracted attention and aroused the enthusiasm of the troops. The personal equipment also aroused interest. This was about half the weight of old issues and included:

- Blankets;
- An inflatable mattress, which not only made sleeping in the jungle more comfortable, but was excellent for river crossings;
- Mosquito nets;
- Nylon sleeping bags;
- A tent-like shelter; and
- A new water bottle.

There were also minor improvements in eating and cooking utensils.

The changes are in line with developments in army equipment in British service units throughout South-East Asia. It is the first time in the area that a whole new range of equipment had been developed for the tropics, the senior Army officers said. It had been used in an Australian Army exercise and had been the subject of favourable comment.

Naming Streets is Right Up Their Alley

ANGLO-FRENCH relations in the jointly-governed New Hebrides could scarcely be better—at least, when it comes to naming streets.

When a number of new streets in Vila were named recently, half of them were named after English dukedoms and explorers, and half after French provinces and explorers.

Thus, Vila now has roads bearing the names Wales, York, Kent, Gloucester Edinburgh, Cornwall, Connaught, Captain Cook and Captain Bligh as well as Picardie, Bretagne, Languedoc, Auvergne, Dauphine, Anjou, Berri, Artois, Maine, La Perouse and D'Entrecasteaux.

Two of Vila's longest roads—actually one is a continuation of the other—were named after General de Gaulle and Winston Churchill several years ago.

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LETTER TO THE EDITORS

Australia Could Help More In The Pacific

Sirs,—Under the heading of "South Seas Opportunity" *The Sydney Morning Herald* of April 3, 1963, referred to Tonga's Finance Minister's recent exploratory talks in London, on financial aid to cope with Tonga's problem of over-population and under-employment.

THE *Herald* said that Tonga's plight might well be thought to offer the Australian Government the occasion to make a gesture, and the editorial went on to say there was no good reason why the type of assistance given by Australia under the Colombo Plan should not be extended to the South Pacific.

Fiji is another Islands territory in the South Pacific which badly needs Colombo Plan type of aid. Not only is this Colony strategically important to Australia, it is one of her biggest Islands customers. Australia also enjoys a very advantageous trade balance, much more so than Britain, which because of her political commitments has given the Colony much more aid than Australia by way of grants and loans for development purposes.

Fiji has also been for almost a century a very lucrative source of investment in industry and commerce for Australian shareholders.

In my opinion one very tangible way of helping Fiji would be for Australia to assist in some of the major development works which are urgently needed.

For instance the straightening, reformation, ballasting and sealing of the highway between Nadi, where the international airport is situated, and Suva, the capital, is long overdue, and the same can be said for the provision of a regional airport at Suva.

Australia has the capital, engineers and plant. All that remains is some statesman-like and sympathetic consideration from Canberra.

Yours, etc.,
DAVID RAGG.
Sydney.

Peanut Mixture 'An Almost Perfect Food'

A SIMPLE mixture of peanut paste and boiled sweet potato could benefit millions of hungry children in the world, Papua-New Guinea's Public Health Director, Doctor R. Scragg, said in Port Moresby in April.

He said a pilot study on the use of roasted peanuts as food was started three years ago in New Guinea's Eastern Highlands.

As a result, most of the mothers in the area now feed finely ground roasted peanuts to their babies.

Peanut paste mixed in equal portions with boiled sweet potato and fed to a child as a main food course provided the almost perfect food for a growing youngster.

Dr. Scragg added that the peanut mixture might contribute to the "very hopes of survival" of children beyond the age of two.

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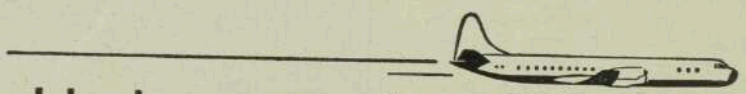

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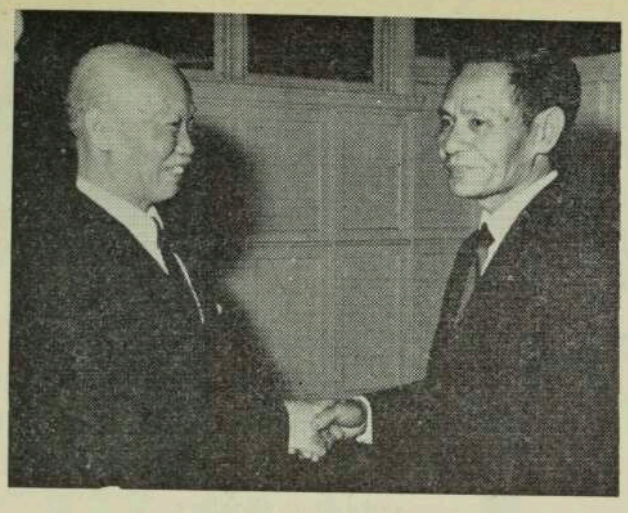
Wewak Man in Formosa

Mr. Tang Mow, a well-known business man of Wewak, recently made a trip to the US, Japan, Hongkong and Formosa. In Taipeh, Formosa's capital, Mr. Tang Mow (right) met Mr. Chen Sing, Vice-President of Nationalist China. Photo from: C. L. Meen.



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Move To Set Up Legislature In US Trust Territory

A special six-day session of the Council of Micronesia was opened in Saipan on March 19 to make recommendations for the establishment of a Territorial legislature for the United States Trust Territory of the Pacific Islands.

THE Council of Micronesia is a 12-member body composed of delegates from the six administrative districts of the Trust Territory, which embraces the Caroline, Marshall and Mariana Islands.

The Council represents the 80,980 people of the Trust Territory and serves in an advisory capacity to the High Commissioner, Mr. M. W. Goding.

Opening the Council's session, Mr. Goding said that most members had declared at the last Council meeting in Koror in October that the Trust Territory should have a territorial legislature and that it was resolved that a committee should begin work on the structure and nature of such a body.

"Both measures had my support," Mr. Goding added, "and I have expressed to the United Nations Trusteeship Council my confidence that a territorial legislature could be established by 1965.

"This session is a natural step forward in the planning of such a body. Out of it should emerge your recommendations regarding the legislature."

Mr. Goding said that the Council of Micronesia, established in 1956, had "steadily improved in its ability to understand a wide range of Trust Territory problems" and that it conducted its proceedings in "an orderly, deliberative manner with a free exchange of opinion and interplay of ideas".

"While originally the delegates were all appointed," Mr. Goding said, "today most have been popularly elected. I am confident that the progress which has been made will continue."

Education Conference

A week earlier, Mr. Goding opened a Territory-wide education conference in Saipan at which he said that he looked forward to the time—which he hoped would be soon—when the entire direction of the Trust Territory's educational system would be in the hands of the local people.

He also stressed the importance of:

- Accelerating primary education with a positive approach.
- Implementing a policy to use English as the medium of instruction in elementary schools.

(over)

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US Trust Territory's Plans

● Seeing that secondary education ept pace with the accelerated educa- ation programme.

● Expanding and developing adult ducation and increasing the number f scholarships.

"One of our big handicaps has been he lack of a common language," Mr. Goding said. "This must be over- ome. The overwhelming demand for nglish on the part of students, tea- hers, and parents no longer can be gnored.

"Well over a year ago last January, major change was instituted, estab- shing English as the language of in- ruction for our elementary schools.

Big Handicap

"English will be used as the iedium of instruction wherever achers are capable and ready to use . Our big handicap has been our oorly prepared teachers.

"Yet in spite of this handicap, we ave put this policy into effect in ome schools. In Ponape, Koror, aipan and other areas, it has been emonstrated that teaching can be one in English in our beginning rades.

"While our major emphasis this ear and next will be in the acceler- ed education programme, secondary id advanced education will not be eglected.

"A start on a high school pro- amme for each district was unched last year with the opening the tenth grade of high schools. I ope we can appreciably accelerate ir secondary programme in the next w years.

High School Programme

"Each district should have its own iblic high school. A few districts e almost at the point of being able successfully launch a full high hool programme with relatively inimum expansion of buildings and aff. Every encouragement and assis- nce will be given to this important ase of our overall educational pro- amme.

"Our scholarship programme is be- g expanded this coming year—five strict scholarships for each district ther than three per district as for- erly.

"Additionally, we have set in mo- on the first steps of what we hope will be a major scholarship programme financed by private foundations and American universities.

"Our college programme at the College of Guam will be greatly accelerated by the establishment of a dormitory at the College of Guam site."

FOOTNOTE: The move in the US Trust Territory to establish a legislature means that there are now only two major territories in the Pacific which do not already have legislative councils. The two territories are the Gilbert and Ellice Islands Colony and the Condominium of the New Hebrides. In the GEIC, there are Island Councils for each island with a settled population which have power to make local regulations and an Advisory Council is planned (see p. 107). In the New Hebrides there are local councils with similar powers to the Island Councils in the GEIC and an Advisory Council which advises the Resident Commissioners on matters of national interest.

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LITTLE-KNOWN H-BOMB ATOLLS HAVE A PLACE IN THE HALL OF FAME

By Robert Langdon

Hao and Mururoa, two of the four little-known atolls in the Tuamotu Archipelago which will figure in the French Government's H-bomb plans, both have some sort of claim to fame in the history of the Pacific. The plans were announced in April.

[AO, which has guarded an intri- guing secret for 350 years, was first atoll in the Tuamotus on ich Europeans are known to have de a landing; and Mururoa was scene of the first wreck of a tish merchant ship in the Pacific.

Hao is about 500 miles east of hiti, and Mururoa is about 775 es south-east.

Hao was discovered on February 1606, by the Spanish navigator lro Fernandez de Quiros while he s crossing the Pacific from Callao, u, to establish a settlement in the omons. Quiros named his dis- ery San Pablo.

When the Spaniards landed on the ll, they found the natives friendly exchanged presents with them. ey also noticed half a cedar pole Peruvian or Nicaraguan style, and an old woman wearing a gold with an emerald.

As there is no record of any Euro- n ships having been among the motu Archipelago before Quiros' age, the presence of the ring, rald and cedar pole on the atoll puzzling, to put it mildly.

Andrew Sharp said in his book, *Discovery of the Pacific Islands*, these articles were "relics, per- s, of a vessel from Peru, not nec- rily European, and not necessarily a two-way voyage".

Ancient Cannon Found

However, it seems almost certain the ring, emerald and pole *were* s from a European ship because 929 an ancient cannon was found edded in the reef on the eastern of Amanu atoll, nine miles h-east of Hao.

he cannon was taken to Papeete the French Government schooner *uette* and placed in the local eum. At the time of its discovery, was supposed to be of Spanish make, but no one could explain how it came to be at Amanu.

As far as I know, no one has managed to explain its presence there yet; but there seems to be little doubt that it was from the same ship that brought the relics that Quiros saw to Hao.

Mururoa Atoll

The unfortunate ship that had the distinction of being the first British merchant ship to be wrecked in the Pacific was the 450-ton whaler *Matilda*, which went aground on Mururoa in 1792.

The *Matilda*, under Captain Weatherhead, was one of the third fleet of ships that brought convicts from England to Australia. She reached Sydney on August 1, 1791, with 130 convicts, and, after discharging them, made an unsuccessful sealing and whaling cruise off the coast of New South Wales with the ship *Mary Ann*.

On December 28, 1791, the two ships sailed from Sydney for the whaling grounds off the coast of Peru, and after calling at Tahiti for refreshments in February, 1792, they parted company — the masters agreeing to meet again in Latitude 10 degrees South.

A few days later, on the night of February 25, the *Matilda* piled up on Mururoa reef, which was then uncharted.

The crew, which consisted of 28 men and boys, plus a Jewish convict who had stowed away in Sydney, escaped from the reef in the *Matilda's* four boats and made for Tahiti.

After a nine-day voyage, and having been separated by a storm, the men landed at various parts of Tahiti, where the natives immediately dispossessed them of all they had salvaged from the wreck.

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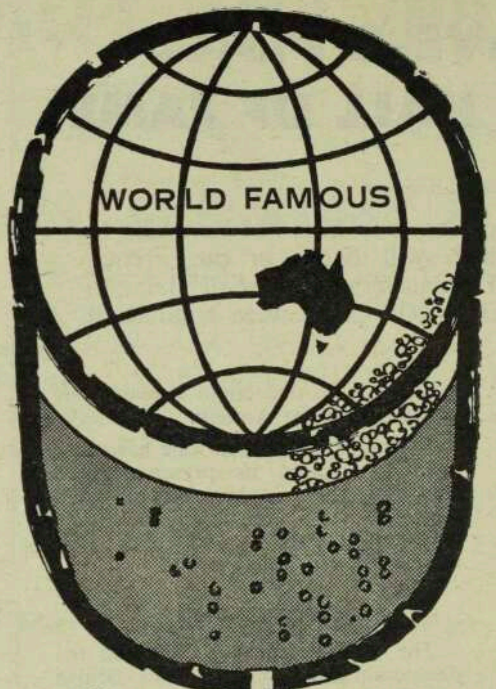

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of the people of the Matavai district. This made the people of neighbouring Pare madly jealous. And the result was that the two districts declared war.

Three weeks later, the war was interrupted by the arrival of the three-masted schooner *Jenny* (Captain James Baker) which was on her way from Bristol to the north-west coast of America to trade for furs.

The *Jenny* stayed at Matavai for six days, during which Captain Baker agreed to provide passages for Captain Weatherhead and four of his men to the American coast.

The *Jenny reached* Nootka Sound in October, 1792, where she encountered three British Naval ships, HMS *Discovery, Chatham* and *Daedalus,* under Captain George Vancouver.

On hearing Weatherhead's story of the loss of the *Matilda,* Vancouver ordered the *Daedalus,* which was sailing to Sydney for stores, to call at Tahiti to pick up the remaining survivors.

However, by the time the *Daedalus* reached Tahiti, in February, 1793, only six *Matilda* men remained there, and these had acquired such important positions among the natives that they could not be induced to leave.

Never Heard of Again

Three of the others had left the island for Sydney in one of the *Matilda's* boats which they had fitted with a matting sail (they were never heard of again); and the rest were taken off Tahiti by Captain Bligh.

Captain Bligh, in the ships *Providence* and *Assistant,* arrived at Matavai only a few days after the departure of the *Jenny* to make a new attempt to transplant breadfruit to the West Indies, following the mutiny in the *Bounty*.

He found that the people of Matavai and Pare were still fighting over the *Matilda* men's possessions, and he was afraid, at first, that this would prevent him from carrying out his mission.

After four days, however, he told the chiefs firmly that he "would have no more fighting," and went ashore to supervise the building of storage sheds for his plants.

The collection of the breadfruit plants occupied almost three months, during which Bligh did his best to retrieve the articles stolen from the *Matilda's* men, but without much success. The natives, who had acquired about 50 muskets and pistols, from various ships, were no longer intimidated by white men's threats.

On sailing from Tahiti in July, 1792, Bligh took 13 men from the

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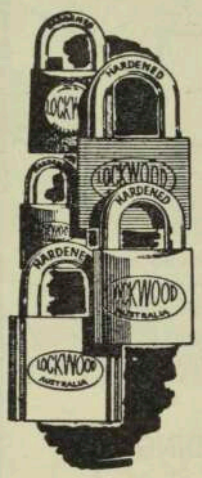

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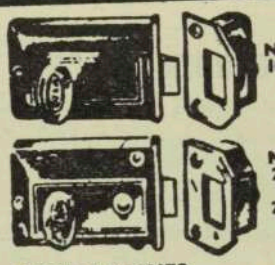

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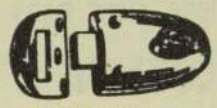

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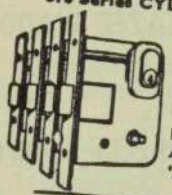

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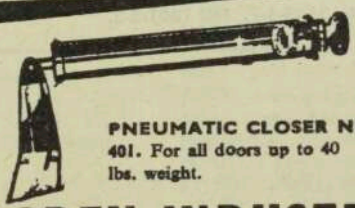

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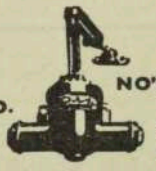

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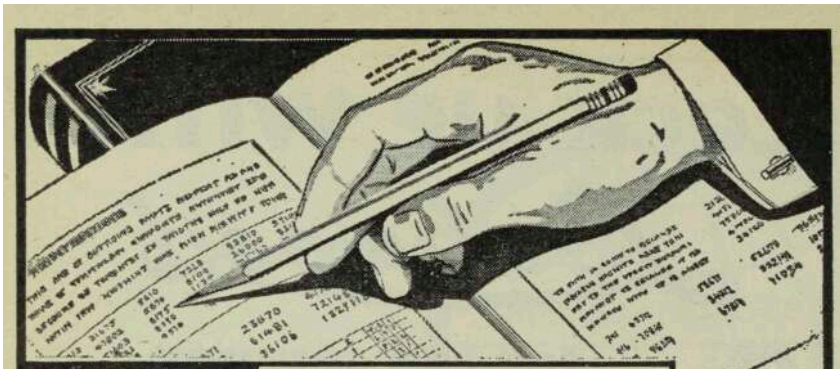

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Matilda in the *Providence* and two i the *Assistant*. The remaining six, in cluding the Jewish convict, "wen bush" to avoid being taken off.

These men were still in the Societ Islands when the *Duff* arrived a Tahiti in March, 1797, bringing th first London Missionary Societ missionaries to the South Pacific.

One of the men, a Swede calle Andrew Cornelius Lind, proved usefu to the missionaries as an interprete during their first days in Tahiti. Bu when the *Duff* was ready to retur to England, via Canton, he prevaile on the captain to give him a passag back to Europe.

During the voyage across th Pacific, he apparently had secon thoughts about going home, for whe the *Duff* reached the Caroline Island he asked to be put ashore on a sma island called Satawal. According t the Duff's captain, the islanders re ceived him "with joy as a resident —and from that point on his nam passes from the pages of history.

History does not seem to recor what became of the other five *Matild* men who were left in Tahiti, excep that one of them, an Irishman calle James Conner, was still there in 180 With a daughter he had had by native woman, he was among thos who attended the missionaries' firs chapel at Matavai.

Long Journey Home

Meanwhile, the *Matilda's* maste Captain Weatherhead, had made hi way home to England after a lon land journey through California an Mexico; and in England, he seem to have reported the presence o Mururoa to the authorities. At an rate, in 1798, a map published b the English cartographer Arrowsmit showed an island called "Matilda' Rocks" for the first time.

Twenty-eight years later, the Eng lish navigator Captain Beechey cam upon "Matilda's Rocks" while search ing for Captain Carteret's Osnaburg Island. On landing on the reef, h found "unequivocal signs" of ship wreck in the shape of a ship's keel several broken casks, some staves hoops, copper and lead, some broke harpoons, a small cannon, and leaden pump bearing a crown an the date, 1790.

On the day after leaving Mururoa Beechey came to a small atoll abou 20 miles to the south-east, which h named Cockburn's Island.

This was Fangataufa, the atoll o which the French are to build a observation base for their H-bom explosions on Mururoa.

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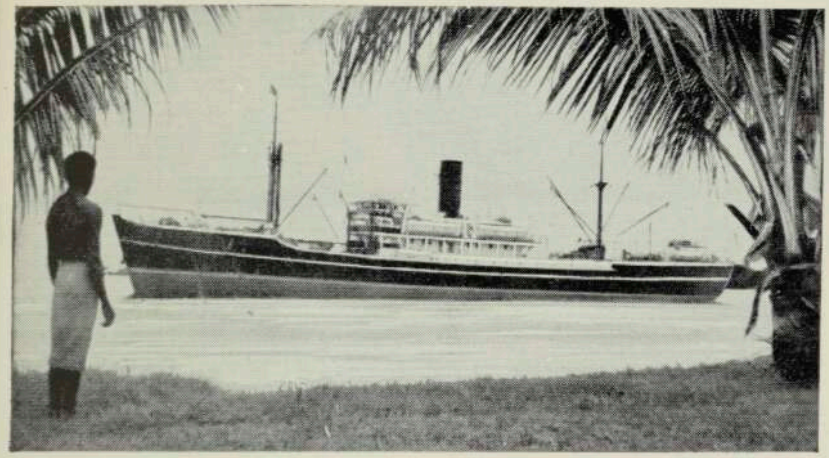

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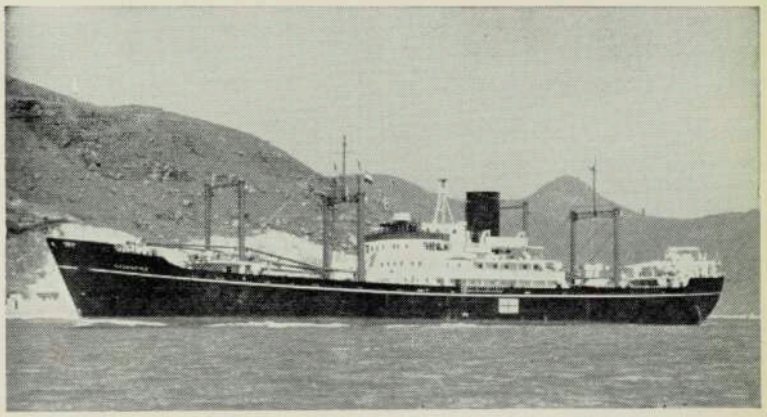

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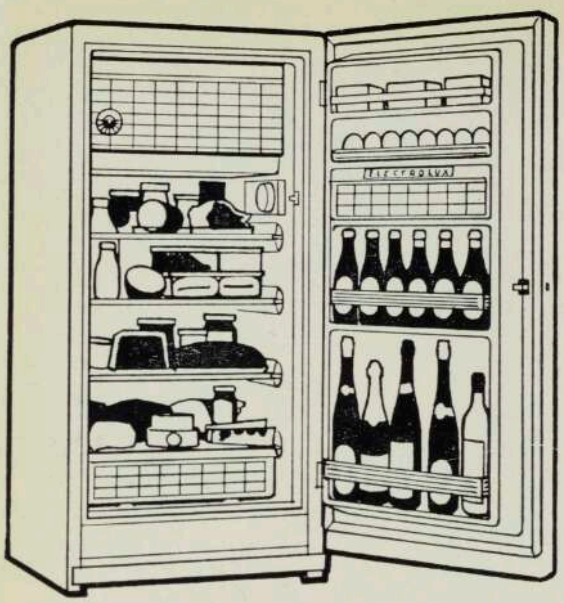

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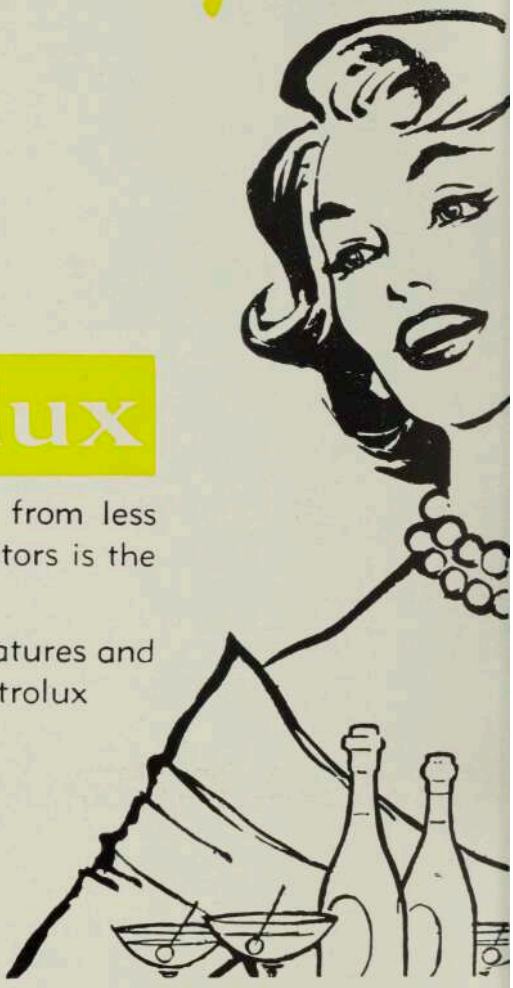

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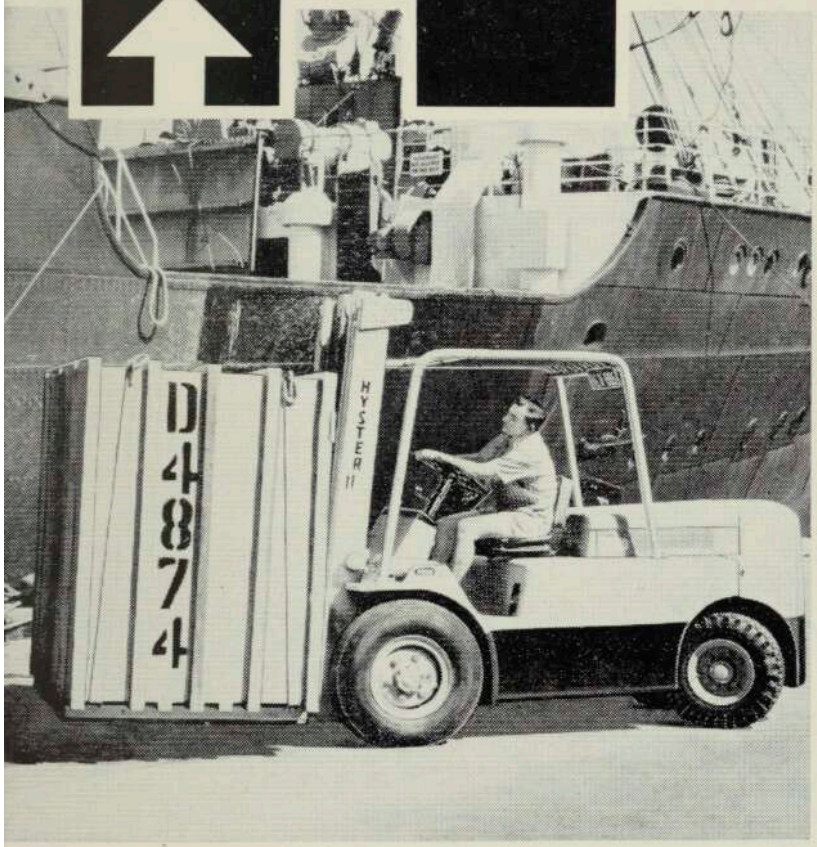

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Pacific Islands Monthly MAGAZINE SECTION

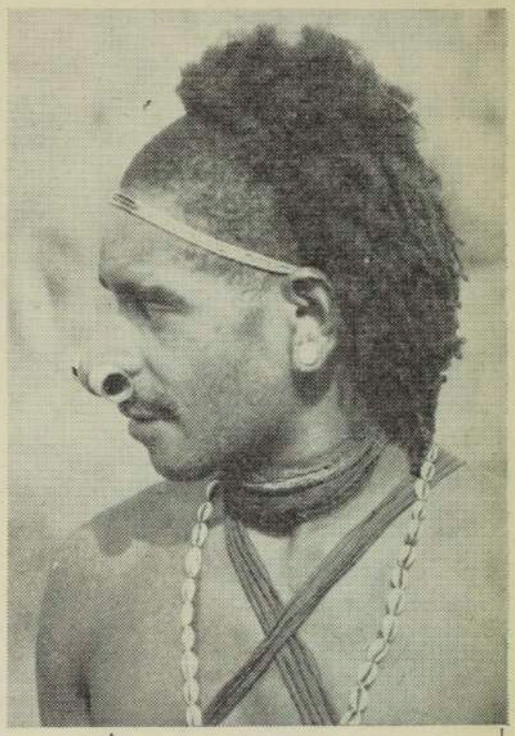
PATROL OFFICERS MOVE INTO "LAST FRONTIER" AREA OF PAPUA

By J. K. McCarthy, Director of Native Affairs in Papua-New Guinea.

Officers of the P-NG Native Affairs Department have recently completed the long and difficult task of establishing a patrol post in the isolated Nomad River country east of the Strickland and 200 miles north-west of Daru in the Western District of Papua.

The area is the home of the Supei, Daba, Gebusi, Alibu, Bibua and Biami tribes. The Biami are a war-like raiding group.

Until now, most of the natives have kept strictly within their own areas, neither making nor seeking contacts outside their tribal boundaries.



This Supei man, photographed by Patrol Officer R. A. Hoad, is typical of the natives in the Nomad River area. He wears his hair shaven well back and a band of white berries across his forehead.

HE Nomad River Post has been established to administer a large lated area of country with a very rse and scattered population of ni-nomadic people. These groups 've had almost no contact with other bes as they are cut off by un-abited country.

Their only affinity is with the savi people to the south-east, them-ves a semi-nomadic type keeping their own tribal grounds.

Access from the west is only sible along turbulent rivers and ough "hungry" country where it not possible to obtain any type local food except for an occasional id of wild sago.

To the north are the Central nges, and to the south is the Great buan Plaeau, a desolate "no man's d".

Work on the construction of the rol post and an airstrip started December 24, 1961, when Acting sistant District Officer M. Lang ched the Nomad River after an ht-day overland journey from nga on the Upper Fly River.

The project was difficult because local labour or local foodstuffs re available, and nearly 200 labourers had to be taken overland from Kiunga.

Fortnightly airdrops were made to get food and other supplies to the new station.

The only suitable site for an air-strip was in heavy rain forest, involving extensive timber clearing and stumping, and the movement of more than 12,000 cubic yards of earth for benching and filling the strip.

Deep drains had to be cut and stone-lined to ensure proper drainage, and finally the runway planted with grass to get a satisfactory surface. Later extension of the runway will require movement of another 13,000 cubic yards of earth.

Many Hazards

Basic camp equipment and supplies which could not be dropped by aircraft, were moved by powered canoe up the Elevala and Rentoul Rivers, swift-flowing streams presenting many hazards to canoe travel because of driftwood and snags.

The officer responsible for the transport of equipment and carriers from Kiunga said it "was no picnic getting canoes loaded with carriers and bulk stores up the rivers". He said there were some tense moments when strong currents made headway impossible and the canoes were swept backwards downstream.

So far the new patrol post comprises very temporary native material buildings erected quickly to provide shelter during construction of the airstrip, the first essential to ensure regular supplies by air.

The runway, at present suitable for Cessna planes, was opened last January, and work has now started on extending the strip to take it to Piaggio standard and later DC3.

Another task is to build better-type native material houses for the station staff, a District Office, bulk store and other essential buildings.

Simultaneously, Native Affairs staff will start regular patrolling throughout the area.

Patrol Officer R. A. Hoad, who took over station construction from Acting Assistant District Officer M.

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PAPUA'S "LAST FRONTIER"

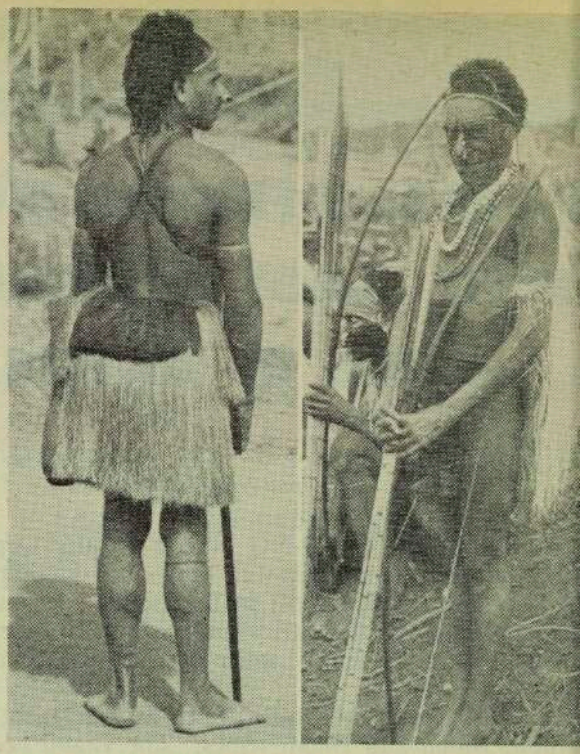
Lang in September, 1962, says that in many cases the people of one hamlet in the area seem to be unaware of the existence of another settlement within four hours walk of their own homestead area.

But all the tribes are acutely aware of the location and activities of the Biamis as they are feared as warlike raiders.

The Nomad River country was first visited by the Hides and O'Malley exploratory patrol in 1935, and by the C. Champion and Turner patrol four years later.

However, these patrols merely passed through part of the region and saw very few people.

The next patrol was made in 1947 by Mr. D. J. Clancy, now Acting District Commissioner, at Sohano, Bougainville; and in 1953, Patrol Officer D. Calder visited the area.



Men of the Nomad River area wear a short kilt in front and a series of skirts at various lengths swinging at the back. The man at left is a Supei; the one at right a Bibua.
Photos: R. A. Hoad.

Extended Patrol

In 1959, Assistant District Officer B. McBride made an extended patrol, which included the Biami region where the people's attitude varied from evading contact to outright hostility. Some of the younger men made a show of force, and it was obvious that the Biamis wanted the patrol out of their area. The young warriors were eager to attack, but the older men counselled caution.

Good relations have been established with the other tribal groups in the Nomad country, and some are already cutting patrol tracks and obtaining bush timber for the erection of patrol rest houses.

However, none would accept employment on airstrip construction and other work at the station either for cash wages or steel, though axes and knives represent wealth to these people who still use stone axes to clear heavy timber for garden plots.

Mr. Hoad says they are obviously unaccustomed to work and are disinclined to acquire the ability.

There is almost no steel in the area, and although the people won't work for it, there have been blatant thefts of axes and knives from patrols and an attempt to break into the station store.

The lack of steel and other trade goods confirms the theory that the Nomad people have no contacts with those of other areas who obtain steel along traditional native trade routes.

Although some of the men from most of the tribal groups have visited the station periodically, there has been only one party of about 12 Biamis, all young warriors, who appeared in January last year.

Mr. Lang, who was then OIC at the station, said their sole intention was to reconnoitre the post, and they thoroughly explored the place. They made no attempt to be friendly and seemed surly and suspicious.

No Interpreter

Mr. Lang was unable to talk to them as no interpreter then available understood the Biami language. At dusk the party disappeared into the bush and since then no Biami has been seen at or near the station.

Patrolling into the Biami country will start when Administration influence has been consolidated in other areas where most of the population live.

Throughout the Nomad country the people live in large communal houses about 60 ft. long and 25 ft. high with a raised floor. In some hamlets all the people live in the one communal house.

Inside, the houses are dark and there is no ventilation. Mr. Hoad says those seen so far are extremely dilapidated. He says these communal homesteads may have been built to serve as a tribal fortress against attack, but they are not being maintained and are just about falling to pieces.

The customary garb for men i short kilt in front similar to t worn in the New Guinea Highla with a series of grass skirts at vari lengths swinging at the back.

A wide bark belt is worn aro the waist and sometimes up to ch level, circled with strips of c which may be used for starting fire.

Coils of plaited string and and white berries are worn bando fashion, with similar ornaments h around the neck.

The hair is shaven well back, men wear a band of white ber high across the forehead. The c dren's scalps are shaven except a central tuft of hair.

Greasy Ringlets

From the back of the head men's hair falls into dozens of gre ringlets reaching to the should The women dress in a similar fash but with less ornaments, and l bark cloaks which hang from th shoulders.

The Nomad River station is of several new patrol posts set over the past two years to bring last of the unadministered areas the Territory under government fluence.

This programme is scheduled to completed by the end of this year, final stage dealing with very spars populated regions in isolated parts the Territory.

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WERE PYGMIES THE FIRST SETTLERS OF NORFOLK ISLAND?

By Robert Langdon

Most people who know anything about the Pacific believe that when Captain Cook discovered Norfolk Island in 1774, he was the first man ever to set foot on it.

THERS, perhaps, vaguely remember reading somewhere that dence has been found on the nd to indicate that it was once abited by Polynesians.

But even the most learned anopologists do not seem to know t Norfolk was apparently settled g before the advent of the Polyians—possibly by the same neid people who settled Tasmania usands of years ago.

Recently, while doing some rerch at Sydney's Mitchell Library, ame across three letters, written the 1790's, which suggest that this the case.

The letters were written by Philip lley King, Commandant and later utenant-Governor of Norfolk nd from 1788 to 1796, who eslished the island's first penal lement. As far as I know, none these letters has ever been pubed.

The first letter, written in Sydney October 25, 1790, to the famous uralist Sir Joseph Banks, spoke "some stone axes, chizzles and er tools" that had been found derground some depth in the inor part of Norfolk Island".

Plantain Trees

These articles, King thought, ved that the island had formerly n inhabited. "Indeed," he said, always thought so from the plan- trees which now bear fruit and many as can be consumed."

n another letter to Banks from rfolk on May 8, 1792, King said was sending Banks a stone axe a box, and that other hatchets nd on Norfolk had been "carried ne earlier."

King went on to speak about Nor-'s bananas, which, he said, had nderfully multiplied and were "as d as any generallly met with." rtainly these trees are not indious," he said.

King's third letter, of May 29, 1793, was addressed to "Mr. Secretary Dundas," and told how two Maoris, who had been brought to Norfolk from New Zealand, had been shown some of the stone axes that had been found there.

King said that the Maoris had "expressed great pleasure" on seeing these axes and had "made us understand that they were well acquainted with them, and convinced us that they are the same as the stones axes made and used in New Zealand."

"Probable Proof"

King added: "This circumstance, added to that of the great number of banana trees and the cane found here on my first landing, is a very probable proof of this island having been formerly inhabited."

According to an article in the *Journal of the Polynesian Society* of 1929, King also described the finding of a canoe at Norfolk in a letter dated May 24, 1793, which is now in the National Library, Canberra.

The same article said that a Mr. H. N. Hiskens had dug up a "large, ground-edged implement" on Mr. T. E. Adams' property in the interior of the island, about 500 ft. above sea level. It also reported that a Mr. H. R. Rabone had found a number of small adzes "in the process of being fashioned" in the sand dunes at Emily Bay.

Other adzes were found on Norfolk following a cyclone which swept the island in May, 1936, and were described in a news item in *PIM* for July of that year.

In the light of all these discoveries, it is obvious that Norfolk Island was inhabited for a time in pre-European times. But what is not so obvious is: Where did all the early settlers come from?

Because of the similarity between the stone axes found in King's time and those of New Zealand, and because Captain Cook found flax and other plants common to New Zealand growing on the island, it would seem that at least some of the early settlers were Polynesians from New Zealand.

Norfolk Island's first settlers may have looked like this little fellow photographed at Goroka in 1960 with Sir Giles Chippendale. He is one of the hundreds of pygmies still to be found in the New Guinea Highlands.

Photo: Pat Robertson.

But how does one account for the bananas, which King claimed were not indigenous? These could not have come from New Zealand, as that country is too cold for bananas. So where did they come from?

New Caledonia, the nearest tropical country, seems the most likely possibility. And if it was, the people who brought them from there may have been the pygmy Negritos who moved into Australia, New Guinea and the Pacific from Indonesia some 25,000 years ago.

Anthropologists believe that these Negritos were the aboriginal settlers of New Caledonia, and that they were of the same stock as the now-extinct Tasmanian aborigines.

The late Sir Peter Buck said in his book *Vikings of the Sunrise* that the aborigines of Tasmania probably migrated from New Caledonia by sea rather than across the Australian mainland.

If this was so, then some of the ancient New Caledonians, drifting southwards, may well have settled on Norfolk Island as that island is only slightly to the east of the direct route between New Caledonia and Tasmania.

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OCTOPUS SELLER

Does Nukualofa still have its octopus sellers like this old Tongan photographed just before the war? We ask this question because we haven't seen such a picture since this one was used on the cover of PIM in June, 1939. Octopuses (or is it octopi?) don't usually appeal to Europeans as food. But in the Islands they are a popular dish.

Yesterday

SOME form of war damage insurance for the protection of British territories was being considered when *PIM* was published 20 years ago. Fiji was expected to lead the way with a new set of laws to cover insurance for Fiji. Other territories expected to have war insurance were Tonga, the New Hebrides (neither of which suffered war damage), the Solomons and the Gilbert and Ellice Groups. Other events reported in *PIM* for May, 1943, were:—

The Rev. L. D. Fullerton (now chairman of the Fiji Indian District of the Methodist Mission) was accepted for service with the Methodist Overseas Mission in Fiji.

* * *

It was announced in April that American forces had occupied Funafuti in the Ellice Islands "some time ago". It was also reported that American forces had twice raided Japanese establishments at Nauru and Tarawa, Gilbert Islands.

* * *

Brigadier D. M. Cleland, of Western Australia, was appointed chairman of the Production Control Board, which was to take over from ANGAU all matters relating to production in New Guinea. Thirty-two planters were to return to Port Moresby in about a month.

* * *

A resident of the north coast of New Guinea complained that "so-called" war correspondents who went to the Territory should undergo a course of geography before departure. He said they made fantastic errors over place names. In fact, whenever they tried to write about the country itself, as distinct from war operations, they "made themselves ridiculous".

* * *

The Government of Fiji announced that it required at least 1,000 Indian volunteers for the defence of Fiji. If the Indians were not recruited by June 1, compulsory national service of Indians would be enforced.

* * *

An advertisement about the arrival of dress materials in a goods-starved Suva store had caused a near-riot. The shop had had to close on the morning after the advertisement was published, and a police guard had had to ward off a horde of Suva's feminine community.

* * *

A new regulation in Fiji which prohibited the receiving or sending away of either used or unused postage stamps was being hotly criticised by Fiji philatelists. The Government had given no reason for the regulation, and the stamp collectors could not imagine what purpose it served. Some thought it had something to do with censorship; others that it was an attempt to conserve Government paper.

* * *

Banana exports from Western Samoa were decreasing because planters could get better prices for fruit of indifferent quality on the local market than they could for the high quality fruit required for export. The export price was 5/6 a case.

* * *

Joesoep, a well-known character among New Caledonia's Javanese, ended on Pam Islet, off the northern tip of New Caledonia, after he had drifted for 23 days in a launch he had taken from Mare Island, in the Loyalty Group. Joesoep had hoped to cross the 80 miles from Mare to New Caledonia, but the currents drifted him north-westwards along the whole 250 miles of the New Caledonian coast.

* * *

A strange epidemic of "cat cholera" which swept Tahiti in January and February had subsided, after having wiped out about three-quarters of the cat population. Most of the victims were cats that were not fully grown.

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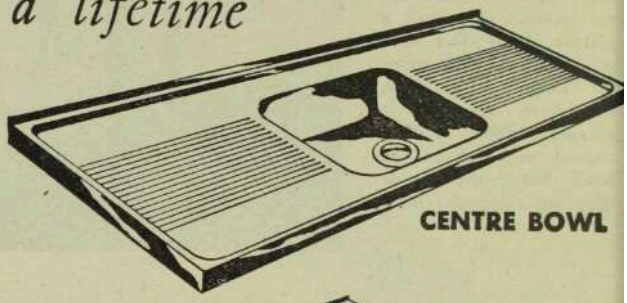
CENTRE BOWL MODELS in 4 ft., 4 ft. 6 in., 5 ft., 5 ft. 6 in. and 6 ft. lengths.

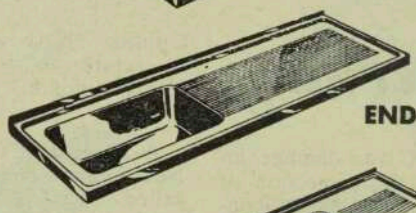
END BOWL MODELS (with choice of left or right-hand bowl) in 4 ft. and 4 ft. 6 in. lengths.

DOUBLE BOWL MODELS in 5 ft., 5 ft. 6 in. and 6 ft. lengths.

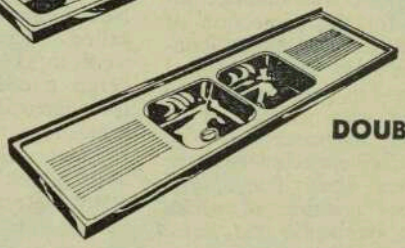
Choice of 2 bowl sizes for all Centre Bowl sinks (except 6 ft.): 18 in. x 12½ in. or 14 in. x 12½ in. All other models have 18 in. bowl.



CENTRE BOWL



END BOWL



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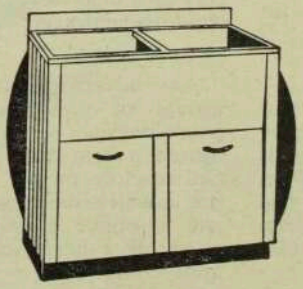
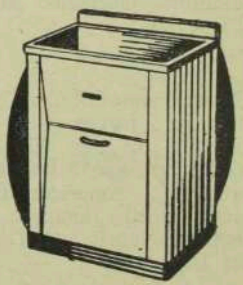


TWIN-TUB
42" wide x 20" front to back x 34 1/6" high



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• In 1893, King George Tubou I, the founder of modern Tonga, passed away at the age of 96. He had been born in the same year that the London Missionary Society's ship "Duff" brought the first missionaries to Tonga. One of the few men now living who can remember the old king's passing is Mr. J. D. Whitcombe, of Auckland, who describes the circumstances in this article.

Forbidden Bath Led To King's Death

By J. D. Whitcombe

In 1890, when I was a young lad, I sailed with my parents from Auckland in the *SS Wainui* (Captain Crawshaw) to live in Tonga. King George Tubou I was the reigning monarch and the Rev. Shirley W. Baker was his Prime Minister.

HE first island of the Tongan Group we sighted was Ata or lstaart on the night of the fourth y at sea—a lonely, ancient volcanic et, 100 miles south of Tongatabu. sman gave it its Dutch name. Then came Eua, second largest and of the Group, some 12 miles om Tongatabu, also of volcanic igin. Captain Cook lay in a bight the north of this island, and called e place English Road. Eua rises some 600 ft, the land, covered th trees and vegetation, sloping ntly to the sea.

Captain Cook was friendly with e chief of Eua and gave him a ram d two ewes which he had brought om the Cape of Good Hope.

Many years later Parker Brothers, rmerly of New Zealand, leased part the island for 50 years at a rental 1/6 an acre and grazed up to ,000 sheep at one time, until scab t into the flock and 20,000 sheep ere killed and thrown into the sea. King George Tubou I passed away ree years after our arrival in Tonga. e was 96 and had reigned for nearly years.

Measles Epidemic

I well remember his passing. There as a very severe epidemic of measles roughout the group and the King as attacked by the complaint.

Dr. Ross, then Medical Officer in ukualofa, who was attending His ajesty, told the King that on no count was he to have a cold bath.

Well, the doctor had no sooner ft the palace than the King ordered at a cold bath be prepared for him his small room in the palace tower. e took this bath—and the next day was dead.

News of the king's death was sent at once to the northern part of the Group, and within a week the northern horizon was white with the sails of schooners and cutters coming from Vavau, Haapai, etc., bringing mourners for the funeral.

Among the mourners was Prince Taufa'ahau, the king's great-grandson and heir to the Tongan throne.

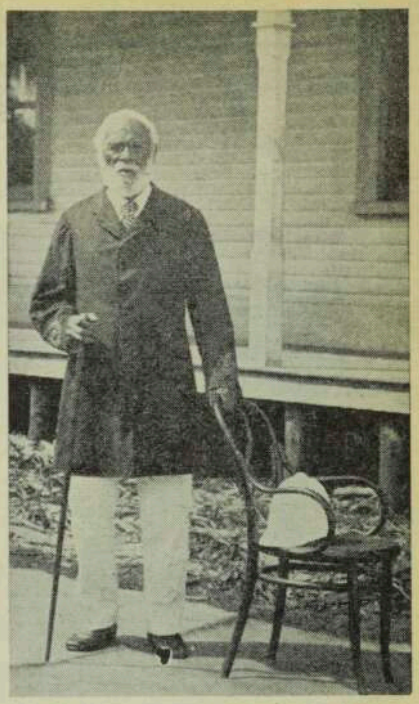
Thousands of people lined the route from the palace to the Royal burial grounds for the funeral. Ninety-six guns were fired at minute intervals, one for each year of his age.

Laying in State

The laying in state lasted six weeks. Nukualofa looked like a fairyland with thousands upon thousands of lights around the palace and grounds. It was during one of these fairy-like nights—on March 1, 1893, during the laying in state—that a baby girl was born—and named Takibo, after the fairy lights. She grew up to become Queen of Tonga, stepmother of the present Queen Salote Tubou.

The coronation of Prince Taufa'ahau, as King George Tubou II, was an English-style ceremony. It was held in the Royal Chapel before a very few Europeans—the British Vice-Consul, Mr. N. B. Leefe; German Vice Consul, Von Treskow; the Rev. Mr. Egan Moulton, of the Wesleyan Mission, and the Watkin family. The Rev. J. B. Watkin performed the ceremony. The following week was spent in the Tongan coronation ceremonies.

King George Tubou II passed away in 1918 and was succeeded by his daughter, the present Queen Salote.



King George Tubou I, photographed shortly before his death.

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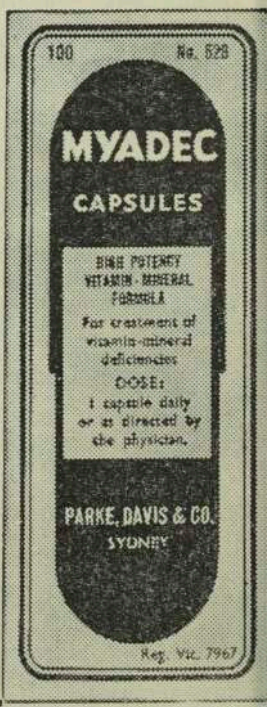

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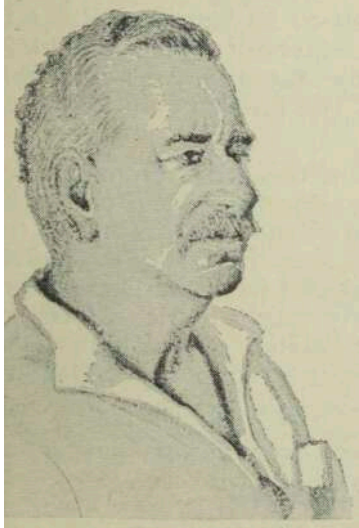
AN AVUNCULAR VETERAN OF PAPUA-NEW GUINEA

A Brett Hilder Profile

IAN McDONALD, chairman of the Copra Marketing Board of Papua and New Guinea, has spent nearly 30 years in the Territory.

E was born at Hynam, South Australia, and completed his formal ation at the Royal Australian al College from 1918 to 1921.
e joined the Primary Producers' k in 1923, and was their manager Killarney, Queensland, when the went into liquidation in 1931.
e then spent some time handling at on the Darling Downs, but in beginning of 1934 set forth to on the Robinson River Planta- Papua, before it was acquired Burns, Philp.
1936, Ian was married at St. 's, Port Moresby, to Elva Thorne ins, of Toowoomba.
e was manager of Hagita Planta- in Milne Bay when war broke And after joining the RAAF, he commissioned as a Pilot Officer. the Army caught up with him ervice in ANGAU.
the Battle of Milne Bay, Ian was arge of a small armada of Army of various types. He later trans- d to the Pacific Islands Battalion, at the end of the war was O/C hment at Port Moresby with the of captain.
1946 he became Deputy Direc- f Post-War Reconstruction, and years later was appointed chair- of the PCB, later called the —in other words the Copra d.



Ian McDonald

Instead of being just another Government interference in trade, the board has been most successful, and a lot of its success must be credited to the commonsense and avuncular administration of Ian McDonald. I think the Territory is very lucky to have such a man handling its chief item of export production.

The McDonalds have four children —Danae, Jan, Ross and Drew, and one wonderful grandson, Cameron James Tattam.

Ian is at present building up a collection of photographs of old Papua and New Guinea identities as he travels around the dual territory. He would be pleased to receive photographs from any old-timers who have left the Territory.—BRETT HILDER

Those New Hebrides Musketeers Are Still At It

"The interior of Malekula is not very well known and the natives are reputed to be unfriendly and dangerous—it is the home of the notorious Big Nambas."

THAT particular sentence has been a permanent fixture in the New Hebrides section of our *Pacific Islands Year Book* ever since the *Year Book* was first published in 1932—and it looks as if it will be there for some years yet.

Recently, when two Italian cameramen visited Malekula to make a film for Italy's only television station, RAI-TV, of Rome, they found that the natives of the interior had not changed their ways a bit. In fact, the cameraman had the dubious distinction of being shot at.

The two cameramen are Messrs. A. Cifariello and G. Atteni, who are on a world tour, which has already taken them to Papua-New Guinea, the BSIP, the New Hebrides and Fiji, to film aspects of life in out-of-the-way places.

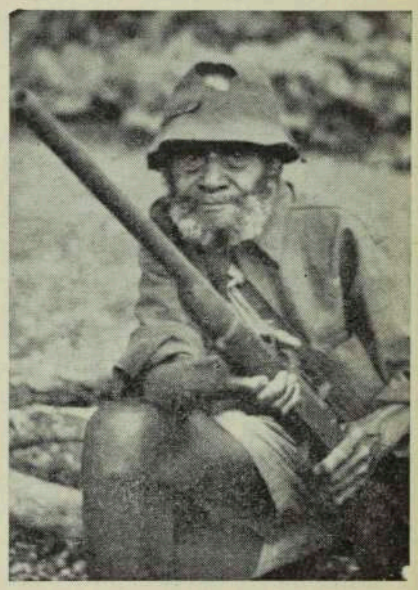
Mr. Cifariello described his and his partner's experiences at Malekula in an interview in Suva early in March.

"We had heard of the hostile people in the Malekula area and wanted to include them in our film," he said. "It is a very wild country and the track we followed was taboo.

"We started off all right, but when we got inland we were shot at with rifles and had to retreat to safe country. We made two other attempts but failed.

"However, we were able to film the men, who wore almost no clothes, when they came out into the open.

"I don't know where the people obtained their rifles, but they were certainly capable of using them. We were told that they used stones, which they packed with gunpowder, for bullets."



The "Black Musketeers" who shot at Messrs. Cifariello and Atteni were probably a bit younger than this one, who was photographed a couple of years ago by Reece Discombe, when he estimated his age at about 90. This old musketeer said that he bought his musket, a Snider, at McDonald's store at Havannah Harbour many years ago, and that with it he shot at the first missionary who landed there.

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Momentous South Pacific War Years

THE EYES OF DAMIEN PARER

A new book by A.B.C. personality Frank Legg who was a war correspondent himself. It is the story of Damien Parer, Australia's ace war-time cameraman, filming Australians in action in many theatres of war and tells of the daring and behaviour that made him a reputation as a "character".

In mid 1943 the A.I.F. fought ridge by ridge from Mubo to Salamaua. An infantryman wounded by a Japanese grenade during an Australian attack is helped to a dressing station.

Parer filmed the A.I.F. and R.A.A.F. desert battles in the MIDDLE EAST before returning to Australia with some of the 7th Division in March, 1942. Three weeks later he left for New Guinea in whose jungles he was to record the terrors and nobilities of war. The bombing raid on Port Moresby in which the Japanese sank the motorship MACDHUI was recorded in Parer's film "The Blitz on Moresby". Parer made an epic jungle journey to join KANGA force comprising members of the New Guinea Volunteer Rifles the 2/5 Independent Company. This force which seldom boasted an effective strength of 400 ragged, half-starved, malaria-ridden men harassed Japanese in the Wau-Salamaua area after Lae and Salamaua had fallen.

He afterwards was with the 39th Battalion during their heroic actions on the slippery Kokoda Trail and clawed his way along the Owen Stanley ridges with men of the 21st Brigade as they battled to stem the Japanese. Parer, always on the move, retreating with the troops, continued the job all the way back to Ioribaiwa Ridge where the weary Australians stood and the tide of battle turned. He sent back a film "Kokoda Front Line" which won the U.S. Academy of Motion Pictures Award for the Best Documentary Film of the Year.

Early in 1943 Parer was back in New Guinea and attached himself to 30 Squadron R.A.A.F. flying Beaufighters from Moresby. He often flew in Flight-Lieutenant "Torchy" Uren's plane standing behind the pilot to film strafing sorties. In the same way he was able to record one of the R.A.A.F.'s greatest victories of the Pacific, "The Battle of the Bismarck Sea".

Parer's greatest film "Assault on Salamaua"was to follow soon afterwards. From June to August, 1943, he lived with infantry as they fought their way ridge by ridge from Mubo towards Salamaua. No other film captures so much the feeling of the jungle war and the spirit of the men fighting it. Tragically "Assault on Salamaua" was the last film Damien Parer was to make with Australians. On August, 1943, he resigned from the Department of Information and joined PARAMOUNT NEWS. He covered various American landings in the Pacific and five months later was covering the attack at Peleliu. It was here whilst advancing with Marines he was hit by a burst of Japanese machine gun fire and killed instantly.

80 plates illustrating THE EYES OF DAMIEN PARER are taken from Parer films.

THE EYES OF DAMIEN PARER, 35/- (36/3 posted)

Published by RIGBY LIMITED, Adelaide, South Australia

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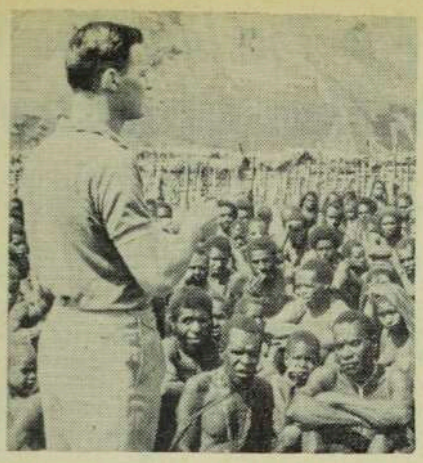

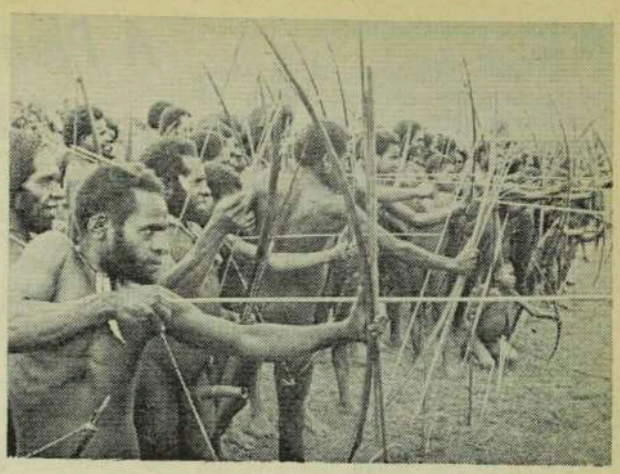

THE MONTH'S NEW READING

SOUL-SEARCHING IN STRANGE PLACES

Although both are primarily concerned with a religious ıessage, *Miracle on the River Kwai,* by Ernest Gordon, and *'annibal Valley,* by Russell T. Hitt, have some other aspects.

With Judy Tudor

can be guessed from the title, Ernest Gordon's story concerns ıner--of-war experiences on the ious Burma Railway. He was a ain in a Highland regiment and t the beginning of his 3½ years' isonment at the hands of the nese—at first in Changi, later in land.

normal young man, with a hy scepticism about religion, he ıed his companions die from work and ill-treatment, from cal diseases or at the hands of ıese executioners.

saw them reach the lowest of degradation, where they ıt with one another over food s from Japanese rubbish pails or from their friends. Morale was lowest ebb.

ın, some time in 1943, in a camp the River Kwai, he saw a trans- ation. Three men gave their lives fellow-prisoners; others began ıg their comrades in distress; or red together to read the Bible in new-found Christian faith, d strength to bear the worst that apanese could do.

This was Gordon's miracle. Other people might have other ways of accounting for it: Good soldiers are frequently good Christian fundamentalists. And it is a well-known psychological fact that, driven to a point beyond his own resources, man, by his very nature, turns to a spiritual power beyond his own reasoning.

But unlike most people who forget miracles as soon as the need for them has passed, Gordon found his vocation on the River Kwai and after he got back to Scotland entered theological college in Edinburgh, became a Presbyterian minister and as such is now attached to Princeton University, USA.

Apart from its miracle, Gordon's story of his SE Asian war experiences follows the pattern that is already well-documented, except that the surrender found him in Sumatra where, with half-a-dozen others, he attempted to sail a native ketch to safety in Ceylon. They were thwarted by a Japanese tanker a few hundred miles short of their objective.

Cannibal Valley is a much more holier-than-thou effort, being the account, as it says on the jacket, of the "heroic struggle for Christ in savage New Guinea".

The part of New Guinea that most concerns the book is West New Guinea, when it was still Dutch New Guinea, and the Baliem Valley in particular.

The author is a writer on religious matters in America where he is editor of a publication called *Eternity*. He made the trip to WNG and the Baliem Valley especially to write the story of the pioneering efforts of the Christian and Missionary Alliance.

Baliem Valley, a high valley in central West New Guinea, similar to the Wahgi and other valleys in Australian New Guinea, was discovered by the Archbold Expedition in 1938; and as Shangri-La, during the latter stages of the Pacific war became the scene of sightseeing flights by US

Tomatowadiak

Since the missionaries entered the Baliem Valley of West New Guinea in 1952, they have tried various methods to eliminate the savagery that is commonplace there. At Tiom, Australian Baptist missionary Dane Mountford (left) has promoted archery as a sport instead of as a form of warfare. It is known locally as "Tomatowadiak"—literally, "for the purpose of hitting the tomato", which is stuck on a post about 50 yards away (in this case it was a sweet potato). Mountford is shown addressing the natives before a tomatowadiak contest.

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Air Force personnel stationed in New Guinea.

On one of these flights, in May, 1945, a plane crashed, killing 20 and leaving three survivors, including one woman, stranded on the floor of the valley where they had been led by natives. Medical corpsmen parachuted in to the rescue and the survivors were finally launched into the air on a glider and snapped up by a tow plane.

It seems to have been the headlines that echoed around the world on that occasion that inspired missionaries in scattered parts of the world to evangelise the untouched land. It was not, however, until 1952 that Christian and Missionary Alliance was able to move in, by amphibian plane. Within a few years they were joined by other missionary societies—Unevangelised Fields, Australian Baptists, Regions Beyond Mission, being some of them.

Mr. Hitt's story was obviously written for readers back in the US Bible Belt. His constant references to the missionaries' ardour in "winning souls" is calculated to give the average layman a pain.

Soul-Counting Zeal

If the layman can overlook the soul-counting zeal that surges out of this book, he can get some sort of a picture of a part of the world that is very little known, and, as things have turned out, may become even less so.

Something of the high valley systems and the primitive life and culture of the Dani and related groups of primitive people is described, presumably from reports of the pioneer missionaries, as the author himself visited there but briefly. Even more authentic and original material may, of course, be gained from the various scientific reports and photographs made by the Archbold Expedition of the late 1930's, now in the keeping of the American Museum of Natural History.

Some of the most valuable accounts of the early European era in the Pacific have come down to us through books written by the pioneer missionaries—especially the Methodists and the LMS. But the old missionaries wrote their own journals and books and this particular account of the missionary effort in the Baliem Valley might have been a great deal better for the same treatment.

Theirs *is* quite a story although it is by no means certain yet how the missionaries in WNG will fare now that the Indonesians have taken over. It could be that their Christianised natives will remain a little candle in a naughty Asian world. On the other hand, if their fate, in the end, is to be Indonesian domination it might have been best for their own protection if they had been allowed to retain their wicked, wicked ways.

(MIRACLE OF THE RIVER KWAI. Published by Collins; 28/-. CANNIBAL VALLEY. Published by Harper & Row, New York. $3.75.)

A Plan For Tackling The Grim Problem Of Australia's Nor

Here is one of the most exciting books that has bee published in Australia in many years. Its title is *Australia Open North.*

ITS appearance does not suggest reader value—it has over 500 pages, it is crammed with maps and diagrams, and it is written by an Emeritus Professor of Geography, J. Macdonald Holmes, of University of Sydney. But it is eminently readable and stimulating.

Have you ever asked yourself, seriously, what is the biggest and most urgent problem—political, social and economic—in the South Pacific? If you have, and you are honest about it, you will reply: The future of the northern half of Australia.

The nation that the British have built here lies complacent in the southern half of Australia, south of Capricorn. Casual observers say that by far the greater part of the Australian area north of Capricorn is unsuitable for "settlement". They are dodging the issue, either through ignorance, or sheer inability to think.

Cooler, More Fertile

The Europeans naturally settled south of Capricorn because there they found the cooler and more fertile regions. They have seen in the vast "deserts" of North Australia only a comforting barrier against the swarming millions of Asia—now close to the point of "population explosion", when they will spill over into whatever empty lands are within reach. Australian governments have refused to face the facts. Their Northern Territory Administration is a futile, tragic thing.

North Australia, empty, is not a protective barrier for southern Australia—it is a terrifying, deadly menace to the future, not only of Australia, but to all the European, Melanesian and Polynesian countries in the South Pacific.

If the Australians cannot occupy and use northern Australia, then some other race surely will. And the race

Map showing suggested new po structure for northern Australia

capable of occupying and using thern Australia will dominate South Pacific. Can anyone, surv the facts, have any doubt of tha

Basing his work upon his scie skill and his knowledge, and many years of research in all the Australian areas north of Capri Professor Macdonald Holmes given the facts and outlined danger; and he is enough of a structive thinker to have offere answer—or a series of answer the problem.

He would take Northern Qu land, Northern Territory and thern West Australia, make of one united territory or country, c them into six administrative a and use all the resources of the tralian Commonwealth to de their enormous natural resources them irrigation and the ameniti European civilisation, and esta there Australian communities enough to effectively occupy ther

The proposition bristles with tical difficulties, and hundreds of eyed commentators will rush for to say it cannot be done. The n which has found £450 million the Snowy River Scheme can That same nation, if it is to su *must* do it. Professor Holmes, his skilled collaborators, show h may be done—how the huge are be made habitable and profi What a conception! It is mor citing than any whodunit.—RW

(AUSTRALIA'S OPEN NORTH. Macdonald Holmes. Published by and Robertson. 57/6).

nla.obj-324771241
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Do You Remain Faithfully, Truly, Or Not At All?

Even in these days when more people than ever conduct heir business over the telephone or in espresso bars, the top-light executive still has to know enough English to string a business letter together. For those who are a bit foggy on how to go about it, we can recommend a small, blue book written by William Judd and called *Good English in Business*.

R. JUDD'S advice is primarily for Australian businessmen who urally, according to Mr. Judd, a middle of the road course be-en the English variety (who still etimes beg to remain your obe-t servant), and the jaunty, write-ou-speak Americans who are not ve introducing a funny story.

e divides his book into three s: Business English; Business ers and Business Reports. Of the he says that English is full of s for unwary players and com-ces to concoct his thesis on the ciple of keeping it simple. If you t understand it, Mr. Judd infers, t use it.

e warns against scientific jargon, ness jargon and new jargon (like English civil servant who un-red "vicious circles of interde-ent bottlenecks"; or another who overed "a virgin field pregnant great possibilities".)

Mixed Metaphors

etaphors, he thinks, are best left of business communications, es-lly when they become mixed the economist-commentator who over the radio that President hower has now played another in the same tune.")

so, he warns, people who insist sing French or Latin tags fre-ly dig pits for themselves—es-lly when they are not sure of tenses or plurals or even how to them.

his section on letter dissection, Judd discusses several kinds of lay-out, from the Conven-Form which begins *Dear Sir* nds *Yours faithfully* to *NOMO*, ted by the National Office ines Organisation in the United .

MO does away with all opening tions and does not remain faithfully, truly, sincerely or ther way. Date and the title of erson addressed appear on the left-hand-side and there is no inden-tation of paragraphs.

It is claimed by the inventors that this form saves typists' time and therefore money. It is calculated, in the United States, that each business letter costs a dollar to send, though Mr. Judd calculates that in Australia each letter costs only 2/10. This is based on typist's pay, 1/9; overhead costs, 4d; paper, including printing on letterhead and envelope, 4d; and postage 5d.

In essence, what Mr. Judd's little book preaches is moderation in all things. He believes that the first requirement of a business letter is that it makes sense, but although it should not be regarded as an exercise in literary elegance, there is no need either to denude it of appeal or imagination.

(GOOD ENGLISH IN BUSINESS. Published by West Publishing Corporation, Sydney. 15/-.)

For The Tots

A dog who thought he was a cat is the hero of "A Little Dog Called Kitty" a bit of light-hearted nonsense for three to six-year-olds.

It is written by Jane Thayer and, even more importantly illustrated by Seymour Fleishmann. Mr. Fleishmann proves himself a real cat and dog man and his four assorted cats and one unassorted pup turn out to be real personalities.

(A LITTLE DOG CALLED KITTY. Angus and Robertson Ltd. 13/6.)

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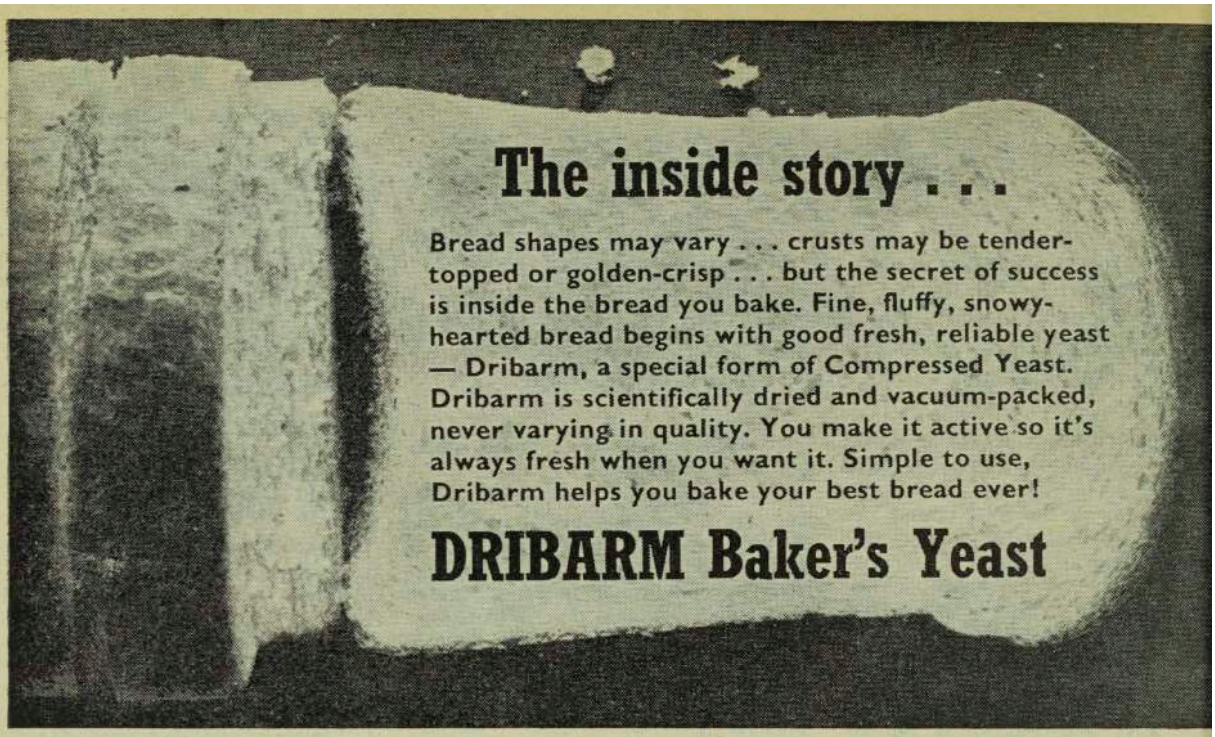

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ovels For
lany Tastes

VE novels, in just as many dimensions, make up the fiction ke this month. Their back-nds are America, Europe, Eng- and America again.

WO HOURS TO DARKNESS, Antony Trew, is for people who a good, fast-moving story with ible situations. This is after the of early Alistair Maclean, al-gh this new writer has a better mand of characterisation.

is 1964 and Britain's first nuc- submarine, equipped with Polaris iles, is on exercises in Scandina- waters. Her captain, for various ons, is close to what, in layman's uage, is called a nervous break-n. One of his obsessions is ness among the nation in general his crew in particular; another at it would be better to be the to start a nuclear war rather the last.

keep his crew "on their toes" ecretly arranges a fake crisis. w of his crew find out but play aptain's game, watching horrified is hysteria mounts. The ques-is, when it comes to the critical ent at the end of the exercise he draw back or will he let obsession drive him over the to push the fatal plunger? e men's tension mounts and so the reader's—behind it is the question: Can one crazy man a nuclear war by pressing a n?

blished by Collins. 22/-.)

FATHER SITS IN THE K, by Jerome Weidman. This collection of short stories by uthor of *I Can Get It For You esale*, and various other best- which he has been churning ince he was 24. Probably as sting as the stories themselves ch are a mixed bag of styles ontrivings—is the "Author's In- tion" which gives Weidman's version of how he became an r.

lished by Heinemann. 22/6.)

E BELL JAR, by Victoria Strictly for those interested psychiatrist's couch. Written e first person by a young can female who, by her own nt, had it made, but deviated journey into a mental home. , to the point where the read-er winds up by feeling comparatively unhinged himself.

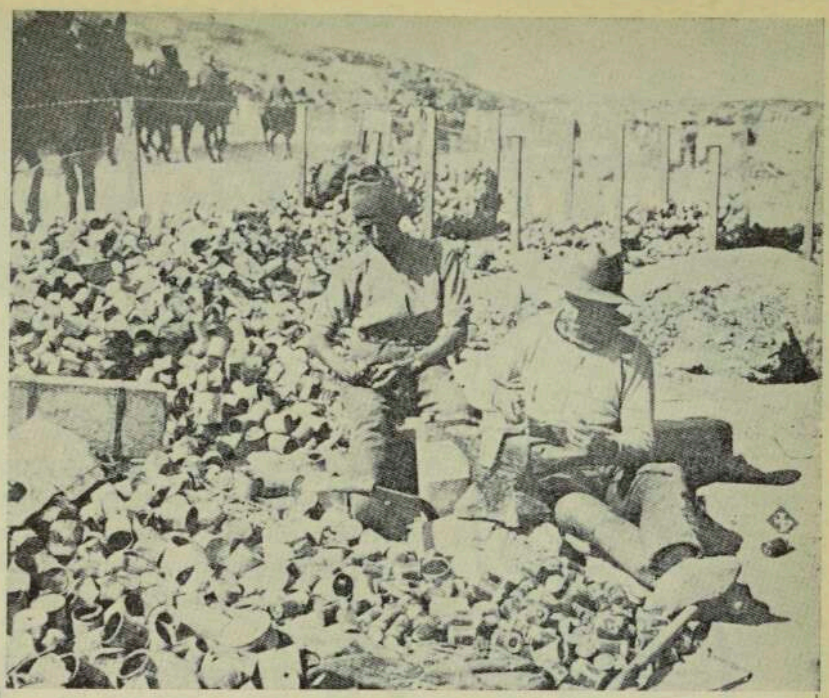
(Published by Heinemann. 22/6.)

MANY SLIPPERY ERRORS, by Alfred Grossman. An art confection in which the author expresses his own immortal soul as well as that of his hero. A satire on the chronic disintegration of personality and the insecurity and confusion of purpose of today's world—although the easiest way to find this out is to read about it on the dust jacket.

(Published by Heinemann. 26/-.)

A TIME TO RETREAT, by Brian Cooper. A war story with a difference in that the best part of it is taken up with a military court of inquiry that was never held. For 20 years the General, now living in Cornwall, has wanted a court of inquiry into a disastrous incident of the war in SE Asia for which he had, by inference, been blamed. He knew exactly how the inquiry should go but why it was never held provides a final twist to this entertaining novel of adventure and suspense.

(Published by Heinemann. 22/6.)



Anzac Bombs for Johnny Turk

No Australian or New Zealand soldier had ever seen a bomb when he landed on Gallipoli in April, 1915, says Cyril Pearl in "Anzac Newsreel." "Few had ever heard of them when the Turks used bombs in their second counter-attack."

But the Anzacs weren't long in catching on. With some British seamen they started a bomb factory on the beach with an output of 200 bombs daily. The most popular were made from the green fuse tins of 18-pounder guns, but jam and tobacco tins were also used.

After the bomb factory (pictured) came a periscope factory. Periscopes allowed the men in the trenches to sight their rifles without sticking their heads above cover.

The story of Anzac never grows stale—at least not for New Zealanders and Australians. Cyril Pearl's book of pictures, collected from the Australian War Memorial, Canberra, the Alexander Turnbull Library, Wellington, NZ, and the Public Library of NSW, and with bright narrative by Pearl, tells the story from the recruitment of the men to the famous evacuation from Gallipoli less than 15 months and more than 33,000 casualties later.

(ANZAC NEWSREEL. Published by Ure Smith. 17/6.)

● *Unless otherwise stated, all book prices are in Australian currency.*

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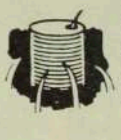
DO'S AND DONT'S FOR MAKERS AND USERS OF RAIN WATER TANKS

Every purchaser of a new tank should buy a TECT-A-TANK unit at the same time. With the first filling of the tank, TECT-A-TANK will slowly release a corrosive-resistant film on the inside walls, adding years of useful life. Will not affect water in any way . . . never needs replacing.

1. Have your plumber install a Tect-a-Tank tube in your tank before delivering it.

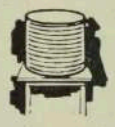


5. Test each tank for leaks before installing. After testing, drain tanks effectively.

2. Always make sure Tect-a-Tank is installed *before* any water runs into the tank.

6. Always provide the tank with a cover and strainer.

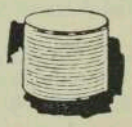
3. Do not connect tanks in series, either by overflow or through common outflow pipes.



7. Ensure that the bottom of the tank is uniformly supported on the tank stand.

4. Prevent as far as possible the contact of soldering flux and flux residues with tank interiors. If this should occur, scrub and flush thoroughly.

8. Some bituminous paints may be satisfactory for painting inside the tank, but others can seriously affect its life. Contact the John Lysaght office in your State for advice on this matter.



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Best of the Paperbacks

TOM JONES, by Henry Fielding d W. Somerset Maugham. Fielding s one of the best, brightest and wdiest of 18th century novelists and also one of the most voluminous. In this Pan version, Maugham s performed an operation on this, e best-known of Fielding's stories, d cut some of its longest-winded ssages down to 20th century size. The novel tells of the amorous ogress of young Tom Jones, a ndling of dubious parentage ught up by a Somerset squire. The novel has been made into a itish super-colossal film in which bert Finney, Susannah York, me Edith Evans, Joan Greenwood d Diane Cilento and 20 others ve parts. (Pan; 7/6.)

THE NYLON PIRATES, by cholas Monsarrat. A novel of life at, but thereafter ends all reblance to this author's first best-ler ("The Cruel Sea"). The pirates three males and two females o ship away on a round-the-world ise vessel for millionaires with object of indulging in large-scale ortion. A corny plot saved by d characterisation. Lashings of . (Pan; 5/6.)

THE PERFECT WIFE. Doris lie's historical novel about the e of Benjamin Disraeli. Mary ne Evans was a milliner who nbed into Mayfair society and the rt of Queen Victoria's favourite me Minister. As his wife she cked the upper crust but to Dizzy remained perfect. (Pan; 5/6.)

THE PROUD AMERICAN BOY which Australian writer Russell ddon takes an excursion into ial relations via the American th. It pulls out all the stops emotionalism but, in the context our times, probably deserves the lause it received from world ics. (Pan; 5/6.)

Other Novels

CAPTAIN BLOOD. Rafael Saba-'s 1929 best-seller. (Pan: 4/6.)

THE DOCTOR TAKES A WIFE, Elizabeth Seifert. About a fellow could have found a place for three females who wanted to rry him. (Fontana; 4/-.)

THE LEOPARD, by Guiseppe di mpedusa. Italian history is the kground of this book, which is said to be a masterpiece. (Fontana; 5/6.)

THE MOTHER, by Pearl S. Buck. China, pre-Mao. (Pan; 4/-.)

THE WATCH THAT ENDS THE NIGHT, by Hugh Maclennan. A man returns from the dead to find his wife married to someone else, which provides an old plot in a new setting—Montreal. (Pan; 7/6).

MY FRIEND ANNIE, by Jame Duncan. Follows her other "Friends" —Muriel, Monica and the Miss Boyds. (Pan; 5/6.)

THE RETURN OF HYMAN KAPLAN, by Leo Rosten. American odd-ball. (Pan; 5/6.)

NECESSARY END, by Anita Rowe Block. Big business and personalities. Reviewed here when published 1960. (Pan; 7/6.)

Fact

THE FALL OF HONG KONG, by Tim Carew. From December 8 to Christmas Day, 1941, six under-equipped British battalions and a volunteer force of stockbrokers and clerks tried to hold off 60,000 fanatical Japanese. This is the story of those 17 days and what led up to them. Of particular interest to those who know present-day Hong Kong only as a tourist resort and shopping centre. (Pan; 5/6.)

THE GREAT IMPOSTOR, by Robert Crichton. True story of Ferdinand Waldo Demara who is still playing Robin Hood somewhere in North America. (Pan; 5/6.)

THE SKY SUSPENDED. The account of the Battle of Britain, 1940, and the Blitz by Associated Press correspondent Drew Middleton. (Pan; 5/6.)

THE MINISTER OF DEATH. The Adolf Eichmann story, from his youth to his execution, told by Quentin Reynolds. (Pan; 5/6.)

For Mystery Fans

THOU SHELL OF DEATH, by Nicholas Blake. Threatening letters provide the theme. (Fontana; 4/-.)

OPENING NIGHT, by Ngaio Marsh. Murder in the context of the theatre, in which department this author is an expert. (Fontana; 4/-.)

PARCELS FOR INSPECTOR WEST, by John Creasy, alias J. J. Marric, etc. Action and suspense and the death of an innocent bystander. (Pan; 4/-.)

For Other Tastes

THE FOUR LOVES, by C. S. Lewis, Professor of Mediaeval and Renaissance English. Religious philosophy. (Fontana; 4/-.)

THE TWO MRS. ABBOTTS, by D. E. Stevenson. English country life. (Fontana; 4/-.)

THE MAN WHO SAVED LONDON, by George Martelli. How Michel Hollard, French spy and Resistance leader, stole the plans of Hitler's V-bomb sites, was captured but lived to tell the tale. (Fontana; 5/6.)

THE HEART OF MAN, by Gerald Vann, OP. Religious philosophy. (Fontana; 4/-.)

CAN THIS BE LOVE, by Herald Froy who is a British-model funny-man. (Pan; 4/-.)

(Our copies from Wm. Collins (Overseas) Ltd.)

Hotted-Up Love

The only novel written by travel-writer Colin Simpson, "Come Away Pearler", has become No. 18 of the All-Australian Pacific Books in paperback. Even more intriguing than this fact was the small personal note we found in it—to the effect that certain changes to the goody-goody heroine of whom we had complained in 1952 when the book was first published, would perhaps meet our approval.

The author says that the first edition was by way of being an expurgated edition—he wasn't satisfied with the love scenes between Ty and Leda and he has now done something about it.

The novel is a romance of the Thursday Island pearling industry at the end of last century based, to an extent, on the disastrous wreck of the "Quetta" in those waters.

Even without the unexpurgated love scenes, the cover of the paper-back edition will get the readers in: A deep-sea diver looking ecstatic while being pursued by a red-haired mermaid with all the correct vital statistics.

(Published by Angus and Robertson in Pacific Books; 5/6.)

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HEFTS FROM SHIPS IN SUVA CAUSE CONCERN

Shipping companies and shipping ents at Suva are becoming con- ned at the large number of thefts sh'ps at King's Wharf. Hardly an erseas ship escapes the attentions the light-fingered gentry.

Wallets, watches, cameras, radios l cash are all grist to the mill of thieves whose impudence is only tched by the carelessness of the ple who leave articles lying about. Time after time it is the same y: "I left my wallet on my bunk, I was only away from the cabin few minutes." But those few utes are all the intruder needs— t and a certain amount of luck.

One thief had a lucky escape on ril 10 on board the *Aldebaran*.

A purser's clerk surprised him in cabin, but the thief managed to h the clerk out of the way and ape, taking with him cameras, a t and cash worth £81.

A few days earlier Captain H. ty, master of the Union Steam Company's *Waiana*, had a brush a thief who beat the band for r persistence.

Captain Pettty was dozing on his k in his darkened cabin when the t was switched on. He turned time to see a Fijian darting out ough the doorway.

The captain gave chase but the in- ler dodged him. Minutes later the tain again surprised him trying the in door on the other side of the k. There was another chase but man escaped again.

After watching loading operations a few minutes, Captain Pettty rned to his cabin and was amazed find his quarry bending over the ned drawers of the desk.

This time the would-be thief was of luck. The captain held him n arm-lock until assistance arrived the man was later handed over to police.

The index to ships in the news this month appears on page 105.

Delete That Record From The Records!

THE Royal Navy survey ship HMS *Cook* does NOT hold the record for measuring the world's greatest known ocean depth, as was reported last November (*PIM*, Dec. p. 105.) Announcing this in March, the British Admiralty said that HMS *Cook* had made a mistake in claiming that she had measured a record depth of 6,297 fathoms in an undersea ravine off the Philippine Islands.

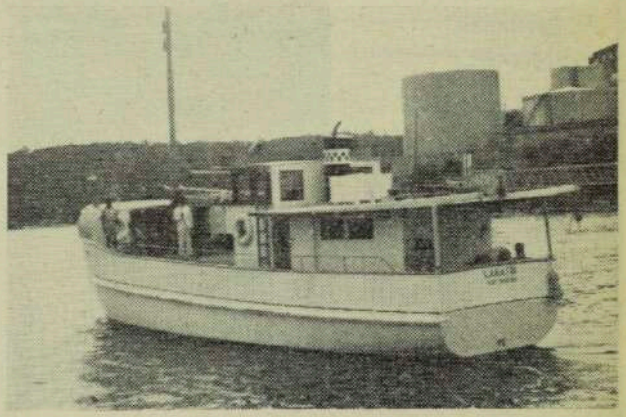
The Admiralty in a statement said that wrong equipment had been installed in the *Cook*, and that depth readings taken over a period of about three days were regarded as suspect.

The statement went on: "Now that all the data have come to hand and have been examined, the hydrographer is not satisfied that a new 'greatest depth' has been discovered.

"Depth readings taken over a period of about three days by the ship are now regarded as suspect and will need to be taken again because wrong equipment was fitted to the echo sounder during overhaul.

"From investigations still proceeding, it appears that the phrasing dial and glass depth scale belonging to a shallow water echo sounding set have been fitted on board in error to the deep echo sounder, resulting in soundings being read considerably in excess of the real depth."

HMS *Cook's* apparently erroneous sounding of 6,297 fathoms was 263 fathoms greater than the record claimed by HMS *Challenger* in the Marianas Trench. Until new soundings are made HMS *Challenger's* sounding is still the record.



NEW SHIP: "Lakatoi", a new 40-ton motor vessel for Burns Philp (New Guinea) Ltd., left Sydney for Port Moresby early in April. See story on page 97.

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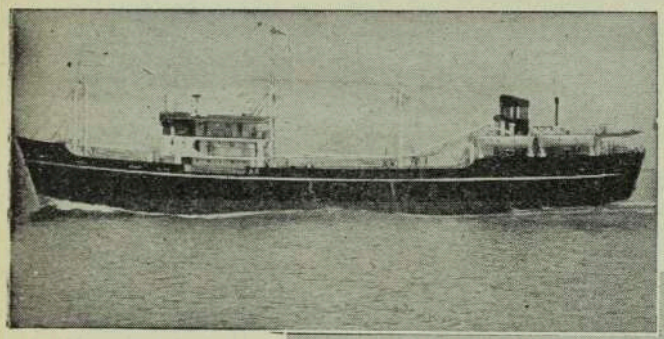

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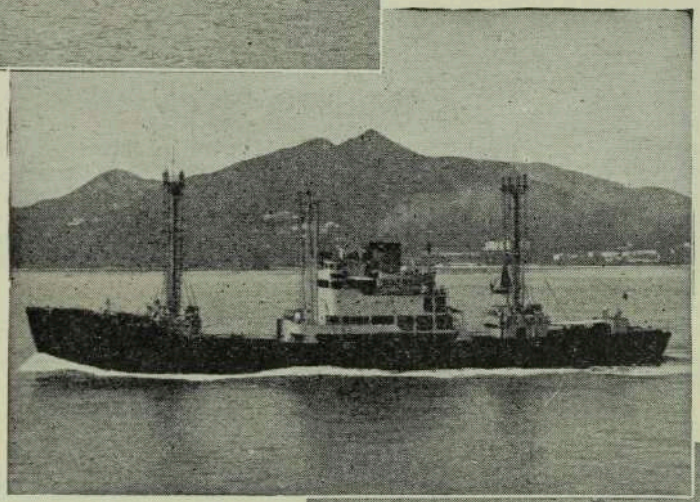
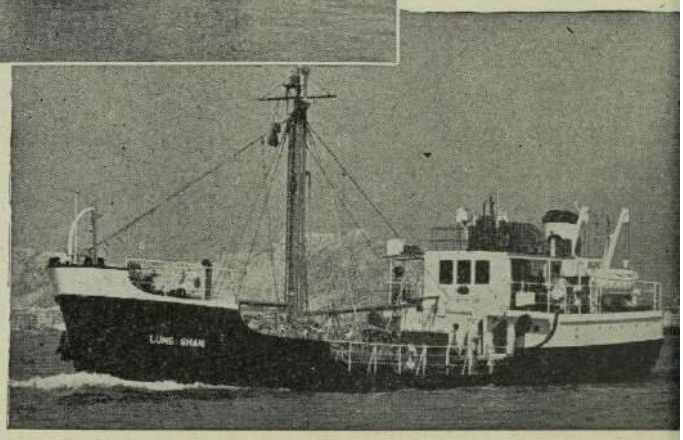


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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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• NEW COPRA SHIP: Island In-tries Ltd., a subsidiary of Car-ters (Fiji) Ltd., has bought a sel-engine vessel from the Adelaide amship Company Ltd., and expect arrival at Suva about the middle May.

The ship, to be called *Tovata* if the partment of Transport agrees, is ft. long and 454 tons dead-weight, a carrying capacity of more n 4,000 sacks of copra.

The ship carries a crew of 22 and a speed of 10 knots. She has tric winches and two derricks ch can shift eight tons at a time.

With room for deck passengers and ted saloon accommodation, she is ly to be a popular ship among the nds.

• MORE WORK ON TRANS-CIFIC CABLE: The British cable-ng ship *Monarch* was due in mid-il to start laying the first 1,009 s of cable of the Vancouver-olulu section of the Common-lth Trans-Pacific cable (COM-C). The *Monarch* left London for job in the last week in March.

October, the cable will be picked and spliced on to the Suva-olulu section of the cable by the e and wireless ship *Mercury*. will complete the COMPAC e. The Australia-New Zealand-section was opened last year.

When the COMPAC scheme is pleted, there will be a direct tele-ne link between London and Aus-a, as the COMPAC cable will nect with the CANTAT micro-e link across Canada and the ntic to London.

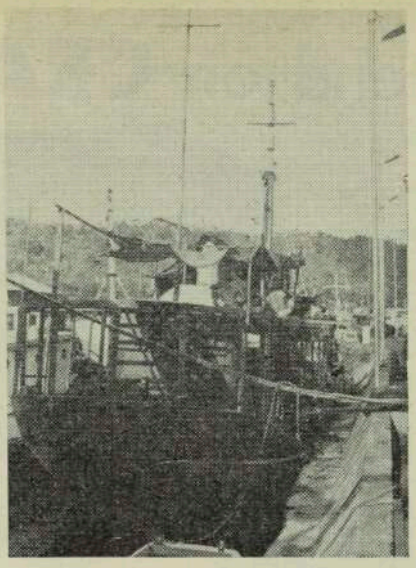
NEW SHIP FOR BURNS LP: *Lakatoi*, a 40-ton motor el, which was built recently for ns Philp (New Guinea) Ltd. at ne Halvorsen Ltd.'s shipyard at y's Bay, Sydney, left Sydney on il 4 for Port Moresby.

akatoi will be used on the Papuan t to collect copra. She can carry o 500 bags.

he ship was taken to Port esby by Captain McCormack, of ns Philp, and a crew of five ua-New Guinea natives who were ght to Sydney in the *Malaita* for voyage.

he first of a new series of "L" copra vessels built by Halvor-, *Lakatoi* proved so satisfactory er sea trials that the keel for a nd vessel is now being laid for ns Philp.

akatoi has an overall length of t. and a beam of 16 ft. She is ered by a 150 hp Gardner 6L3B el engine.



• THAT RAFT MAN AGAIN: William Willis, that taciturn American, who drifted 6,700 miles in 115 days on a balsa raft from Peru to Samoa nine years ago, was due to begin another trans-Pacific raft-drift in April —to make a close study of a man of 70 exposed to hardship and solitude.

The man Willis intends to study is himself, for, as on his previous drift, he will travel alone—unless you count the dog and cat he will take with him.

Willis' new raft, called *Age Unlimited* was built in New York and

WORK RESUMED: After a long delay, during which the owners went into liquidation, work is proceeding in Rabaul on the reconstruction of the ill-fated trading vessel "Kavieng Trader". The ship was damaged by fire following an explosion off New Ireland in September last year in which two lives were lost.

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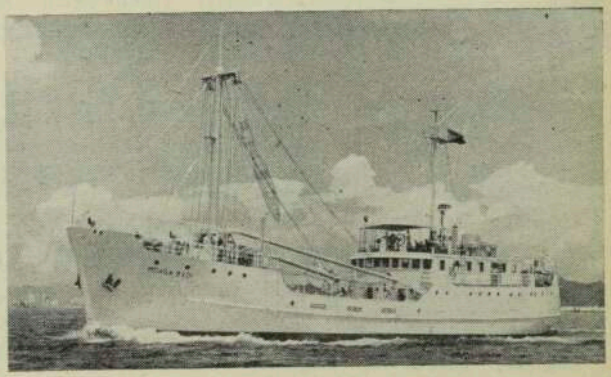

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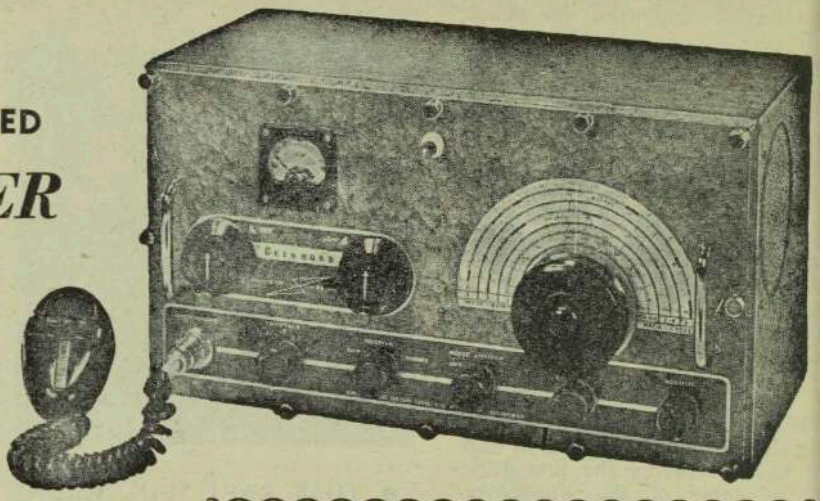

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made of steel. On it, Willis hopes drift some 10,000 to 12,000 miles om Callao, Peru, to Brisbane in om four to six months.

"I haven't the slightest doubt about tting there," Willis said in New ork before his raft was put on a eamer for the voyage to Callao. "I ve an inspiration. I am physically d mentally fit. It is destiny."

Willis said he designed the new ft of steel as a tribute to the space e and technical advancement.

Several space engineers had helped ork out stresses on the raft which is ft. long, and 18 ft. wide at the rn, narrowing at the bow.

Willis will again use a mainsail, jib d mizzen.

● RESCUED AFTER FIVE OURS: A native crew member of e 40-ft. Rabaul workboat *Olobo*, o fell overboard in heavy seas beeen Rabaul and Ulu (Duke of ork Islands) on March 30, was ınd and rescued five hours later. e native, an Arawe named Kumk, had asked to be relieved at the eel of the *Olobo* and had gone aft. e skipper later noticed that Kumk was missing and began a search him.

● NEW VESSELS FOR BSIP: e MV *Timbala*, a new launch for BSIP Marine Department, and a useboat for the Forestry Departnt, arrived in Honiara in the MV *rronbank* late in March. The houseat will be used by Forestry officers extended tours. It will be towed m place to place by a work boat.

● NORWEGIAN FREIGHTER EAKS UP: The 9,000-ton Norgian freighter *Ragna Ringdal*, ich ran aground on Vatoa Reef the Lau Group of Fiji on Novem- 29, has broken into four pieces, cording to Captain A. G. Shearer, Fiji Airways pilot.

Captain Shearer, who flew over the eck in March on a flight from Fiji Tonga, told the Fiji Broadcasting mmission that heavy seas were aking over the vessel.

A Customs Department spokesman d a representative of Lloyds said Suva later that they still did not ow what would be done with the *gna Ringdal's* timber cargo, worth usands of pounds, that had been shed up on Vatoa Island.

More than 500,000 superficial feet timber have been salvaged. The ber is in the custody of a Customs icer at Vatoa, who will stay there til it has been disposed of.

● WRECK UP FOR SALE: Tens were due to close with the Reiver of Wreck in Suva on April 27 for the purchase of the Japanese fishing vessel *Toka Maru No. 8* which went aground on a reef at Qelelevu, in the Ringgolds, on August 31 last year.

Qelelevu, shown on some maps as Nggele Levu, is 35 miles east of the eastern extremity of Vanua Levu.

The *Toka Maru No. 8* is an 80-ton wooden vessel, the engine room and lower compartments of which are under water. The successful tenderer for her will get "all existing deck and other equipment as she now lies".

● TRIP TO WALPOLE ISLAND FOR GUANO: The former French Naval patrol vessel *Tiare*, now owned by two Noumea businessmen, recently visited Walpole Island to look into the possibility of working the guano deposits. The *Tiare* carried a guano expert and a work force of 14.

Walpole Island, a flat-topped island of about 310 acres, is some 80 miles east of New Caledonia's Isle of Pines. Its guano deposits were worked in the 1920's and 1930's by the Austral Guano Co. Ltd., of Melbourne, which included New Caledonian interests. Austral Guano established moorings for overseas ships, and exported about 10,000 tons of guano a year, mainly to New Zealand, until 1934. After that only limited markets could be

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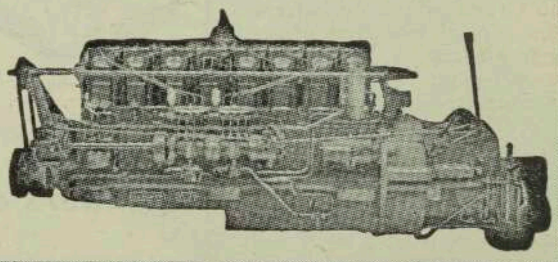

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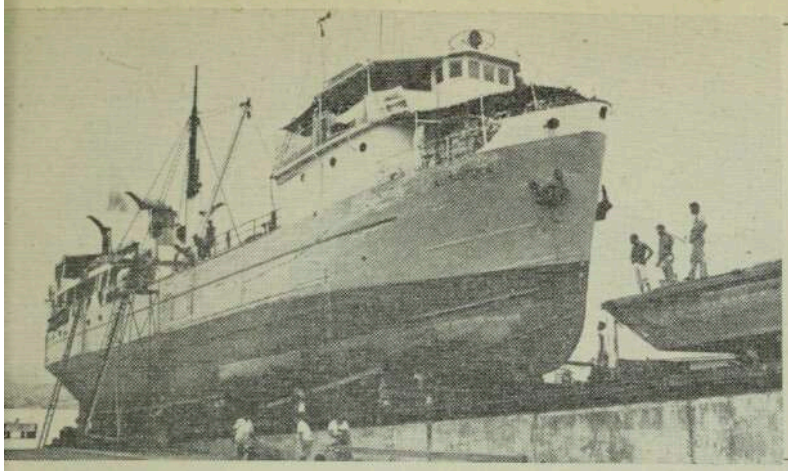


TO BE REPAIRED

"Ai Sokula", one of Fiji's best-known inter-island traders, which damaged her hull when she ran aground on a reef on March 10, will be riding the waves again soon. For weeks, her fate trembled in the balance while her owners, Pacific Shipowners Ltd., a subsidiary of W. R. Carpenter (Fiji) Ltd., pondered the alternatives—to scrap or not to scrap.

Finally, it was decided to accept a tender from Millers Ltd. to repair her. The ship is shown here on the slipway at Suva on March 16 for an inspection of her hull.—Photo: Stan Whippy.

ıd and shipments ceased in 1940. he party in the *Tiare* found there a considerable stock of guano on pole, but due to the destruction of ıer loading facilities, only about tons could be brought back to ımea. *PIM's* Noumea corres- ıdent says: "It is thought unlikely the experience will be repeated he cost price of the guano is too due to lack of loading facilities."

MYSTERY SHIP OFF PEN- YN: A large, unidentified vessel, ınated to be of about 14,000 tons, seen about two miles off Penrhyn ıd, in the Northern Cooks, on il 1. Penrhyn's Resident Agent reported that when a Govern- t launch went out to investigate, ship made off quickly. No flag ther means of identification could een.

TOTAL WRECK: The MV *cy*, which has been in use in the ' as a district touring vessel, be- e a total wreck when she went und at Hauhui on March 25, but engine and all her gear were sal- d. The *Nancy* was built as a 39- ketch-rigged schooner before the Her first name was *Boe Boe*.

ıe was hidden in the Western mons during the Japanese occu- ɔn, and was towed to Suva in and refitted with an auxiliary ne. She was given a diesel engine ad of sail in 1948.

MODERN DEVICES ON NEW SION SHIP: Everyone who saw London Missionary Society's new *John Williams VII* on her arrival Tarawa recently was much im- ed by her remote control steer- engineer on the bridge, ship to e radio, and other modern devices to small Pacific Islands ships. The new ship left Tarawa on March 23 for Western Samoa, Niue, the Cook Islands and Tahiti.

● SHORTER PASSAGE FOUND: The Royal Navy survey ship HMS *Cook* has found that Round Island Passage in the north of Fiji's Yasawa Group is navigable by large ships. HMS *Cook* discovered this during a recent survey.

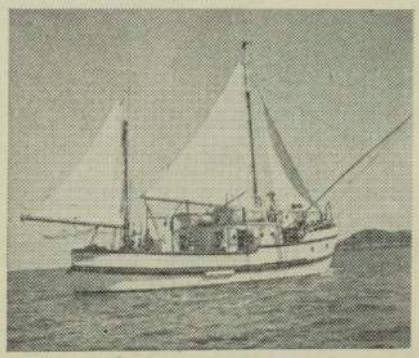
Her skipper, Commander F. W. Hunt, told the *Fiji Times* that the passage shortened by 80 miles the route of any ship going from Levuka to Far Eastern ports. However, he said navigation marks, such as a light, would have to be installed in the passage before it could be used. Overseas ships leaving Lautoka might also be able to use the passage.

"There is no question of whether the passage is deep enough," Commander Hunt said. "The passage is deep and we know the extent of the reef ledges."

● NEW ADDITION TO FLEET: The MV *Pacific Islander*, a new addition to the US Trust Territory fleet, arrived at her home port of Saipan recently from Guam on her maiden voyage to the Eastern Carolines (Truk and Ponape) and the Marshalls.

The *Pacific Islander* is captained by Joseph Lablanc and has 45 crew members. The vessel has 15 two-berth cabins, one single-berth cabin and four four-berth cabins. One two-berth cabin is to be converted to a four-berth cabin to provide space for a total of 49 cabin passengers.

FOR SALE: ORSOM III



Ex copra cargo Bateman's Bay New Hebrides, now oceanographic vessel for French Administration in New Caledonia since 1955.

Built 1947 in Australia, spotted gum and oregon pine, copper to waterline. Gross tonnage 93, net tonnage 67, l.o.a. 74 ft., beam 19½ ft., draft 9½ ft., Caterpillar diesel V8 marine engine D 17000 135 h.p. Fuel capacity 3,300 gal. Auxiliary sails.

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● FIRST TIME UNLUCKY: The IP ship *Cape Torrens*, which went ound on a reef on the eastern side Manaoba Island at the north- tern tip of Malaita on February 28 l was later abandoned (*PIM*, April, 105), had never previously been in uble.

The ship was owned by Lever's ific Plantations in the Russell Is- ds, and had been in service in the otectorate for more than 16 years. took part in the search for the fated MV *Melanesian* in 1958, and s used by Lever's as a recruiting p to transport labourers to planta- ns.

News of Cruising Yachts

● *GOLDEN HIND*, 36 ft ketch m Los Angeles, with Lyle and rma Graham and their two sons, chael, 19, and Lee, 14, arrived at otonga on March 21. They had nt the previous six months in the rquesas, Tuamotu, and Society nds. After leaving Papeete, the lden *Hind* had to return for an rgency appendicitis operation for . The Grahams expected to reach o Pago about the middle of ril.

From Rarotonga, Mr. Graham dly sent us news of four other hts—*Marinero, Gitana, Hunakai Lobo del Mar* (see below).

● *STAGHOUND*, Paul Hurst's 40 acht, has recently been spending eisurely time among the Trobri- Islands and at Lusancay Atoll, the north coast of Papua. Our news of Paul was from Rabaul.

n a cordial note to *PIM* from leiula Island, Lusancay Atoll, on rch 27, Paul said: "I have spent eral days aboard *Staghound* at ava and now I am in my second nth among the Trobriands and islands of the Lusancay Lagoon. ancay is said to be the world's est coral atoll. Undoubtedly the atoll with the largest amount coral uncharted.

Reg Stephenson, of Battery Ser- s, Rabaul, made the trip down me from New Britain. It was first voyage on a sailing yacht.

Our three weeks aboard con- ed his earlier notion that he t have a similar boat. Now he elling his business to buy one.

Terii (Paul's Tahitian wife) ed me when Reg's vacation was . We have a Trobriand crew nber, the first native I've shipped experience in sail.

"This is the first raw and singing part of Polynesia I've seen since leaving the Tuamotus eight years ago aboard *Primavera*."

Footnote: Paul's description of the Trobriands as part of Polynesia may at first sight seem off the beam, but the natives of those islands *are* apparently Polynesians rather than Melanesians. They have the same fair skins and the same friendly and hospitable dispositions.

● *MARINERO*, 38 ft San Diego ketch with Floyd and Doris Christenson and their two children was at Bora Bora in mid-March. They intended to return to Papeete before going on to Maui, Hawaii, in May. Our last report of *Marinero* was from Rarotonga in October.

● *GITANA*, 34 ft yawl from Long Beach with the Bill Taylor family of five was at Bora Bora in mid-March after several weeks at Tahaa. They were planning to return to Honolulu. *Gitana* was in Honolulu last November after a trip from San Diego, California.

● *HUNAKAI*, 36 ft Block Island ketch from California with the Chris Christopher family of four, returned to Papeete for a haul-out and engine repairs in March. The ketch had spent

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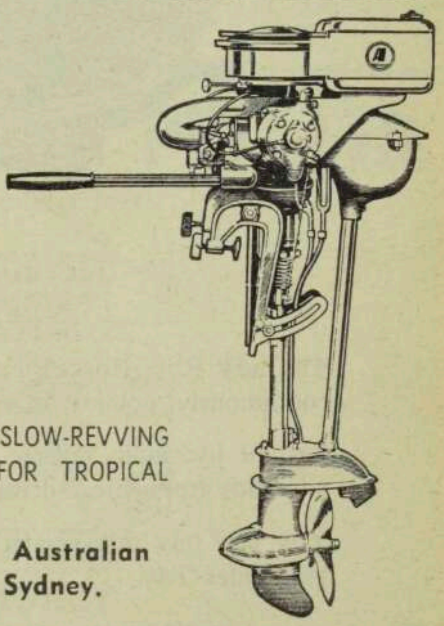

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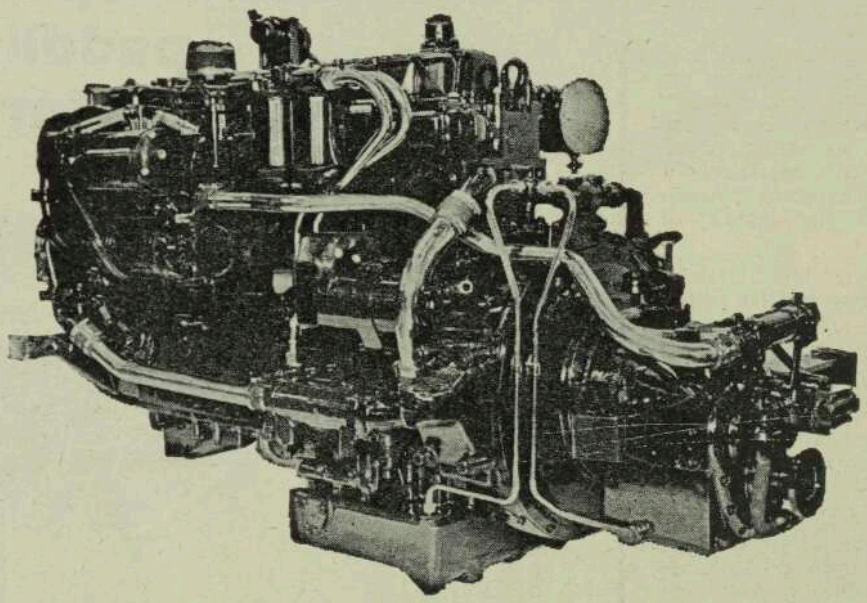

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Stories on the inquest into the "Polurrian" disaster off Bougainville and on the Sydney yacht "Cythera", which was stolen from Lord Howe Island, appear on pages 113 and 117 respectively.

ne time at Huahine and Bora ra. After Papeete, the Christophers re planning to voyage west.

● *LOBO DEL MAR*, 30 ft Tahiti ch of Newport Beach, California, h Terry Dalton was waiting at ra Bora for mail in March. Plans e to sail for Rarotonga about ril 1 and on around the world.

● *MONSOON*, Herb Hope's 47 ft Diego-registered yacht, reached ney from Auckland on March 21 n an Australian, an Englishman three New Zealanders as crew. Iope, a 31-year-old engineer from Angeles, told the Press in Syd- that he had lost his entire five- n American crew since leaving Pedro in July last year. Three stayed in Tahiti and two in New land.

Monsoon, a former salmon trawler ch operated on the US West st, is on a three-year voyage nd the world. On reaching Syd- she had done 9,000 miles. Iope planned to sail for New nea and Indonesia after a stay in ney.

● *JOHN HANNA*, 30 ft. yacht, K. Wing, of California, and J. nterman, of Michigan, began a se round Fiji in March after e months in Suva. Messrs. Wing Counterman spent a few hours Levuka in mid-March before go- on to Koro.

he two men are realising a life- ambition to see people and es off the beaten track. Their t, which they built themselves named after her designer, left Pedro, California, on May 4, 2. Before reaching Fiji last ember, they visited the Marque- the Tuamotu Archipelago, Ta- and other Society Islands, the k Islands and American Samoa. fter their look-see round Fiji, two yachtsmen planned to sail the New Hebrides.

● *FLYING CLOUD*, 65 ft Ameri- staysail schooner, with owner- per Charles Daniels and a crew ve, including two girls, reached ey on April 2 after crossing the nan from Auckland. The oner was within 25 miles of Sydney Heads on March 30 when gale force winds blew up and drove her more than 80 miles to sea. Heavy seas broke over the vessel. The boom split and other gear was damaged, and it took four more days to get into Sydney.

Flying Cloud left Los Angeles in October, 1961; called at the Marquesas and Tahiti; and then spent nine months in New Zealand. She will stay in Sydney from one to eight months, and then move on, via the Barrier Reef, to Bali, Sumatra, Singapore, Ceylon and the Mediterranean. Skipper Daniels does not expect to get home to Los Angeles, where he has an electrical engineering business, until 1968.

Mr. Daniels said the two girls in his crew—Nancy Martinez, a swimming instructor of Los Angeles, and Mary Pietsch, a nurse from Portland, Oregon—were permanent members, making their first voyage. The other crewmen were signed on in each port, and they stayed with the schooner until they got to where they wanted to go. The three male members of the crew on reaching Sydney were Trevor Griffiths, of Maltby, Yorkshire, England, and Bruce Merriman and Mark Williams, of Auckland.

● *WEST WIND*, Mr. D. Cochran's 99 ft. steel-hulled auxiliary schooner, left Madang on March 13 for Angoram, Wewak and Bangkok. *West Wind* reached Madang on March 5 from Gizo, BSIP. She is on a world tour which began in Germany in 1961 (*PIM*, April, p. 114).

West Wind carries a crew of 10, among whom are Australians, Americans, Germans and Englishmen. One of the crew is the skipper's daughter Katherine.

The schooner's twin masts carry 7,000 square feet of sail, but her cruising speed of eight knots can be maintained on auxiliary power alone.

In The News This Month

Age Unlimited	Marinero
Ai Sokula	Melanesian
Cape Torrens	Mercury
Carronbank	Monarch
Challenger, HMS	Monsoon
Cook, HMS	Nancy
Flying Cloud	Olobo
Gitana	Pacific Islander
Golden Hind	Ragna Ringdal
Hunakai	Staghound
John Hanna	Tiare
John Williams VII	Timbala
Lakatoi	Toka Maru No. 8
Lobo del Mar	Tovata
Malaita	West Wind

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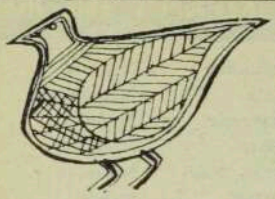

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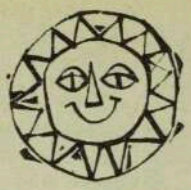

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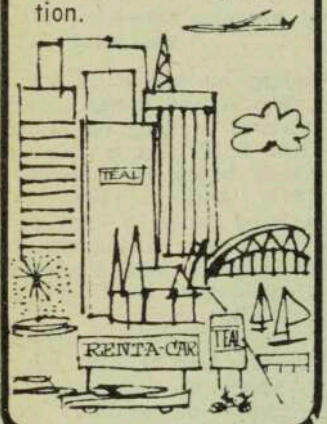

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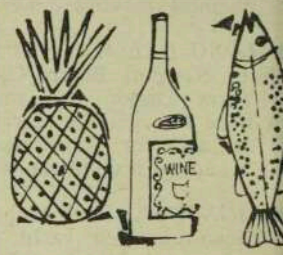

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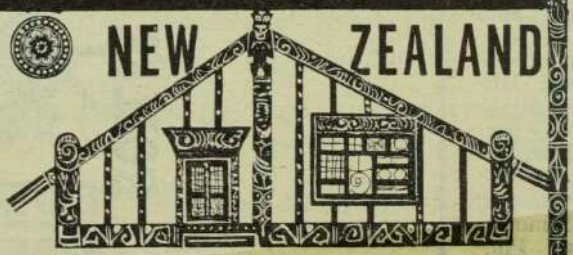

Holidays in New Zealand have never been so good as they are today. New resort hotels (try The Hermitage and Te Anau), new jet-age transport spice-up N.Z. sightseeing. Ask about the new Skyrama tours—piquant. Hire car service from £8 per week.

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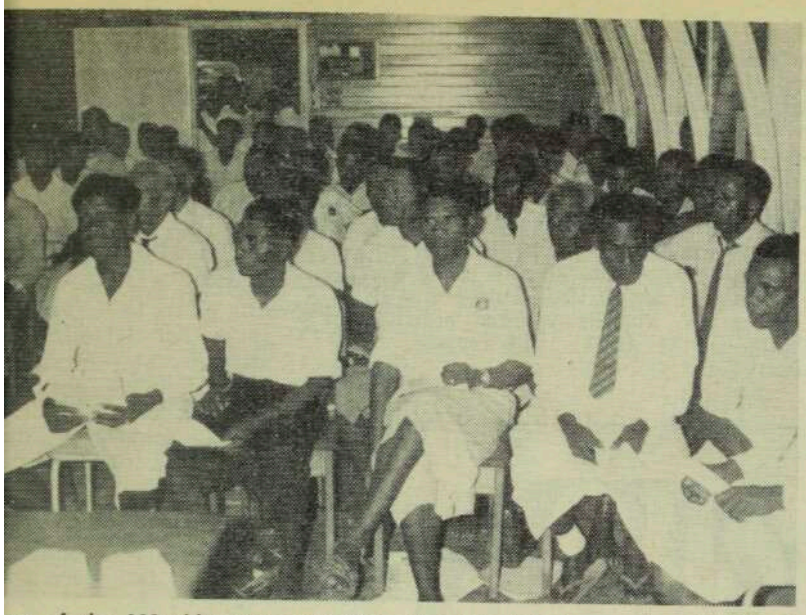

me of the 100-odd native councillors who attended the meeting in Rabaul described below.

Importance Of New Guinea Councils Is Growing

History was made in Rabaul, New Guinea, on March 28 hen the Administration station, Radio Rabaul, VL9BR, made e first on-the-spot broadcast of a Native Local Government ouncil meeting.

DIO Rabaul caters largely for the local Tolai people (see *icalities*, this issue), and has been ating from Rabaul since 1961.

genda for this council broadcast also important—to discuss the gamation of the four local cils in the Rabaul area and to der the submission of names for pective candidates for the Legis- Council elections in 1964.

er 100 native councillors repre- ng about 40,000 persons living the Rabaul, Reimber-Livuan. a-Vunadidir-Nunganunga, and mami Council areas packed the Rabaul Council Chambers and lowed outside.

uring the two-hour meeting it decided that the four existing cils would amalgamate as the lle Local Government Council hat the Administrator be asked oclaim it immediately. The new il, when it begins to function e latter half of this year, will he wealthiest, strongest and bly the most homogeneous in a-New Guinea.

dio Rabaul began broadcasting edings promptly at 5 p.m.—introduced by commentator Samson To Patiliu, a recorded speech from Director of Native Affairs, Mr. J. K. McCarthy, and an address by District Commissioner J. R. Foldi in person.

Special equipment that had been installed in the council chambers included microphones and sound mixers that allowed Rabaul Radio station manager, Mr. Jim Leigh, to control the broadcast on the spot. Through it, about 40,000 Tolai listeners were for the first time able to hear their councillors conducting a meeting and making far-reaching decisions. At the same time, Europeans who took the time off to listen were able to get a far better appreciation of what is likely to be a growing political force in the time immediately ahead.

Proceedings were conducted in Pidgin — except occasionally when heated councillors broke into local language to express themselves better.

The interest in the first broadcast was such that the whole proceedings were re-broadcast on the Saturday afternoon following the meeting. A tape was sent to Port Moresby for Administration archives.

NEWS FROM THE GEIC

Advisory Council To Be Set Up This Year

An Advisory Council for the Gilbert and Ellice Islands Colony is to be set up later this year. This follows the enactment on January 30 of an ordinance for its establishment by the High Commissioner for the Western Pacific, Sir David Trench.

THE new ordinance requires the Resident Commissioner in the GEIC to inform or consult the Advisory Council about such matters relating to the administration of the Colony as he may decide to place before the Council, or which the High Commissioner may direct to be placed before it.

At meetings of the Council, members may request information or offer advice on any matters concerning the administration of the Colony. But the Resident Commissioner can refuse to give information, and he is not obliged to act on any advice.

The Advisory Council will consist of the Resident Commissioner as President, the Assistant Resident Commissioner (ex-officio member), four official members chosen from the Colony's civil service, and from 8 to 12 unofficial members.

All members will be appointed by the Resident Commissioner and will hold office for two years, after which they may be re-appointed.

The Council will meet at least once a year. It is almost certain that the first meeting will be held before the end of the year.

* * *

PRODUCTION in the Gilbert and Ellice Islands Colony might be considerably increased if landowners could agree to a reallocation of land, the Crown Surveyor in the BSIP, Mr. J. B. Twomey, said recently.

Mr. Twomey returned to Honiara in March with Mr. P. Blume and a party of survey assistants after two months in the GEIC, where they checked and analysed land registers for the whole of Tarawa Atoll and made an accurate survey of parts of northern Tarawa.

Mr. Twomey said that one of the

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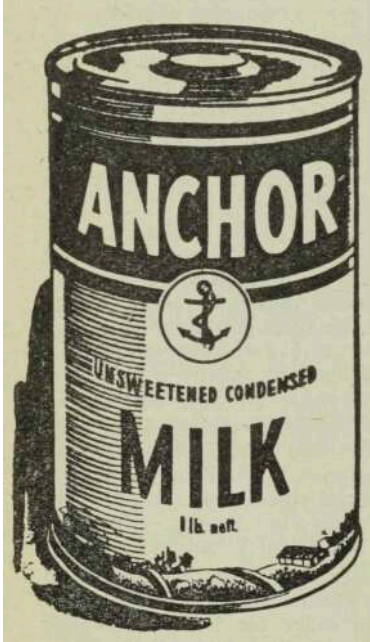
problems in the Gilberts was that of fragmented land holdings. Because of the law of succession, much of the land had become so minutely subdivided over several generations that its cultivation was no longer economical.

"If landowers could agree to a reallocation of land so that each of them got a compact area instead of unworkable small pieces, production in the Colony might be considerably increased," Mr. Twomey added.

Mr. Twomey said his party had been warmly welcomed by the Gilbertese. Besides its other work, the party had laid out a full-size athletics track to international standards on Bairiki, putting in numerous concrete markers to guide the builders of the track.

* * *

Pastor W. G. Ferris, President of the Seventh-day Adventist Mission in the Gilbert and Ellice Islands Colony, has been transferred to Pitcairn Island to replace Pastor Davies. Pastor A. C. Thomson, who has worked previously in the GEIC, will replace Pastor Ferris.



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More Exports From The Cooks; But Niue Sells Less

Exports from the Cook Islar in 1962 were about 20 per ce higher than in 1961, but Niu exports for 1962 were lower th the previous year, the New Z land Minister for Island Ter tories, Sir Leon Gotz, announc in April.

HE said the total value of expo from the Cook Islands in 1 was £710,653, compared wi £598,184 in 1961, and £464,315 1960.

Significant increases occurred 1962 in exports of fruit juice, wh more than doubled (from 151,685 306,809 gallons) and pineapples, wh more than quadrupled (from 1. cases to 5,706 cases). A much lar quantity of pineapples was suppl to the cannery on Rarotonga.

Exports of fresh citrus fruit tomatoes declined but those bananas, copra and mother-of-pe shell increased. Total citrus prod tion, comprising fresh fruit for port and fruit processed for ju almost equalled the Cook Isla record in 1924 when the product of wild oranges was at its peak. record would probably be excee this year.

Sir Leon Gotz said: "While Co Islands exports in 1962 increased s stantially, those for Niue decli from £35,085 in 1961 to £30, last year.

"This is because agriculture is suffering from the after-effects of hurricanes of 1959 and 1960 because most of the island's m power is tied up in rebuilding hou and other buildings destroyed by hurricanes."

He said the main exports fr Niue last year were bananas (3, cases), copra (130 tons), and kuma (3,947 bags). The copra exports w the first since 1959.

Niue's exports were expected increase as the rehousing scheme d to an end and able-bodied men w able to devote more time to a culture.

It was also announced in April t Mr. Foster Gufigufi, of Niue's Agric ture Department, would undertake livestock training course with F Department of Agriculture from M until the end of the year. He wo then become livestock officer in Niu Agriculture Department.

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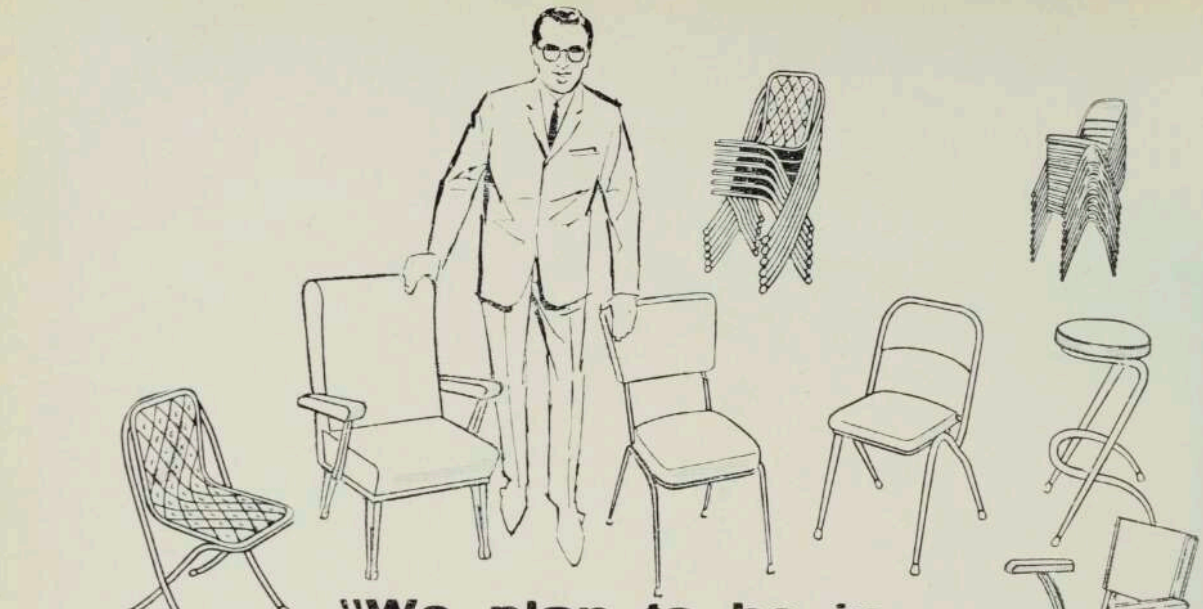

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ACIFIC ISLANDS MONTHLY — MAY, 1963 111

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Pacific Yacht Chase Drama

ter having been flown from olk Island, two men, Derrick in, 31, and Daniel Barrie, 25, remanded until May 7 in Syd- Central Court of Petty Sessions April 29 on a charge of having n the 50 ft steel-hulled ketch hera" from Lord Howe Island e night of April 10.

E ketch belongs to Mr. Peter Fenton, of Sydney, who was on irst stage of a cruise round the l when the ketch was allegedly n.

r. Fenton, with his wife Patricia, year-old daughter Penelope, a ey journalist, Mr. Charles r, and the two New Zealanders Sydney in the *Cythera* on March

e Fentons, Sriber and the New nders went ashore at Lord Howe d on April 10 to dine at the rees Guesthouse. They later ded a dance at the RSL hall.

r. Fenton left the dance about ight, and it was then that he d that the *Cythera* was missing. t an hour later, the ketch was d up on the Department of Civil tion's radar about 15 miles out Lord Howe and heading north.

ter, port authorities at Norfolk d, Melbourne, Brisbane, Wollon- , Newcastle and New Zealand notified of the theft of the , and the Commonwealth Navi- n Department radioed a descrip- of her to all ships within 5,000 of Sydney. Crews of aircraft ing the Pacific were also asked ok out for the ketch.

April 17, the pilot of a TAI air- radioed Norfolk Island that he sighted the ketch north of Nor- Cascade Bay.

rfolk's Administrator, Major- ral R. H. Wordsworth, then ed the 1,062-ton French freighter *rado del Mar*, with Sgt. Colin on, of the Commonwealth e, and Administration officials, to o intercept the ketch.

ter a chase, during which the *rado del Mar* rammed the *era*, the two men were arrested later confined in the Norfolk d lock-up.

e following week-end, Mr. and Fenton and two friends, Messrs. Masche and Gus McClemens, to Norfolk and began to sail the aged *Cythera* back to Sydney.

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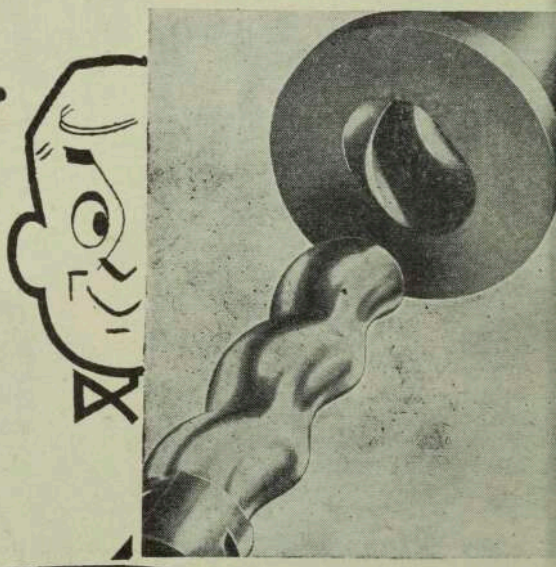

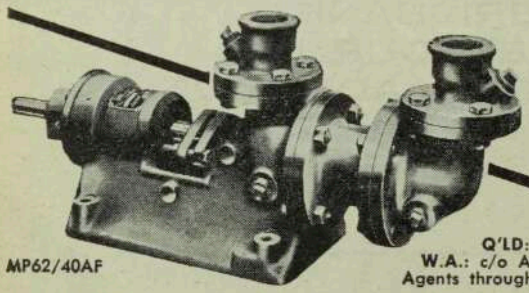

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AGO PAGO ROUND-UP

Governor Hopes To Build New Hotel By Mid-1964

About 20 acres of land near go Pago's Tafuna Airport will bably be the site of 50 two- m buildings, which American noa's Governor H. Rex Lee es to erect as hotel accom- dation by mid-1964.

OVERNOR LEE has already raised 250,000 dollars by Samoan scription for the erection of the dings, and he plans to borrow a her 250,000 dollars, probably n an American bank or lending poration.

abour for the construction of the dings will be paid for in shares the hotel complex.

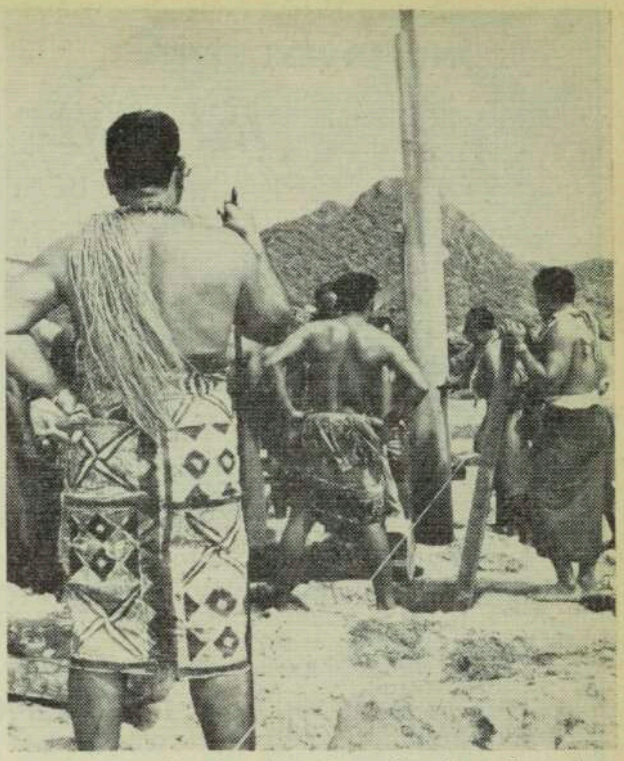
he probable site of the hotel a flat, peaceful area about nine es from Pago Pago.

When completed, the proposed dings will replace the Rainmaker el in Pago. The Rainmaker will be used as flats for Govern- t employees.

he Rainmaker, which has only t rooms, plus six in an annexe, occasionaly been unable to cope visitors to American Samoa.

* * *

he first post for the first of three inal buildings to be erected at una airport was set up recently a traditional *fa'atuga* (causing to id upright) ceremony. The building will be an authentic thatch-roof *fale*.



The first post goes in at the Pago Pago airport for the new terminal buildings. At present the international airport has only a small temporary building. The chief here seen watching the ceremony with his back to the camera is holding a traditional staff and has a fly whisk (fue) over his shoulder.

—American Government photo.

* * *

Representatives of the American tuna canning company Star Kist, which has had an option on a building alongside the present Van Camp tuna factory, arrived in Pago in late March to start setting up a factory. Star Kist will probably start fishing operations about mid-year with 25 to 30 Japanese ships, using long-line methods.

Meanwhile, another US company, the American Canning Coy., has been setting up a canning plant to provide cans for both companies.

With the advent of Star Kist as a rival in the tuna-fishing field, it is understood that Van Camp plans to increase its Japanese fishing fleet from 40 ships to a much bigger number. The Japanese fleet works on six-monthly contracts.

* * *

Governor Lee hopes that the TV educational programme for American Samoa will begin by February, 1964. Fifty-five American technicians and teachers will be employed in the programme. To house these and other employees, 82 new Government houses are being built.

A transmitting tower will be built at Taputapu, on the western extremity of American Samoa. This is only 20 miles from Western Samoa, so that territory will be able to pick up the signal.

The station will have three channels—two purely for education, the other possibly for adult education and entertainment.

* * *

A US wage committee will convene in Pago in July to make proposals for wages per hour for wharf labourers, and employees in the fishing industry and oil companies. The last agreed wage, a minimum of 90 cents an hour, was fixed about two years ago.

HE BEST EVER: "All-Time Vavau Champions" is the title won by the Hala Lupe asketball team, of Vavau, Tonga. They earned it because for the third successive ompetition the team won all three of the coveted Sanft Silver Cups, which are given one for each class.

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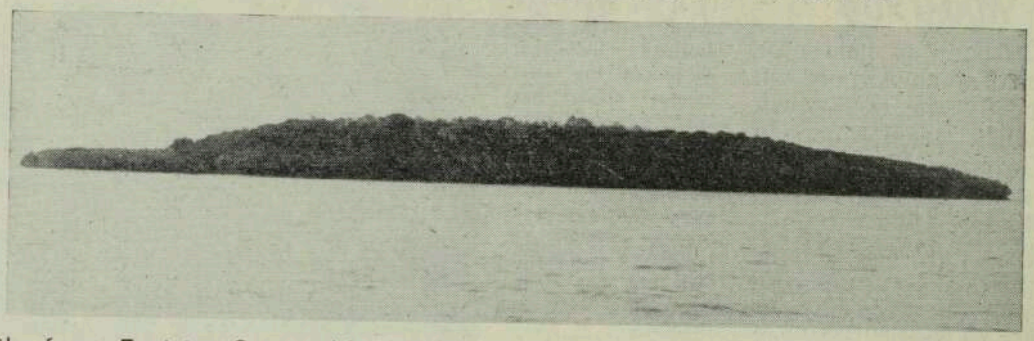

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END OF AN ORDEAL

These pictures show some of the "Polurrian" survivors as they came ashore from the "Slitan" in Rabaul. At right, Mr. Jim Leigh carries ashore three-year-old Jarnly Moffat, who, with her sister and father and mother, was picked up from a life raft which a Buin native had brought to them before he disappeared. Below, Rabaul nurse Sister Pat Ayres carries ashore Jarnly's sister Junely, aged two, and the first mate of the "Polurrian", Harry Hoehler is helped down the gangway by medical assistant Bill Armstrong and Bruce Grange, manager of the Bougainville Company, "Polurrian's" owners. Hoehler was in the water for more than 65 hours, and sharks circled him many times.

Woman's Harrowing Evidence At "Polurrian" Inquest

Jenny Viva, a 22-year-old widow, of Ranoga, BSIP, said at a Rabaul inquest in April that five natives had pushed her, her husband and two babies from a raft after the island trading ship *Polurrian* sank on a 200-mile voyage from Sohano, near Buka Island, to Rabaul on the night of March 28.

SHE said that her two children—a year-old boy and a two-year-old girl—later died in her arms, and her husband was taken by a shark.

Mrs. Viva, one of 29 survivors of the *Polurrian* disaster, was giving evidence at an inquest before the Rabaul Coroner, Mr. F. J. Winkle, into the death of the ship's captain, Peter Fenwick, an Australian. Thirty-three other people, mostly natives, are believed to have died when the *Polurrian* foundered.

The *Polurrian*, a 135-ft. vessel operated by Bougainville Co. Ltd., of Rabaul, left Sohano, on the northern tip of Bougainville, on March 28. Three planes and six ships began searching for her after radio contact with her ceased.

All the survivors were suffering from exhaustion, hunger and sunburn when they were picked up by two small searching ships, the *Matarani* and *Nirvani*, 60 hours after the *Polurrian* went down. They were later transferred to the freighter *Slitan* and taken to Rabaul.

Mrs. Viva told the Coroner that soon after the *Polurrian* sank, she and her husband Daniel, a Seventh-day Adventist mission teacher, climbed on to a raft with their two children.

Five or six natives, some swimming, some holding on to planks, later found them, climbed on to the raft, and threw them into the water.

Mrs. Viva said the natives threw them a plank to hold, and later they found two lifebelts. She and her husband gave their baby boy water wrung from their hair, but the heat was too much and the child died in her arms. Their daughter died an hour later.

That night, Mrs. Viva said, her husband was attacked and carried off by a shark. In trying to fight off the shark, Mrs. Viva lost her lifebelt.

"Kept Her Off"

Next day, she saw a raft with other survivors, but when she paddled to it and tried to climb on it, those on board hammered at her hands to keep her off. Later, after she had told them that her husband and children were dead, they let her get on.

"Later that day a plane saw us, and then a ship picked us up," Mrs. Viva added.

When the Coroner asked Mrs. Viva if she could identify the men who had pushed her from the raft, she pointed to five natives in the court-room.

Earlier, the *Polurrian's* chief mate, Harry Hoehler, told the Coroner that the ship's lifeboats could not be lowered before the ship was abandoned because of the heavy list to starboard.

A leading seaman of the *Polurrian*, Katori Karaham, said the ship was

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carrying a deck cargo "higher than a man" when she sank.

While the ship was being loaded at Bougainville, he said, the crew kept moving her further from the wharf as her bottom kept resting on the floor of the harbour. He added that the weather was fairly good during the voyage.

An engine room attendant, Ouli Segars, gave evidence that the *Polurrian* had had a leak in her hull, and that this was apparent during the voyage.

The inquest was still proceeding when this issue of *PIM* went to press. About 40 witnesses, including all 29 survivors, were expected to give evidence.

Samoan 'Hopeful'

Lifting of import restrictions in Japan has made Western Samoa's entry to the Japanese banana market much more hopeful, said the Western Samoan Minister of Finance, Mr. G. F. D. Betham, in April.

He said it was believed there was an opening in Japan for Samoan bananas despite the heavy imports to Japan from Formosa and Ecuador, and Samoa could send regular shipments without prejudicing the New Zealand market.

What Busy Men Often Forget

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• **Fred Dunne's New Caledonia Round-Up**

First Drive-In In The French World Opens In Noum

Le Drive-in Alizes, the drive-in cinema in the Fre speaking world, opened Noumea recently. It is situ in the suburb of Trianon built on reclaimed land where Japanese had a salt evapora plant before the war.

THE drive-in has accommod for 450 cars. The land which it stands covers about acres and was reclaimed with from a neighbouring hill.

The whole installation, incl the cost of the site and rec tion, represents an investmen about 25 million francs (£125,

The drive-in was designed John Roberts and Associates, of ney, who supervised its construc Projection machinery was supplie Westrex A/asia Ltd. and installe Messrs. Simpson and Harrison that firm.

Owner of the Alizes is D Katevinica, who also owns the Theatre in Noumea (see picture p. 131).

* * *

Figures published by the C d'Eparge, New Caledonia's interest-paying bank, were a key to the country's current reces The figures showed that in the p ous three months, six million fr (£30,000) had been withdrawn f savings accounts, although the n ber of accounts had increased 246.

It is almost certain that mos the money was withdrawn to r hire purchase debts, especially houses and cars.

Many Nickel Co. employees to almost double their pay overtime, but since the nickel cession most overtime has abolished. So most instalments, paid with overtime pay, must be met out of savings.

Nickel ore exports to Japan year are now expected to be more than 400,000 tons, compa with 600,000 tons last year.

* * *

Poultry breeders in New Caledo have formed an association, wh

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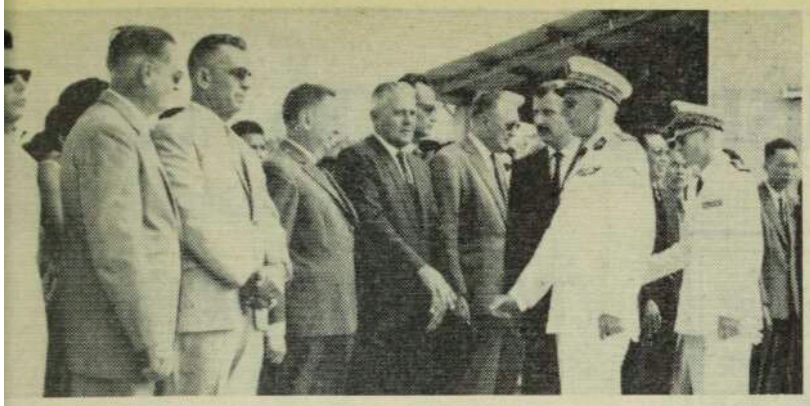

en the new French High Commissioner he Pacific, Mr. Marc Biros, whose headrters are at Noumea, paid his first ial visit to the New Hebrides at the of March he met a great number of l people. Here he meets Santo resits. The French District Agent, Mr. R. agen, in the dark suit, is making the oductions, and behind Governor Biros he French Resident Commissioner in the New Hebrides, Mr. M. Delauney.

Photo: Hieu.

in objective is to stop the imtation of all fresh and frozen s. Last year, three-quarters of w Caledonia's imported eggs—111 kilos—came from Australia. is compared with only 1,300 kilos m Australia in 1961.

* * *

On April 4, the second anniversary the suspension of repatriation of w Caledonia's Vietnamese to rth Vietnam, a letter signed by 89 Vietnamese was sent to the horities in France asking that reriation be resumed immediately.

The letter claimed damages for se who sold their belongings and e up jobs after the French Govment promised that they were to repatriated immediately.

Another letter of protest, signed 3,000 Vietnamese, was recently nded to Mr. Van Can, who arrived Noumea in March as representve of the South Vietnam Governnt and head of an "official mission liaison" between it and the Vietmese in New Caledonia and the w Hebrides.

The letter "invited" Mr. Van Can go home and claimed that his esence in New Caledonia would ly further delay the repatriation of etnamese—to North Viet Nam.

Earlier, the New Caledonian Asnbly had unanimously declared its jection to the establishment of a nsul from South or North Vietm in Noumea.

Rubber Seeds for NG

Rubber has been grown in Papua for some 60 years and now is an established industry there, but in the adjoining territory of New Guinea it has not been nearly so successful.

Today, only one area of rubber (in Bougainville district) is producing a marketable crop in New Guinea.

In an attempt to remedy the situation, a shipment of high-yielding rubber seeds from Malaya reached New Guinea in April and will be tried out on a 65-acre area on a private plantation in New Ireland.

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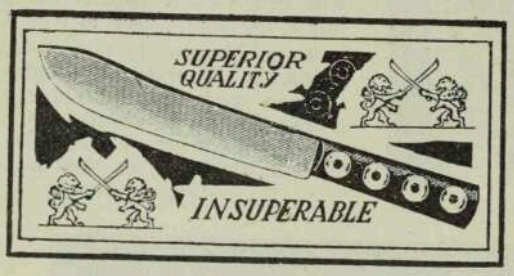
BREWO BUSH KNIVES No. 625



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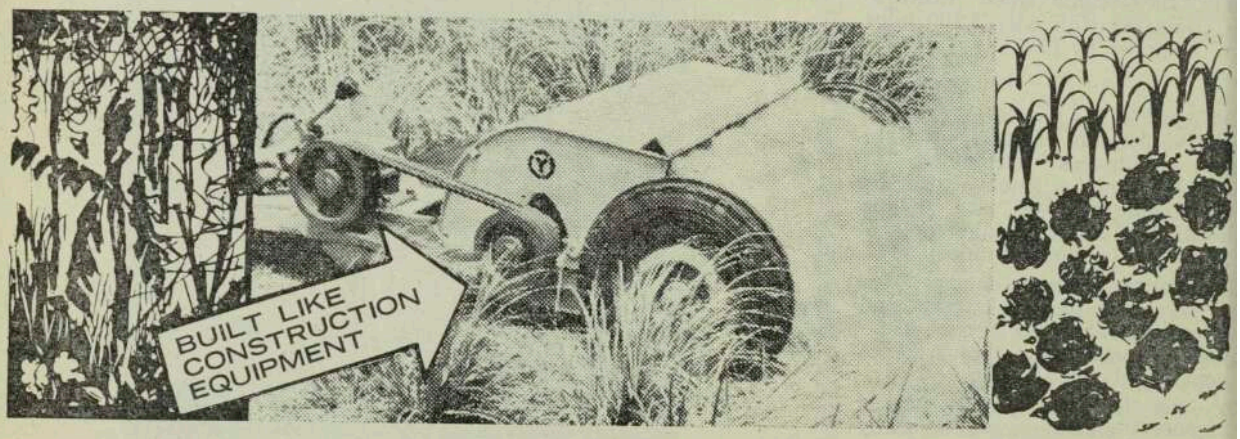

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In A Nutshell

A SUITABLY qualified person is to be appointed to investiate the possibility of establishg a social security scheme in iji. At present about the only eople who have any form of ocial security are Government ervants, employees of firms ith superannuation schemes nd Service pensioners.

* * *

pictorial set of 11 stamps for Cook Islands is to be issued on 4 to replace the set that has on sale since 1949.

enominations, with their designs 1d (tiare Maori); 2d (fishing); 3d (frangipani); 5d (love tern); (hibiscus); 8d (bonito); 1/- nge); 1/6 (the Queen); 2/- (island e); 3/- (administration centre, gaia); 5/- (Rarotonga).

Ir. James Berry, of Wellington, gned the stamps.

* * *

he Governor of Fiji, Sir Kenneth ddocks, and Lady Maddocks will e Fiji on the liner *Oriana* on ember 12 following the comon of Sir Kenneth's five-year term ffice. No announcement has been e about his successor.

* * *

rs. F. P. Ward, of Sydney, wife a former Seventh-day Adventist or on Pitcairn Island, received a r of thanks during the Royal r of Australia for a thatch fan e on Pitcairn Island which she to the Queen.

* * *

r. M. R. Booker, who was re- y appointed Deputy Secretary, artment of Territories, visited a-New Guinea in April to get first-hand knowledge.

* * *

r. H. R. le Clerc, of Sydney, brary organiser of the Norfolk d Friendship League, visited folk in April to make arrangets for the league's "Back to folk" fortnight to be held from 1 to 14.

party of 30 League members arrive by air on June 1. The visitors will be there for the traditional Bounty Day celebrations on June 8, which is the anniversary of the landing of the Pitcairners on Norfolk and the island's most important community event.

A full programme for the "Back to Norfolk" fortnight, featuring sports and evening entertainments, is being arranged by a local committee. The proceeds will go to the Sunshine Club, which cares for older citizens, and to the Norfolk Island Hospital.

* * *

The United States Navy has announced that a polio epidemic that swept the Marshall Islands in January and February killed 10 children and left about 60 children crippled. Navy doctors helped to get the epidemic under control in February. All the islanders were given oral polio vaccines and the disease was confined to 212 patients, all aged under seven.

* * *

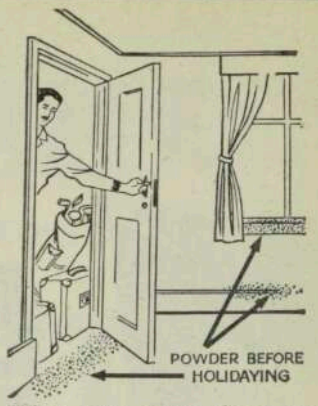
An exhibition of the work of two artists, Captain Bret Hilder and M. Nicolai Mishutushkin, will open at the Vila Culture Centre on May 3. Captain Hilder is well known for his profiles in *PIM* of Islands personalities. M. Mishutushkin, who arrived in the New Hebrides from Tahiti in January, had an exhibition of paintings at the Cultural Centre in 1961.

* * *

The Van Camp Sea Food Company is to establish a commercial fisheries project at Koror, Palau, in the Caroline Group of the United States Trust Territory of the Pacific.

A contract between the Trust Territory Government and Van Camp calls for the establishment of extensive fishing operations, a plant for freezing tuna and the training of Micronesians both ashore and afloat. Fish frozen at Koror will probably be exported to Van Camp canneries elsewhere.

An official Press release says: "The opening of Palau to commercial fishing marks the first major step towards large-scale development of the most important natural resource of the Trust Territory, and is ex-



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pected to lead to similar enterp in other districts of the Terr thus stimulating the local eco through increased employment a higher level of income."

* * *

The Government-appointed mission on Higher Educatio Papua and New Guinea was d begin a three-week visit to the tory on April 28 to study Go ment and missionary educationa tivities and to arrange to take "o spot" evidence from all inte people during a visit in July.

* * *

Kuru ("laughing death") wi the main subject of discussion a second meeting of the P-NG M Research Advisory Committe Port Moresby on May 24. Kuru also be discussed when the W Pacific Regional Committee o World Health Organisation me Port Moresby in September.

During the past six years, Administration and overseas m scientists have done intensive search on kuru, which affect Fore people of P-NG's Eastern lands.

* * *

Acting Assistant District Offi D. Fitzer, who has been lead patrol into the fortress-like Mountains, near the West Guinea border, has described th rain in a radio message as "a graphic hell for foot travellers" patrol made the first European tact with the region's scattere habitants. It began its return jo to civilisation in mid-April.

* * *

A half-ton consignment of Ga (NG) tea has been sold at a price to an Australian who company which blends and pac tea for the retail trade.

Six chests of Broken Orange grade were sold for 5/- a lb del Melbourne, and four chest Broken Orange Pekoe fannings lised 4/9 a lb.

The purchaser will blend Garaina tea with from 12 to 20 grades to give the flavour re by the Australian market.

* * *

Two large boulders from th koda Trail, flown in an RAAF cules to Canberra recently, w polished, inscribed, and laid as dation stones for the RSL quarters building in the Aust capital.

* * *

The P-NG Department of Health organised a mass imm tion campaign against polio i

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tor Frank Hoeter, of the Royal -New Guinea Constabulary, stationed roka, left Sydney in April for a 12 stay in Kashmir, where he has been nted to a UN observer team. He the rank of major with the Aus- Citizen Military Force. His wife will follow him to Kashmir later.

ison Island area of the Milne District after 17 cases of polio reported from two villages on land's north coast in April.

* * *

nders for the construction of an eas wharf at Kieta, Bougainville, be called in the second half of ear. The tender will be let with- month of being called and con- ion of the wharf is expected to mpleted before June next year. e first stage of the wharf will be long and will take shipping up 000 tons. Provision has been in the design of the wharf so t may be extended to take ship- up to 10,000 tons.
ch reclamation work has been to enable the wharf to be built , April, p. 101).

* * *

sub-committee of the Port sby Building Board has been set find a solution to the problem nanty settlements around Port sby. The sub-committee is d by the Administration's Health Inspector, Mr. C. lers.

* * *

total of 510 people died of a in West New Guinea in the nic that broke out last Septem- the Indonesian newsagency a said recently. UNTEA's director declared the territory a free at the end of March.

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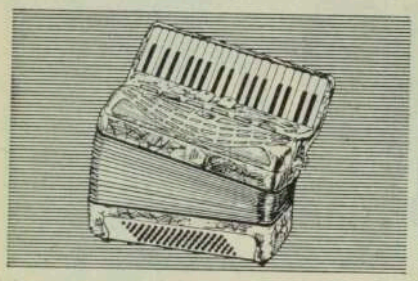
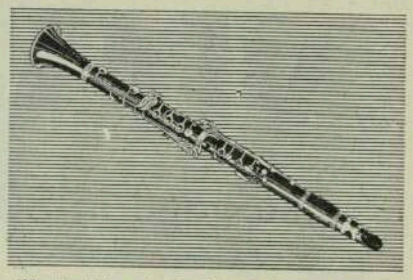
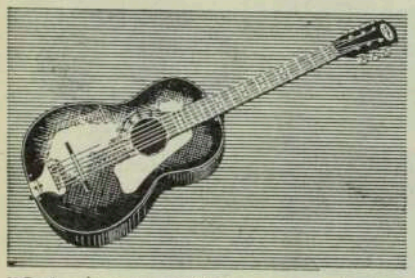


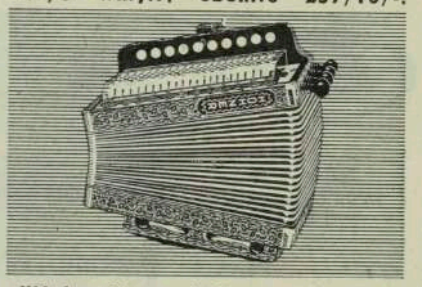
"Busilacchio" piano accordion, 80 basses, 37 piano keys, 2 treble tone changes. With case £77/10/-.



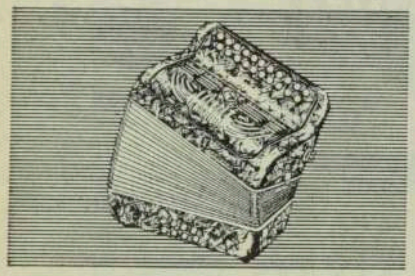
"Dolnet" clarinet, B-flat, Boehm system, case. Blackwood £49/10/- (7/8 wkly.), ebonite £37/10/-.



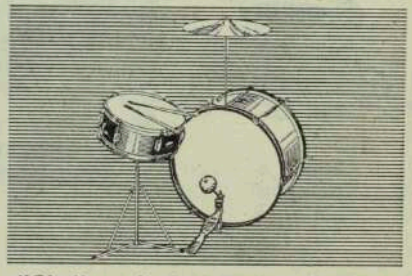
"Col oye" guitar, round hole, 18 frets, recommended by famous TV recording star himself. £6/10/-.



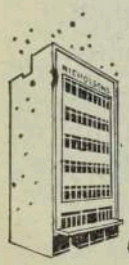
"Hohner" melodeon or bush accordion with 2 stops £10/15/-, 3 stops £12/7/6, 4 stops £14.



"Busilacchio" button accordion, diatonic or chromatic tuning. Single row £15, double row £22.



"Challenge" drum outfit, bass and snare drums, cymbal, pedal, stand, pr. of sticks, brushes. £46/10/-.



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The first shipment of timber
Baga Island in the Western Solor
to Japan is expected to be mad
June or July. This follows the g
ing of timber-cutting rights over
major part of Baga Island to N
Ringyo Kaisha Limited, of To
last November. The agreement is
five years in the first instance,
will allow the company to cu
million super feet of timber annu

A Japanese ship, *Fuji Maru*,
rived at Baga Island in mid-M
with 850 tons of cargo, including
logging tractors, sawmilling eq
ment and a prefabricated building
the British Solomons Forestry C
pany (which seems to be the n
the Japanese company is using in
Solomons).

The company's manager, assi
manager and other employees
arrived in the *Fuji Maru*, w
brought the number of Japanese
gaged in executive and techn
work on Baga to nine. The comp
has recruited a labour force of a
120 men and has built a camp.
the end of March, logging op
tions were expected to start "soon

* * *

A small flock of sheep from C
terbury, New Zealand, arrived
Suva in April. After two week
the Agriculture Department's qua
tine station at Vatuwaqa, they
to be transported to Vanua Levu
experiments in sheep rearing.

* * *

Mr. Lahui Tau, secretary of
Port Moresby Workers' Associat
said in April that workers' asso
tions in Territory centres were
sidering forming an overall Pa
and New Guinea association.

Associations are established at
Moresby, Madang, Lae and Raba

* * *

The first Rugby League team
play in Australia representing
whole of Papua-New Guinea
meet a Cairns side in Cairns
June 23.

* * *

People who try to rush the in
pendence of Papua and New Gu
by setting target dates do more h
than good, according to Bis
Hand, the Anglican Bishop-elect
New Guinea.

Bishop Hand said in Brisbane
April: "The people up there will
ready for independence when t
themselves know and feel and
they are.

"Even the administrators in
territory are not in a position to
a date for independence."

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People

ently appointed manager of the Ba (Fiji) branch of the Bank of New South es is Mr. James Barrie, here photographed in Sydney on the "Mariposa", be- departure, with his wife and daughter Lorraine, 16. Lorraine will also work with the bank in Fiji.

GH COMMISSIONER for the Western Pacific, Sir David Trench, Honiara with Lady Trench at the of March for leave in the d Kingdom. Mr. M. D. Irving is Acting High Commissioner Sir David Trench returns to the ions in September.

* * *

. T. Russell has been appointed g Financial Secretary in the during the absence on leave of inancial Secretary, Mr. L. M. s.

* * *

itala Teo has been posted as ct Commissioner, Ocean Island, the absence on leave of Mr. Pearson. Penitala is the first officer to be a District Com- ner.

* * *

J. S. Aicken, of Papatoetoe, een appointed Chief Medical , Rarotonga, to replace Dr. Romans, who died recently.

* * *

. Father Des Scanlon, SM, left in the *Tulagi* in April to take new position as Catholic priest rfolk Island.

* * *

engagement of Miss Maureen eldest daughter of Mr. and . R. Watt, of Earlwood, Syd- Mr. Herbert S. Wynne, eldest Mr. H. S. Wynne, who now in Yarralumla, Canberra, was nced recently. Mr. and Mrs. Wynne were well known in Papua-New Guinea when the Australian Petroleum Co. was spending millions in drilling for oil in the Territory. Mr. Wynne retired from the service when the company curtailed operations in 1958.

* * *

Mr. G. S. Kennedy, Accountant-General in the Gilbert and Ellice Islands Colony, has accepted the post of Condominium Treasurer, New Hebrides. He will take over from Mr. O. E. Richards, who has been Acting Treasurer. Mr. Kennedy's post in the GEIC will be occupied by Mr. J. A. Shaw, who moves up from the position of Accountant and Assistant Collector of Customs. Mr. M. De St. G. Howell, Accountant in the BSIP Treasury, will take over Mr. Shaw's old job; and Mr. J. R. Love, the GEIC Treasury's Assistant Accountant, will move to the BSIP to replace Mr. Howell.

* * *

Mr. D. R. Davis will replace Mr. J. N. Glover as BSIP Attorney-General and Legal Adviser to the High Commissioner for the Western Pacific when Mr. Glover retires on May 5. Mr. Davis was formerly Assistant Attorney-General and Assistant Legal Adviser.

* * *

Mr. B. A. O'Connor, senior entomologist of Fiji's Department of Agriculture, arrived in Vila in April to spend three weeks investigating

New Hair Beauty with the "Peek-in" Glow

The hair takes on a delightful glow after using a new type of shampoo. It is not a glitter or a shimmer—but it enables you to look into the hair like looking into amber and you see the beauty of the hair's colour at depth. Grandma tried to produce this glow by giving the hair 100 brushes a day but now the "Peek-in" glow as it is called, is achieved by just one shampoo.

Miss CATHY
(Ladies' Hairdresser)
"After using the 'Peek-in' Glow shampoo in the salon, I can recommend it for all types of hair. It brings out the true natural colour at depth and gives the hair a lovely lustre."

Miss JENNY
(Ladies' Hairdresser)
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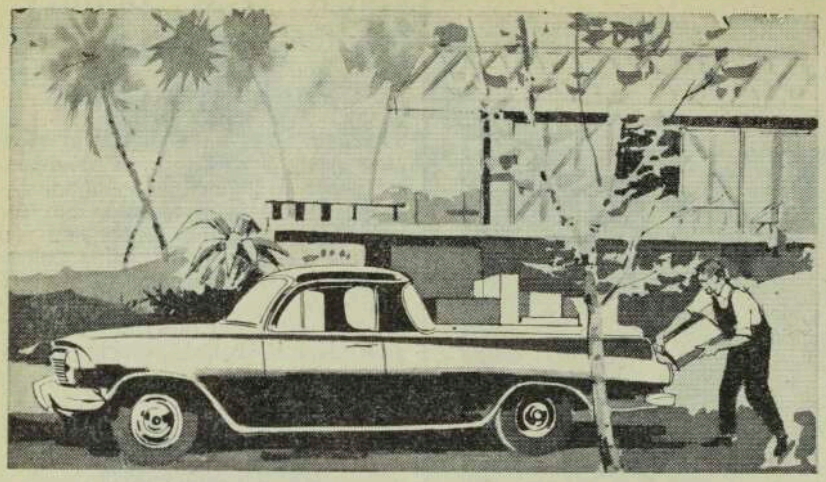

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Miss Felicity Rautamara, of Papu now in her third year as a trainee at Sydney's Rachael Forster Hospital completing the "general" course, plans to specialise in obstetrics and to join the staff of NG's Lae Ge Hospital.—Tele-Photos.

means of combating the coconut Axiagastus, which has consider reduced copra production in the Hebrides.

* * *

The many Pacific Islands resi who have sought data at the Mit Library, in Sydney, will learn regret that Miss Ida Leeson, Mit Librarian for many years, is no poor health, and is an inmate o Cabarisha Private Hospital, at Ca crag, North Sydney. Miss Leeson a well known figure in academic literary circles in Sydney for n years and she has given much able help to research workers, es ally writers from overseas.

* * *

One of the best-known timers" of Eastern Papua, Mr. Re Neate, of "Kulumadau", Wooc Island, is retiring to North Que land. He has been a resident of Australian Territory for 44 years. not the place it used to be," writes, "and it is getting no b very fast—even away out here, beyond the point where the pave ends. . . The next 10 years are ing to be crucial ones in the Pa Islands." Mr. Neate was a pa of the late Gus Nelsson, in the ago, in mining enterprises in W lark Island and elsewhere.

* * *

After more than 20 years in New Hebrides, Mr. G. G. (Geof Wilson, Vila's Burns Philp man has been transferred to Labasa, and will leave Vila on May 1. J. Stegler, manager of BP's S branch, will be Mr. Wilson's

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r. At Santo, Mr. B. Kidney be promoted to the post of ıger.
. Wilson has been a member of New Hebrides Advisory Council 1958 and a member of the h Educational Advisory Com- e since 1960. He has been an member of the Vila Cricket the Golf Club, and the Ex- cemen's Association.

* * *

e of the best known education rs in P-NG, Mr. Norman Fell, d in April. Mr. Fell was head- r of Sogeri High School, about iles from Port Moresby for 14

* * *

ny friends and relatives cele- d the 80th birthday of Mrs. Sowani at the home of her ter, Mrs. Douglas, and Captain las at Tarawa, GEIC, on March rs. Sowani is the widow of the AMP Sowani, MBE, one of arliest assistant medical prac- ers to qualify from the Central al School in Fiji.
s. Sowani, daughter of a Nor- n trader, was born in Nauru it was taken over by the rn Powers. She can remember nt gun battles between warring ns on that island.

* * *

. V. D. Stace, who recently leted a three-year appointment he South Pacific Commission as mist and project officer in of the SPC's regional survey dit and capital formation, is to e agricultural planning econo- on the UN's Food and Agri- e Organisation in Rome.

Europe in April to take up a post he International Labour Office in a were Mr. Richard Blandy, Jr., and ide, the former Roslyn Shepherd, photographed after their marriage laide, South Australia. The Blandys well-known New Hebrides family; ichard Blandy, Sr., was with the Administration for more than 20 years.

PERSONALITY OF THE MONTH

Gilbey's Gin is one of those travelled people you will meet everywhere . . . a true international, the same in all lands, not least Australia.
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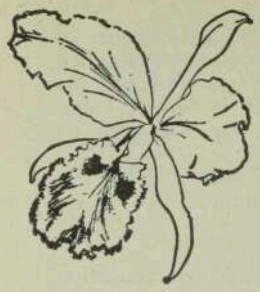

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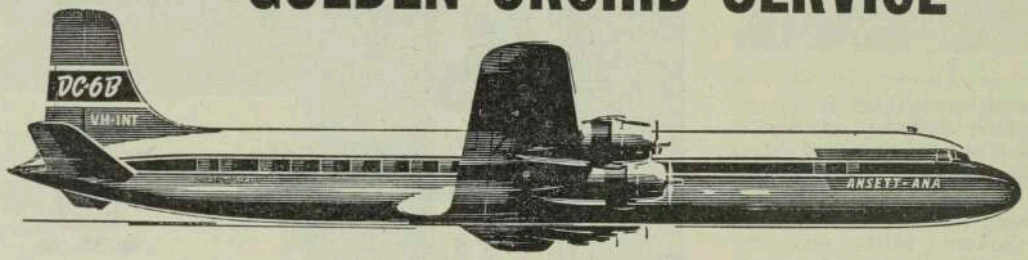

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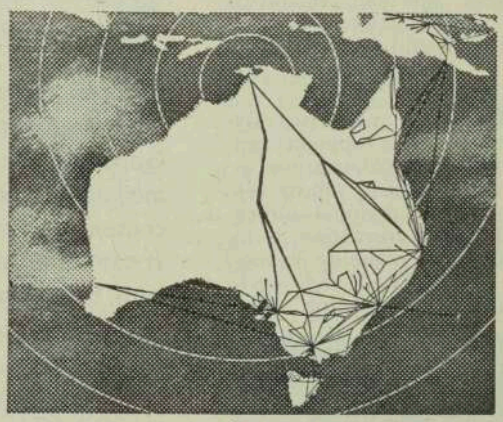

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DEATHS OF ISLANDS PEOPLE

Mr. J. T. Bensted

ne of Australia's last official with British New Guinea broken on March 28, when the h occurred of Mr. John Thomas sted, at his home in Vaucluse, ney, at the age of 81. He was vn to few of the present-day ials—he retired from the Papuan ic service 32 years ago—but he a prominent man in Port esby in the twenties.

ueensland still was administer- British New Guinea, for Britain the Eastern Australian States, n Mr. Bensted joined the service in August, 1899; and he be- a member of the Papuan public ce on the take-over, in January, . He served under the first Aus- an Administrators (Sir George lunte, and Mr. F. R. Barton); from 1907 until retirement in he was closely associated with listinguished Sir Hubert Murray. filled many positions, and was ctor of Public Works and a ber of the Executive and Legis- Councils for some years prior s retirement.

uring his long retirement, Mr. ted took part in many activities iated with the Territory. He is remembered today for his tire- work on behalf of the Hubert ay Memorial, which finally he nally saw established in Port sby a couple of years ago. He a well-read man who wrote fre- tly, and with authority, on ds subjects.

. Bensted was married twice, had two sons and one daughter; one of his sons, Mr. F. A. ed, is a prominent member to- of the Territory Public Service. s survived by his widow, the er Miss Ada Blanche Skelly, n he married in 1939. She is a ter of one of Papua's oldest ies.

Mr. Sydney M. S. Pasley

. Sydney Pasley, a well-known ation identity in New Guinea, at Namanula Hospital, Rabaul, larch 5, aged 59.

.T." writes: I met Syd. in the wenties down in Buka. He was an upstanding lad in his early ies, recently arrived from pas- areas in NSW and Queensland. as a member of the Choiseul ations staff. Later he transferred e Madang district and was on Kar Island for the W.R.C. out- fit. It was there, in 1935, he was married.

When the Japs came he was on Hilalon plantation (SW New Ireland) and managed to get away eventually to Australia, via the Solomons, in *Gnair*. After a short spell with the army (he was discharged medically unfit), he joined the American Small Ships and later, in 1947, returned to New Guinea with duties which took him to various estates in Bougainville and New Ireland, with a period as inspector for the Custodian of Expropriated Properties.

In recent years he suffered considerably from a heart ailment.

Mr. Ernest Adrian Meredith

Mr. Ernest Adrian Meredith, an officer of the Fiji Police from 1927 until his retirement in 1950, died at the Colonial War Memorial Hospital, Suva, on March 18. Mr. Meredith, who was 72, is survived by his widow, a son and a daughter.

Mr. Peter Maxtone-Graham

Mr. Peter Maxtone-Graham, a well-known coffee planter of Minj, Western Highlands, NG, was drowned in the Wahgi River on April 7. He was 35. Mr. Graham had been in a canoe on the river when it overturned and he had swum ashore with a young New Guinea boy. He was returning to the canoe for his glasses when he drowned. Mr. Graham was born in Scotland. He first went to the Territory as a patrol officer in 1948, but he was best known as a planter. Mr. Graham was an accomplished black and white artist and *PIM* readers knew him for his occasional "New Guinea Postcard" series, which he contributed under the initials PMG. His parents live abroad.

Mrs. M. Treve Piper

The death occurred at her home in Melbourne, on April 9, after a long illness, of Mrs. M. Treve Piper. She and her husband, Mr. G. B. Piper, were residents of Fiji for some 14 years. Mrs. Piper was affectionately known as "Paddy" to a large number of friends in Fiji. She went to Fiji in 1928 and joined the service of Marlow's Ltd. (now Millers Ltd.).

Later she worked for Graham and Ellis and the Department of Mines, Suva, when it was set up after gold was discovered in Fiji. With her husband she lived at Somo Somo, Taveuni, Suva, Nadi, Noumea and travelled extensively in the Islands.

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Warm Weather Make-up

To look your prettiest on brilliant summer days take extra care in the application of make-up, to prevent it from looking caked and greasy. Before beginning your make-up, cool and tone your complexion with delph lemon freshener, patting gently with cotton wool until the skin is clean, clear and refined. An important point—the hotter the day the lighter should be your make-up. Heavily applied foundation and powder means a greasy and caked make-up. Use a film of petal smooth oil of ulan as a powder base as this will encourage a matt appearance. If you use rouge apply it lightly; too much rouge means a florid complexion when you get overwarm. Then powder lightly.

. . . . Margaret Merril.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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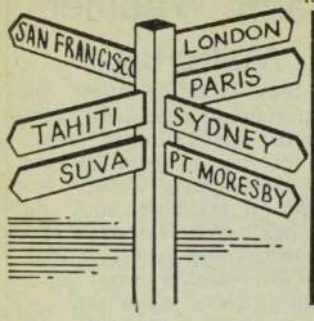

TRAVEL TALK

400 MILES INTO THE HIGHLANDS OF NEW GUINEA

A motoring holiday on the roof of New Guinea is still a little way into the future but is now at least a possibility. Road maps issued recently by an oil company show the way that it is going to be done.

A SERIES of detailed road maps and street plans covering the towns and more closely settled districts of Papua and New Guinea has been issued by the Touring Service of the Shell Company of Australia. These maps are right up-to-date, and are by far the best yet issued.

The principal map is for the big and growing town of Port Moresby, and shows the streets not only in the capital itself but also in the suburbs of Konedobu, Kaevaga, Koki, Badili, Matirogo and Boroko.

There are detailed street maps of Rabaul and Lae; a very useful map showing the present condition of the roads system in the Highlands, from the top of the Markham River right across through Kainantu, Goroka, Minj, and Mt. Hagen, to Wabag.

There is even a series of strip maps, especially designed for the motorist who wishes to travel from Lae to Mt. Hagen and Wabag.

These maps are not very detailed, as yet, and the sectional mileages are difficult to understand, but they are the first of their kind and as such, invaluable.

It all seems to bring the day nearer when the motoring tourist will be able to pick up a hire-and-drive car at Lae and make his own way into the Highlands. The rugged and adventurous could do it now—but the Highlands road, in spite of the new road maps, would be a shock to most suburban motorists.

The Leron River, which was bridged last year, removed the main navigational hazard from the lowlands section of the road, but there still are other streams not yet bridged that present problems to the novice.

The biggest trouble spot on the road at present is undoubtedly the Kassam Pass, where in the course of a half dozen miles the narrow gravel road winds up from the valley floor some thousands of feet, in steep grades and hairpin (and hair raising) bends to the top of the pass. On the way—if you can bear to take your eyes off the road—

are some spectacular views over the headwaters of the Markham and Ramu Rivers.

However, better things are in the melting pot right now—tenders are shortly to be called for the reconstruction of the Kassam Pass section of the road and it is anticipated that something like £600,000 will be spent in the coming financial year on improving it to the stage where even ordinary motorists will be able to tackle it.

When that section is complete, it is anticipated that a further £400,000 will be spent on the Kassam-Kainantu section of about 40 miles and after that another £192,000 on the 60 miles between Kainantu and Goroka. All this should come about within the next couple of years.

The improvement of the 150 miles of road to Mt. Hagen from Goroka

A Rabaul driver takes an intent i in Papua-New Guinea's valuable nev map.

is not yet in the estimates. T used extensively by local mot and although the road in this tion reaches the highest poi the whole Highlands route (Pass, at 8,175 feet, about 25 out of Goroka), it hasn't the obstacles as those provided orig by the rivers of the Upper Mar and the haul up to Kassam Pa

When all the new road wo complete, this road from Lae open up a new dimension in t travel in the Territory. It isn farfetched to look forward no the day when there are, as w the existing hotels, motels at gic points along the route fo such travellers.

Apart from its good clima perpetual springtime at elev from 5,000 to 7,000 feet, its sc and its coffee plantations, the lands have a dense populatio friendly and picturesque natives though much of the area has be civilised and, in parts, urbanise recent years, it is possible st see these people very muc their age-old native state by small deviations off the main The trick to the whole busine increased tourist traffic—whic evitably must come even witho Shell map—is going to be ho keep these people natural an spoiled.

In spite of President Soek contention that we should be ash to present *primitive* natives tourist attraction, it is a fact 90 per cent. of the reason why v come to the Pacific Islands see, meet and observe the indig people and the way they live.

The map has been distri through Shell agents in Papua New Guinea and has been grat received by residents. It is free on request to motorists i Territory.

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ıg Kong in sule Form

ONGKONG is fabulous. There is just not another place like And because it is near at l to the South Pacific, this British ıny on the edge of Red China is ıming more and more popular Islands residents planning to do ething interesting with their lives. OAC in April inaugurated a new ct Boeing 707 Australia-Hongkong ce which is a useful connection anyone planning to visit Hong- from anywhere in the South fic. It leaves Sydney at 11.30 on Tuesdays and Thursdays and you to Hongkong about 9.30 the night with only one short stop Darwin en route.

sing this service it is possible to d 22 hours in Hongkong—re- ing to Sydney on the 7 p.m. plane Wednesday. Not many people ld plan to make a one-day air t to Hongkong, but a *PIM* staff who did just that on the in- ıral flight in April, reported it a lot to commend it.

ıe tight schedule forced him to ahead in detail so that he could n a day what other tourists took to do. Thus for anybody with half-a-night-and-a-day to spare ongkong while en route to some- e else, and who wants to get the out of it, he submits the following tested recipe.

Book in at the hotel (in his case the Hotel Merlin, Kowloon, a new hotel, single rooms 35-60 Hongkong dollars per day or double 60-90 dollars, and thoroughly recommended) after taking the special hotel transport provided at the airport.

Take a rickshaw (50 cents for every five minutes) to the ferry, a ferry ride across the busy harbour to Hongkong itself, and a cab to the top of Victoria Peak where the view at night is one of the most unforgetable sights of the world. Return to Kowloon across the harbour by *wallah-wallah* (motor boat) at three dollars per boat, after wandering around Hongkong streets.

Take an early breakfast, make another ferry ride to Hongkong and climb the peak again, this time by the fantastic funicular (at 60 cents), and from the top hire one of the many small taxis there to take you to Repulse Bay, have a beer at the lovely hotel and return by the coast road via Aberdeen, and the floating village.

After a Chinese lunch, shop, return to the hotel, shop again on the Kowloon side (which is better), check out of the hotel after arranging at the desk to have a sedan and driver standing by for a trip around the New Territories, including the China border. Take a look at the vast new resettlement apartments before getting your driver to drop you off at the airport in time for a quick drink before you climb aboard the 707.

The Hongkong dollar is worth about 1/6 Australian. Air fares from Sydney are First Class, £230 single, £437 return; Economy £166/5/- single and £318/18/- return. If you fly Qantas, you stop at Manila instead of Darwin.

RST DRIVE-IN: Visitors to Noumea can now enjoy a visit to something quite new the French-speaking world—a drive-in theatre. The drive-in, called Alizes, is on laimed land in the suburb of Trianon. It has accommodation for 450 cars.

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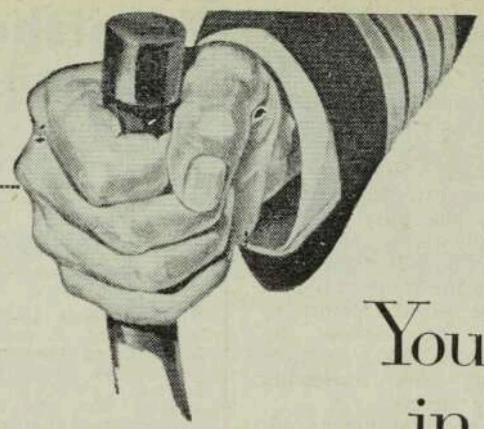

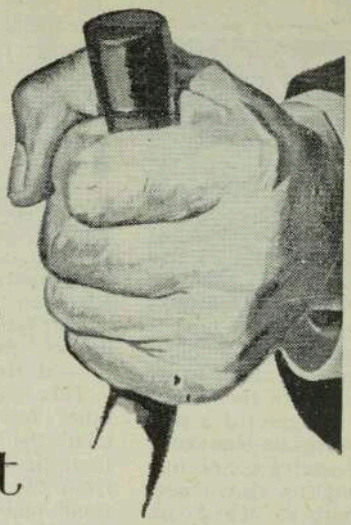

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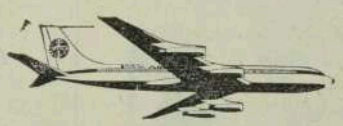

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Pacific Commerce and Produce

More Plans For Japanese Capital In Fiji

Economic penetration of the South Pacific by the Japanese eems to be centred at the moment on Fiji. In recent years there has een a spectacular invasion of the South Pacific territories by apanese capital.

ITHIN the last 12 months, Japanese concerns have established panies in Fiji with capital somere in the region of £500,000.
anno Oceania Ltd., with its idiary, Banno Mining Company, over the manganese mines in h-west Viti Levu. More than a ter of a million pounds went that venture, but much more has into the Pacific Fishing Com- Ltd., which is on the verge of cluding negotiations with the Fiji ernment for the establishment of sh processing factory at Levuka, s old capital.
lans include the construction of h freezing factory and a fish meal t to be fed by 105 fishing vessels.
April there was news of the tration of two new Japanese ced companies, Pacific Enter- s Corporation Ltd. and the fic Fruit Company Ltd., which een them, have share capital of 0,000.
he former is interested in timber, the other in fruit—any fruit the les of association say—but it's fe bet that bananas are the target.
far, there is no clue to the ity of the concerns that are exsing their faith in Fiji's future he tune of £600,000.
ominal shareholders in both s are clerks in the office of the solicitors responsible for the work of registration.
he real shareholders will be ed when the capital is transferred Fiji and, a *PIM* correspondent casts, they will be Japanese and ably directors of Banno Oceania.
is believed that the Japanese con- is interested in timber on the d of Vanua Levu.
ready the Fiji Development Com- , a subsidiary of the Colonial elopment Corporation of Great in, has timber mills established the main island of Viti Levu, at Kadavu, in co-operation with the Fletcher Timber Company of New Zealand.

There is little room for the Japanese on Viti Levu, and all the room in the world on Vanua Levu which has plenty of standing timber, although much of it is rather old.

Some reports say the timber mills will be situated near Savusavu and from Savusavu will go whole logs, which are all the Japanese are interested in, and bananas.

Japanese fruit importers like Fiji bananas, but not in the state in which last year's shipments reached them.

They were forced by agreement to pay the price for the December shipment but most of the bananas were in such poor condition that they never reached the shops.

The Japanese think the problem could be solved if the bananas are grown and properly looked after in large plantations, and the Pacific Fruit Company is the result.

Eyes are directed towards Vanua Levu, where part of the Pacific Fruit Company's £300,000 capital may be used to create a large banana plantation, possibly near the timber stands.

A survey was carried out some time ago on Savusavu's ship berthing possibilities, and plans are being considered for enlarging the wharf to take banana boats and timber boats.

Australia Ratifies New Coffee Agreement

Commonwealth Parliament in April ratified the International Coffee Agreement, which Australia's representatives signed last November, following the International Coffee Conference meetings held earlier that year.

The Agreement, signed by 54 countries (representing 95 per cent. of world trade), will not come into force until ratified by 20 exporting countries, accounting for at least 80 per cent. of world exports and 10 other countries accounting for a similar proportion of world imports.

Among the latter must be USA which accounts for about 50 per cent. of world coffee imports. However, because US representatives took a lead at the Conference, with the view that coffee stability was essential to the sound economy of South American nations, it is not anticipated that the US Senate will hold up approval.

Australia has a two-fold interest in the proceedings—she joined the Agreement as an importing country, but Papua-New Guinea is a coffee exporter and special provisions were written into the Agreement to meet the Territorys' needs. P-NG, classified as a "Trust Territory", received permission for a quota-free export of 100,000 bags (132 lb each) and has been given five years to reach that target. After that, it seems certain the Territory will be given that figure as its fixed quota.

P-NG, in 1961-62, exported coffee, mainly Arabica, worth £1,557,300.

Tourism Development Plan For New Caledonia

A Sydney building materials and hardware retailer, Lanray Industries Ltd., has joined with the Bank of Indo-China and other French and New Caledonian interests, in a new company, Societe Touristique et Hoteliere S.A., to develop tourism in New Caledonia.

A five-acre site has been bought on a beach about three miles from Noumea, the capital, and it is intended to develop hotel, restaurant and other allied tourist facilities there.

Lanray will have a 50 per cent. interest and the Bank of Indo-China 50 per cent., but 10 per cent. of Lanray's equity will be held for Mr. Henri Corboz, Sydney restaurant proprietor, who will manage the venture.

The new company plans to spend

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£250,000 on the development plan—£100,000 provided by Lanray and the balance mostly by loan "on favourable terms", from the Bank of Indo-China.

A survey showed that at present there are less than 140 hotel rooms in New Caledonia, which has a residence population of 80,000 and is serviced by airline and shipping routes to and from the US and Australia. New Caledonia authorities forecast that potential revenue from tourism would grow from the equivalent of £200,000 in 1961 to £2,000,000 by 1970, provided facilities of international standards were established.

Lanray, incorporated in 1947, has had some ups and downs. It experienced two bleak years in 1956 and 1957 and a receiver was appointed. In 1958 it came back with a small profit of £1,056, since when the company has increased profits substantially year by year. Lanray's funds for the new development scheme will come from its very large capital profit made last year when it sold the Adelaide brandy producer, Tolley, Scott and Tolley to Distillers Company.

Mr. Corboz, who will manage the project, is a Swiss national, whose wife comes from New Caledonia. He worked in Australia for Qantas for a year before opening his first restaurant in Sydney, El Capuchino, which was followed by two others, Villa Franca and Allouette.

Pattern of Coconut Oil Usage Changes

The use of coconut oil for food products (margarine, cooking fats, etc.) has been declining but increasing amounts are now being used in inedible products, commented Mr. I. McDonald, chairman of P-NG Copra Marketing Board in his monthly report on April 1.

Particularly is this seen in the US, where coconut oil is used to a great extent as a source of lauric acid, which in turn is used in the manufacture of synthetic detergents and plasticisers. In addition, coconut oil in the States now accounts for about 15 per cent. of the total fatty ingredients of soap.

Less and less coconut oil is being used in the production of table margarine and cooking fats, because US manufacturers prefer to draw on the abundant available supplies of domestic soyabean and cottonseed oil. On the other hand, the bakery and confectionery industries form a major outlet for coconut oil, taking advantage of the fact that coconut oil remains solid at room temperature, but melts quickly in the mouth.

The pattern of utilisation in Western Europe is rather different from that of USA in that coconut oil is used more in the manufacture of food, rather than in soaps and detergents, although usage in respect of the latter is increasing.

However, whichever way it goes, usage is such that coconut production will need to increase in order to keep level with the demand for copra and its oil.

P-NG copra production during 1962, was, at 110,635 tons, up a little over 1½ per cent. on 1961:

	1961 Tons	%	1962 Tons	%
Hotair ..	46,051	42.3	51,571	46.4
F.M.S. ..	43,896	40.3	40,838	36.9
Smoke ..	18,964	17.4	18,226	16.7
	108,911		110,635	

The figures show that a steady improvement in grade quality is being maintained.

Top Australian Businesmen To Investigate P-NG

A group of Australian businessmen will visit Papua-New Guinea this month to investigate investment possibilities in the Territory.

They are: Sir Ian Potter, a well-known financier; Sir James Kirby, a leading industrialist; Mr. Roger Darvall, general manager of Australia and New Zealand Bank in Australia; Mr. John Marks, chairman of Development Finance Corporation; Mr. F. M. Deer, general manager of Mutual Life and Citizens Co. Ltd.; Mr. F. M. Hewitt, Member of the NSW Legislative Council; and Mr. Steven Rich, managing director of Hunter Douglas, manufacturers of aluminium products.

The Commonwealth Director of Trade and Industry, Mr. G. D. Cannon, will accompany the group which will arrive in Port Moresby on May 11. Later they will visit Rabaul, Lae, Bulolo, Goroka, and Mt. Hagen.

Company Notes

BURNS PHILP AND CO. LTD.—By declaring a final 5 per cent. dividend for the year to March 31, BP's maintain a 10 per cent. dividend rate on capital increased by the 1-for-5 bonus issue last year. Since bonus shares did not participate in the interim dividend, actual rate for the year is equal to 11 per cent. on pre-bonus capital. Last October's bonus issue raised capital by £1.2 million to £7.2 million.

W. R. CARPENTER HOLDINGS LTD.—Parent company of the WRC group has announced steady interim 7½ per cent. dividend on capital increased by the recent 1-for-4 issue. Shares created by the new issue ranked for half of the dividend. The company has paid 15 per cent. for the past two full years. Directors said that produce prices had been held at satisfactory levels and turnover fully maintained during the first six mo of the company's financial year to M 31.

NEW GUINEA GOLDFIELDS LT NGG reported in April that 973 oz. and 855 oz. silver were won from tons of ore treated at Golden Ri mill in March. Koranga tail race duced 381 oz. bullion. The sawmill 170,259 su. ft. of timber.

PAPUAN RUBBER.—Production on estates of Rubberlands Ltd. and Ke Rubber Ltd., both associates of St ships Trading Co. Ltd., of Papua, creased last year, Mr. H. D. Underw chairman of both companies, told sh holders at the annual meetings in Moresby, in April. Rubberlands' ou fell by about 10 per cent., to 421,000 Kerema, after a near record for the six months with 218,243 lb., suffere severe setback through above-ave rainfall—the second six months' pro tion was only 184,555 lb., an all-low. Kerema this year is installing English-made crepeing machine, enal it to convert scrap rubber into c

BULOLO GOLD DREDGING LT BGD's profit from New Guinea and tralian operations for the nine mo ended February 28 amounted to $21 Canadian, including dividends rece from Commonwealth-New Guinea Tim Ltd. Other dividend and interest inc amounted to $129,700, making a estimated net profit of $346,100, pared with $258,300 for the same pe the previous year. During the months, recovery of gold was 13,853 (13,207 last year) valued at $484 ($462,246).

The Stock Marke

SYDNEY SALES PRICES

	Mar. 25	Apr.
Bali Plantations . .	4/-	4/3
Burns Philp	72/6	71/6
Burns Philp (SS) .	51/-	52/6
Choiseul Plntn. . .	185/-	187/6
C.S.R. Co.	59/6	59/3
Dylup Plantations .	4/11½	5/2
Fiji Industries . . .	11/6	12/9
Hackshall's	16/11	16/3
Kauri Timber . . .	4/7	4/8
Kerema Rubber . .	4/9½	4/6
Koitaki Rubber . .	13/1	13/-
Lolorua Rubber . .	8/1	8/3
Makurapau Plntn. .	2/4	2/6
Mariboi Rubber . .	6/6	5/9
Pacific Is. Timbers .	3/-	2/9
Palgrave	2/3	2/5
Plantation Holdings .	2/7	2/6
Queensland Insurance	95/-	98/-
Rubberlands	3/9	3/1
Sandy Creek	6d	5
Sangara	7½d	8
Sogeri Rubber . . .	6/6	5/6
Sthn. Pac. Insurance	30/6	30/6
Steamships Trading .	10/9	11/
W. R. Carpenter . .	26/3	26/
Watkins Consolidated	2/6	2/6

OIL AND MINING SHARES

	Dec. 4, 1958	Mar. 25, 1963	Apr. 19
Emperor . .	b9/-	b7/3	b6/
Loloma . .	b30/-	s53/6	s55/
Bulolo G.D.	b32/-	s68/-	b59/
N.G.G. Ltd.	b2/3	b1/10	b1/
Oil Search .	b9/9	b2/-	b1/1
Ent. of N.G.	s11d	b4½d	b
Pac. I. Mines	—	s1/9	b2/
Ditto Opt. .	—	b7d	b
Papuan Apin.	b4/6	b6/7	b4/
Placer Dev.	b91/-	b227/6	b249/
Timor Oil .	n.q.	b1/1	b1

Sydney Stock Exchange share price dex for "Ordinaries" on April 23 313.25; a month ago, Mar. 25, it 306.85.

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SLANDS PRODUCE

Unless otherwise stated, quotations are Australian currency. Aust. £ equals proximately 16/- Stg., NZ, or W. moa; 18/- Fiji; 20/- Tonga, Solomons WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, ntrolled by six members, including three nters' representatives; and the Board ects distribution and sales, and makes yments to the producers. Production s mainly to (a) Unilever, in UK, (b) stralia for local consumption, (c) shing-mill in Rabaul, and (d) Japan rplus as available). Prices generally ly with ruling rate in Philippines, with miums for hot-air dried.

P-NG Board's Tentative Purchase ces for copra delivered main ports are: t-Air Dried, £59/-/- per ton; FMS, 7/10/- per ton; Smoke-Dried, 6/10/- per ton.

FIJI:—No Government control—pro- ers sell where they wish. Bulk of ra goes to crushing-mills in Suva. April 22 prices were: HAD 51/12/6, FM £49/2/6 (exclusive of a a delivery bonus of £F1 per ton).

WESTERN SAMOA:—Official Copra ard takes all production, sells same d makes payments to producers. It s mainly to Abels Ltd., NZ crushers, d to Unilever, UK. Local price re- tly was £56/12/6 Samoan, first de.

TONGA:—Sales are under Government trol. Part of production goes to rope, under arrangement with Unilever trolled by Philippines prices, and part to open market.

SOLOMON IS.:—All production marketed ough official BSI Copra Board, at ces based on Philippines rates. Output s to Unilever, UK; to Australian shers; and the balance on to the open rket. Local price recently was: grade, £52/-/-; 2nd grade, £50/-/-; grade, £48/-/- per ton, f.o.b., BSIP ts (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production rketed in Europe through official Copra ard, at prices based on Philippines es less freight, etc. The Government sidy to producers is: £7/15/5 per ton 1st grade, and £3/14/7 for 2nd grade.

NEW HEBRIDES:—On Apr. 16, the ra price was approximately £40/-/- 000 Pac. francs) per ton delivered a/Santo. French price then was 890 ncs per metric ton, c.i.f., Marseilles.

COOK IS.: Copra goes to Abels, Ltd., Auckland, who operate the only NZ ra crushing mill. Price paid is average ndon price for previous three months, s handling charges. Price for second arter, to June, 1963, is £NZ57/10/5 grade, £NZ56/5/5 standard grade— h f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually ed on the rates for Ghana cocoa which Apr. 23 was £Stg. 207/6/- per ton, f., Sydney.

At the Food and Agriculture Organisa- n Cocoa Study Group meeting held ently in Trinidad, it was unanimously eed to request the F.A.O. to arrange conference later this year to negotiate International Cocoa Agreement. How- r, it is understood that a minimum d maximum price range has not, as been agreed upon.

P.-N.G.: Sydney buyers on Apr. 24 reported: Quote No. 1: In store, Rabaul, export quality £210 per ton, or on wharf Sydney, according to quality: £200-£215; quote No. 2: Best quality, on wharf Syd., Melb., £220-£225; in store, N.G. ports, £226 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Apr. 19 were: Grade 1, £Stg.250; grade 2, £Stg.230, f.o.b., Apia.

COFFEE.—P.-N.G.: April 24, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/4, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on Apr. 22 as: Kenya A, f.a.q., £Stg.345, B £Stg.335, U/G £Stg.310; Bugisu A £Stg.310, B £Stg.305; Tanganyika AA £Stg.365, B £Stg.315, U/G £Stg. 290; Uganda Robusta £Stg.218.

PEANUTS: P.-N.G.: Sydney agents report: "No supplies because of dry conditions—no quotations available until after July/Aug. shipment received."

RUBBER:—P.-N.G. price is based on Singapore rate, which on Apr. 22 was: No. 1, RSS, Spot, 76½ Straits cents per lb (26.64d. Aust.).

Rubber prices on the London market have moved within narrow limits during the past month, with the market remaining firm. Wintering is affecting production but it is not expected to be so severe as last year. There has been a fair interest in rubber for shipment in 1964.

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Apr. 22: White and yellow label processed, standard packs, 35/-, green label 34/-, c.i.f., Sydney.

RICE (Aust.): Prices from early May, 1963—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over. £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/-/- f.o.w. (Note: New prices will not apply until after sailing of the May Montoro, Shansi, Anking, Slevik and Slitan). 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-April by Sydney independent shell agents were: Sound £825, D £500, E £300, EE £190 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers in mid-Apr. indicated the following quotations to Islands producers: No. 1.—Papua—nominally £95 per ton, f.o.b., Papuan ports; N.G.—£85, c.i.f., Sydney; B.S.I.—£90, f.o.b., Honiara. No. 2.—Papua—£100 per ton; N.G., B.S.I.—£100 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Apr. 24: No. 1: £295 per ton, f.o.b., Islands port. No. 2: £300 (best quality), on wharf, Sydney; or £305 f.o.b., Islands port.

CROCODILE SKINS.—On April 24 Sydney buyers quoted for 12 in. and over first grade quality as follows: P.-N.G.—19/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 13/- per in. B.S.I.—19/- per in. (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva mechants offer F4/6 per lb for well-dried fins of commercial quality. Sydney buyers quote 6/- to 8/- lb., ex-store Sydney, according to quality.

London and US Quotations

Copra: LONDON, Apr. 22, Philippines, in bulk, $179.25 US (equal to £Stg.64) per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.98 per long ton. NEW YORK: Apr. 22., Philippines, $167.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 980 Rupees per ton c.i.f.

Coconut Oil: LONDON, April 22, Ceylon, 1% in bulk £Stg.98/-/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.94/-/- c.i.f.

Rubber: LONDON, Apr. 22, c.i.f., RSS No. 1 spot, 22¾d. Stg. lb, June shipment 22⅞d. Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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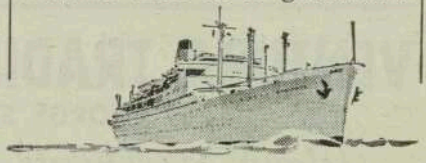

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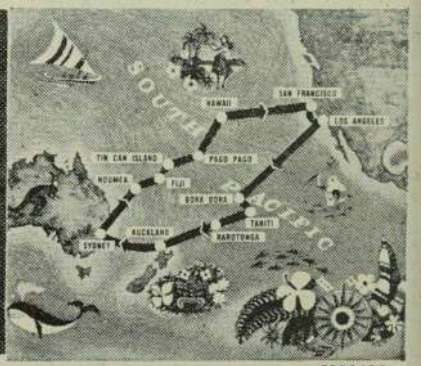

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HIPPING TIME-TABLES

ydney-Papua-New Guinea

sailings are approximate and may by as much as two weeks—particu- y Sydney sailings as there have been lups and port congestion following wharf-labourers' strikes in April.

alekula sails from Sydney for bane, Nth. Qld. ports, Pt. Moresby, arai, Lae, Madang, Alexishafen, vak, Kavieng, Rabaul, Pt. Moresby, ney. Next Sydney sailings: June 8 (will at Lombrum and Lorengau), July 13 prox.).

alaita sails from Sydney for Bris- e, Pt. Moresby, Samarai, Rabaul, brum, Lorengau, Madang, Lae, Sam- , Brisbane, Sydney. Next Sydney sail- : June 4 (special trip: Norfolk Is., , Santo, Honiara, BSI ports, Kieta, gainville ports, Rabaul, Madang, Lae, arai, Brisbane, Sydney), July 17 (ap- .) normal voyage.

ilolo sails about every six weeks: ney, Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. esby, Brisbane, Sydney. Next Sydney ngs: May 17, June 28 (approx.).

ontoro sails from Melbourne for ney, Brisbane, Nth. Qld. ports (subject ermit), Pt. Moresby, Samarai, Rabaul, ieng, Wewak, Madang, Lae, Pt. esby, Sydney. Next Sydney sailings: 25, Aug. 20 (approx.).

tails from Burns, Philp and Co., Ltd., idge Street, Sydney (B 0547).

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ansi: Leaves Sydney about every four s for Brisbane, Rabaul, Kavieng, ang, Lae, Pt. Moresby, Sydney. Next ey sailings: June 4, July 5.

ochow: Leaves Sydney every four s for Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Sydney. Next ey sailings: May 21, June 21.

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, ia, on their way north from Sydney ongkong. Next vessels:

shun: Dep. Sydney May 18 for Pt. sby May 27-28, then Manila and kong.

king: Dep. Sydney June 22 for Pt. sby, June 28-29, thence Manila and kong.

tails from Swire and Yuill Pty. Ltd., ts, 6 Bridge St., Sydney (BU 1712).

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zabeth Boye: Leaves Sydney ap- imately every five weeks for Port sby, Samarai, Wewak, Madang, Lae, ey. Next Sydney sailings: May 8, 7 (approx.).

vik: Leaves Sydney approximately five weeks for Rabaul, Madang, Lae, sville, Sydney. Next Sydney sailing: 30 (approx.).

tan: Leaves Sydney approximately five weeks for Brisbane, Pt. Moresby, rai, Honiara, Gizo, Rabaul, Wewak, ng, Lae, Sydney. Next Sydney sail- June 7, July 14 (approx.).

tails from Karlander NG Line (F. tephens Pty., Ltd., agents), 13 Bridge Sydney (BU 8311).

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stasia Line's vessel Matupi runs en Australian ports (turn round at ide) and Papua-New Guinea.

tupi: Dep. Sydney May 10 for Bris- May 12-13, Pt. Moresby May 18, Lae 23, Madang May 25, Rabaul May 28-30, Cape Hoskins (timber loading) June 1-3, Nth. Qld. port, June 8, Sydney arr. June 14.

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: Dep. Sydney May 10 for Brisbane May 12-13, Rabaul May 17-18, Lae May 19-20, Madang May 21-22, Manila May 28-29 and Hongkong May 31. Due dep. Hongkong June 2, southbound, for Borneo ports June 8-11, Madang June 17, Lae June 18-19, Rabaul June 20-21, Honiara June 23, Vanikoro June 25-27, Brisbane July 1, and Sydney, arr July 5 (approx.).

Aros: Due arr. Sydney from NG ports May 20; dep. again May 22 for loading in Southern Australian ports, returning June 5. Dep. Sydney June 4 direct to Japan, returning direct Kobe-Sydney, due arr. July 17.

Tenos: Dep. Sydney May 18 for loading Southern Australian ports, returning June 7; dep. Sydney June 12 for Brisbane June 14-15, Rabaul June 19-20, Lae June 21-22, Madang 23-24, Manila June 30-July 1, Hongkong July 3. Dep. Hongkong, southwards, July 5 via Borneo, NG ports, Brisbane, and Sydney due Aug. 4 (approx.).

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly service between Sydney and Japan (via Manila, Hongkong

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO

NUKUALOFA - VAVAU - NIUE

For further particulars apply to

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BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva

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Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

1 Bush Street, San Francisco 4, California, U.S.A.

PAPEETE—Agence Maritime Internationale Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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Australia-NZ-Fiji-Canada-USA

		ORSOVA	HIMALAYA	ORIANA	ORCADES
SYDNEY	depart	May 22	June 12	June 26	July 5
AUCKLAND	arr/dep	thence	June 15	June 29	thence
SUVA	arr/dep	Far East	June 18	July 2	Far East
HONOLULU	arr/dep	June 14	June 23	July 6	July 28
VANCOUVER	arr/dep	June 19-20	June 28-29	July 10-11	Aug. 2-3
SAN FRANCISCO	arr/dep	June 22-23	July 1-2	July 13-14	Aug. 5-6
LOS ANGELES	arr/dep	June 24	July 3	July 15†	Aug. 7
HONOLULU	arr/dep	June 29	July 6-7*	July 18*	Aug. 12
SUVA	arr/dep	thence	thence	thence UK	Aug. 19
AUCKLAND	arr/dep	Far East	UK via	via West	Aug. 22
SYDNEY	arrive	and UK	Panama	Indies	Aug. 25

* Acapulco. † San Diego.

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	May 2	May 26	June 20	July 11
LOS ANGELES	arr/dep	May 3	May 28	June 21	July 12
BORA BORA	arr/dep	May 11	June 4	June 29	July 20
PAPEETE	arr/dep	May 12-14	June 5-7	June 30-July 2	July 21-23
RAROTONGA	arr/dep	May 15	June 8	July 3	July 24
AUCKLAND	arr/dep	May 20-21	June 13-14	July 8-9	July 29-30
SYDNEY	arr/dep	May 24-27	June 17-20	July 12-15	Aug. 2-5
NOUMEA	arr/dep	May 30	June 23	July 18	Aug. 8
SUVA	arr/dep	June 1	June 25	July 20	Aug. 10
NIUAFOOU	arr/dep	June 2	June 26	July 21	Aug. 11
PAGO PAGO	arr/dep	June 2	June 26	July 21	Aug. 11
HONOLULU	arr/dep	June 7-8	July 1-2	July 26-27	Aug. 16-17
SAN FRANCISCO	arrive	June 13	July 7	Aug. 1	Aug. 22

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

and Keelung), return via Guam and Rabaul.

Francis Drake: Dep. Sydney northbound, May 22; will call, southbound, at Guam June 28-29 and Rabaul, July 3-4.

George Anson: From Japan, southbound, will call at Guam May 27-28 and Rabaul June 1-2.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Oranje sails irregularly from Sydney for Europe, via NZ, Papeete and Panama Canal; occasionally calls are made also at Suva.

Next northbound Tahiti call: From Sydney dep. June 12, due at Papeete June 19-20.

Next southbound Tahiti call: Sept. 24-25, due at Sydney Oct. 4.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Rangitoto dep. London May 10, due Papeete June 5.

Next northbound voyages: Rangitane due Papeete May 9; Ruahine dep. Wellington June 1, due Papeete June 6.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Crusader Shipping Co. Ltd., Wellington, NZ, makes a call every two months (approx.) at Papeete on north-bound voyages of its West Coast Nth. American service. Next voyage: Saracen dep. Auckland June 11, at Papeete July 5.

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.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Dartbank: From London, due Pt. Moresby May 19, Samarai May 21, Lae May 22, Madang May 24, Wewak May 26, Rabaul May 28, Kavieng May 29, Honiara June 2, then UK via Vila (New Hebrides) and Darwin.

Trentbank: From Continent, dep. London May 15 for Pt. Moresby June 19, Samarai June 21, Lae June 22, Madang June 25, Wewak June 27, Rabaul June 29, Honiara July 3.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Zeeland (RL): From UK due Papeete May 23, Noumea June 1, Honiara June 5, Pt. Moresby June 8, Rabaul June 11, Lae June 13, Madang June 15, Hollandia (if sufficient inducement).

Rotti (NL): From Continent, dep. London May 24 for Papeete June 23, Noumea July 2, Honiara July 14, Madang July 16, Hollandia (if inducement).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

NZ-West Pacific-Far East

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyage:

Knight Templar: Dep. Auckland J 28, for Noumea July 2, Pt. Moresby 6, thence Singapore, Pt. Swettenh Shanghai, Hongkong and Manila.

Details from Shaw, Savill Line, age 101 Queen St., Auckland. (Tel. 30-31

Far East-Sth. West. & Cent Pacific

China Navigation Co., Ltd., ve maintain monthly service from Ja southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; usu return to Japan direct.

Chengtu: From Japan, via Guam, Rabaul May 6, Honiara May 9, Yan (opt.), Santo May 11, Vila May 15, S Lautoka May 17, Noumea May 25, th via Bourail and Poya to Japan, due 10.

Chekiang: From Japan via Hongk Manila and Guam, due Wewak May Madang May 20, Lae May 23, Ra May 27, Pt. Moresby June 2, Suva/Lau June 8, Noumea June 17, then via and Honiara to Japan, due July 3.

Chungking: Dep. Japan June 4, Hongkong June 9-13, Guam (opt.), dang June 23, Lae June 26, Kavieng 28, Rabaul July 1, Pt. Moresby Jul Suva/Lautoka July 13, Noumea July thence via Honiara to Japan, due Aug. 4.

Details from China Navigation Co., (Swire and Yuill Pty., Ltd., agents Bridge St., Sydney (BU 1712).

Sydney-New Hebrides-BSI Bougainville, Etc.

MV Tulagi leaves Sydney about e six weeks for Norfolk Is., Vila, Sa Honiara and BSI ports, Bougainville p Next Sydney sailings: June 29, Aug (approx.).

Details from Burns, Philp and Co. 7 Bridge Street, Sydney (B 0547).

Sydney-New Caledonia-New Hebrides-Fr. Polynes

Vessels of Messageries Maritimes from Marseilles, via West Indies Panama, call about every six week Papeete (with occasional calls at T hae, Marquesas Group), Vila, Noumea Sydney, and return by same route.

Next inwards voyages, ex-Marseilles

Caledonien: Tai-o-hae May 25, Pap May 27-31, Vila June 7-8, Noumea 9-13, Sydney June 16.

Tahitien: Papeete July 17-21, Vila 28-29, Noumea July 30-Aug. 3, Sy Aug. 6.

Next outwards voyages, ex-Sydney:

Melanesien: Dep. Sydney May Noumea May 13-17, New Hebrides May 18-26, Papeete June 2-7.

Caledonien: Dep. Sydney June 18, mea June 21-24, New Hebrides June July 2, Noumea July 3, Papeete July

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Polynesie maintains monthly passe sailings between Sydney, Noumea, Pt. Sandwich (occasionally), and Sa Next Sydney sailings: May 10, Jun June 28.

Details from Messageries Maritimes Grosvenor St., Sydney (BU 2654).

Sydney-Norfolk Is.-Noume New Hebrides

Colorado del Mar (Societe Mari Caledonienne, Noumea), cargo only, m regular monthly voyage from Sydne

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olk Is., New Caledonia (Noumea) and Hebrides ports. Next Sydney sail- May 8 (approx), June 3 (approx.).

tails from F. H. Stephens Pty. Ltd., ridge St., Sydney (27-3605).

Europe-Sydney-Noumea

ssageries Maritimes cargo vessels run thly between France and Noumea via Africa and Australia. From Sydney, ls go to Brisbane and Noumea; re- to France via Australian coastal .

xt sailings from Sydney: Vanoise 6 (Noumea May 13), Velay June 3 mea June 10).

---

her MM vessels run between France Sydney, via Panama Canal and ic ports. Next vessels: Shropshire eete May 12, Noumea May 23, Vila 27); Iraouaddy (Papeete June 11, nea June 22, Sydney July 2, Vila 8).

tails from Messageries Maritimes, 36 venor St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

fua maintains a service from Auck- to Suva, Nukualofa, Vavau, Niue, Pago, Apia, Suva and return to land. Next Auckland sailings: May June 18.

tua maintains a service from land to Lautoka, Suva, Nukualofa, Suva, and return to Auckland. Auckland sailing: June 4.

tails from Union Steam Ship Co. Z, Quay and Commerce Sts., Auck- (Tel.: 49-430).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton via Sth. Africa, at Sydney May 29-31, Wellington June 3-5, Suva June 9, Papeete June 13-14, thence via Panama Canal to UK, arr. Southampton July 8.

Southern Cross: Dep. Southampton (UK) May 28, via Panama Canal, for Papeete June 21-22, Suva June 27, Wellington July 1-3, Brisbane July 7, Sydney July 9-10, thence via Sth. Africa to Southampton, arr. Aug. 14.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco May 21, Los Angeles May 22-25, Papeete June 4-6, Pago Pago June 10-13, Apia June 14-15, Suva June 18-19, Lautoka June 19-20, Noumea June 22-23, Apia (open), Pago Pago June 27-30, Los Angeles July 13-15, San Francisco July 16.

Thorsisle: Dep. San Francisco June 24, Los Angeles June 25-28, Papeete July 9-11, Pago Pago July 15-18, Apia July 19-20, Suva July 23-24, Noumea July 26-28, Vila/Santo (open), Apia (open), Pago Pago Aug. 1-3, San Francisco Aug. 20.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

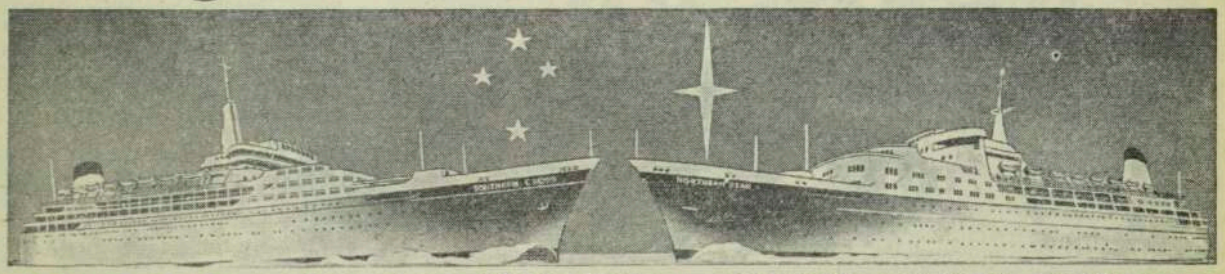
Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sonoma May 22 (approx.); Ventura July 10 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US

Linking the PACIFIC ISLANDS with



EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA and SOUTH AFRICA

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Around the world east or west bound via Panama and South Africa calling Fiji, Tahiti, Balboa, Curacao, Trinidad, U.K., Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, New Zealand. Occasional calls, Miami (Pt. Everglades), Bermuda, Lisbon.

For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

SHAW SAVILL LINE

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Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Reef June 1; Pioneer Glen July 6.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, operate a service three times yearly with the Lakemba along the above route.

She has been engaged on Far East charter work in recent months but will resume her normal run from Sydney on May 9 (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. Next Sydney sailing: June 10 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Milos del Mar (owned by Societe Maritime Caledonnienne, Noumea), on cargo run from Melbourne and Sydney to Fiji, departed Sydney on April 19 on her last trip in this service. Future movements "uncertain", report the agents.

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana May 22 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessel Waihemo operated by the Union Steam Ship Co., maintains two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island.

Next Sydney sailing: Waihemo May 30 (approx.).

Waitemata, from NZ ports, makes three or four trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Next calls at Fiji: Van Noort May 12-14, Van Neck June 16-18, Van Cloon, July 15-18.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

AIRWAYS TIME-TABL

TRANS-PACIFIC SERVICE

1. Australia-Fiji-Hawaii-Nth. America

BY QANTAS EMPIRE AIRWAY
(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (d p.m.), Nadi (arr. 12.40 a.m., dep a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney 7 p.m.), Nadi (arr. 12.40 a.m., 1.25 a.m.), Honolulu, San Fran New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi 12.40 a.m., dep. 1.25 a.m.), Hon San Francisco (extends to Vanc alternate weeks; from Sydney, Ma 24, June 7, 21, July 5, 19, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: London, New San Francisco, Honolulu, Nadi 3.25 a.m., dep. 4.15 a.m.), S (arr. 6.30 a.m.).

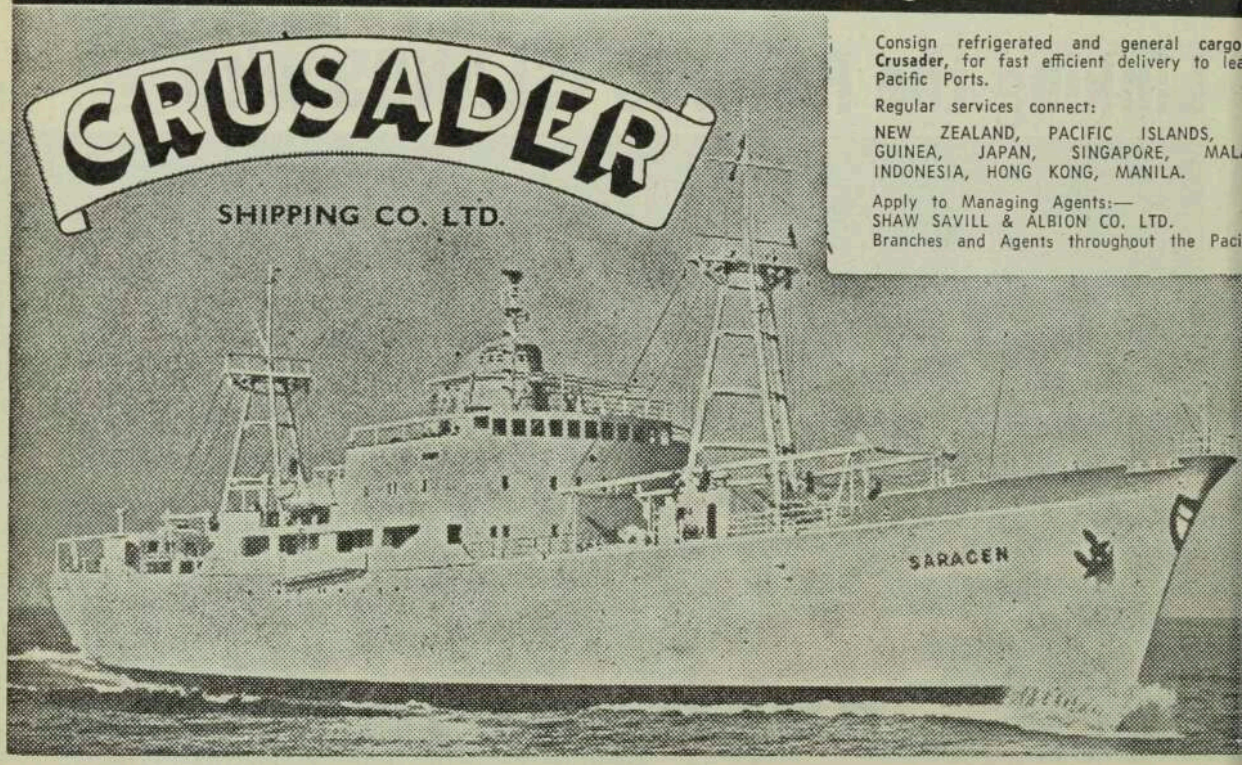
Tues., Thurs. and Sun.: San Fran Honolulu, Nadi (arr. 3.25 a.m., 4.15 a.m.), Sydney (arr. 6.30 a.m

Sat.: San Francisco (service begins Vancouver alternate Sats.: May 1 June 8, 22, July 6, 20, etc.), Hon Nadi (arr. 4.25 a.m., dep. 5.15 Sydney (arr. 7.30 a.m.).

(International Dateline is crossed tween Nadi and Honolulu.)

Qantas/TEAL Electra aircraft fron

The Pacific's Most Modern Cargo Fleet . . .



Consign refrigerated and general cargo **Crusader**, for fast efficient delivery to lea Pacific Ports.

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Apply to Managing Agents:—
SHAW SAVILL & ALBION CO. LTD.
Branches and Agents throughout the Paci

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ct at Nadi each day (except Tues.) Qantas northbound flights, and each (except Mon.) for Auckland, with s southbound flights. (See Table 19).

CANADIAN PACIFIC AIRLINES
Bristol Britannia and DC8 Jet)

NORTHBOUND

at. (May 18, June 1, 15, 29, July 13, etc.): Dep. Sydney 11 a.m. by itannia for Auckland (arr. 4.50 n.).

y from Auckland, dep. 5.35 p.m. ery Sat. for Nadi (arr. 9.40 p.m., p. 10.35 p.m.), Honolulu (arr. Sat. a.m., dep. Sun. 10 a.m. by DC8), ncouver, Amsterdam (arr. Mon. 2.45 n.).

SOUTHBOUND

y from Amsterdam, dep. 2 p.m. ery Sat. by DC8 for Vancouver, nolulu (arr. Sun. 10.35 p.m., dep. n. 11.35 p.m. by Britannia), Nadi r. Tues. 7.20 a.m., dep. 8.05 a.m.), ckland (arr. 12.15 p.m.).

ues. (May 14, 28, June 11, 25, July 23, etc.): Dep. Auckland 1.05 p.m. Sydney (arr. Tues. 3.35 p.m.).

ernational Dateline is crossed be- Nadi and Honolulu.)

A. Australia-Fiji (or Am. oa)-Hawaii-Nth. America

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

NORTHBOUND

Thur.: Dep. Sydney 5 p.m. for Nadi r. 10.55 p.m., dep. 11.40 p.m.), nolulu and Los Angeles (arr. Thurs., n. 4.30 p.m.). Connections at Hono- u for San Francisco, Portland and ttle.

Dep. Sydney 5 p.m. for Pago Pago, . Samoa (arr. 1.10 a.m., dep. 1.50 .), Honolulu and Los Angeles (arr. s. 4.30 p.m.).

SOUTHBOUND

Fri.: Dep. Los Angeles 7.30 p.m. Honolulu, Nadi, (arr. 4.15 a.m., urs., Sun., dep. 5 a.m.) and Sydney r. 7.10 a.m. Thurs., Sun.).

Dep. Los Angeles 7.30 p.m. for nolulu, Pago Pago (arr. 4.15 a.m. n., dep. 5 a.m.) and Sydney (arr. 5 a.m. Tues.).

ernational Dateline is crossed be- Nadi and Honolulu, and between and Pago Pago.)

PAA's connecting DC7C services uckland and Nadi-Pago Pago see 21 and 21A.

CTIONAL SERVICES IN PACIFIC

. Sydney-New Guinea

s Australia Airlines and Ansett-ANA from Sydney to Lae and return DC6B's. TAA runs the service ys, Wednesdays, Saturdays; Ansett- uesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)	
p.	Arr.
, 9.45 p.m.	Brisbane, 11.50 p.m.
Thurs., Sun.	Tues., Thurs., Sun.
p.	Arr.
ie, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
p.	Arr.
resby, 7 a.m.	Lae, 8 a.m.
ues., Thurs. and Fri. (Ansett)	
p.	Arr.
, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat.	Wed., Fri., Sat.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.05 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 12.30 p.m., Cairns arr. 1.25 p.m., dep. 2.30 p.m., arr. Pt. Moresby 4.50 p.m. (May 13, 27, June 10, 24, July 8, 22, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (May 15, 29, June 12, 26, July 10, 24, etc.).

CAIRNS-PT. MORESBY-CAIRNS
Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (May 18, June 1, 15, 29, July 13, 27, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (May 19, June 2, 16, 30, July 14, 28.).

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. (May 20, June 3, 17, July 1, 15, 29, etc.).

3. P-NG Internal Services

Operated by TAA

PT. MORESBY-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (May 14, 28, June 11, 25, July 9, 23, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (May 14, 28, June 11, 25, July 9, 23, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (May 15, 29, June 12, 26, July 10, 24, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (May 17, 31, June 14, 28, July 12, 26, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Kerema, Pt. Moresby, arr. 2.10 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.15 p.m. (May, 9, 23, June 6, 20, July 4, 18, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.30 a.m. (May 10, 24, June 7, 21, July 5, 19, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (May 20, June 3, 17, July 1, 15, 29, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (May 27, June 24, July 22, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (May 13, June 10, July 8, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, 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.

Wed.: Dep. Kavieng 8 a.m. for Rabaul, arr. 9 a.m.

Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.

(Over)

UNION STEAM SHIP CO. OF N.Z. LIMITED

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Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

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Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer River, Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.

Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.

Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Finschhafen, Lae, arr. 2.10 p.m.

Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Aropa, Wakunai, Buka, Rabaul, arr. 3.20 p.m.

Alt. Wed. (May 15, 29, June 12, 26, July 10, 24, etc.): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Aropa, Buin, Wakunai, Buka, Rabaul, arr. 4.50 p.m.

Operated by Ansett-Mandated Air Lines with DC3's (unless otherwise shown)

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.

Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 3.50 p.m.

Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.

Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.

Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.

Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.

Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.

Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.

Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.

Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.

Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.

Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.

Fri.: Dep. Lae 8.55 a.m. for Wau, Goroka, Madang, Momote, Madang, arr. 3.30 p.m.

Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Kavieng, Rabaul, arr. 3.15 p.m.

Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.

Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.

Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

Papuan Airlines Transport Ltd. ("Patair")

Local services operated in Papua by Papuan Airlines Transport Ltd. include:

Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.

Dep. (DC3—freight only) Pt. Moresby 10 a.m. for Kokoda, Pt. Moresby, arr. 12.20 p.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 2.20 p.m.

Dep. (Piaggio) Pt. Moresby 6 a.m. for Tapini, Woitape, Pt. Moresby, arr. 8 a.m.

Tues.: Dep. (DC3) Pt. Moresby 6.30 a.m. for Popondetta, Pt. Moresby, arr. 8.30 a.m.

Dep. (DC3) Pt. Moresby 9 a.m. for Garaina, Lae, Garaina, Popondetta, Pt. Moresby, arr. 2.35 p.m.

Dep. (DC3) Pt. Moresby 9.15 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 5.50 p.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby p.m. for Cape Rodney, Paili Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby for Rorona (opt.), Aroa Kairuku, Bereina, Pt. Moresby 4.55 p.m.

Wed.: Dep. (DC3) Pt. Moresby 7.3 for Popondetta, Kokoda, Pt. M arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby for Baimuru, Erave, Mendi, Erave, Pt. Moresby, arr. 3.10 p.m

Dep. (Piaggio) Pt. Moresby for Tapini, Woitape, Pt. Moresb 10 a.m.

Dep. (Piaggio) Pt. Moresby for Rorona (opt.), Aroa Kairuku, Bereina, Pt. Moresby 4.55 p.m.

Thurs.: Dep. (DC3) Pt. Moresby 7.3 for Popondetta, Embi, Wa Losuia, Popondetta, Kokoda Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby for Woitape, Tapini, Pt. Moresb 10 a.m.

Dep. (Piaggio) Pt. Moresby for Cape Rodney, Paili (opt. Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby for Rorona (opt.), Aroa Kairuku, Bereina, Pt. Moresby 4.55 p.m.

Fri.: Dep. (DC3) Pt. Moresby 7.3 for Popondetta, Pt. Moresby, ar a.m.

Dep. (DC3) Pt. Moresby 10.3 for Gurney, Pt. Moresby, arr. 2.3

Dep. (DC3) Pt. Moresby 3.3 for Bereina, Pt. Moresby, arr p.m.

Dep. (Piaggio) Pt. Moresby for Tapini, Woitape, Pt. Moresb 10 a.m.

Dep. (Piaggio) Pt. Moresby for Rorona, Aroa, Kairuku, (opt.), Pt. Moresby, arr. 5.20 p

Sat.: Dep. (DC3) Pt. Moresby 8.3 for Kokoda, Popondetta, Pt. M arr. 11 a.m.

Dep. (Piaggio) Pt. Moresby for Woitape, Tapini, Pt. Moresb 10 a.m.

Dep. (Piaggio) Pt. Moresby 1 for Paili, Cape Rodney, Pt. M arr. 1.15 p.m.

Dep. (Piaggio) Pt. Moresby for Rorona (opt.), Aroa Kairuku, Bereina, Pt. Moresby 4.55 p.m.

4. P-NG - West NG

TAA, with DC3 Aircraft

Tentative Timetable

Alt. Tues. (May 14, 28, June 1 July 9, 23, etc.): Dep. Lae 9 a. Madang, Wewak, Kota Baru, ar p.m.

Alt. Wed. (May 15, 29, June 12, 26 10.24, etc.): Dep. Kota Baru a.m. for Wewak, Madang, Lae 5.05 p.m.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC

Alt. Tues. (May 7, 21, June 4, 18, 16, 30, etc.): Dep. Biak 6.15 Kota Baru, arr. 8.25 a.m., dep a.m., arr. Lae 1.30 p.m.

Alt. Wed. (May 8, 22, June 5, 19 3, 17, 31, etc.): Dep. Lae 9.15 Kota Baru, arr. 12.15 p.m., p.m., arr. Biak 3.10 p.m.

5. N. Guinea-Solomon

TAA, with Fokker Prop-Jet and

Alt. Tues.: Dep. Lae (DC3) 6 a.m Rabaul, Buka, Munda, Ya

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niara, arr. 4.20 p.m. (May 7, 21, e 4, 18, July 2, 16, 30, etc.).
Ved.: Dep. Honiara (DC3) 7.30 a.m. Yandina, Munda, Buka, Rabaul, , arr. 3.45 p.m. (May 8, 22, June 19, July 3, 17, 31, etc.).
Tues.: Dep. Lae (Fokker) 9 a.m. Rabaul, Buka, Munda, Honiara, 4.20 p.m. (May 14, 28, June 11, July 9, 23, etc.).
Ved.: Dep. Honiara (Fokker) 6.45 . for Munda, Buka, Rabaul, Lae 12 noon (May 15, 29, June 12, 26, 10, 24, etc.).

6. Sydney-Noumea

ANTAS, with Boeing 707 Jet
: Dep. Sydney 10.15 a.m., arr. mea 1.45 p.m.
: Dep. Noumea 3 p.m., arr. Sydney p.m.

ydney-Noumea-Fiji-Tahiti-USA

AI-Air France with DC8 Jet
Sydney Wed. 8.45 a.m. for mea (arr. 12.20 p.m., dep. 2.15 .), Nadi (arr. 5 p.m., dep. 5.50 .), cross International Dateline, eete (arr. Tues. 11.55 p.m., dep. 10 a.m.), Los Angeles (arr. Fri. p.m.). Connection by Boeing to treal and Paris.
Dep. Los Angeles 1 a.m., Papeete . Sat. 6.15 a.m., dep. Sun. 1.40 .), cross International Dateline, i (arr. Mon. 4.25 a.m., dep. 5.25 .), Noumea (arr. Mon. 6.30 a.m., 8.30 a.m.), Sydney (arr. Mon. 5 a.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft
ed. (May 15, 29, June 12, 26, July 24, etc.); Dep. Papeete 3.30 p.m. Honolulu, arr. 9.05 p.m.
urs. (May 16, 30, June 13, 27, July 25, etc.): Dep. Honolulu 11.45 p.m. Papeete, arr. alt. Fri. 5.20 a.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft
d alt. Wed. (May 8, 22, June 5, July 3, 17, 31, etc.): Dep. Papeete a.m. for Los Angeles, arr. 9.15 p.m.
d alt. Thurs. (May 9, 23, June 6, July 4, 18, Aug. 1, etc.): Dep. Los eles 1 a.m. for Papeete, arr. 6.15

Sydney-Lord Howe Is.

of N.S.W. (Sandringham Flying-boats).
flight from Rose Bay base each s. and Sat. (with extra flight Thurs. required); in June, Sat. only.

. Sydney-Norfolk Is.

AS, with Skymaster DC4 Aircraft
Dep. Sydney 8 a.m. arr. NI 2.45 , dep. Sun. 2.45 p.m., Sydney, arr. p.m. Flight extends NI-Auckland-(See Table 12).

. New Caledonia-New Hebrides

TAI with DC4 Aircraft
Sat.: Dep. Noumea 8 a.m. for (arr. 9.55 a.m., dep. 10.30 a.m.), to (arr. 11.45 a.m., dep. 1.15 p.m.), (arr. 2.30 p.m., dep. 3.05 p.m.), mea (arr. 5 p.m.).

11. Noumea-Wallis Is.-Tahiti

TAI with DC4 Aircraft
Monthly service (second Sunday).
Dep. Noumea, Sun. (May 12, June 9, July 14) 11 p.m. for Wallis Is. (arr. Mon., 6.30 a.m., dep. 8 a.m.), cross International Dateline, Papeete (arr. Sun. 7.05 p.m.).
Dep. Papeete, Tues. (May 14, June 11, July 16) 8.30 a.m., cross International Dateline, Wallis Is. (arr. Wed., 3.15 p.m., dep. 4.45 p.m.), Noumea (arr. Wed. 10.15 p.m.).

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)
Sat.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m., dep. Sun. 10.30 a.m., arr. NI 1.30 p.m. (See Table 9).

13. Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.
Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
Fri.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 3.35 p.m.
Fri.: Dep. Sydney 4.30 p.m., arr. Auckland 10.05 p.m.

BOAC, with Comet IV's.
Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.
Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.

14. Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's.
Tues., Wed., *Fri., Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Mon., Tues., Thurs., *Fri., Sat.: Dep. Christchurch 7.30 p.m., arr. Christchurch 9.35 p.m.
* May 10, 17 only.

15. Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's.
Mon., Thurs.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.
Wed., Sun.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

16. Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's.
Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

17. Auckland-Melbourne

QANTAS-TEAL jointly, with Electra Mk. II's
Wed., Fri., Sun.*: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
Wed., Fri., Sun.*: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.
* Operates May 19, 26 only.

18. Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's
Sat., Sun.*: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.
Sat., Sun.*: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.
* Operates May 12 only.

19. Auckland-Fiji

TEAL, with Electra Mk. II's.
Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Thurs.*, Sat.*: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.
* Wed., Fri., flights ex-Auckland, and Thurs., Sat., flights ex-Nadi are operated by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra Mk. II.
Mon.: Dep. Nadi 3.30 a.m., cross International Dateline, arr. Pago Pago Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.
Mon.: Dep. Papeete 7 a.m., arr. Pago Pago 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

21. Fiji-New Zealand

PAA, with DC7C Aircraft
Sun., Thurs.: Dep. Nadi 5.45 a.m. for Auckland, arr. 10.30 a.m.
Sun., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

21A. Fiji-Am. Samoa

PAA, with DC7C Aircraft
Mon.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago (Am. Samoa) 4.05 p.m. Sun.
Tues.: Dep. Pago Pago 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover 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.—all Heron flights.
Suva-Nadi: Dep. (Drover) Suva alt. Wed. 3.05 p.m., arr. Nadi 3.55 p.m. (May 8, 22, June 5, 19, July 3, 17, 31, etc.).
Nadi-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 a.m. (May 9, 23, June 6, 20, July 4, Aug. 1, etc.).
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-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.
Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.
Suva-Ura-Suva: Dep. 7.20 a.m., Sun.
Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.
Suva-Savusavu-Suva: Dep. 11 a.m., Wed.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft
Alt. Thurs. (May 16, 30, June 13, 27, July 11, 25, etc.): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.
Alt. Sat. (May 18, June 1, 15, 29, July 13, 27, etc.): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.
Alt. Sat. (May 11, 25, June 8, 22, July 6, 20, etc.): Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

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24. Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (May 9, 23, June 6, 20, July 4, 18, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m. Wed. (May 8, 22, June 5, 19, July 3, 17, etc.).

Alt. Thurs. (May 9, 23, June 6, 20, July 4, 18, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m. Fri. (May 10, 24, June 7, 21, July 5, 19, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon.: Dep. Suva 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 12.30 p.m. Next day (Tues.) dep. Vila 8 a.m., Santo arr. 9.15 a.m., dep. 10 a.m., Honiara arr. 1.55 p.m.

Wed.: Dep. Honiara 6.45 a.m., Santo arr. 10.40 a.m., dep. 11.15 a.m., Vila arr. 12.30 p.m., dep. Vila 1.15 p.m., Nadi arr. 5.45 p.m., dep. 6.30 p.m., Suva arr. 7.20 p.m.

25A New Hebrides

New Hebrides Airways, with Drover.

Mon., Thurs.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.45 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aneityum, Futuna, Aniwa or Erromanga before the scheduled departure for Vila).

Details from New Hebrides Airways, Vila.

26. Hawaii-Tahiti

South Pacific Airlines with Super-G Constellation Aircraft

Fri.: Dep. Honolulu 11 p.m., arr. Papeete Sat. 8 a.m.

Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7 a.m.

Details from South Pacific Airlines, 311 California St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.

Fri.: Dep. Auckland 5 p.m. for Noumea arr. 10 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince Aircraft

Between Western Samoa and American Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 7 a.m., 2 p.m.; Mon. 7 a.m., 9.15 a.m., 2 p.m.; Tues. 7 a.m.; Wed., Thurs., Fri., Sat. 9.15 a.m.

Dep. Pago Pago (Am. Samoa): Sun. 8.15 a.m., 4.30 p.m.; Mon. 8.15 a.m., 10.30 a.m., 3.15 p.m.; Tues. 8.15 a.m.; Wed., Thurs., Fri., Sat. 10.30 a.m.

Agents: Gold Star Transport Co. Ltd., Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Mon., Wed., Sat.: Dep. Papeete 8.15 a.m., Raiatea arr. 9.05 a.m., dep. 9.35 a.m., Bora Bora arr. 9.55 a.m.

Mon.: Dep. Bora Bora 4.30 p.m., Raiatea arr. 4.50 p.m., dep. 5.10 p.m., Papeete arr. 6 p.m.

Wed., Sat.: Dep. Bora Bora 10.30 a.m., Raiatea arr. 10.50 a.m., dep. 11.10 a.m., Papeete arr. 12 noon.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues., Fri. dep. Noumea 2 p.m. for Mare, Noumea, arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat.: Dep. Noumea 2 p.m. for Lifou, Noumea, arr. 4 p.m.

Noumea-Ouvea: Tues. dep. Noumea 11 a.m. for Ouvea, Noumea, arr. 1.30 p.m. Sat.: Dep. Noumea 8 a.m. for Ouvea, Noumea, arr. 10 a.m.

Noumea-Houailou-Koumac: Wed., Sat. dep. Noumea 1 p.m. for Houailou and Koumac, Noumea, arr. 4.25 p.m.

Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Sun.: Dep. Noumea 8 a.m. for Isle of Pines, Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-motored amphibian flying-boats, PAA operates a service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana Groups) for US Government.

Details from High Commissioner of the Trust Territory, Saipan, Mariana Is., US Trust Territory of the Pacific Is.

32. Darwin-Dili

Weekly service from Darwin (Northern Territory) to Dili (Portuguese Timor) by Transportes Aereos de Timor, with Fokker Friendship (chartered from TAA) between Darwin and Baucau (Portuguese Timor), and Dove between Baucau-Dili.

Wed.: Dep. Darwin 8 a.m. for Baucau, arr. 8.30 a.m., dep. 10.30 a.m., Dili arr. 1.15 a.m.

Wed.: Dep. Dili 7.30 a.m. for Baucau, arr. 8 a.m., dep. 10 a.m., Darwin arr. 1 p.m.

33. Sydney-Indonesia

QANTAS and BOAC

Qantas operates weekly direct service (Boeing 707 V-Jet) Sydney-Djakarta—dep. Sydney Sat. 12 noon, arr. Djakarta 5.5 p.m.; as well as Sydney-Darwin-Djakarta—dep. Sydney, Mon., Tues., Fri., 11.30 a.m., Sun., 12 noon, arr. Djakarta approx. 6 hours later.

Return by BOAC (Comet IV): Dep. Djakarta Mon. 1.15 a.m., Tues. 8 p.m., Sat. 8.30 p.m., via Darwin, arr. Sydney 12 hours later.

US Warship to Visit Moresby

After taking part in the Coral Sea observances in Australia, the US destroyer "Hanson" will visit Port Moresby from May 25 to 27.

The warship is commanded by Commander C. S. Swift, USN, and carries 17 officers and 243 crew members. The vessel will be open to the public on Sunday, May 26, from 1 p.m. to 4 p.m.

During the visit to Port Moresby, softball, baseball, bowling and football teams from the ship will probably play against local teams.

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(APPROXIMATE ONLY)

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	Single £ s. d.	Return £ s. d.
Moresby	48 14 0	92 5 0
Lae	60 4 0	115 5 0
Rabaul	70 9 0	135 15 0
Noumea	56 18 0	108 3 0
Honiara	92 4 0	179 5 0
Norfolk Is.	27 10 0	49 10 0
Lord Howe	16 9 0	32 18 0
Nadi	85 9 0	162 8 0
Suva	92 1 0	175 11 0
Auckland	53 15 0	102 3 0
Christchurch	53 15 0	102 3 0
Wellington	53 15 0	102 3 0
Pago Pago	121 5 0	230 5 0
Honolulu	282 12 0	536 19 0
San Francisco	350 9 0	665 18 0
Vancouver	350 9 0	665 18 0
Papeete	181 5 0	344 8 0
Djakarta	155 0 0	294 10 0
Dili	79 10 0	159 0 0

FROM AUCKLAND (NZ currency)

Nadi	43 0 0	81 15 0
Norfolk Is.	19 16 0	37 12 0
Papeete	114 10 0	217 12 0
Noumea	45 10 0	86 10 0

FROM SUVA (Fiji currency)

Nadi	5 17 0	11 14 0
Nukualofa	18 11 0	34 1 0
Apia	25 1 0	45 1 0
Honiara	67 11 0	121 11 0
Vila	34 8 0	79 0 0
Santo	39 15 0	71 10 0

FROM NADI (Fiji currency)

Pago Pago	28 18 0	52 1 0
Noumea	35 10 0	67 9 0
Papeete	87 5 0	165 17 0

Fares quoted are First Class.

Exchange Rates

FIJI.—Through **BANK OF NSW, BANK and BANK OF NZ. Australia Fiji**, basis £100 Fiji: Buying, £A11 Selling, £A113. **Fiji-London**, basis London: B. £110/15/-; S. £112. N basis £100 NZ: B. £111/11/9; S. £11

SAMOA.—Through BANK OF NZ, tralia on Samoa, basis £100 Samo T. B. £A123/12/6; S. £A124/10/9. S **London**, basis £100 London: B. £9 S. £101/10/-. **Samoa-NZ**, basis £10 B. £100; S. £100/10/-. **Samoa-Fiji**, £100 Samoa; B. £111; S. £110.

NORFOLK IS.—Commonwealth B quotes exchange rate **Australia - N Island**: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH (Pt. Moresby, Lae, Rabaul, Goroka, K Kavieng, Madang, Wewak), **BANK OF** (branches: Port Moresby, Lae, R Rabaul, Madang, Samarai, G agencies: Wau, Boroko, Kokopo), **BANK** (Port Moresby, Lae, Rabaul **NATIONAL BANK OF A/ASIA.** Moresby, Lae) quote exchange Australia-Papua-NG: 10/- per £A10

FRENCH PACIFIC COLONIES.—F francs (CPF) are used in New donia, New Hebrides, and Fr. Poly **FRENCH BANK (Comptoir Na D'Escompte de Paris)**, Sydney, in 1963, quoted: Selling, Noumea, 196 francs to £ Aust.; Papeete 196 Pac. francs to £ Aust.; 247 Pac. to £ Stg., 96.5 Pac. francs to Noumea 18 Pac. francs to 1 F franc (conversion rate: 1 Pac. equals 0.055 French franc). Paris-Lo Selling, 13.725 francs to £Stg.

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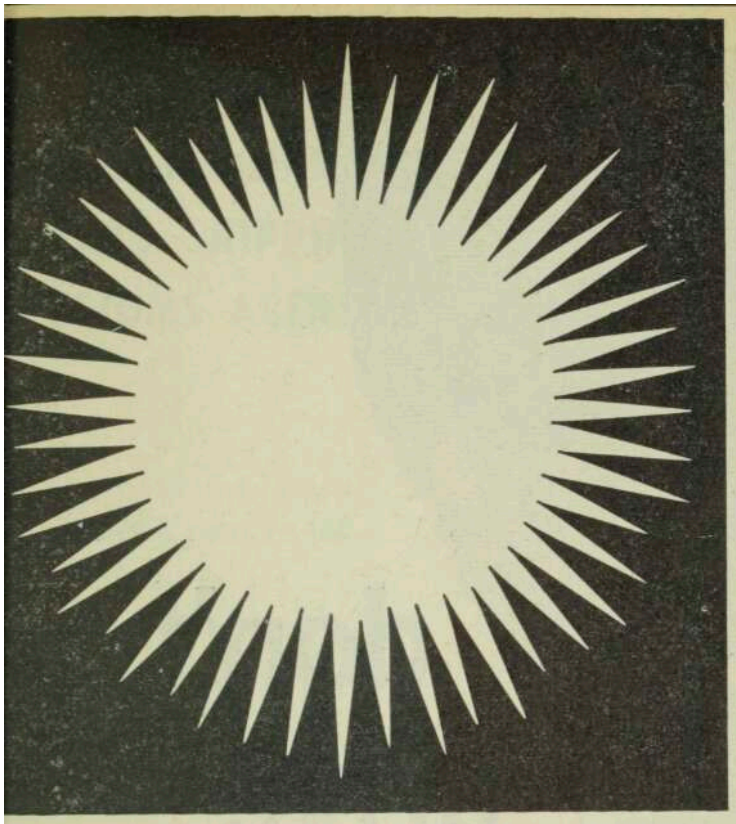

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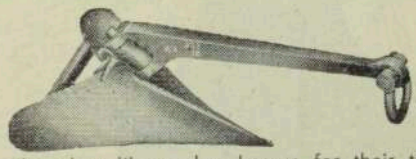

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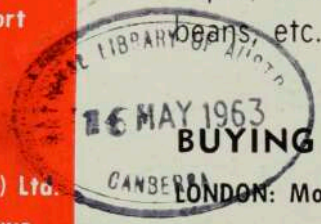

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