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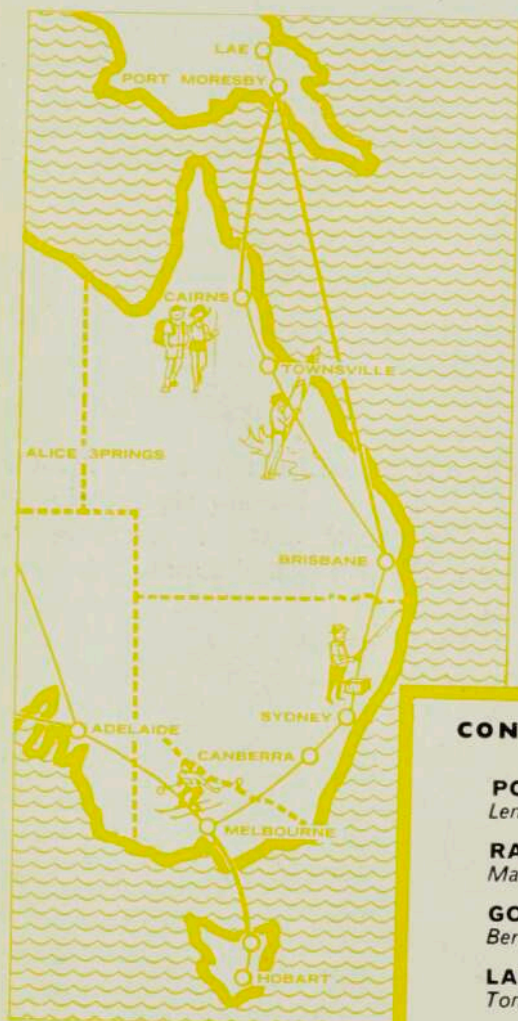
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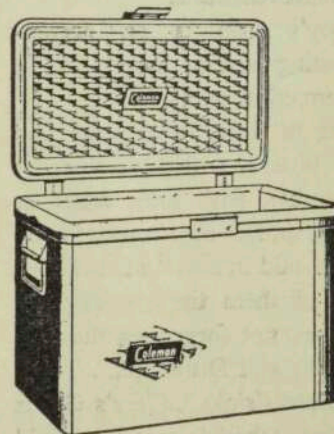
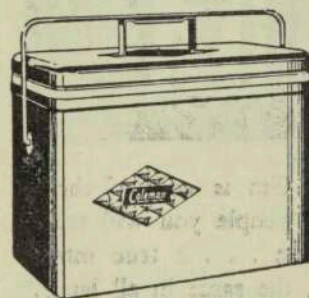
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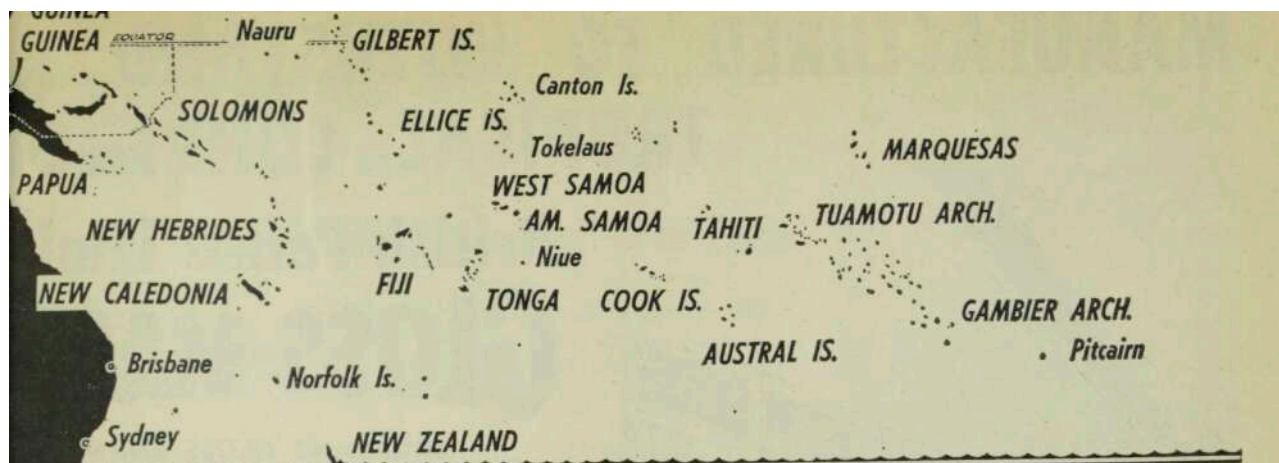
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Papeete—came "Tamoure" exponent
Pauline, who later showed her rhythm
on TV.—Photo: Sydney "Sun".



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PACIFIC ISLANDS MONTHLY

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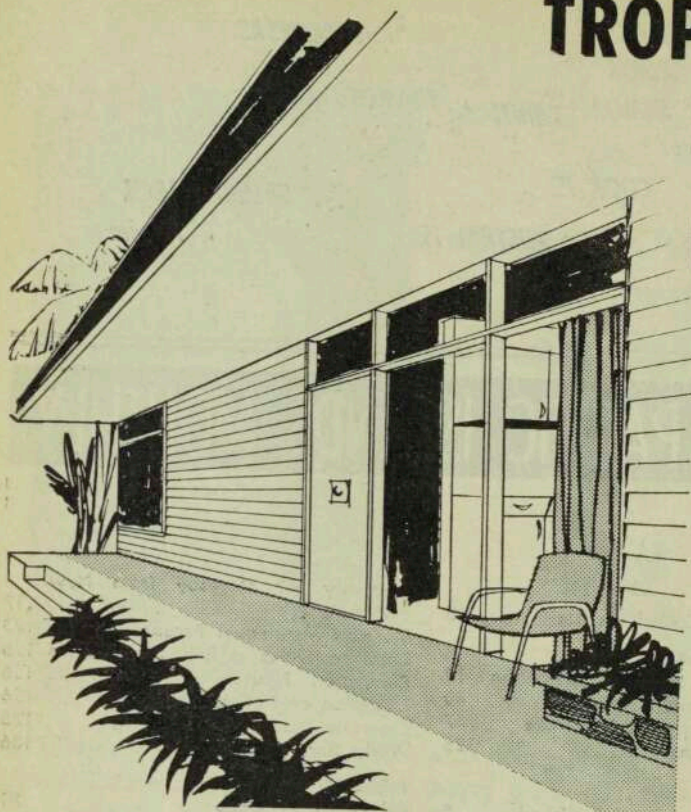
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New Commercial Body Will Play Big Part In New Hebrides' Future

The New Hebrides Chamber of Commerce, Industry and Agriculture, the first partly-elected advisory body to be created since the Anglo-French Condominium was established in the group in 1906, held its inaugural meeting in Vila on June 14.

The creation of the Chamber is possibly the most important step in the development of the New Hebrides for more than half a century. It will probably lead to the establishment of an elected Legislative Council.

The Chamber will advise the British and French Resident Commissioners on the economic development of the Group; it has authority to submit proposals to the Administration without being asked; and it will be consulted by the Administration on any economic measure affecting the territory is adopted.

The Chamber is thus likely to have greater influence than the Administrative Council (the Condominium's highest representative body), which was set up in 1958 and which meets once a year. The Advisory Council members are all appointed.

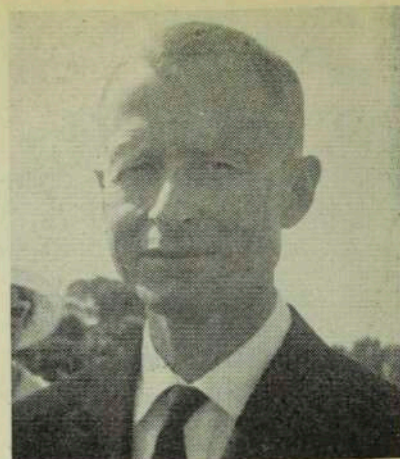
The Chamber has 20 members—12 Europeans and eight natives.

Eight of the Europeans were elected. The rest were nominated by the two Resident Commissioners, Mr. A. M. Wilkie (British) and Mr. M. Delauney (French).

In a joint speech at the inaugural meeting of the Chamber, the Resident Commissioners made it clear that they were working towards the creation of an elected Legislative Council.

They said: "Although the time will come when there will be a constitutional body with elected members in the New Hebrides, it is perhaps a good thing that the first elected body should be an economic and not a political one as acquaintance with the realities of commercial, industrial and agricultural affairs will render possible a more accurate and deeper appreciation of the situation."

"In a developing territory, a body which represents the various economic activities is absolutely necessary to inform and advise the Administration



New Hebrides French Resident Commissioner, Mr. Delauney.

regarding the best measures to take to ensure the growth indispensable to economic and social progress.

"We thought it preferable to make this body a public institution with financial independence representing impartially the various branches of the economy of the Group. We hope that one day the Chamber of Commerce will be solely composed of elected members."

The Resident Commissioners said that the Chamber should advise and inform them on all economic questions concerning the territory. This meant that the Administration would provide the Chamber with "comprehensive documentation" and that the Chamber would normally be consulted whenever industry, commerce and agriculture were affected by an economic measure.

They said the Chamber should also submit proposals on increasing the prosperity of the Group. It could therefore give advice to them on any problems within its sphere without first being consulted by the Administration.

The Chamber could also engage in "certain works" and the operation of services of economic value for the territory. This meant that the Administration would be able to devolve part of its responsibilities on the Chamber.

"Thus, for example, the grading of produce could be the first task with which it could be entrusted," the Resident Commissioners said.

"It is by no means impossible that the Chamber could later operate the Vila wharf." (This wharf has not yet been built.)

"Finally, and very important, the Chamber may enter into relations with similar organisations elsewhere throughout the world."

"It should make the New Hebrides



NGAN ELECTIONS. The people of Tonga on May 27, went to the polling booths to elect seven candidates out of 49 in the Legislative Assembly for 1963.

The others are nobles, who have their own system of election. Everybody over the age of 16 may vote for the seven. Here, at one polling booth in Nukunono, electors press forward to receive their ballot papers. Queen Salote opened the new session on June 13.—Photo: Tulua Bros.



HOUSING CONFERENCE. Dr. Richard Seddon of the SPC, addresses the SPC conference on low cost housing recently concluded in Suva. Delegates from many parts of the Pacific took part.

Photo: Rob Wright.

and its possibilities better known overseas, it should seek for new outlets and should endeavour to create new commercial exchanges and to intensify those which already exist.

"We have said that the establishment of an economic body before that of a truly political one appeared to us desirable.

"World history has abundantly proved during the last few years that the two fields are intimately connected and that good policies are possible only if there is good finance—in other words, only if there are stable economic conditions and if the expansion of the territory is proceeding smoothly.

"The efforts which you (the Chamber) can make in this direction will be of the utmost importance. All Government measures have some economic repercussions. Similarly, any change in the economic situation can induce the Administration to reconsider its policies. You ought on every occasion to examine the interplay of these factors and to propose to us new solutions."

Members

The eight elected European members of the Chamber (elected from a restricted nominal roll) are Messrs. G. des Granges, H. Russet, J. Ratard and K. Solway (agricultural section), and J. Chauveau, L. Leca, G. Meyer and J. Stegler (commerce and industry section).

The four nominated European members are Messrs. D. J. Gubbay and J. Villemont (commerce and industry section) and P. Lutgen and G. Seagoe (agriculture section). The nominated native members are Leyhe, Carlo, Kalsakau, Tipoloamata, To, Ati, Garae and Frank.

Opening Of Suva Games Will Be A Big Day For Fiji

The opening of the South Pacific Games at Buckhu Park, Suva, on Thursday, August 29, promises to be one of the most memorable occasions in the history of Fiji.

FJI'S Governor, Sir Kenneth Maddocks, will open the games with full ceremonial. After inspecting a Fiji Military Forces guard of honour, he will meet visiting dignitaries in the grandstand.

He will then take the salute at a march past of all competing athletes in their widely different, colourful uniforms.

When the Royal New Zealand Air Force has finished a fly-past, the Governor will watch a soccer match before he leaves the arena.

The Fiji athletics selectors have set rather tough qualifying standards as a basis for choosing their team.

These standards are:

Men—100 metres (10.9 sec.), 200 metres (22 sec.), 400 metres (48.8 sec.), 800 metres (2 min. 3.5 sec.), 1,500 metres (4 min. 28 sec.), 5,000 metres (15 min. 45 sec.), 10,000 metres (34 min.), shot put (50 ft), discus (165 ft), javelin (230 ft), high jump (6 ft 2 in.), broad jump (22 ft 9 in.), hop, step and jump (48 ft).

Women—100 metres (12 sec.), 200 metres (25.2 sec.), 800 metres (2



min. 15 sec.), shot put (39 ft 6 in.), discus (115 ft), javelin (120 ft), high jump (5 ft 1 in.), broad jump (18 ft).

Soccer will be played at Suva on August 29, August 30, September 6 and 7 (final) and at Lautoka on September 1. Six territories will take part: New Caledonia, French Polynesia, the Solomons, New Hebrides, Papua-New Guinea and Fiji. The winner will be decided on a knockout basis.

Josua Rabukawaqa, the District Officer at Labasa, has been appointed manager of the Fiji Games team.

Mr. Joe Coyne, director of organisation of the games, has been appointed secretary of the South Pacific Games council. He replaces Mr. O. Simpson, now living in Scotland, Otago, New Zealand, who has resigned.

The organising committee has decided that indoor basketball and rugby football will be decided on a league basis—each team will play every other team, and the one with the most points on a two for a win basis, will be the winner.

In rugby however, each team will play the other two twice, to make a total of six games.

Only three territories, Fiji, West Samoa and Tonga, have entered rugby teams.

The president of the Fiji Amateur Athletics Association, Mr. W. Ragg, has scotched a suggestion that athletes who have taken part in professional meetings but who have not won a cash prize are eligible for selection for the games.

Mr. Ragg quoted from the rules:

HONoured BY THE QUEEN

AMONG those named in the Queen's Birthday Honours list in June were: CMG: Mr. A. C. Reid, Secretary for Fijian Affairs, CBE; Mr. J. M. Galvin, P-NG Public Service Arbitrator, OBE; Mr. H. N. Murray, Suva businessman; Mr. J. C. Grover, Chief Geologist, BSIP; Thomas Russell, Deputy Financial Secretary, WPHC, Honiara, MBE; Mr. B. M. Sellers, Fiji Superintendent of Prisons; Mr. Harry Charman, Suva sporting club identity; Mr. Leslie Michael, Port Moresby sporting identity; Mr. Sukru Rahman, Labasa, Fiji, businessman; Enele Karuru, Fijian AMO; Mr. George Bristow, GEIC administrative officer; Mr. R. D. Mountford, headmaster, Maravovo, BSIP; Capt. S. D. Harris, Fiji Military Forces, BEM; Falani Pasefika, executive officer, GEIC; Cpl. Alan Brown, bomb disposal expert, of Port Moresby; Temp./Sgt. Paul Ehava, of the PIR, Port Moresby.

ternational Amateur Athletic
ion which make it clear that
hletes cannot be regarded as
rs.

all Suva accommodation in
and boarding houses was
out at least four months be-
e games were due to start, a
committee was set up to find
accommodation.

committee appealed to private
asked them to offer bed
breakfast for visitors at a fee
daily.

international soccer control
FIFA, has given a special dis-
on for the Solomons and New
es to take part in the games
t affiliation with FIFA.

N. M. Daly, secretary of the
Association of New Caledonia,
visited Fiji towards the end of
says his territory hoped to take
several gold medals.

gives New Caledonia a chance
er, lawn tennis, table tennis
several swimming and athletics

Daly says one New Caledonian
ner recently did the 100 metres
raction over 1 min. 6 sec. This
out equal to Fiji's best time for
distance.

ne 60 athletes from New Cale-
will take part in the games.
e Gilbert and Ellice Islands
y plans to send a team of nine
es. The team will comprise five
ers, two tennis and two table
s contestants. Mr. Peter Jack-
a GEIC Administration official,
be non-competing manager.
merican Samoa has come to the
ance of a competing rival,
wing a visit to Niue in May of

COOK ISLANDS AIR SERVICE BEGINS

Polynesian Airlines will inaugurate
fortnightly air service between
estern Samoa and the Cook Islands
July 6. The airline will use a
3 aircraft recently acquired in New
aland.

The plane will fly from Apia to
rotonga, via Aitutaki, on one day
d will return the next. The plane
ll also be used on flights between
ia and Pago Pago.

Connections will be made at Pago
go with TEAL flights to New Zea-
nd and at Apia with Fiji Airways
ghts to Fiji.

The new service will provide regu-
r flights to the Cook Islands for
e first time since TEAL flying boats
eased calling at Aitutaki in Sep-
ember, 1960.



MASS FOR POPE. Queen Salote of Tonga, attended a Requiem Mass for the late Pope John in Nukualofa on June 12. Here she is seen leaving the Catholic Church of the Immaculate Conception with Bishop Rodgers, Vicar Apostolic of Tonga and Niue, after the Mass.—Photo: Hettig.

the games organising director (Mr. Coyne).

Mr. Coyne later told athletics officials in Pago Pago that a young pole vaulter at Niue was practising with a stick cut from the bush.

Their immediate response was to give Mr. Coyne an aluminium plated pole to pass on to the young Niuean. Mr. Coyne brought the pole back to Suva, and will have it at Niue in time to give the lad a chance to adjust himself to the "real thing" at practice.

The Nauru Amateur Sports Association has announced the names of the four athletes who will represent Nauru at the games. They are Gamanoa Joram (800 yards), Paul Ribauw (220 yards), Tara Mango (3 miles) and R. Morgan Morris (6 miles and steeplechase).

At recent trials, Gamanoa ran 880 yards in 2 min. 15 sec.; Paul Ribauw ran 100 yards in 11.1; Tara ran 5,000 metres in 16.54; and Morris ran 26 miles 380 yards in 3 hr. 6 min. 56 sec.

Many of the athletes to represent Papua-New Guinea at the games were expected to be chosen before the end of June following soccer, boxing, and women's basketball championships at Lae and lawn tennis and table tennis championships at Port Moresby.

Other championships to be held soon are: Swimming at Port Moresby on July 7, and athletics at Rabaul on July 6 and 7.

French H-Base Brings Protests — And "Glorious" Trade

The Government of Western Samoa has protested to France against the French Government's decision to establish a nuclear testing site at Mururoa in the Tuamotu Archipelago of French Polynesia, about 1,920 miles from Western Samoa.

THE protest was lodged in Paris in June through the New Zealand Ambassador. It followed a protest by the New Zealand Government in May.

Commenting on the protest, Western Samoa's Prime Minister Mataafa said that the people of his country were most apprehensive about the possible effects of nuclear testing in the Pacific.

He added: "The Government was impressed by the strong body of expert opinion which holds that there are no known precautions which can be quite certain of eliminating the danger to human life and health which results from the contamination of the atmosphere, the earth and the sea by these nuclear experiments. This was pointed out to the French authorities in the Government's note."

About three weeks before Western Samoa's protest was lodged, two New Zealanders were in Tahiti investigating the prospects of increasing NZ trade with French Polynesia—and prospects looked good BECAUSE OF the nuclear testing project.

"Glorious Opportunity"

One of the New Zealanders, Mr. L. R. Harland, said on his return to NZ that Tahiti presented NZ with a "glorious opportunity" for placing its primary products as 4,000 families were to be brought to Tahiti from France for the nuclear project.

"Papeete is building homes for them, Papeete harbour is being remodelled and enlarged, and millions of francs are being spent on waterfront works," he said.

"The plans are revolutionary, and they want New Zealand foodstuffs."

Mr. Harland said NZ's chief difficulty in capturing this trade was lack of regular shipping, but he said NZ's Trade Commissioner for the Pacific, Mr. K. W. Davies, had arrived in Papeete while he was there to investigate this.

Spotlight On Last Three Trust Territories

The annual UN Trusteeship Council debate on the Trust Territories of Nauru, New Guinea and the US Pacific Islands, which ended in late June, this year were a little wordier than usual but in the end result the decisions were not embarrassing to the administering authorities.

THE three Territories are the last of the UN Trusts and can be expected to be in the spotlight from now on.

The Council decided to send a visiting mission to the Pacific Islands early next year, to be lead by Mr. F. H. Corner, of NZ.

Main points of the Trusteeship Council debates:

Trust Territory of the Pacific Islands: The Council welcomed a "marked increase" in the Territory's budget and hoped it would accelerate progress in every sphere. It regretted that compensation claims for war damage had still not been settled, nor had compensation claims for victims of fall-out from U.S. nuclear bombs. The Council hoped that a proposed legislative body for the Territory might be in operation in the coming year, and re-affirmed that the U.S. should establish "realistic target dates" for self-government or independence for the Territory.

New Guinea: The Council said it was glad Australia did not now consider "uniform development" a precondition of political progress, and it welcomed establishment of the

House of Assembly next year, to be elected from a common roll. The Council said Local Government Councils should be given wider powers and more finances, and greater efforts should be made to prepare New Guinea people for key public service posts. The matter of land tenure should be discussed by the new House of Assembly at the earliest.

The situation of public health was "highly satisfactory", but there had to be more expansion in the educational field.

Australia should continue to implement "realistic plans reflecting a proper sense of urgency" for political progress.

Nauru's Problem

Nauru: The Nauruans had agreed to accept Curtis Island or Fraser Island off the Queensland coast, as their new home when phosphate deposits were exhausted, subject to agreement on the future form of government on the new island. The Nauruans wanted sovereignty, which Australia was not prepared to give, and Australia and the Nauruans should "continue to work towards a harmonious settlement" of the differences.

The Council re-affirmed that an advisory committee of Nauruans and Government representatives should be set up to work out constitutional reforms for Nauru. Meanwhile more Nauruans should be given senior Government posts, and posts with the Phosphate Commission.

As the Nauruans considered that their 24 per cent. share of the phosphate proceeds were not a fair share, the Council invited Australia to discuss the matter with the Nauruans.

Head Chief Hammer DeRoburt was personally on hand in New York to put the Nauruan plea for sovereignty and the Administrator of Nauru, Mr. R. S. Leydin, personally told the council that sovereignty couldn't be granted.

Curtis Island looks like being the new home for the Nauruans, as the sovereignty problem will almost certainly be settled.

Fiji Plan For Stimulating Industries

With an avoidance of public opinion that has been remarkable, the new Development Commissioner in Fiji, Mr. W. B. Rogers, formulated a series of practical developmental plans based on strengthening of agricultural activity.

HERE are some outstanding proposals:

- Coconut production is to be doubled.

- Production of cocoa to be developed into an industry "worth £5,000,000".

- Rice production is to be stimulated to the point when it may replace imports—which in 1958 amounted to 4,360 tons.

- Increasing attention to be given to banana production, to take care of all the overseas markets that can be found and developed.

- Organisation of the co-operative societies, so as to make internal marketing more effective and less wasteful.

- Encouragement of production of local food crops, so as to cope with a mounting demand and to reduce the cost of living. It has been suggested that the production of potatoes, cotton and cattle should be investigated.

- Examination of means of providing necessary finances.

In a memorandum circulated among Divisional Commissioners, the Development Commissioner proposed that the greater use of land, and the development of agriculture, should become the responsibility of the District staffs, working in close operation with such authorities as departments controlling Native Land, Agriculture and Development, and so on.

Apparently Mr. Rogers got to grips with his new and important task early in April, before the departure of the retiring Development Commissioner (Mr. Bevington).

It has been indicated, also, that the duties of District staff are to be reorganised so that land development shall become their chief task.

This, naturally, has caused a considerable stir in the Administrative service. But there is logic behind it and it pleases those critics who have pointed out that the creation of the

NEW GOVERNOR OF FIJI NAMED

Fiji's new Governor will be Mr. Francis Derick Jakeway, 48, Chief Secretary of Sarawak since 1959.

MR. JAKEWAY, whose appointment was announced on July 2, succeeds Sir Kenneth Maddocks, who was appointed in 1958 and retires in September.

Mr. Jakeway, CMG, OBE, is married, with three sons. He was educated at Hele's School, Exeter and at Oxford, and was first appointed to the Colonial Service in Nigeria in 1937. He has also served in Seychelles, with the Colonial Office (1949-51), and in British Guiana, where he was Chief Secretary from 1954 to 1958.

Mr. Jakeway will be Fiji's 20th Governor.



SE VISIT: Mr. S. Ohta, the
Ambassador in Australia (left),
Fiji's Deputy Premier, Mahe U.
ua, in Nukualofa during a recent
visit by Mr. Ohta to the Kingdom.

Photo: Tulua Bros.

ment of the Development
Commissioner hitherto had seemed to
little more than the creation of
department.

Rogers' plan apparently is to
the development of industries
on the use of land a primary
sibility of as many departments
sible.

formulation of this plan, with
nforting assurances that the De-
ment Commissioner really is on
o, seems to have been kept out
public sight in a remarkable
t was only brought out into the
after the daily *Fiji Times* got
of what was afoot, and ham-
at departmental doors until the
of silence was broken.

newspaper is sharply critical
o aspects of the plan.

Up to June 21, no details of it—
even in outline—had been given
newly-elected Legislative Coun-

Part of the plan is the appoint-
of "District Development
s"; but no provision apparently
een made for the inclusion on
boards of practical and ex-
ced non-official people, who
ally have a much sounder know-
of the problems of land de-
ment than the average public
at.

Fiji Times has, quite properly,
ed out that the best-laid schemes
developmental instrumentalities
be wrecked by petty officials
too little knowledge of what
s industries succeed, and too
capacity for co-operating with
te enterprise.

However, the indication that the
lopment Commissioner really is
he job is very good news for
whose economic organisation is
so hard-pressed.

"How to Win Friends", p. 25.]

Need For Community Balance Embarrasses Fiji's Governor

By a Staff Writer

Incidents and develop-
ments in Fiji in recent
months have not created
conditions for a happy re-
irement by the Governor,
Sir Kenneth Maddocks,
KCMG, whose term ends in
September.

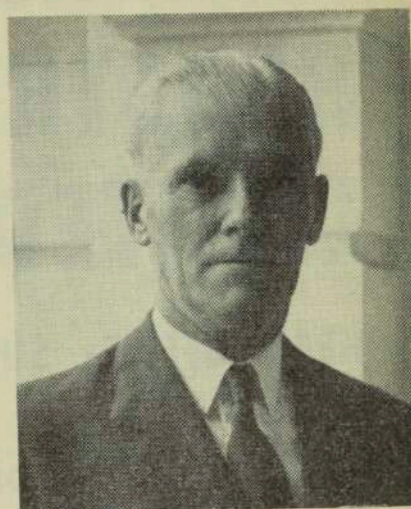
IT was his bad luck that Sir Kenneth's
introduction to Governorship, in
1958-59, was clouded over by grave
industrial and economic troubles,
caused by the strike of cane-sugar
growers, for the unseemly prolonga-
tion of which a section of Indian
politicians, led or influenced by a
lawyer, Mr. A. D. Patel, was gener-
ally blamed.

And it is the irony of fate that,
as the Governor gets ready for de-
parture, one of the administrative
headaches he must leave for his suc-
cessor is the mischief-making possi-
bilities of a group of Indians, led by
the same Mr. Patel, in the new Legis-
lative Council.

This Governor is responsible for
a change in the constitution of the
Legislative Council. But it was not
his fault that under the re-arranged
voting system the Indian population
chose, among their four elected repre-
sentatives, Messrs. A. D. Patel, Koya
and Madhaven, whose careers as
strike-leaders and politicians have
given them—unjustly or not—a repu-
tation, in some eyes, as anti-European
and anti-CSR company.

The 38-member Fiji Legislative
Council is now constituted thus:

Speaker	1
Ex-officio Members	3
Official Members	16
European—	
Elected	4
Nominated	2
	— 6
Fijian—	
Elected	4
Elected by Council	
of Chiefs	2
	— 6
Indian—	
Elected	4
Nominated	2
	— 6



Governor of Fiji, Sir Kenneth Maddocks.

A block of three anti-European
Indians in a Council of 38 could not
have done much harm. But when the
Governor (carrying out his obligation
to complete the Council by nominat-
ing a further two representatives of
Indians and of Europeans) appointed
two more Indians of what has been
called the extremist group, the Gover-
nor's choice was widely criticised and
condemned.

High officialdom defended the
Governor's nominations by arguing
that he had to be guided by the
Indian electors' inclinations as dis-
closed at the ballot boxes, and that
he was not aware, anyway, that these
were followers of Mr. Patel.

But critics strongly contested this
viewpoint. They insisted that Messrs.
Patel, Koya and Madhaven actually
represent a minority of Indian voters,
and that the two nominated Indians
had fought openly during the election
for the candidature of Patel, Koya
and Madhaven.

A Potential Trouble-Spot

This was confirmed, soon after, by
a naive public announcement by one
of the nominees, to the effect that
they now formed in the Council what
he called "a strong team" of five, to
fight for what they believed to be
Indian interests.

The critics also say that the Gover-
nor was specifically warned that his
selections, before he nominated them,
were "Patel men".

This development has given offence

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FIJI — SAMOA — TONGA

other two communities—Fijian and European—who, on past history, have lost confidence in the Patel group. There is a potential trouble-spot which has yet to be avoided.

There are many able men who have been nominated in place of those two chosen by the Governor. The effect of the Governor's action is that the majority of Fiji Indians have only one representative in Council.

The country now has entered a period of social improvement. Much of this is attributed to the stabilising influence of the Sugar Control Board, the creation of which the retiring Governor can be given much credit. The outspoken opinion of most in Fiji is that, if the mischievous propensities of the Indian group are not countered by governmental action, much of the economic good recently achieved will be undermined.

Unfortunate Incident

An impression has been created by an unfortunate incident on June.

As expected a UN committee to discuss the condition of Fiji; and *The Fiji Times* suggested that, as two of the most prominent members of the Fijian community (Ratu George Cakobau, highest-ranking Fijian chief, and Ratu Penaia Ganilau, who got the second-highest popular Fijian vote in his history) were in the United States on a US Department of State tour, they might meet the committee, to outline the attitude of the Fijian community towards Fiji's constitutional and political future.

A perfectly reasonable proposition apparently gave offence to Fiji's governmental authorities, and was made plain, in no uncertain terms, to the editor of *The Fiji Times*. It was assumed by the latter that the Governor's opinion that, if representatives of the indigenous race were to go before the committee, so should representatives of the numerous immigrant race.

In the face of it, that represented the attitude of the de-colonisation policies of the British Colonial Office, which goes too far in its attempts to create the goodwill of subject races, to avoid giving offence to sensitive people. That way of thinking has brought disaster to some of the colonies; and, in the peculiar instances of Fiji, it will, if persisted in, surely bring disaster to Fiji. That, at any rate, is an opinion generally held in Fiji; and if the Governor was perturbed by *The Fiji*

(next page, please)

From the Islands Press

A REQUEST for an entry permit (to American Samoa) was brought before a recent meeting of the immigration board. As the board deliberated, one member pointed out that this was funny because he saw the same person on the dock that morning.

He arrived on the *Sulimoni*. He had only been deported last year. And while the board was set to discuss his application to re-enter, he was already in the territory. What sort of system is this?

When all of a sudden you find out that you have scores of Tongans on the island (of Tutuila) who apparently enter without proper passports, then we must admit that there might be some flaws in our immigration policies and procedures. — Editorial in *"Samoa News"*, Pago Pago.

THE bill against discriminatory practices has damaged the name of (Papua-New Guinea) Territorians for many years.

This newspaper has frequently highlighted various instances of blatant discrimination and will continue to do so—but it refutes intensely the suggestion in this bill that the racial situation has advanced to such a stage as to demand ANY kind of Government action.

Let it be remembered that only in the past 12 months has the Administration begun to clean abhorrent discrimination from its own statute books. Barely six months have passed since startling social changes—as drink and film viewing—have raised the status of the native people.

We were on the way towards building that harmonious partnership this country so badly needs. But this bill, with its dictatorial overtones and lack of psychological awareness, has taken the very soul out of the new attitude which had begun to enter every home.—Editorial in *"South Pacific Post"*, Port Moresby.

THE (Fiji) Government announcement of the decision to outlaw the use and importation of poker machines in the clubs of the Colony gives the complete lie to all democratic processes.

The decision by Executive Council and the Governor is a

prime example of dictatorial officialdom, meeting in secret, to curb the right of individuals to decide for themselves how they conduct themselves in their own private clubs.

Had this order been issued as a normal amendment to an Ordinance, previously debated by our nominal controlling body, I would have no argument against it.

If the representatives of the people decide that something is undesirable or adversely affecting the people of this Colony, their decision, made in open debate, is fair and acceptable to all.

What was the evidence that "satisfied" the Government that gambling machines constitute a social evil? Gambling machines in themselves are not evil, neither is the use of them evil. It is only misuse of them which may be evil. —Letter from A. C. R. Harvie, Lautoka, in *"The Fiji Times"*.

IMPORTERS, for some time past, have been worried about conditions in the cargo sheds at the wharf (at Apia, Western Samoa). Inward cargo is stacked roof-high without any attempt at sorting, causing unnecessary congestion and extra handling with irritating delays to the consignees and damage to goods.

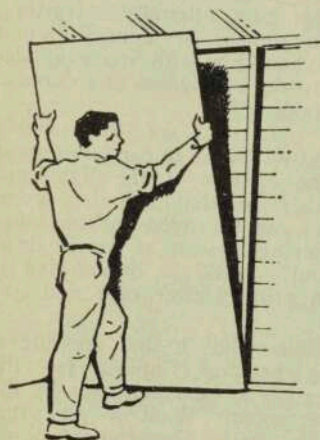
Is not much of the trouble caused by failing to carry out some of the clauses of the lighterage contract so that shipping companies can be saved harbour dues by giving vessels a quick turnaround? Speed in discharging is given priority over care and service.

Rumour has it that pressure is being put on Cabinet for the lighterage to be taken over by the Government. What a pity that would be! Governments are notorious for their inability to make any business pay, and that applies very much so in Samoa.

There is ample private enterprise available to do the job well, as has been done in the past. There would be no lack of tenderers IF tenders were called for, and the more the Government keeps out of business and confines itself to "governing" the better for Samoa. — Editorial in *"Samoa Bulletin"* Apia.



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apparently innocent proposal, could be embarrassed by conclusions naturally drawn from his perturbation.

Indian Disunity is Political Factor

Public opinion in Fiji insists that the Indian community—especially the urban section largely made up of urban Indians—must be treated with complete justice. Public opinion is also insistent that any official action owing to Indian sections—especially sections suspected of subversive activities—will lead inevitably to racial trouble.

There is an outstanding factor in the Fiji situation which seems always to have been unrecognised, or ignored by the present Governor.

The potential usefulness of the Indian community, in relation to the economic development of Fiji, is regarded almost to impotence by the various races and traditions which divide the Indians into jealous and seemingly irreconcilable factions.

The fact that the Indians outnumber all other races in Fiji does not give them any dominant political voice there, as the convention-ridden Indian community seems to argue. Those who will be due for full acknowledgment probably in another generation, when the Indian community really is dominated by Fiji-Indians.

The Patel group is disliked and distrusted by the European and Fijian communities in Fiji; and by none is more disliked and distrusted than the non-Patel sections of the Indian community.

Under the peculiar conditions created by unplanned and uncontrolled immigration, must remain indefinitely under British control. It is a *sine qua non* that that control be exercised through men of strength and wisdom. For that reason, the announcement by the British Colonial Office of the appointment of the next Governor of Fiji is awaited in Fiji with considerable anxiety.

REG NEATE TO "GO FINISH"

Milne Bay district identity Mr. Reg Neate, of Woodlark Island, is retiring from the Harbours Department, Qld., after the completion of a lifetime spent on the island. Left to carry on will be his wife and family, with Arthur Neate, a few miles away. Woodlark in its hey-day boasted a hotel, a barmaid and hundreds of miners, but Reg Neate has lost none of his pioneering spirit over the years and has been known as the most optimistic miner left in Milne Bay.



Temporary Hitch In Viet. Repatriation

The first shipload of 550 Vietnamese from New Caledonia to North (Communist) Vietnam under the resumed repatriation scheme was expected to leave Noumea in late June or early July in the British liner *Eastern Queen*.

THE *Eastern Queen* arrived in Noumea on June 10, but the Vietnamese refused to board the vessel until their embarkation was supervised by a mission from North Vietnam.

Vietnamese stallholders at Noumea's newly-opened market.
Photo: Fred Dunn.

A message received in Noumea in mid-June from the International Red Cross said that a North Vietnam mission would arrive in Noumea on June 27.

Meanwhile, a woman member of the French Red Cross arrived as an embarkation supervisor, and a South Vietnam "consul", who had opened an office and propaganda bureau in Noumea several weeks earlier, returned to Saigon "to confer with his government".

His departure was apparently motivated by the expected arrival of the North Vietnam mission, and he was expected to be away for about a week.

Unlike the three previous occasions

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in 1960 and 1961 when the *Eastern Queen* repatriated Vietnamese from New Caledonia after they had had frantic buying sprees for suitcases, bicycles, etc., this time they have given virtually no sign of their imminent departure.

The Vietnamese were brought into New Caledonia as labourers on five-year indentures before the war. When war broke out their repatriation became impossible; and after the war, political and diplomatic difficulties prevented their repatriation until 1960.

The *Eastern Queen* then made three voyages to Haiphong, but new diplo-

matic difficulties caused a fourth voyage to be cancelled.

On the fourth voyage, the *Eastern Queen* was to have repatriated a shipload of Vietnamese from the New Hebrides, who were also brought out before the war.

This time the *Eastern Queen* will lift about 550 Vietnamese from New Caledonia and the New Hebrides on alternate voyages. About 2,000 in each territory have elected to go.

This will leave only 100 or so in the New Hebrides, but something like 2,000 in New Caledonia.

Two Anglican Priests Appointed BSIP Bishops

The first Melanesians to made bishops in the history of the (Anglican) Church of New Zealand will be consecrated at the Cathedral of All Saints, Honiara, BSIP, on November

THEY are the Rev. Leonard Alufurai, Rural Dean of Malaita and the Rev. Dudley Tuti, Rural Dean of Santa Ysabel. They have been appointed assistant bishops of the Diocese of Melanesia.

The Diocese of Melanesia covers the New Hebrides, and the Bights of Torres, Duff, Santa Cruz and the Solomon Islands.

The Bishop of Melanesia, Rt. Rev. Alfred Hill, said recently that he regarded the appointments of the assistant bishops as a significant milestone in the development of the Church in the diocese.

Deacon in 1952

The Rev. Leonard Alufurai made a deacon in 1952 and was ordained priest in 1956. He was appointed a member of the BSIP Legislative Council at its inception, a member of the Executive Council and a leading member of the Malaita Council.

The Rev. Dudley Tuti was made a deacon in 1946 and was ordained priest in 1954. He was a member of the BSIP Advisory Council for many years and is now chairman of the Ysabel Education Committee.

Both men received their primary education at St. Mary's School, Malaita, and All Hallows' School, Port Moresby, and then went to New Zealand for secondary education at Te Aute College and St. John's College, Auckland.

The Archbishop of New Zealand, the Most Rev. Dr. N. A. Lesser, will be the chief consecrating bishop at the consecration of the two priests. He will be assisted in the Laying of Hands by at least three other bishops.

The first South Sea islander to be appointed bishop was Bishop George Ambo, a Papuan, who has headquarters with the Anglican Mission in Dogura, Papua. He was consecrated bishop in October, 1960, and is assistant bishop in New Guinea.



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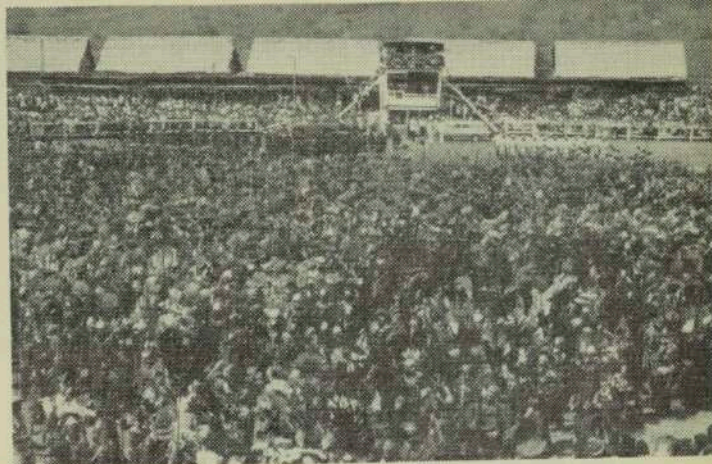
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The Western District Highlands Show at Mt. Hagen, NG, has become an international attraction.



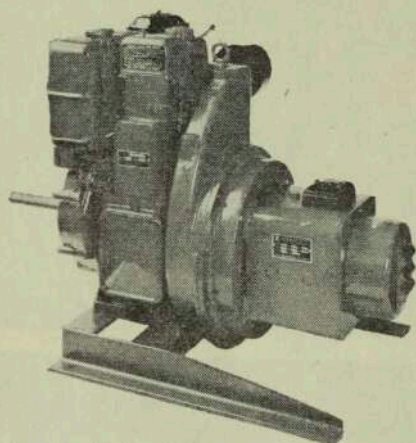
More than 70,000 natives, Territorians and visitors from all over the world turned up for the latest spectacle in the centre of New Guinea—a colourful pot-pourri of primitive warriors, gaudily painted girls in shining pig grease, valuable shell and fantastic Bird of Paradise plumes. Many put down their stone axes and spears to ride bicycles around the ring, or vie with former enemies at the end of a cross-cut saw. Among the display stands was a gruesome gentleman from Lagaip who had died some time before, and whose body had been left, local fashion (now discouraged by the Administration) on a sloping platform for 12 months before burial. At the show, in his gaudily painted coffin, he was welcomed as a primitive work of art.

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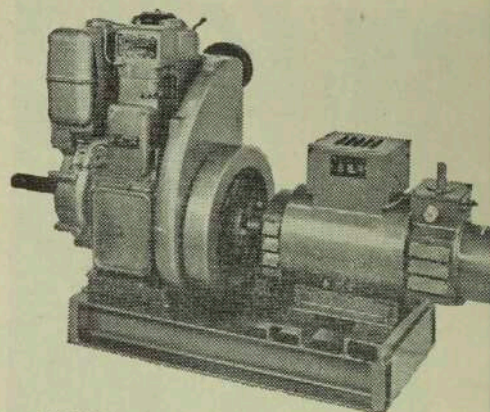


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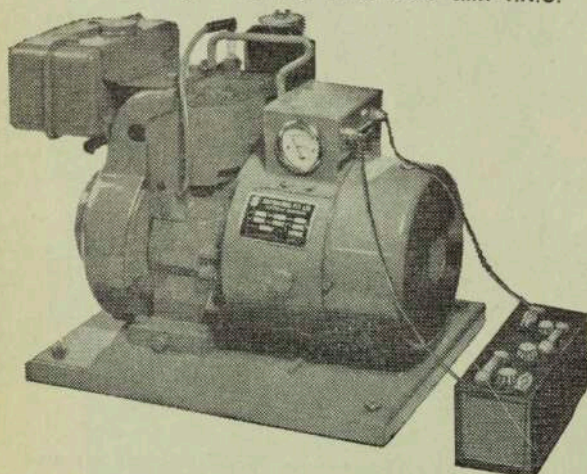
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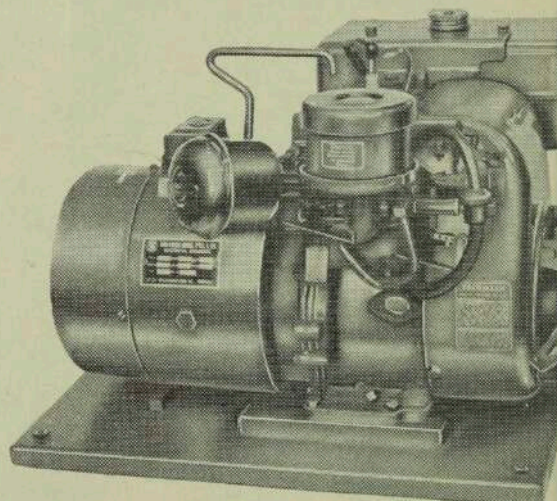
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The Minister for Territories, Mr. Hasluck, meets school children during his visit to Norfolk Island in June. Behind him is the Administrator, Maj.-Gen. R. H. Wordsworth.—Photo: Raymond Hoare.

Parliament To Debate Norfolk Island Soon

Australian Minister for Territories, Mr. Hasluck, has told Norfolk Island Council that he expects amendments to the Norfolk Island Act to come before the Federal Parliament during budget session in August and September.

HASLUCK visited the island during the "Back to Norfolk" celebrations in June and had an in-depth discussion with the Council. He said some of the Council's proposals for a new constitution for the island had been tentatively approved by the Cabinet, but other suggested amendments could not be incorporated in the Act.

Minister asked the Council to advise him with a resolution stating whether the Council's suggested amendments to the Act were in accordance with the people's wishes. This followed a suggestion from Councillor Cathie that a referendum should be held on the proposed constitution. Norfolk Island is to be given an Administrator-in-Council form of government and greater authority to deal with local affairs.

"Back to Norfolk" celebrations were held on the night of June 3 with a well-attended island show in Rawson Hall organised by the Norfolk Island Agricultural and Horticultural Society.

A further 30 members of the Norfolk Island Friendship League arrived

from Australia and New Zealand. They included the honorary organiser, Mr. H. R. Le Clerc, and the president, Mr. John Christian.

Plans for one of the main features of the celebrations, the traditional Bounty Day festivities, held annually on June 8, were marred by uncertain weather.

The usual procession of Islanders in period costume from the Kingston pier to the cemetery gates, commemorating

the arrival of the Pitcairners in June, 1856, was cancelled.

The Bounty Day community picnic, normally held beside the north wall of the old prison at Kingston, was held at Rawson Hall. Mr. Hasluck and his party and the Administrator, Major-General R. H. Wordsworth, and Mrs. Wordsworth attended.

On June 9, the Minister spoke at an anniversary service which was held at All Saints Church, Kingston.

Other events included an anniversary concert, sports day and a fish supper.

Rainy conditions persisted throughout the celebrations and caused the cancellation of several outdoor functions. A fireworks display fizzled out when torrential rain fell.

The festivities ended with a ball at which the Minister cut a sprightly figure, particularly in the progressive barn dance.

Proceeds from the various events will go to the Norfolk Island Hospital and the Sunshine Club, which cares for the island's older citizens.

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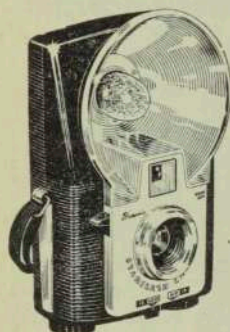


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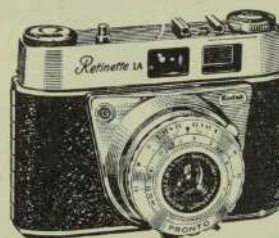
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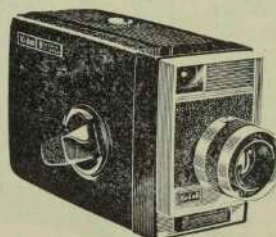
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NG CHALLENGE D LAND TITLES IS UPHELD

Decision by the Chief Justice of Papua and New Guinea on 17, that one-third of the acres which comprise "in" plantation, in New Guinea, belongs to the Tolais, and not to the European settlers to which it was sold by appropriation authorities after War I, could have a far-reaching and disturbing effect.

DETAILS of the issues involved were reported in PIM June. They revolved around the fact that much land whose titles were registered in the German Groundbook which Australia took over New Guinea in 1914 was later brought under the British form of registration on the Torrens system, after negotiations into any native claims. The Varzin plantation was one case.

It was expected that there will be an appeal to the High Court of Australia. Any, whatever challenge arises must not be directed against the justice of the claims made by the Tolais, but against the interpretation of the laws by Australia to govern the issue of maintenance of land titles.

As was stated after World War I, an authority was set up by the Government of Australia to "expropriate" the German titles in New Guinea, that the titles issued to the post-war buyers, after extensive inquiries into all the circumstances, and especially into the claims, would be based on the Torrens system.

It was then understood to mean that there could be no investigation of claims to that land extending back to the date when the title finally issued. All subsequent transactions involving land titles were based on the assumption that the Torrens system was valid.

The laws made subsequent to the issue of the titles apparently were obscure in meaning that it has been possible for the Public Trustee in Port Moresby, acting on behalf of the Tolais, to go back to the time prior to the issue of the titles, to examine claims made by the Tolais based on circumstances at the time the titles were issued, 60 years old.

The Chief Justice accepted this

The following are the sections of his judgment which explain his decision:

"There are two views of the actual effect that a Torrens system title might have.

"It may be thought that registration actually destroys an inconsistent interest in land, at the same time as creating a new statutory interest in the land itself; in other words, it is a statute dealing with the land as land and with interests in land directly as property.

"The other possible view is that it deals with the matter at an evidentiary and procedural level. It arms the registered proprietor with conclusive evidence that he has a clear title, and production of this evidence excludes the possibility of a contrary case being made out by anybody. Access to the court by persons wishing to make contrary claims is blocked by prohibition against proceedings.

"On the assumption that the titles will forever remain on the Register, this has the practical effect of conferring a permanent paramount title, but it does not otherwise expressly destroy competing interests; it merely renders them harmless.

Protection of Land

"I think that the latter view is the better one, particularly in the light of the continued policy of protection of native land interests which is again in the latest of these ordinances apparently erected as a condition to the restoration of the title.

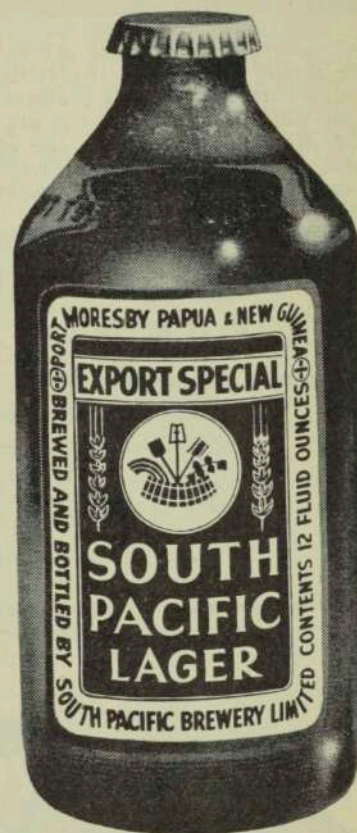
"I think that the ordinance proceeds upon a recognition of the view that the essence of the Torrens system title as established in the Territory is the existence of a statutory piece of paper; that paper and that paper alone must be produced.

"Machinery provisions may provide for replacement of lost individual documents, but where the whole foundation of the statutory concept of title is destroyed by the destruction of the Register itself, it seems to me that the legislature has acted upon the view that the statutory legal title process of restoration of titles is no mere matter calling for secondary evidence of what was recorded on that piece of statutory paper, but was regarded as recreating a new statutory right to replace the former right and to owe its validity to the Restoration Ordinance.

"On no other view, in my opinion, could the machinery provisions of the New Guinea Land Titles Restoration Ordinance be explained.

"My conclusion on this phase of the case, therefore, is that when the Register was destroyed during the

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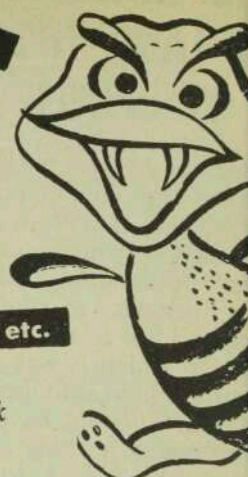
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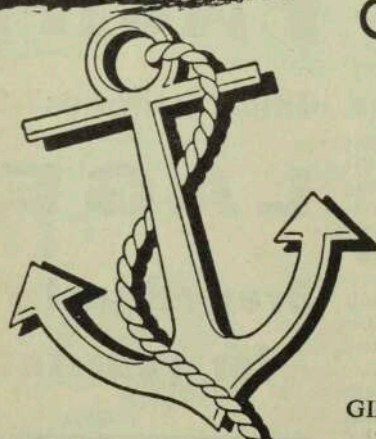
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the Custodian's position was that he could produce part of the original Statutory Register, that is a original Certificate of Title, which was not lost and he had a right to go on to the new register.

If he failed to produce any of the documents carrying the essence of the title, then his former title would be lost, and he could only be granted restoration of that interest if it could be done consistently with justice, and after inquiry into native interests.

In fact, the Custodian was in a position to produce quite reliable evidence of the precise state of his title. His original files are in and carry examined copies of original documents.

Nevertheless, the documents which the Custodian is in a position to produce today are not the documents required by the ordinance as affording an unqualified right to title.

Accordingly, my conclusion is that the Custodian has a good right, as appointed day, to apply for title, but that his right can only be after inquiry and ascertainment of the interests of natives, such as have been carried out in the present

with the competing interests now shown it becomes a question of balance between them according to the principle indicated in the Land Restoration Ordinance. I think the only guidance is that the decision is to be according to law and

the Varzin plantation has an unusual history. Land for a plantation in the area was granted originally by the German Administration to a man named Wolffe. Some time after the title was issued, Wolffe had a dispute with the natives about the location of his boundaries. He refused to negotiate further—he claimed the matter had been settled.

One morning in 1902, while Wolffe was absent, the Paraparatomia natives, without warning, descended upon Wolffe's bungalow, murdered his wife and their infant child, and a native and gravely wounded Miss Anna Coe, a niece of Mrs. Kolbe (then Emma), who afterwards married German Government Secretary Schultze.

Within hours, a quickly-organised force of police and settlers made a punitive attack upon the natives, and a number of them. The German Administration, after a judicial inquiry, decided to punish the natives and compensate Wolffe by taking

certain land (about 400 acres) from them and adding it to "Varzin".

It is this second area of land which Chief Justice Mann, after hearing native evidence, says was unjustly taken from the natives.

If his judgment stands, the Commonwealth Government (which is, in the final analysis, responsible for the Expropriation authority) must compensate either the original native owners, or the Varzin owners who bought it in good faith under the Expropriation title issued about 40 years ago.

Two interesting developments can now follow:

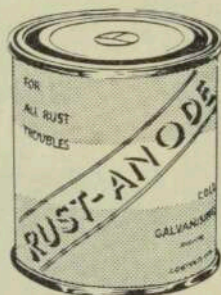
If the Mann judgment is upheld on appeal, thus establishing the Torrens principle in relation to these titles, there probably will be a mighty howling through UN agencies, which lose no chance of insisting that the native people are being exploited.

If the Mann judgment is upheld, then many of the land titles issued in New Guinea could be open to challenge in some shape or form; and the effect upon the Territory's

(Cont. p. 23, column 3)

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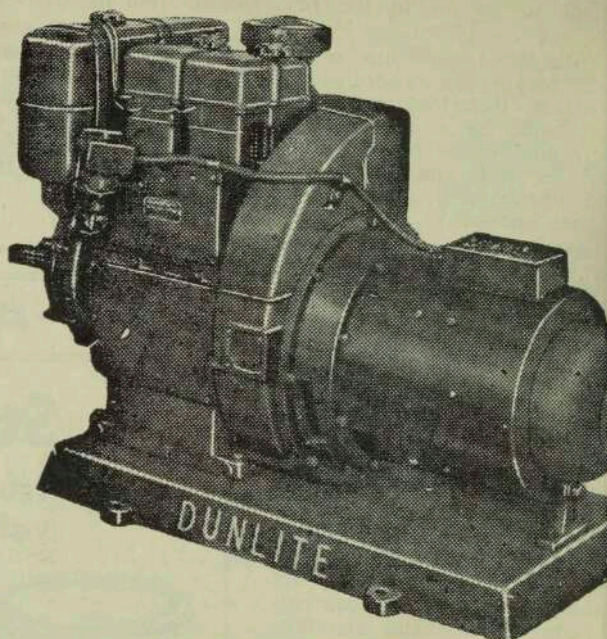
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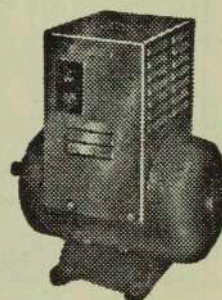
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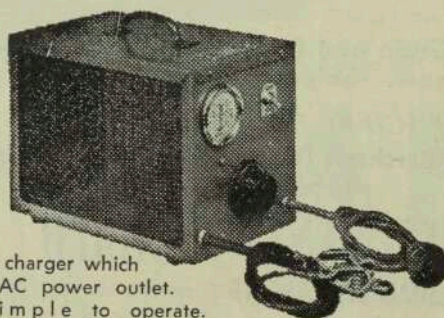
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Constable Banimone Utimawa, of receives the presentation baton for "Best All Round Recruit" from the Police Officer, Mr. M. A. W. Hook, in May. The photo was taken at a passing-out parade of police recruits. Photo: D. Lopian.

GEIC MEN WIN WAGE BATTLE

vil servants in the Gilbert
Ellice Islands Colony won
tle over salary payments and
e conditions on May 23 when
as announced that the 1962
sion of Salaries and Con-
ns would be modified.

E modifications of the award
were authorised by the Secretary
ate for the Colonies.
e award had given rise to much
ntent and some staff members
threatened to resign.

ajor grievances concerned retro-
ive pay, salaries at the starting
"notional marriage" (i.e. after
years' service) levels, and leave
itions.

ie modifications in the award
wed representations over the
ances by the GEIC Civil Service
ciation, which represents both
and expatriate members.

he CSA met Mr. J. E. Marnham,
of the Pacific Islands section of
Colonial Office, in January, and it
ow felt in Tarawa that he must
been impressed by the need for
ovements to the award.

Although the 1962 award provided, roughly, for a 20 per cent. increase all round, only a part of this was made retrospective—to April 1, 1961. The award has now been modified to provide retrospection in full.

Increases have also been approved in salaries at the starting and "notional marriage" levels.

In the case of leave conditions, the 1962 award reduced the leave rate for junior staff from three to two days a month and increased the minimum length of tour. However, it is now agreed that the old rates should apply for all officers at present serving, but that the 1962 rates will apply to new entrants to the service.

Varzin Case

(from p. 21)

financial and economic structure could be serious.

Parties interested have until mid-August in which to lodge an appeal to the Australian High Court. A High Court decision could also bring about an appeal to the Privy Council, and all these proceedings, if not ended by some remedial action by the Australian Government, could occupy years. Meanwhile, financial institutions generally may be reluctant to lend money on New Guinea land titles.



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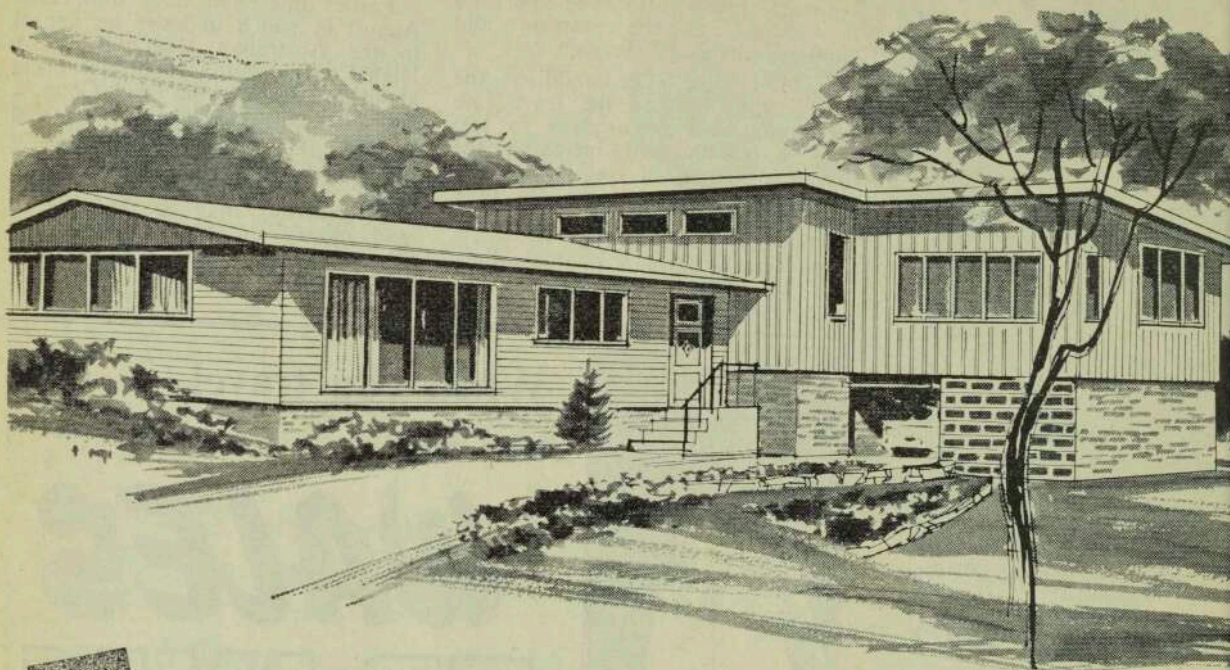
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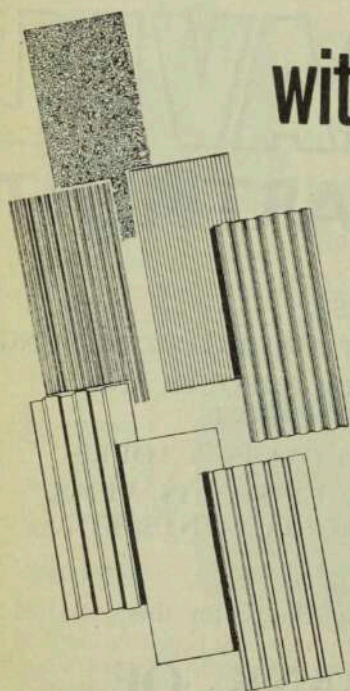
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Tropicalities

The British Crown Colony of Fiji has been having its own morals problems lately, although with considerably less attendant publicity than the Profumo-Keeler affair back home. Scandal in high places in Fiji has excited a great deal of comment, with most of the details being bruited about in places of gossip.

AT have been published are the names of four Government officials who were given sentences on "charges involving decency". One man has been gaoled for 12 months, another for 12 months, and two others for nine months, and the police don't intend to let up on the drive against local vice, even if, as one senior police officer says, "we're getting to the stage when we're losing friends quickly".

The unfavourable comment has been caused by the fact that one man has been associated with the wife of a high official, and whom the official wished to interview, had earlier been broad on a one-way ticket.

There has been a disposition in Fiji to place the blame for all the scandal, however, on the Government. But it is about as logical as blaming a villain personally for the bedtime story of former War Minister Professor. One feature of the Fiji cases is that it deserves credit: That is, the way in which the Fiji police, in the best colonial traditions, have carried out their job.

To Win Friends And Influence Bananas

COMEDY-FARCE titled, "Yes, We Have No Bananas", took the stage in NSW in June. Main actors were from Suva and from the NSW banana growing areas.

SCENE 1: Fiji's new wide-awake Development Commissioner, Mr. W. Rogers, inquires whether a market for Fiji bananas could be established in Australia. Colonial Sugar Refining Company, pursuing their policy of expanding Fiji industries, assists the inquiry at the Australian end.

SCENE 2: NSW's organised banana growers panic and demand of the Parliamentarians that Fiji bananas be kept out of Australia. They object to CSR of plans to handle the banana trade and they are frightened

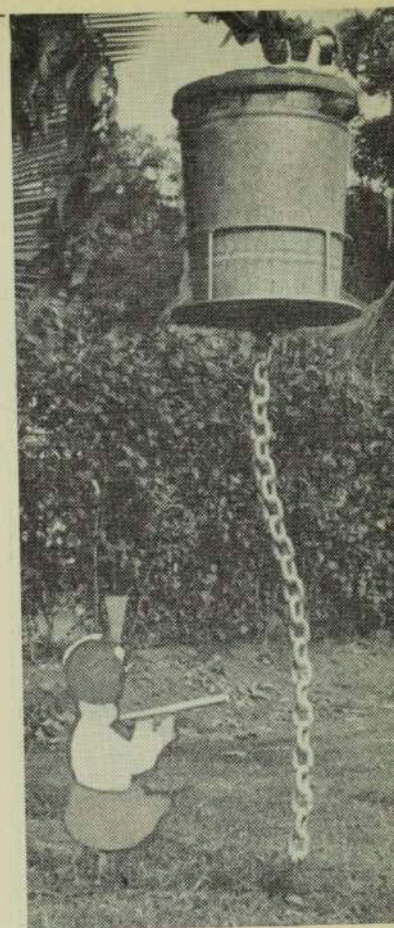
that Fiji bananas would jeopardise the position of Australian growers.

SCENE 3: Suva businessmen hear that Australia is attempting to find a way into the New Zealand banana market, which has been traditional outlet for bananas from Fiji, Samoa and Tonga, and they are irate.

SCENE 4: NSW growers learn that CSR motor vessel *Rona* has gone into dock in Sydney. They say that she is about to be altered to carry banana cargoes to Australia. CSR replies that *Rona* is merely going into dock for re-conditioning, as she has done regularly all her working life.

SCENE 5: *Sydney Morning Herald*, June 17, publishes letter from Mrs. Judy Tudor, joint editor of *Pacific Islands Monthly*, pointing out that Australia is supposed to let a nominal number of Fiji bananas into the country but that Australian growers have used every tactic over the years to keep them out. Australia sells Fiji goods worth more than £5 million each year, but buys from Fiji a little more than £1 million—and most of this is gold. Australians, as a result, know a banana only as a "dry and flavourless stick". Australia has an agricultural bogey about "cheap black labour", says Mrs. Tudor, but the Fijian villagers consider themselves neither cheap nor black. She adds: "Australia should do something to counteract its growing reputation among the small emerging countries of the Pacific as a trading nation which wants to sell everything but buy nothing."

SCENE 6: Public debate. Some commentators insist that Fiji is entitled, on trade balance, to sell its produce to Australia. Others say a large, hard-pressed Australian industry must be protected against the cheap products of the Islands. NSW growers furiously defend the quality of their bananas, and demand that a tariff wall of 6d per pound be imposed. Somebody else writes to the



INITIATIVE: Keeping dogs away from household rubbish tins is a major problem in Rabaul, New Guinea. This owner has solved the problem with a very attractive solution which apparently defies the laws of gravity.

Herald proposing that Tongan bananas, as well as Fiji fruit, should be allowed into Australia. Further dialogue drowned in uproar.
END OF ACT 1.

The Buka Building Up For Trouble Again?

ACCORDING to some New Guinea missionaries, the natives of Buka Island, Bougainville, whose rebellious activities caused so much trouble last year, are again working up to a stage of disorder.

Last year about 600 were actively involved, and most of the leaders were put in gaol. It is now calculated that at least 2,500 natives are involved in new troubles.

A different set of leaders has taken control of the unruly community, and are trying to establish a new set of "laws". They appear to have sep-

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See "Sport of Kings", opposite

arated themselves from both the Methodist and Catholic communities controlled by the Missions, and their main purpose seems to be the organisation of a kind of Cargo Cult. They are reported to have established a breeding house, as was done last year, and a number of young girls already have been placed there.

The Missions, in May, reported that in their opinion these people have already made themselves liable to criminal prosecution, but that the Administration would not investigate.

The police did a good job 12 months ago in finding and gaoling the leaders and getting them out of the way; but some people think the Administration prematurely let these people out of gaol, and thus encouraged this further development. Some of the Missions are very deeply concerned.

Masters Of The Rolls

A COLOSSAL task is being undertaken by the Administration officials in Papua and New Guinea in preparation of rolls for the election of the new House of Assembly next year, in which every person in the territory will be entitled to a vote.

The number of persons to be enrolled is, so far, anybody's guess; but the figure generally accepted is in the neighbourhood of 600,000.

That gallant old work-horse, the corps of patrol officers of the Native Affairs Department, has been given the job of collecting the names and preparing the rolls. On June 5, the Director of Native Affairs, Mr. J. K. McCarthy, assembled 44 patrol officers in Port Moresby, to instruct them and co-ordinate their work in the preparation of the rolls.

After the rolls have been written and gathered together, the further task of printing them will be under-

taken. Contemplation of what involved, it is reported, caused a panic in the Government Printing Office; and the Administration authorised the installation of new special machines for the job.

The Foot mission in 1962 made a recommendation that parliamentary government, based on a commonwealth model, be introduced in Papua and Guinea in 1964. What a pity that little team of first-class theorists, not return for a while to the territory to see the amount of trouble and expense involved in carrying out the idea!

The Peculiar Ways Of Pacific Currency

THERE is a trap for unwary travellers in the currencies which circulate in the French territory of New Caledonia and the Condominium of New Hebrides.

In New Caledonia the Australian dollar is readily interchangeable with Pacific francs, and it is easy to handle. Pacific francs equal 1/- Australian dollars.

Pacific francs also circulate in New Hebrides, as does Australian currency. Therefore, the traveller from New Caledonia to New Hebrides does not worry about his money — he reckons that the Pacific franc of New Caledonia will be accepted without question in New Hebrides.

That is not so. The franc issued in New Caledonia is marked in a way which renders it undesirable in the New Hebrides where the French Bank operating in New Hebrides issues a specially-marked New Hebrides Pacific franc of its own. The two are not interchangeable, although apparently they are issued by the same bank.

So the bemused traveller has to hunt around in New Hebrides for some other traveller who is prepared



Sport of Kings

ook Islanders will be among the enthusiastic participants at the 10th Pacific Games in Suva in August. They're sports enthusiasts in away back, and their skills include long distance running and back horse racing. Above, riders bring their mounts around a turn and head down the straight for the Queen's Coronation Cup race on the sands of Muri beach, Pongona, on the Queen's Birthday holiday in June. There was a queue at the totalisator. Opposite—Tamarika Tangiia comes to win by a good margin at the end of a 22-mile round Rarotonga marathon held at the Kumete Sports the week previous to the Queen's Birthday holiday.

Photos: C. Russell.

ly for a consideration, to accept New Caledonian francs.

stralian money circulates easily in New Caledonia, New Hebrides, French Polynesia and New Guinea and there is no argument.

It is not very long since the traveller entering New Caledonia had to declare the amount of money he carried into the country, and disclose the amount he was taking out with him, and God help him if the difference was, in the opinion of the Exchange authority, not what it should be. That system apparently has now been abolished; but the officials who control French exchange still have learned how to make friends and enemies of people.

Another thing which distresses the Australian visitor to New Caledonia is the complacency with which the French Consular authorities in Sydney demand the sum of £1/2/11

Australian for affixing a visa to his passport. Apparently, there is some sort of armed neutrality between New Caledonia and Australia. A New Zealander visiting New Caledonia requires no visa, and is not charged any fee. But if a New Zealander is unwise enough to go to New Caledonia via Australia he is obliged to pay for the privilege!

They're Discriminating Against NG Euroneseans

THE extraordinary concern expressed by a section of the New Guinea Administration for native welfare is in sharp contrast with the indifference of Port Moresby's top brass to the situation of the Territory's numerous half-caste people (usually called Euroneseans).

Again and again, appeals have been made to the Administration to aid the Euroneseans by at least giving to them the Australian citizenship status which has been granted to the New Guinea Chinese. As a result of official reticence there has been generated among the mixed-race communities a resentment and bitterness which could provide a very ugly factor in the Territory's political future.

Here is a typical example of the kind of thing of which officialdom is guilty:

Some two years ago, a young Australian man in the service of a non-official organisation, serving a term of duty in Rabaul, met a very pretty girl of mixed blood. They fell in love, and decided to marry. A high official tried to persuade the Australian against marrying the Euronesean, but he failed. The couple married, very happily, and they now have a year-old son.

The Australian has tried repeatedly to get Australian naturalisation for his wife. He has submitted documentary evidence to show that her father was a British subject of mixed blood, resident in Singapore, and her mother was the daughter of a Scandinavian man and a New Britain woman. The mother's family was of very good type, and highly respected in New Britain. The young wife was well educated—she got six "B" passes in examinations, and a scholarship entitling her to musical tuition. Her brother is an Australian citizen, well-educated, and an officer in the RAAF.

This young Australian, in May, was

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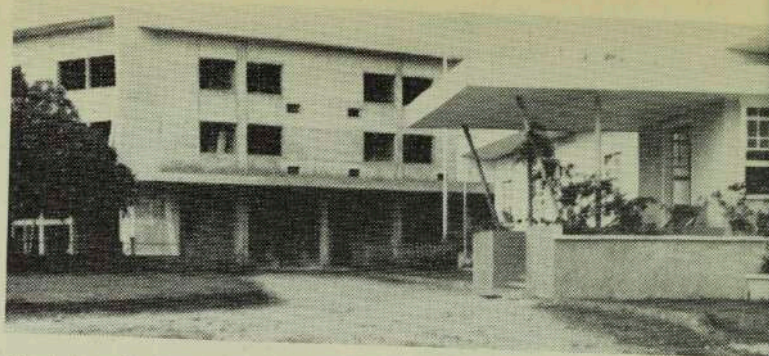
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Work is well advanced on Vila's new hotel, the Hotel Vate, as this photograph took in June shows. The hotel will accommodate 50 guests and will also have a casino. It is expected to be opened by the end of next January. The Hotel Vate is directly opposite Vila's only other hotel, the Hotel Rossi, whose front entrance is seen on the right.

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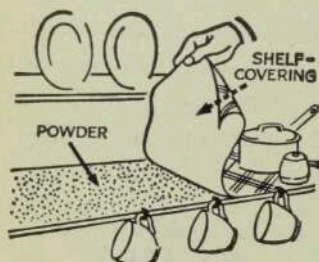
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about to go on long leave. His application for naturalisation for his wife, although lodged months before, was still unanswered. Unless it was granted, he would proceed to Australia with his papers showing him and his small son as "Australian citizens", and his wife as "NGAPP" (which means New Guinea Australian Protected Person).

This is no isolated case.

A Rabaul man asks: "Why does this Administration, which is going to such remarkable lengths to discourage 'discrimination' against natives adopt this policy of heaping reproach and humiliation upon persons of part native blood?"

The New Guinea Rock

THE recent challenges to New Guinea land titles (see p. 19 and June, p. 11, for the details) has certainly rocked many New Guinea people. Some property owners have gone to the extreme of viewing all Administration moves about land with the deepest suspicion, for they believe the Administration is deliberately devaluing land and coconut palms for the time when political changes mean that European planters have to be compensated for properties that will be transferred to native ownership.

"How Port Moresby manages to fit this in with their howls about 'maximum opportunities and security for investors' is something that we have not been able to work out," one Rabaul landholder told us the other day.

He said anyone interested should make a comparison between recent Administration records and the records of the Expropriation Board, and asserted that the Expro Board in one place shows the valuation of a seven-years-old cocoa tree at 19/4,

whereas the Administration now valuing the same asset at 11/-.

Of course, it may be one of those bogies thought up by Rabaul planters wherewith to scare holders. Again, there could be enough smoke about the report to give the impression that somewhere is a real problem. But the real point is that nowa-days no one seems to trust the NG Administration when it comes to a matter of native rights as against European rights.

Postscript: For what it's worth when the ABC decided to increase its staff in Rabaul, and let it be known that it might require two or three more houses, no less than three residences were offered within a few days. The prices quoted generally were on the low side, and there was a grim note of urgency about some of the communications.

Art (Abstract and Otherwise) In New Hebrides

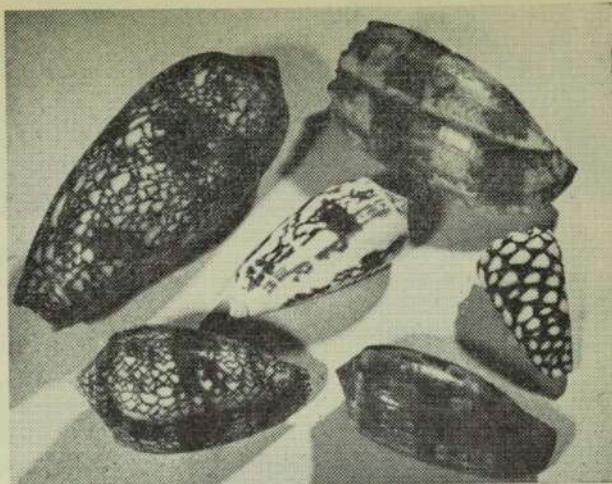
IN a hall off Vila's main street, New Hebrides, in May, 1963, found a "Polynesian Collection" presided over by a courteous and enthusiastic Mr. de N. Michoud. There were some interesting artifacts, mainly from Wallis and Futuna islands; but the backbone of his collection was an assembly of abstract paintings.

Having inspected them with suitable horror—and hurt the feelings of the kindly director by describing one of them as an impression of an over-coloured octopus having a headache—we were comforted to find alongside an exhibition of Captain Brander's paintings. New Hebridean art seemed to be taking a practical interest in the fact that most of the 40 or 40 products of the BP navigator's tireless brush were for sale.

FLING SYDNEY CASE HIGHLIGHTS DANGER

If You Don't Know Your Cone Shells, Don't Touch Them!

By a Staff Writer



The danger of inexperienced people handling any kind of cone shell found on reefs throughout the Pacific has been emphasised recently following publicity in Australia about a highly lethal cone shell, *Conus geographus*.

The danger arises from the fact that even the experts are not certain which cone shells are poisonous to man and which are not.

Robert Endean, head of the Biology Department at the Queensland University, who has been identifying cone shells (*Conidae*), has only six species with poisons poisonous to man.

Dr. D. F. McMichael, Curator Molluscs at the Australian

Museum, Sydney, says there are three others which have been reported to have fatally stung humans.

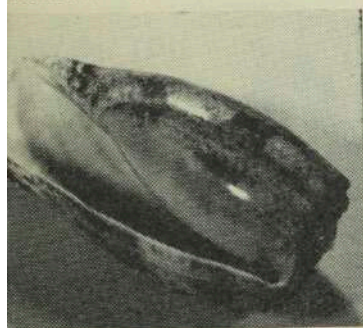
Dr. Endean's lethal six are: *Conus geographus*, *C. tulipa*, *C. striatus*, *C. magus*, *C. stercusmuscarum* and *C. catus*. To these, Dr. McMichael adds: *Conus aulicus*, *C. textile* and *C. marmoreus*.

As these shells are similar in ap-

pearance to some cone shells that are known to be harmless, the message clearly is that anyone who does not know one cone shell from another should leave them all severely alone. Both poisonous and non-poisonous cone shells are found all over the South Seas.

Two Found Dead

Conus geographus has been in the news in Australia recently because police and scientists believed its poison may have killed two people who were found dead on the bank of



There is a difference of opinion among scientists about whether all the cone shells on this page are lethal, but amateurs should leave the problem to the experts and keep away from them all. Immediately above is the *Conus geographus*, which the scientists are unanimous about is a killer! Note the aperture running the full length of the shell. The proboscis emerges from the wider end of the aperture.

The six cone shells on the top of this page are, from left corner, clockwise: Tulip cone (*Conus tulipa*), Court cone (*Conus aulicus*), Geographus cone (*Conus geographus*), Marble cone (*Conus marmoreus*), Tulip cone (*Conus tulipa*). Centre: Striated cone (*Conus striatus*).

Photos: Rob Wright.

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- 6-lb. Taper Corned Beef.
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- 8-oz. Vienna Sausages.

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ane Cove River, Sydney, on
y 1.

two people were Dr. Gilbert
38, a physicist, and Mrs. Mar-
Chandler, 29, wife of a scientist.
bodies were found a few hours
they had left a New Year's Eve
at a house less than a mile from
ane Cove River. Foul play was
ted.

estigations by scientists revealed
he two people had died soon
leaving the party and that they
almost certainly been poisoned.
o trace of a poison was found
ir bodies.

en the City Coroner, Mr. J. J.
es, held an inquest into their
in May, 50 witnesses gave
ce over 14 days. The typed
ce filled 590 foolscap pages and
d about 210,000 words.

at the end of the inquest, Mr.
es said he was no nearer estab-
g the cause of the two people's
s than he was when he started,
hat they died "from unnatural
s".

is a baffling mystery," he said.
d that the two people died from
circulatory failure. But as to
circumstances under which such
atory failure was brought about,
vidence adduced does not enable
o say."

Startling Development

out three weeks after Mr.
es announced his finding, there
a startling new development in
ogle-Chandler mystery when the
ey police announced that the two
e may have been killed by
n from *Conus geographus*.

e announcement said that the
n could not be detected in post-
ems, that the poison killed in
t an hour, and that it produced
ly the same symptoms detected
the bodies of Dr. Bogle and
Chandler were found.

is announcement followed a visit
risbane by two Sydney detectives
the director of the New South
s Division of Forensic Science,
John Laing, where they inter-
ed Dr. Endean who is seeking an
ote to *Conus geographus* poison.
Laing brought back samples of
poison to Sydney for testing.

r. Endean, one of Australia's lead-
experts on marine poisons, told
e that *Conus geographus* poison
ted in a similar way to curare,
South American poison, but tests
not yet shown what the poison

e said the poison was extremely
erful, and that it was shot through

a tiny tube on the end of the shell.
A tiny drop, diluted thousands of
times, could kill small animals within
minutes.

Reporting Dr. Endean's statements,
Sydney newspapers said it was not
known whether the poison of *Conus
geographus* would cause death if taken
orally.

Although it was announced on
June 27 that tests on the poison had
proved negative, the case served to
underline the danger of the cones
to the Australian public. *PIM* has
warned against the shells for years,
and in June Dr. Endean supplied
PIM with details of his investigations
that might be of further value

to people in the Pacific. He also
asked for the co-operation of Islands
residents in obtaining information
about recent stings caused by
Conidae in the Pacific Ocean area,
and in obtaining for him specimens
of *Conidae* for his research work.

Dr. Endean told *PIM*:

"Research on *Conidae* at the Uni-
versity of Queensland has followed
several lines. First, it was necessary
to ascertain which species of *Conidae*
might be of danger to man.

"The American worker, Dr. A. J.
Kohn, has shown that the various
species of *Conidae* appear to prey on
worms, fish or other molluscs.

(Continued on p. 35)

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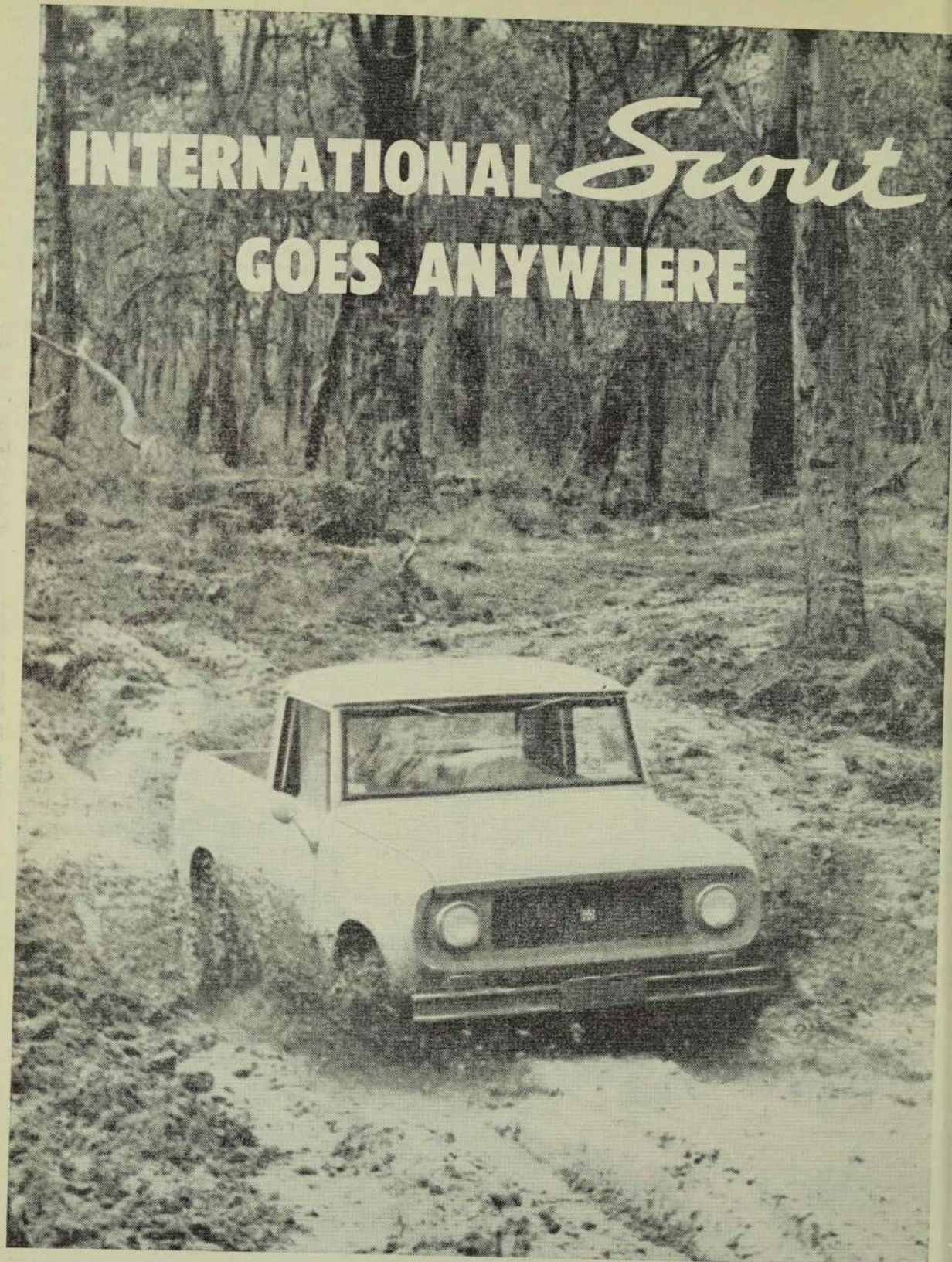
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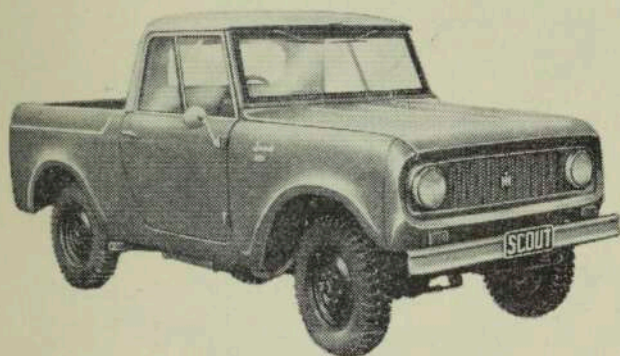
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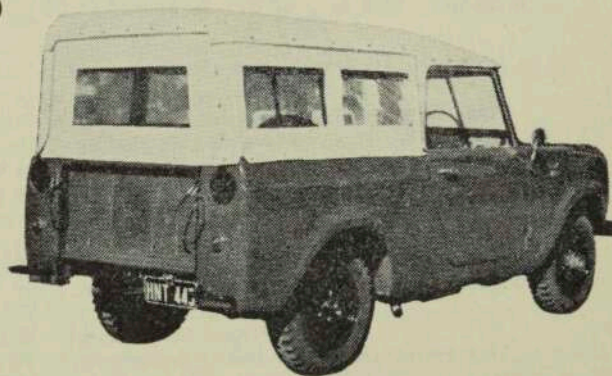
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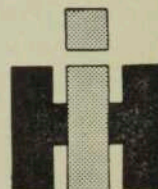


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FEX106/H892/DPS





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Accordingly, Miss C. Rudkin and I obtained the venoms from 40 species of *Conidae* and tested these venoms on species of the worms, fish and molluscs.

It was found that the venoms of fish-eating cones (e.g., *Conus* *marmoreus*) will paralyse other molluscs, the venoms of fish-eating *Conidae* will paralyse and the venoms of *Conidae* that prey on worms will paralyse worms.

Further, it was found that only venoms of fish-eating *Conidae* will paralyse mice and other vertebrates.

It is believed, therefore, that, of the species investigated, only *Conus* *geographus*, *C. tulipa*, *C. striatus*, *C. catus*, *C. stercusmuscarum* and *C. magus* are of danger to man.

Next, the amount of venom from each of these species required to kill a mouse was determined. It was found that only minute amounts (micrograms) of venom were required.

Paralysis

When the symptoms resulting from the injection of lethal and sub-lethal amounts of venom were studied, it was found that the venom paralysed the skeletal musculature (the muscular system) and that the prime cause of death in injected animals was paralysis of the muscles of the diaphragm.

The diaphragm is the large circular muscle separating the chest from the abdomen. Its most important function is connected with breathing.]

Mr. J. M. Whyte and myself studied the effects of the venom of *C. geographus* on isolated phrenic nerve-diaphragm preparations. It was ascertained that the venom acts directly on muscle and not via nerve-muscle junction (as curare does).

It was shown that artificial ventilation was effective in treating animals injected with lethal doses of venom and it is believed that artificial ventilation (e.g. mouth to mouth) would be an effective first aid measure in cases of severe stings. Providing that death does not ensue, the paralytic action of the venom wears off after one to three days.

The possibility of using the venom clinically as a muscle relaxant is being explored.

Research carried out by Mr. D. Colm and myself is directed towards elucidating the structure of the venom apparatus and the histology (issues) of the venom. Cells responsible for venom production have been isolated and the granular nature of the venom determined.

Further work is in progress on the chemistry of the venom and it is hoped to obtain, in a pure state, the active fraction of the venom.

"I would be pleased to receive accounts of recent cases of stings from *Conidae* where the species of *Conidae* involved have been identified. Also, if any of PIM's readers could help me obtain specimens of *C. geographus*, *C. tulipa*, *C. striatus*, *C. catus* and *C. magus*, I would welcome hearing from them.

"We require the specimens alive and accordingly they must be sent by air freight. We pay all freight charges and are willing to pay reasonable prices for the specimens themselves. If readers of PIM can supply the required specimens of *Conidae* I shall endeavour to arrange the necessary import permits after hearing from them."

PIM has written to Dr. Endean about two cases of cone shell stings which have occurred in the Pacific recently. One concerned *Conus geographus*; the other *Conus tulipa*.

The *Conus geographus* case occurred in Vila, New Hebrides, just before Christmas when a 23-year-old Vietnamese, Vu Nhu Ngos, who was fishing at night, put a *Conus geographus* inside his shirt.

On complaining of acute pains in his stomach soon afterwards, he was rushed to hospital where his condition rapidly deteriorated. But with treatment, he improved, and within 24 hours he was on the way to recovery.

Tulip Cone

Rob Wright, of the Public Relations Office, Fiji, described the *Conus tulipa* stinging in an article in the quarterly *South Pacific Bulletin* for January. This case concerned Ron Pahl, a keen shell collector, who found a nest of seven tulip shells while on holidays in Samoa. Pahl, an Australian, is on the staff of the Seventh-day Adventist Fulton College at Tailevu, Fiji.

Although Pahl was aware of the danger of picking up tulip shells without collecting equipment, he was so eager to gather them before they dispersed that he discarded caution.

One of them stung him on the hand, and his hand became as numb as if a local anaesthetic had been used. His whole arm was numb and his chest was constricted by the time he reached hospital half an hour or so later.

Doctors injected anti-histamine in the affected arm, followed by adrenalin in the other arm. The constriction in his chest vanished immediately. But three months passed before he recovered full use of his arms, although even after six months he had a feeling of tightness in the muscles.

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OXFORD SEARCH FOR PACIFIC HISTORY

Islands residents who have material likely to be of value to the British Colonial historians have a chance to have it preserved in England in a form in which it will do the most good.

Oxford University now has a Colonial Record Project decided to locate and sift material in places which are or were under the British Colonial Office.

John J. Tawney, who was the head of the British Colonial Office until it ceased publication last December, is now working on the Oxford project from Queen's House, 20-21 St. Giles, Oxford, and has asked *PIM* to help islands residents in the Pacific territories who might be able to supply material.

He writes:

What we are looking for is all material in private hands (as opposed to Government offices or official archives) which is likely to be of use to future British Colonial historians. When we have details of existing papers, we list them, and are in a position to say what we should like to examine here with a view to its permanent preservation.

Want Everything

The field is obviously very wide; we are not concerned only with the Colonial Service, but with commerce, communications, shipping lines, etc., whose records may all help to build up an accurate picture of the British Colonial period in years to come, when the last colony has ceased to exist. We are interested in photographs which are clearly captioned, of good quality, and illustrate conditions or developments at a particular time, rather than purely domestic scenes. We hope in due course to be able to copy and return material which owners do not want to deposit permanently, but at present we cannot undertake to do this quickly. It is, however, the intention to try to arrange the necessary means for doing so.

Where material is not suitable for the Project and for preservation in the Rhodes House branch of the Bodleian Library, we can usually arrange that it is gladly accepted by some other responsible organisation

which will value it. But we would, of course, return unsuitable material when specifically asked to do so.

"Obviously in some cases it will be necessary for an embargo to be placed on the early use of papers we receive, and those who deposit material at Oxford may place conditions on its use.

"Our short term aim is not to receive material for publication, but to rescue from destruction documents which private individuals may find it difficult to preserve as time goes on."

New Caledonia Importers Unhappy Over NZ Trade

Several New Caledonia importers of New Zealand goods have been talking recently of severing trade relations with NZ because NZ exporters are making life too difficult.

They are not dissatisfied with NZ goods, but they say NZ exporters seem to have no understanding of document formalities and they pay little attention to shipping formalities.



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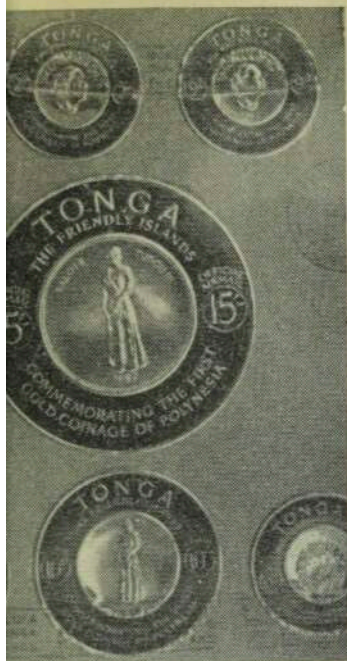
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Three sizes of Tonga's new circular stamps, on a First Day Cover. In the middle is the big 15/- airmail. Above it are the 2d and 9d in the regular series. The largest of those below the airmail stamp is the 10d airmail.

Photo: Hettig, Nukualofa.

Another Tongan Gimmick: Circular Postage Stamps

When it comes to revenue-raising gimmicks, the Kingdom of Tonga has it all over every other country in the Pacific. First it issued gold coins; now it's circular postage stamps on gold foil to commemorate the issue of the new coins.

The gold coins—the koula, half-koula and quarter koula—were issued on April 22. They are the first gold coins ever issued in Polynesia and the first to go into unrestricted circulation at face value as part of a new currency since the world-wide devaluation of gold more than 20 years ago.

The circular postage stamps were issued on June 17. They are the first circular postage stamps to be issued by any country for more than a century and are believed to be only the first of their kind. Both the stamps and the gold coins undoubtedly netted a handsome profit for the Tonga Government. The stamps are in three series:

Ordinary mail, airmail and official airmail. Denominations are: Ordinary mail, 1d, 2d, 6d, 9d, 1/6, and 2/-; airmail, 10d, 11d, 1/1, 2/1, 2/4, and 2/9; and official airmail, 15/-.

Each stamp has a gold centre and a gold rim with gold lettering showing through circular bands of colour. Some denominations carry portraits of Queen Salote and some the Tongan coat of arms. These are fascimiles either of the obverse or reverse of the new coins.

Printed Singly

The stamps were printed singly and have no perforation. It is understood that the dies have been destroyed, so no further issues can be made.

The stamps are unique in that they are the most expensively produced postage stamps ever made, the first Commonwealth stamps ever printed on a substance other than paper (gold foil), and the heaviest stamps ever made.

The smallest stamp weighs 10 times as much as an ordinary British stamp, the middle size 19 times as much, and the largest 41 times as much.

The largest stamp is a whopper—3½ in. in diameter, which is half the width of a page in *PIM* from margin to margin of type. The smallest stamps are 1½ in. across.

The stamps were designed by an American, Ida West, and were printed secretly in England by the Walsall Lithographic Co. Ltd.

To ensure secrecy, Walsall workers were placed under a security ban 12 months ago when the order for the stamps was given.

Printing machines used for the job were guarded by a wall specially built to isolate them from the rest of the works.

No Warning

Outside Tonga, at any rate, there seems to have been no warning that the stamps were to be issued. The first announcement in the Sydney Press appeared on June 16, the day before the stamps went into circulation.

This is the second time in the past 18 months that Tonga has launched postage stamps on an unsuspecting world.

The first occasion was on February 7, 1962, when a limited number of overprinted stamps was released to mark Tonga's centenary of emancipation.

Philatelists, then, were upset that they had no opportunity to obtain some of the stamps. (*PIM*, April, 1962, p. 27).

(Over)

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A correspondent in Nukualofa reports that there was a general rush for the stamps from all quarters and that the Post Office did a big turnover.

"I had bought a few sets and was prompted to get more," he says, "but the Post Office told me they had sold out—and this was only two days after they opened for sale.

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

According to a leading Sydney

stamp dealer, the only other countries that have issued circular postage stamps are Bermuda in 1848 and British Guiana in 1850.

The Bermuda stamps, with a face value of one penny, are now worth more than £1,000 each. The British Guiana stamps, with face values of two, four, eight and 12 cents, are worth anything from £200 to £4,000 each.

Now the 64-koula question is: What gimmick will Tonga dream up to commemorate the issue of the koula-commemorating circular stamps?

A (Red) Ray Of Hope In New Caledonia Economic Gloom

The Vice-President of Caledonia's Government Co Mr. Rock Pidjot, painted a gloomy picture of the Government's finances when he addressed the Territorial Assembly in June.

BUT there are hopes that the economic situation will improve soon with increased sales of nickel to Japan and France, and the negotiation of a big sale of nickel to China.

Mr. Pidjot told the Assembly the 1962 budget had closed at the end of May with a deficit of 30 million francs (£150,000).

As for the 1963 budget, the first five months already showed a deficit of 40 million francs (£200,000) against anticipated receipts, and the Government's Reserve Fund was at its lowest ebb.

However, Mr. Pidjot said that the export of nickel to Japan showed signs of increasing and that the figure for the year might be 500,000 tons rather than the 300,000 tons budgeted.

The export of refined nickel to France should also increase by the year's end.

Rumours Confirmed

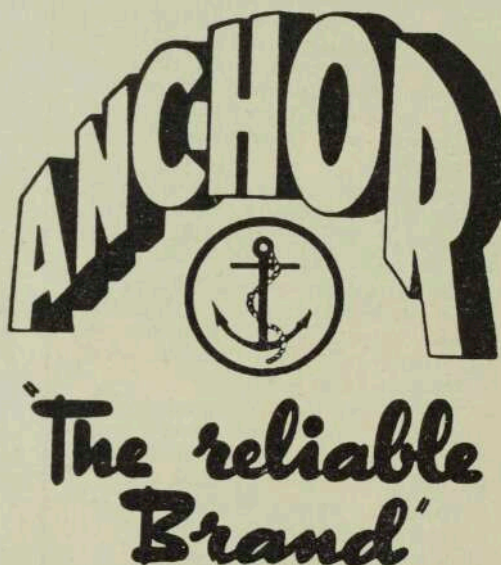
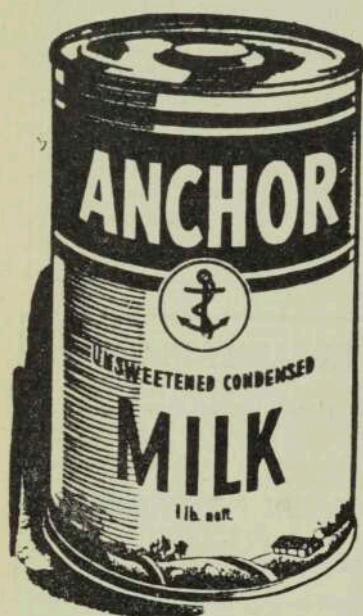
Mr. Pidjot confirmed rumours that had been circulating in Noumea for some time that negotiations were in progress to sell nickel ore to Communist China, but he said the Government could not yet reckon on revenue from that source.

(According to the rumours, the negotiations are being conducted by a private group through Macao as a target of one million tons of nickel has been set.)

Mr. Pidjot said that New Caledonia had complete freedom to make a deal with Communist China, which means that France has given the negotiations its blessing.

Mr. Pidjot added that drastic economies would be made in executing the current budget, and that unproductive works would be stopped or slowed down.

"We are approaching a critical threshold and commonsense tells us not to cross it," he said.



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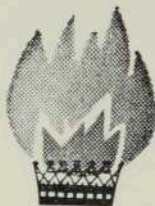
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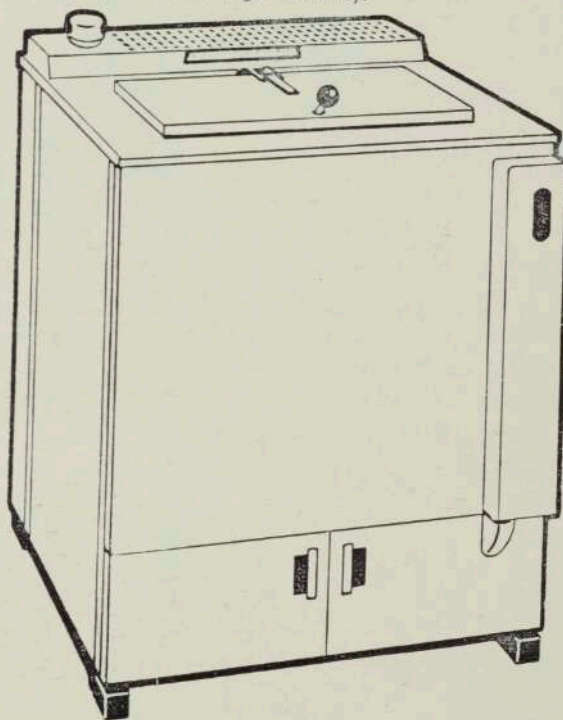
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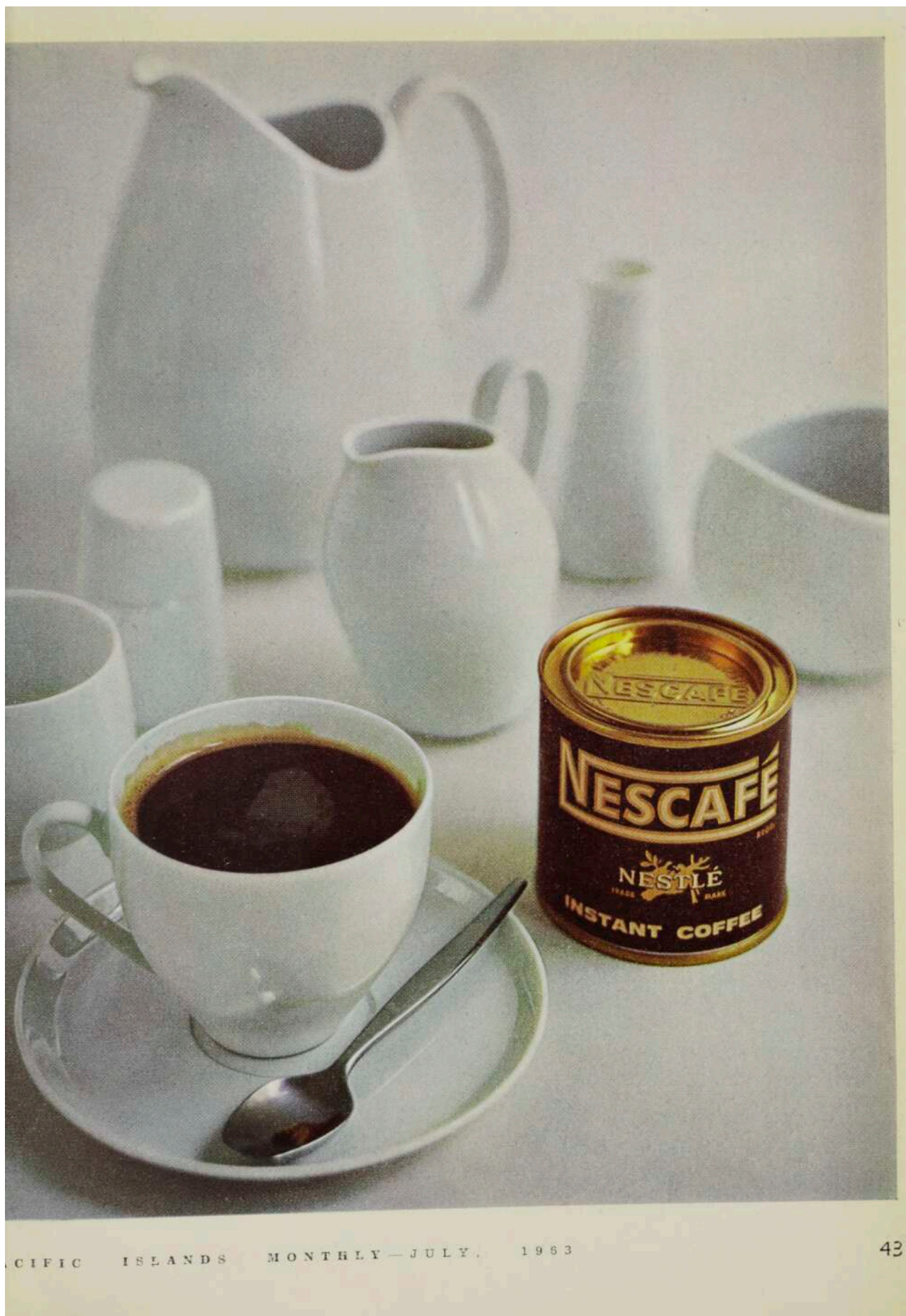


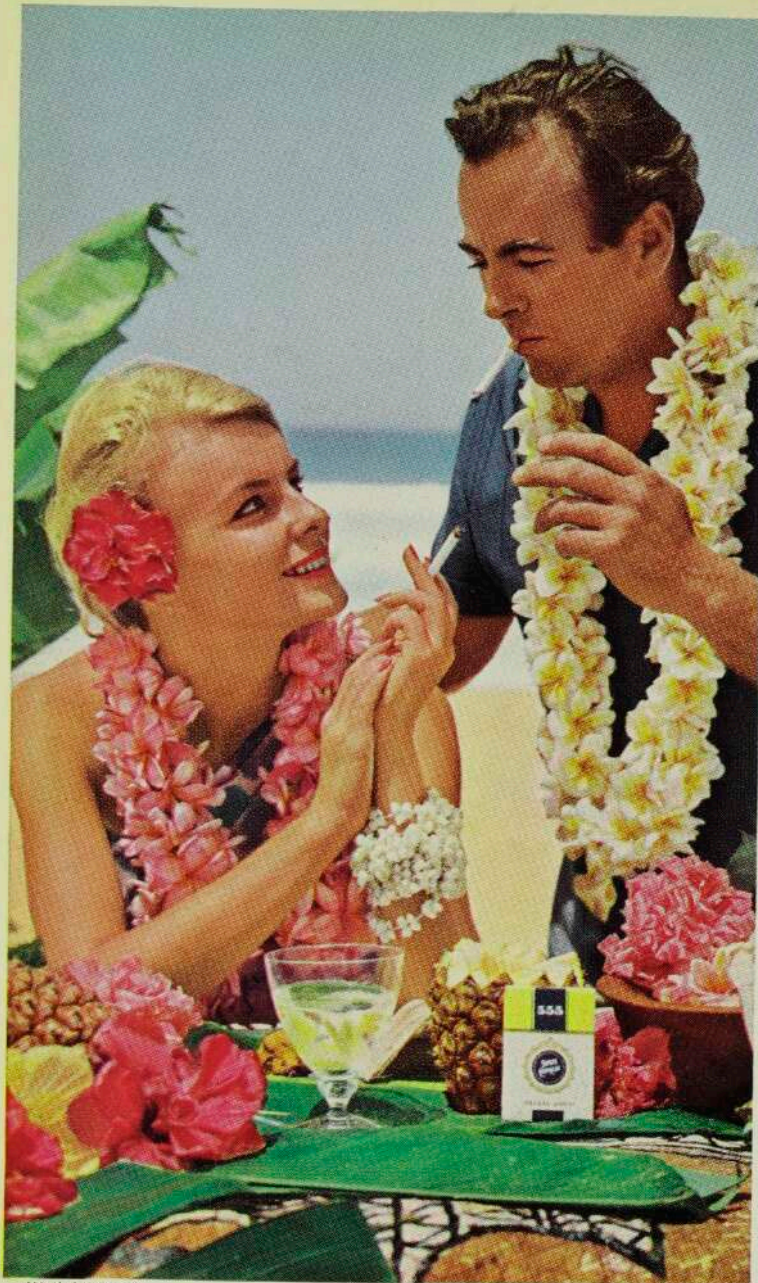
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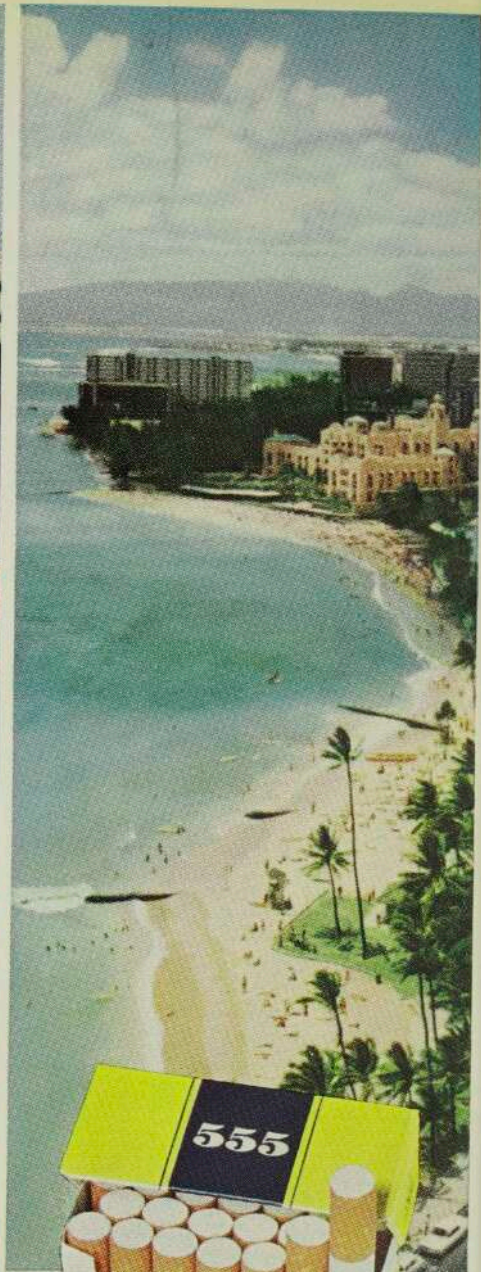
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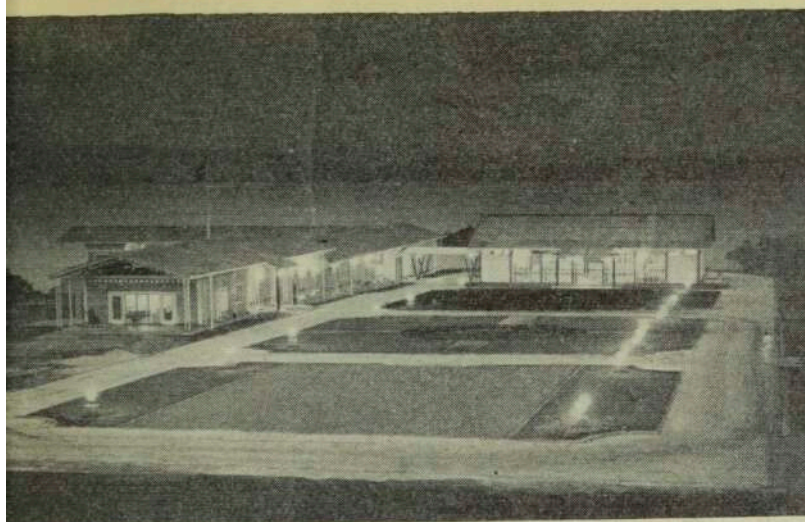
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the former Dutch Governor's House in Hollandia. The new Governor doesn't live there.

New Governor Is A Shrewd Politician

West New Guinea's new Governor, Mr Jan Bonay, 38, presides over a newly-appointed 38-member People's Council, which has replaced the 19-member New Guinea Council of the Dutch administration. The New Guinea Council was partly appointed and partly elected but the Indonesian Council is all-appointed. Only a handful of the old council members appear in the new one.

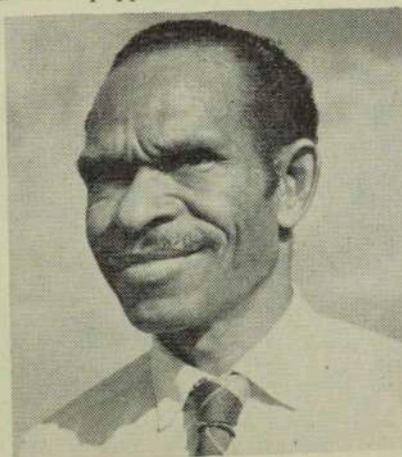
R. BONAY has announced that he will not take up residence in the former Governor Platteel's hill-mansion but remain in his own house in Hollandia with his wife and children. In fact, Governor Bonay can't have much power at all—that will be in the hands of an Indonesian Deputy Governor to be appointed.

Yet Governor Bonay is a shrewd politician, who cannot be written off as a complete stooge of the Indonesian leaders. He has a mind of his own and in the past has favoured union between West New Guinea, Papua-New Guinea, and independence for them both. Indonesia would well encourage Bonay's views on a united island of New Guinea—it would be a union on Indonesian terms and that would not include dependence.

Bonay was born at Seroei-Laut, in the Biak region, and was educated at a village school there before starting as a clerk with the Dutch District

Office at Seroei in 1941. After the war he had various jobs in various places with the NNG Administration; he opened a new sub-division in the Waropen region in 1955; did a course in administration at Hollandia and was District Officer at East Biak from 1957-60 and later in charge of Japen south. Just before the Dutch left he was active in politics with the PARNA party, and was an elected member of the New Guinea Council.

The fact that Bonay was an elected Council member no doubt had something to do with his selection by the Indonesians. Bonay had a Papuan following because of his political activities and was also well considered by the Dutch; he was a middle-of-the-roader. He was not a strong man, and the Indonesians knew there was no danger of him taking control, yet he would be a man who would not be considered a mere puppet.



Governor Elizer Bonay.

DISILLUSIONED INDONESIANS FACE A NG PROBLEM

From a Special Correspondent recently returned from Kota Baru.

Indonesia's Second Deputy Foreign Minister, Dr. Sudjarwo Tjondronegoro, who last October was entrusted with the task of organising Indonesia's takeover of West Irian from the inside, lives in the spacious house on the hill of Noordwijk, Hollandia (now Kota Baru), formerly occupied by the Commander of the Dutch Forces, Admiral Reeser.

EVERY time Dr. Sudjarwo Tjondronegoro enters his house, he can wipe his feet on a doormat lettered KM. The letters stand for Koninklijke Marine, the Netherlands Royal Marine Corps. In a storeroom of the house, there is quite a supply of branded doormats, so this symbolic reminder of Indonesia's triumph in West New Guinea will be repeated for many a day.

Symbolism is everywhere present in Kota Baru today.

Julianaweg, the twisting road that climbed the hill to the Governor's palace and the lofty suburb of Hemelpoort beyond, has been renamed Djalatrikora. The "People's Triple Command for the Liberation of West Irian" has ousted the Queen of the Netherlands.

Likewise, Bernhardtweg has become Djalat Sukarelawan, commemorating the freedom fighters of West New Guinea, instead of a distant and shadowy Crown Prince.

On a bare hillside on the road to Sentani airport stands the stark concrete memorial that is called the Kota Baru War Heroes Cemetery, with its eight lonely graves. They symbolise the men, paratroopers and torpedo boat crews, lost in the "liberation" of the territory.

Symbolism reached its heights during the triumphal tour around West New Guinea of President Soekarno.

A few brief hours were devoted to a visit to Merauke in the south, for no other reason than to prove the fulfilment of the liberation slogan, "From Sabang to Merauke". There, Ali Hasjumi, the Governor of the province of Atjeh in Northern Sumatra, which encompasses the island of Sabang, made a presentation to the Governor of the new province of West New Guinea—Elizer Bonay, a

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n about whom little was heard the Dutch were there. gift was an Atjeh dagger as a Rentjong, a weapon traditionally used for in-fighting. In the Indonesian language, the word has become a synonym for bravery and honour.

Handing it over, Governor Hasjumi Governor Bonay, "This dagger symbolises the solidarity of the people to wipe out the remnants of colonialism from our Republic". A piece of symbolism would be hard to find.

But symbolism itself will not keep the country running, and Australia must ask what substance will stand up to the shadows in West New Guinea.

cash—30 million dollars to be spent on development in the first year. In manpower, at least 15,000 men—but probably more—and headquarters of whom, according to Foreign Minister Subandrio, are to be in civic programmes.

These promises are kept, Indonesia could put more effort into the West Dutch Territory than the Netherlands did in the last year of their occupation. If the promises are kept.

Bitter Fruit

There is no secret about the extent of Indonesia's disillusionment and disappointment about what was expected in West New Guinea. Reading glossy Dutch brochures on West New Guinea, they could be pardoned for believing they were picking a ripe fruit. Instead, they found the fruit green and bitter.

One senior Indonesian civil servant put it, "Life here has taught us that we were in Djakarta." But if West New Guinea proved disappointing, it provides so much better an opportunity for displaying to the world that Indonesia can do more than the Netherlands in leading 750,000 people out of the Stone Age.

If it did nothing else, the seven-month interregnum of the United Nations Temporary Executive Authority revealed how superficial was the Dutch achievement in West New Guinea.

Senior British administrators, and Australian civil servants too, were staggered at the top-heavy expatriate public service that West New Guinea reported. They found, looking behind the photographs in the guide books, that the country had almost no economic production, a poor road system, few wharves and badly-developed airstrips. Merchandising was in the hands of a few favoured

companies which exercised control of the import trade.

Building costs were fantastically high, and the profits from homes and public buildings alike went back to Holland, where most of the building materials came from.

The Koembe rice project, near Merauke, succeeded in producing rice, but at a cost of 23 guilders per kilogram, about fifty times the cost of the imported product.

The Dutch wrote off the interior, virtually leaving it to the missionaries. Not until 1960 was a commissioner appointed to be specially re-

sponsible for the development of the Highlands, and he was able to achieve little in that time.

Educational and political institutions were thrown up hastily from 1960 onwards as part of the facade of progress towards self-determination. Holland left behind a handful of immature politicians, terribly exposed to the winds of change that swept away their mentors, and an educational system that had no broad base.

All this could be explained, of course, by the fact that the Dutch made their run too late. In 1953-4

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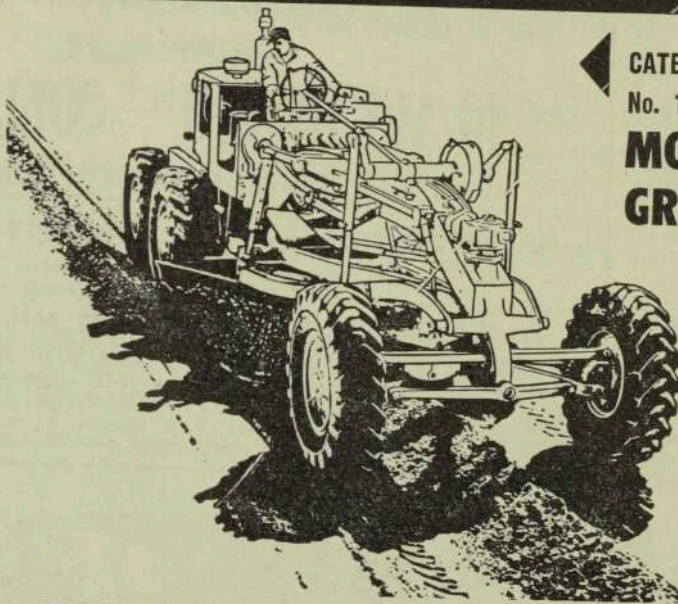
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Sydney Visitors

These two attractive island girls, Joanne Pamatatau, of Mauke, Cook Islands (left), and Miss Louisa Crowley, of Apia, Samoa, attended a recent gathering of the Polynesian Association of Sydney.

—Tele-photos.

There was absolutely nothing of any value in West New Guinea, apart from what had been left over by the American Army.

The Dutch development of the last few years was extraordinary but it was still far from reaching the stage where it could gather any momentum of its own.

The political facade was still nothing but a facade, although some of the seeds of a Papuan nationalism had certainly been sown, as the Indonesians will find out.

Whether Indonesia does or does not in the future achieve the spectacular success she so obviously does for in West New Guinea, developments there are going to have a profound effect on the conduct of Australia's administration in Papua and New Guinea.

After a few years time, Indonesia can point to spectacular developments, either real, or contrived, in her province next door, Australia will need to watch out. President Sukarno's words in Kota Baru may have had an ominous ring to them. "We would fight to liberate Australia herself, were she to be occupied by a colonialist power." Australia's definition of colonialism would probably differ from those current in Indonesia.

Perhaps it was coincidence that Australia's Minister for Territories, Mr. Hasluck, spoke out against new concepts of colonialism at the end of the first week of Indonesian rule in West New Guinea.

"It seems to me that colonialism reaches its utmost depth when a

parent authority, disregarding the wishes of a dependent people, decides and declares exactly what should happen to them," he said.

"Yet, by a queer paradox, this is precisely the course which is being advocated in the world today by so many of those governments and those critics who cry out most loudly against colonialism.

"The paternalism of the colonial powers of the past is a mild self-interest compared with the active and arrogant disregard of the will of dependent peoples that appears in the new imperialism that is at work in so many parts of the world today."

He went on to say . . .

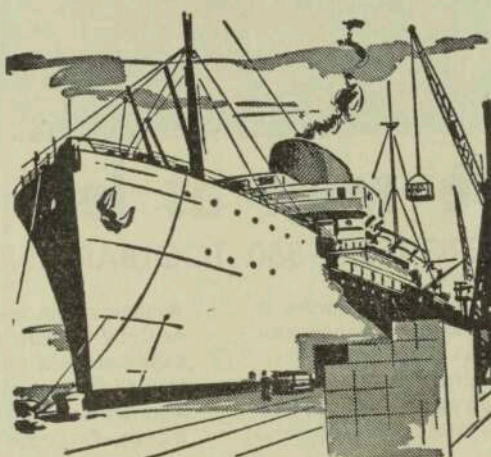
" . . . in the British traditions of

Parliamentary democracy, the question of the powers a legislature can exercise is of more importance than it is in those countries which have an authoritarian tradition.

"In such countries, the requirements of what they call democracy are satisfied by having a large representative assembly, even if that assembly has limited powers and functions, and even if its members are chosen by a method which leaves the voter a limited range of choice, or takes little account of the popular will.

"We ourselves only judge the character of a legislature after asking how it is chosen, and what powers it can exercise."

Perhaps it was chance that this



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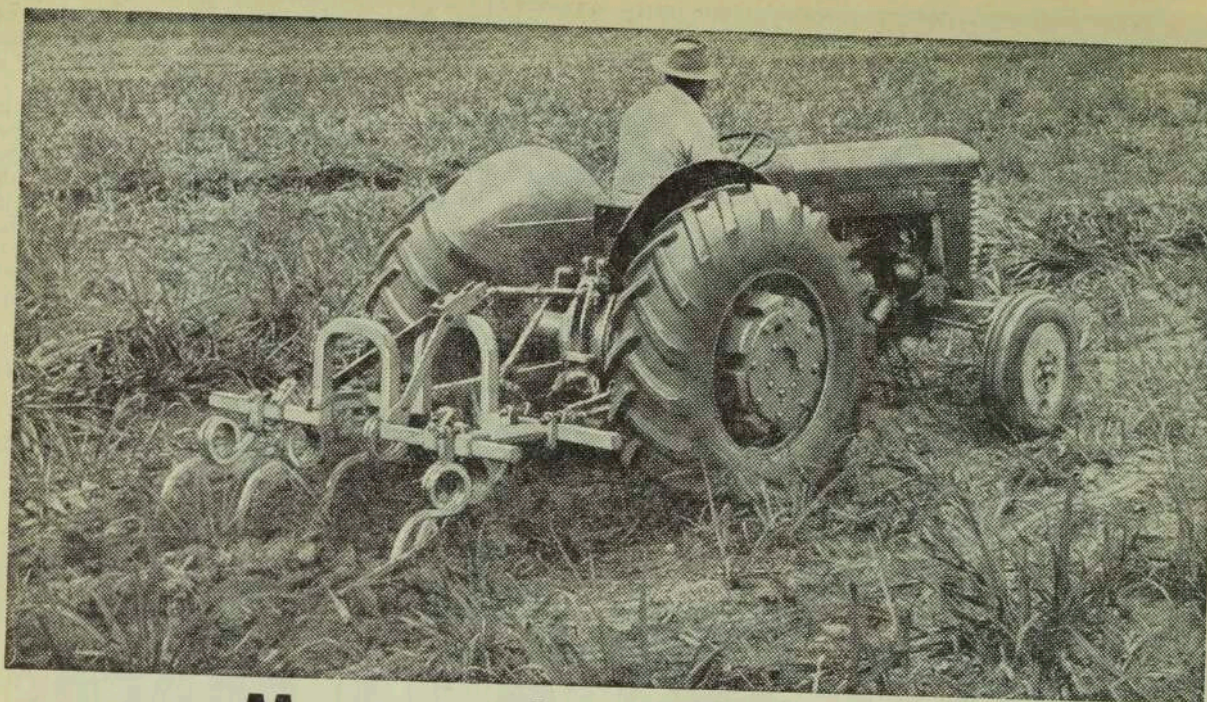
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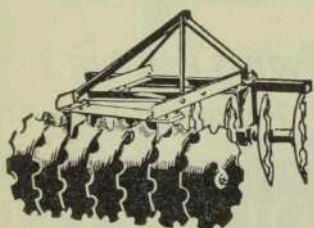
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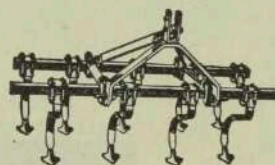
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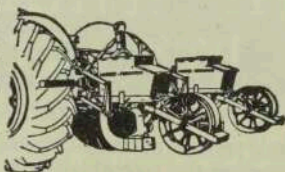


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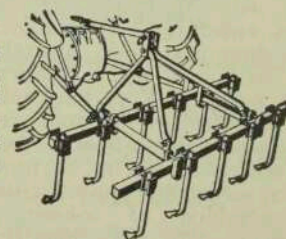


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h came just five days after the ring-in of the 38 appointed and obly obedient members of the new esentative Council of West New ea (to replace the New Guinea cil, which was dissolved). australia, in administering her Guinea territories, must fight for uch time as possible to provide olid foundation for true self- mination for the people. Yet she hasten in her task. She must, in t, walk a tightrope in New ea.

Background To West New Guinea

ERE is the background to the present situation in West New Guinea, now formally named West n by Indonesia:

ourteen years ago when the ch East Indies gained indepen- ce from Holland and became the ublic of Indonesia, West New Guinea was excluded from the agree- nt and remained under Dutch con-

ndonesia stated that West New Guinea was an integral part of Indo- ia and indicated her intention of iming control eventually from ang (off Sumatra), in the west, to rauke (in West New Guinea), in east.

The decade which followed was a od of long wrangling in which In- nesia and Holland attempted to ve politically, ethnically, geogra- cally and legally their respective ats to West New Guinea.

The situation came to a head in the first six months of last year when nesia landed her "liberation" ay of paratroopers in West New Guinea. The move was more political n military, but its ramifications re- ed in Indonesia achieving her aim. n August last year Holland and nesia signed an agreement in ich Indonesia was to assume con- l after an interim administration United Nations.

One of the principal terms of the eement is that the native people of est New Guinea will make, by 69, "an act of self-determination" decide whether they stay with In- nesia or gain their independence.

The seven-month United Nations ministration ended shortly after dday on May 1, when Indonesia umed control with a spectacular play of nationalism, noise, colour d some military strength.

Since then Indonesia has moved

with surprising speed to consolidate her position. Technically she is only an administering authority, but she regards herself as a sovereign power there.

Her attitude towards what she now calls the Province of West Irian is exemplified in the summary setting up of a non-elected legislature, the assumption of supreme power there by the Indonesian President, Doctor Soekarno, and the announcement that no plebiscite of the people will be needed in 1969. In addition she has set out on a big campaign removing Dutch place names from the province and replacing them with Indo- nesian names.

With the aid of a United Nations fund Indonesia plans to spend an equivalent amount to the Dutch in West Irian (about 12 million Aus- tralian) every year. In addition she will provide home expenditure for the upkeep of 15,000 troops in West New Guinea. She claims the troops will be used for the agricultural, social and general development of a country "stunted by the chains of colonialism for so long" and for the welfare of the native people whom "the Dutch regarded as nothing but anthropologi- cal specimens in a human zoo". (These quotations are from the the Indonesian Foreign Minister, Dr. Subandrio).

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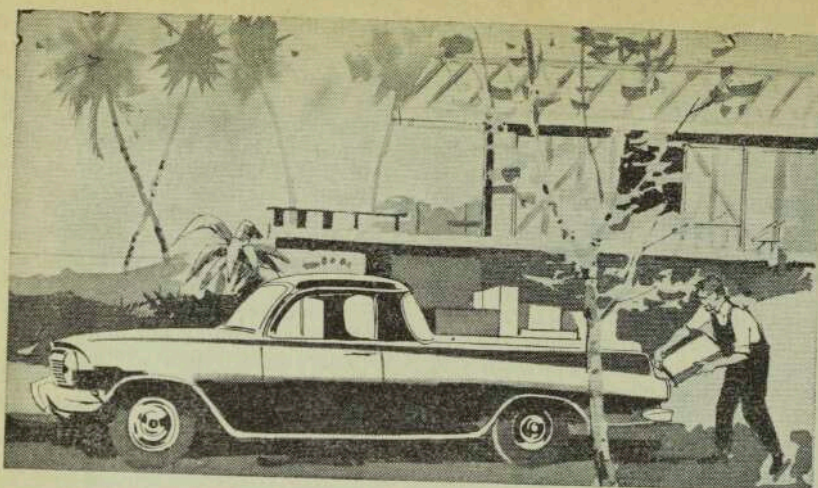
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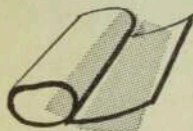
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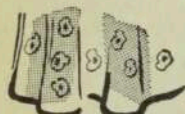
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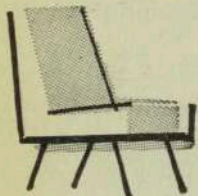
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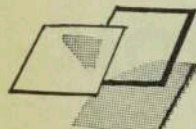
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Lord Howe's Airline Future Is Still In The Balance

From a Correspondent

Lord Howe Island's major problem—what to do when flying boats go—still hasn't been solved. And islanders are apprehensive about the result.

LORD HOWE ISLAND is 40 miles north-east of Sydney, and politically it comes under the State of NSW, controlled through the Island Board which meets in Sydney every three months.

It depends for its livelihood on tourism. More than 3,000 tourists visited the island in 1962, staying on an average of 14 days. A large proportion of the tourists are regulars—people who come back time after time. In early April this year of 36 guests at one guest house had stayed there on previous occasions.

The tourist trade is growing at the rate of 300 people a year and already Airlines of NSW, which operates the flying boat service from Sydney, Lord Howe's only passenger connection to the mainland—has announced it will operate four services a week from next season.

No Replacement

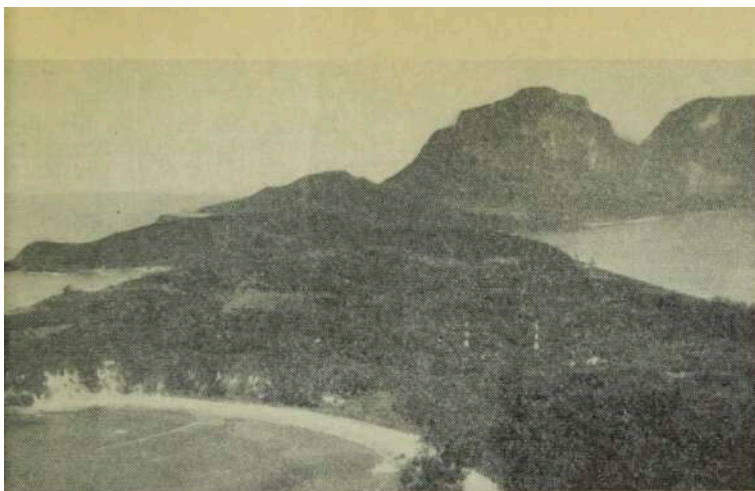
But the flying boats are becoming obsolete. Ansett, which is the company owning Airlines of NSW, advised the island authorities some time ago that there was no possibility of replacing the Sandringhams.

The company offered substantial financial aid for a land strip to be built on condition they retained the franchise to operate the service. The offer was rejected.

It became obvious, however, that the airstrip was the only alternative to the flying boat service.

Lord Howe is very hilly, and two mountains at the southern end of the island rise to almost 3,000 ft. The island is merely seven miles long and only half a mile wide on an average, and there is not much room for a strip.

Preliminary surveys, including wind tunnel tests, were made to determine whether land strips could be built. It soon became clear that to get a sufficiently long runway any strip



Lord Howe Island from Mt. Malabar. The lagoon is on the right.

d have to extend into the lagoon, possibly right on to the reef, and some houses would have to be d.

iginally two strips were thought ble, but recently it has been coned that one strip, located mainly he lagoon, should do the job, work has been put in hand to a hydrographic survey of the n, a survey of suitable filling rial and an investigation into

the effect of waves on the proposed strip.

It would not, of course, be the first time that an airstrip on a coral lagoon has been built. Both Tahiti and Pago Pago, American Samoa, have international standard airstrips, built on the coral.

It is likely to be a month or two yet before this survey work is completed and meanwhile the Island Board has been concerned about the

delay. The members want the situation to be resolved quickly.

The question of finance is a big one and estimates range from £300,000 to £1 million depending on the final choice of site. These figures are probably only arbitrary.

The delay about Lord Howe's aviation future has given local people plenty of time to develop thoughts and rumours of their own. The current belief on the island is that the NSW Government has definite leanings towards East West Airlines and intends to give this company, which operates in NSW in opposition to the Ansett company, the Lord Howe licence if the airstrip goes in. There are also rumours that Airlines of NSW are looking for Solent flying boats to replace the Sandringhams and thus avoid the need for an airstrip.

There are two schools of thought on Lord Howe about the airstrip plans.

Some people naturally are unhappy at losing land or having to shift house to make way for the strip—especially those who are getting on in years. And most islanders are also conscious of the fact that the airstrip would bring great commercialism to the island, which for years has had a get-away-from-it-all character which

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has been the very thing which attracted the tourists.

Flying boat days are like the 1 days of other small islands in Pacific—such as Niue, and Norfolk they are Red Letter days. The atmosphere of being cut off from civilisation will go once there is an airstrip on the island which can down passengers unannounced virtually at any time of the day.

But others realise that Lord Howe just won't keep going once the flying boats cease, and that a land's could mean the difference between life and death.

General attitude among Lord Howe people is that they want an airstrip on the island only as a last resort.

FIJI'S LAUCALA BAY BASE STILL IN THE BALANCE

The fate of the Royal New Zealand Air Force flying boat base at Laucala Bay, Fiji, is still in the balance, with the odds in favour of it closing when the present fleet of five Sunderlands is worn out.

ACCORDING to the RAF Officer Commander-in-Chief, East, Sir Hector McGregor, who visited Fiji in May, the New Zealand Minister of Defence, Mr. Dean Eyre, is as worried about the future of Laucala Bay as anybody else.

Sir Hector ventured the opinion that the NZ Government would keep Laucala Bay going at present. The Sunderlands had a lot of useful life in them—probably another five years.

He readily agreed that the Sunderlands had a very useful role in the Islands, a role that could not be filled by a land plane.

However, the decision does not rest with Sir Hector, and the New Zealand Government has made a public statement about the future of the base since the Chief of the New Zealand Air Staff, Air Vice-Marshal I. G. Morrison, visited the Colonies a few months ago.

Air Vice-Marshal Morrison made it clear that the flying boats would have to go, and left the uncomfortable impression that he was talking of the not too distant future, certainly not the five years which Sir Hector mentioned.

Controversial Bill On Discrimination Introduced In P-NG

By R. W. Robson

Having listened in at a number of sittings of the P-NG Legislative Council in June, I came away with the impression that the P-NG Administration has become a little hysterical and unbalanced on the subject of discrimination".

SELECTED members said at this session that half the official business being introduced actually were discriminatory against Europeans".

The Administration's reaction to this was disclosed in its resentment of criticism; and in the introduction of a Discriminatory Practices Bill, which is one of the most extraordinary measures ever seen in Pacific Islands Government.

The bill's sponsor, Assistant Administrator Dr. Gunther, admitted that "the single act that triggered the need for this bill was a refusal to give a well-educated, well-dressed, well-mannered native person in a suit". Nobody would argue that this kind of discrimination—or any kind of discrimination—is objectionable, but the bill proposes heavy fines or imprisonment for any person guilty of "discrimination, whether of an adverse or preferential kind, against or in favour of a person or group, for reasons of race or colour." It will be a very difficult law to police.

Here are some of the offences:

- Setting aside any part of premises, vessel, aircraft, or vehicle for the exclusive use of people of a particular race or colour;
- Failure to attend to persons in the order in which they approach, according to their race or colour;
- Selling goods at different prices to persons of different races;
- Conduct which distinguishes between persons of different race or colour.

Persons who act in "an insulting, provocative or offensive manner towards a person of a different race or colour as such", or who incite such behaviour, may be gaoled for two months. . . . And there are various other provisions to the same effect.

This measure, destined probably to go down as a product of hysteria, was condemned in strong terms by the non-official elected members, none of whom supported discriminatory practices but all of whom felt the bill was the wrong way of tackling them.

Mr. Lloyd Hurrell: "This dreadful piece of legislation . . . will perpetuate the thing it is trying to eradicate . . . a blundering, stupid piece of legislation. . . ."

Mr. J. L. Chipper: "Inept legislation . . . we will laugh and joke about it in the future."

Apparently because they feared that they might go on record as ad-



Mr. Lloyd Hurrell.



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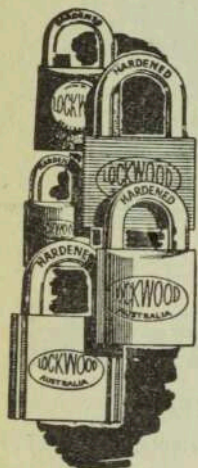
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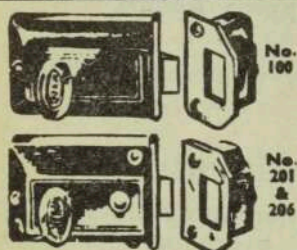
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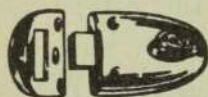
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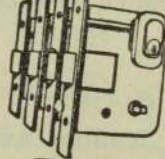


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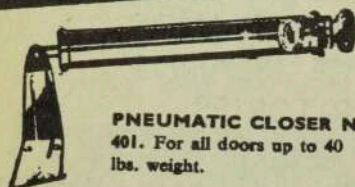
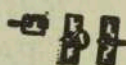
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vocates of discrimination, the criticism of the measure would not vote against it, and it passed into law on 100 voices.

On the subject of discrimination, members during the session pointed out that there was anti-white discrimination in the new liquor laws, in the way in which the Public Solicitor was encouraged to assist the natives pursuing demands of various kind against the whites, even in the way in which Mr. Hasluck's new Papua and New Guinea Bill, recently introduced in the Commonwealth Parliament, gave the new native local government council power to raise revenue by local taxation.

Anti-Self-Government

An interesting feature of discussions on self-government was the sentiment expressed by native members against UN pressure towards "independence".

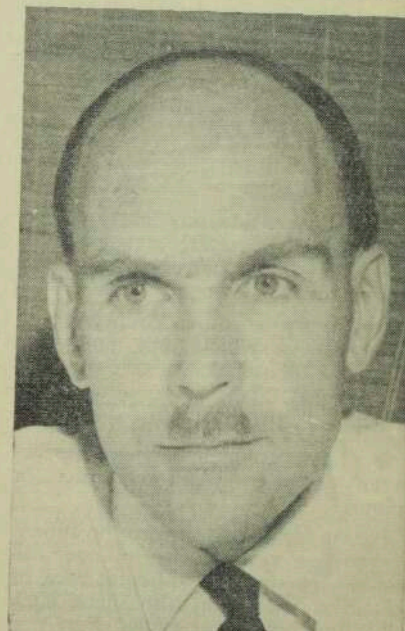
Somu Sigob was outspoken. "In my country, he said, wanted education, roads and finance before independence. UNO, he reminded them, has said that Australia could not stay long in New Guinea.

"I say that talk is no good," he declared.

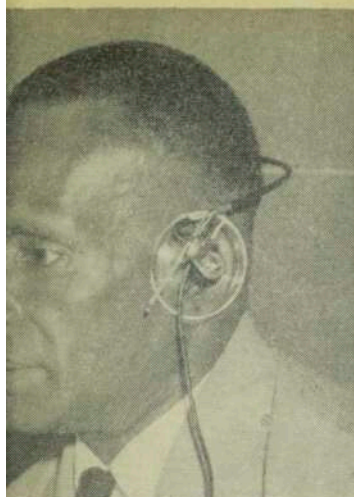
Bonjui said: "I am sick of all the talk about self-government. The people are not ready even to think about self-government."

Indonesia

Some measures before the Council naturally brought expression of the general fear of what now may



Dr. R. Scragg.



Somu Sigob.

across the border from unpredictable Indonesia.

ected member S. R. Slaughter not mince words. He said he welcomed the assurance of Indonesia she wished to be friends with Guinea. But while she had said ad no further ambition for territorial gains, she had declared that would "liberate colonised territories"—and the significance of that not be ignored.

have no doubt that the first step s our border will mean war," he "We are pleased to hear of Australia's increased vote for defence—n my opinion Australia should moving quickly. Our unpreparedness such that it could be all over e it starts."

Title of "Dr."

nouncing the Administration's ion to provide measures under graduates of the Suva and P-Medical Training Schools would gistered and become entitled to lled "Dr.", the Assistant Admin-or submitted a lengthy state-

warmly praised the record, the and the devotion of the Assis-Medical Practitioners, quoted dents for giving them the status Dr"; and insisted that on Terri-standards they deserved that

e European elected members d in praise for the work of the 's; but, to a man, they opposed se by them of the title "Dr." One d a former statement by Mr. McCarthy that the graduates ne native medical schools had t half the training of qualified pean doctors.

r. Hurrell said that, while the 's were held in high esteem and

respect by the whole P-NG community, the use of the title "Dr.", which indicated a graduate of the highest medical training institutions of the Western world, would give a completely wrong impression and cause embarrassment to everyone concerned.

Mr. Downs deplored any attempt by the P-NG Administration to lower medical standards—and he said that is what would happen if the proposal went through. He said that instead, the Administration should acknowledge the good work and the ability of the native practitioners by helping them in every possible way to go to Australia and qualify for the title of "Dr."

Mr. John Guise, gave piquancy to the debate by discussing recent criticism of the medical service made by Senator R. J. Turnbull, who is a doctor. Mr. Guise said that Dr. Turn-

bull should be awarded the order of DCB—"Don't Come Back".

The Director of Medical Services, Dr. R. Scragg, described the work of the Papuan Medical College, in teaching native students in the fields of surgery, medicine, public health, obstetrics, in a five-year course. The course was not easy—of 65 who had entered only 39 were still there—and the graduates who got through would be highly qualified, and very welcome in a country desperately short of medical practitioners, he added.

Indications were that, despite the criticism, the Administration would proceed with its plan.

The 37-member Council sat for four days. It will meet again in August, briefly, and again in September. The new Assembly, to be elected in May, 1964, on a common roll, will have 64 members.



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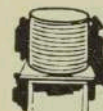
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Continuing Search for Right Cattle for New Guinea

Efforts to establish a profitable beef industry in New Guinea have been extended over many years and have been somewhat ragged and unco-ordinated in character. The over-all picture is not dis-
gusting.

There is no beef-export industry in sight, or even contemplated. There is a reasonable hope that, with higher living standards in the country demanding more meat in the daily diet, the demand will be fully met by cattle-stations which are developing a European-Brahmin cross. Much pioneering work has been done in the Morobe district by Michael J. Leahy, at Zenag; by the Jepcott interests, at Dunpu, in the Mamberamo country; and by the cattle-station originally established by the Leas, at Gusap.

An important, under-publicised experiment is now being carried on by the Bulolo Gold Dredging Ltd., on 8,000 acres at Leron, on the northern Markham plains. This is very successful, enterprising. Many got the lease some three years ago, put Mr. John Robertson in charge, and is now experimenting with Aberdeen Angus, Shorthorn and other cattle, seeking a cross which will stand up to New Guinea's tropical conditions—including diseases—and provide a suitable meat supply.

Increasing Herd

Leron Plains Station now has an increasing herd of 1,700 cattle, including 800 breeding cows, and is growing slowly with the double result—the fixation of a suitable cross, and the establishment of a herd to take the place of the local, natural herbage. Diseases and pests are being controlled. The most persistent trouble at Leron (which lies at an average height of 650 feet) is the screw-worm, an insect something like the Australian blow-fly, the maggots of which enter the body of the beast, especially the calves. Good results are expected from a new smear treatment, developed recently in the United States.

There are two problems peculiar to Leron—absence of accessible fresh water, and absence of shade. Water is being provided by bores.

There is abundant water under the flats—but at depths varying from 30 to 250 feet. Windmills pump it into storage tanks.

Extensive planting of shade trees is proceeding. Meanwhile, until they grow, necessary shade for the animals is being provided by artificial screens.

The experiments with grasses are important. Guinea grass, molasses grass and possibly elephant grass may be found suitable, together with what appears to be a very good legume, *Contro semea*.

"At first, we imported a lot of seed, but some of this local stuff is very good, and may provide the

answer," said Mr. Robertson. "It is Brahmin country, and a lot more experimenting is needed before we can be satisfied with our establishment."

It appears that the famous Santa Gertrudis strain, from Texas, which is well spoken of now in North Australia, is not regarded favourably in New Guinea. The breeders there think it does not meet the conditions.

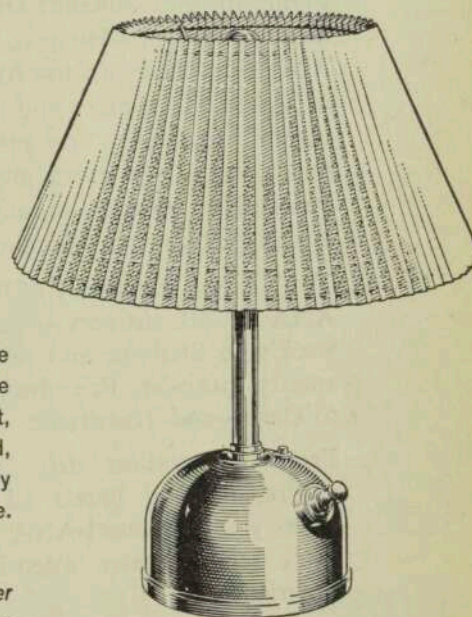
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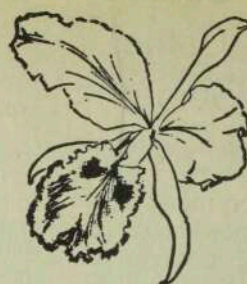
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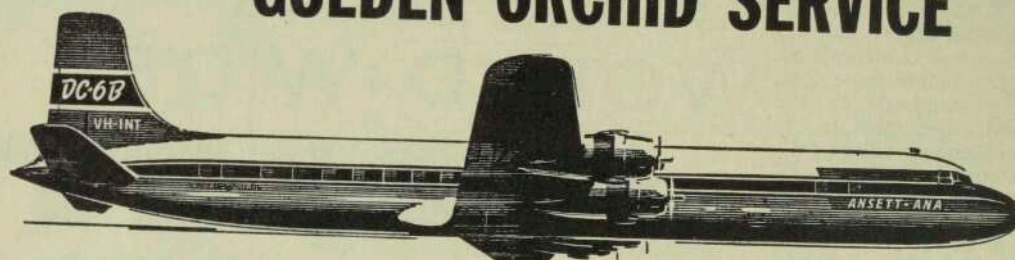
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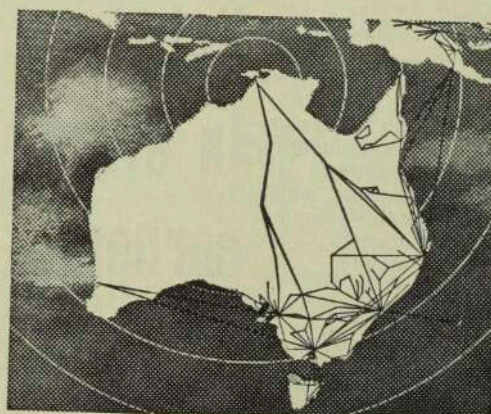


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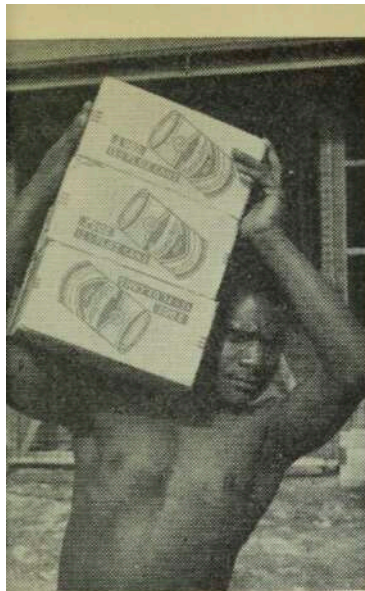
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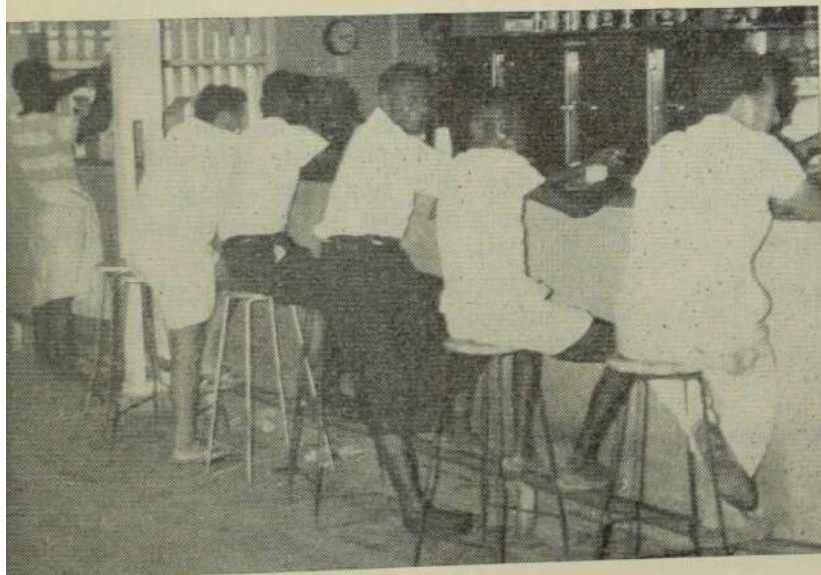
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A Wet Weekend For Somebody?

There were protests in the P-N-G Legislative Council in June that the native people could not afford to drink and were spending money on liquor that should be spent on food. Three cartons of beer, imported by this Tolai of Rabaul (above), are to indicate a wet weekend for somebody. Meanwhile drinking in hotel bars (below) appears to have developed into a matter of voluntary segregation, as the report on this page describes.



The Breweries Battle for the Bar Trade

NG Drinking Has Created, Not Abolished, Segregation

A Review by R. W. Robson

The anti-discrimination forces, last year, gave the New Guinea natives freedom to drink for the first time. The irony of it is that they have done, in this, more than any other thing I have seen to emphasise racial discrimination and segregation in the Territory.

MAYBE, times and habits will change. But the fact is that in every licensed bar I visited in the Territory, the races were aligned, of their own free will, in separate sections.

There was no hostility anywhere. They grinned at each other, when they met, and exchanged greetings. But they will not drink together.

That is the social side, which is startling enough. Officialdom ought to be quite upset about it.

But on the economic side there is a bigger and, I think, uglier problem. Ninety per cent. of these hotel drinkers are detribalised wage-earners. None of these unskilled workers gets more than 40/- to 50/- per week. There is only a big glassful of beer in the bottle for which they pay from 2/- to 2/9. On one pay-night in Lae

they seemed to consume each an average of eight or ten bottles.

Need anything more be said to emphasise the silliness of the economic side of native drinking?

A Medical Assistant of some experience stood beside me and watched the scene at one of the biggest hotels.

"This is a cruel thing they are doing to these people," he said. "Or, rather, to the women and children. Most of these boys tomorrow will be sodden and stupid, after their binge, and there will be trouble when their families ask for the usual money for food, and there is none. We have seen the effect, already. Women and children are drifting back to their villages—it is the only way they can eat."

After touring the Territory, I expressed the foregoing views freely in Port Moresby, before leaving for home. But officialdom rejected them fiercely—I fear I am regarded as a shell-backed fuddy-duddy.

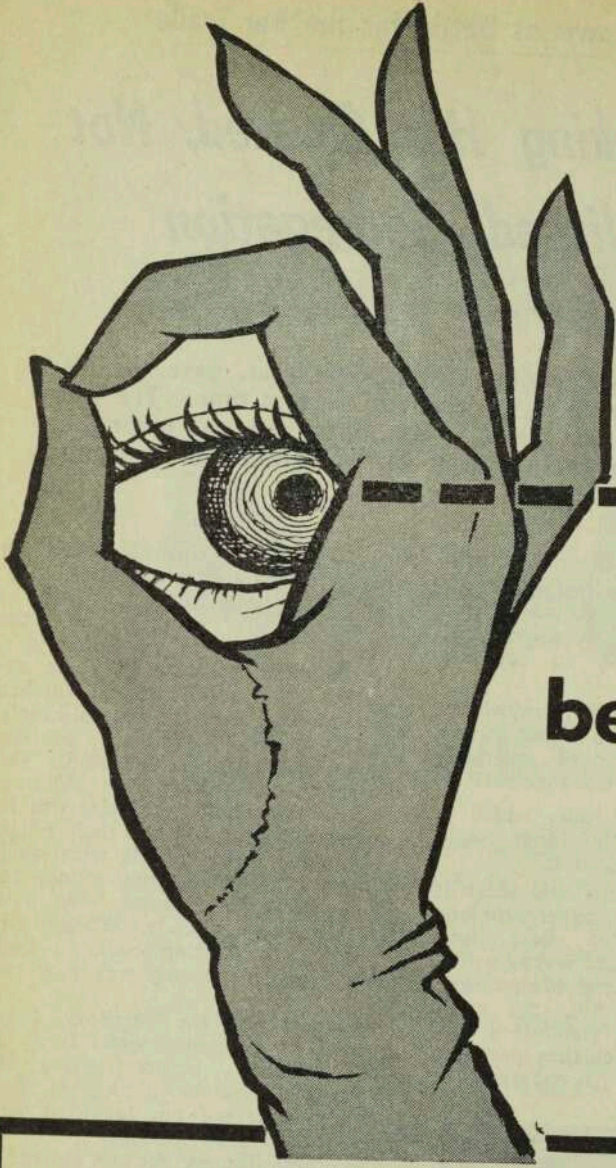
In their opinion, the new system is working well: The natives are happy, there has been no disorder or "molestations", and the sellers of beer are carolling in their baths.

They ridicule the views of the older and more experienced residents that the introduction of liquor to these still-primitive folk will lead inevitably to bad social and economic trouble. . .

Much Amiable Drinking

I entered New Guinea by the back door (at Rabaul, from the Solomons), and so began my inspection of native drinking in the Trust Territory's parched and dusty ex-capital. My first contact was amusing.

He came out of the Ascot Hotel bar, in Rabaul, with a bottle in one hand, a glass in the other, and a



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grin on his face, and he weaved uncertain way across to where I sat the wheel of a car. He poured the beer. Some of it into the glass, and he tendered foaming stuff.

"Masta," he said. "Masta drink boi."

"No, no," I said, waving it away. Minister—me missionary—beer good."

He took it quite well. "Meenit, nit," he muttered, and staggered along the footpath, waving his hand and offering a drink to his new-Tolais.

My companion was amused; but the manageress Dorothy Stewart, who had been standing talking to me, was not.

"That glass he's carrying off belongs to the hotel," she said, ferociously. "They think that when they buy a bottle they buy the tumbler well."

That was noon on Saturday. The natives were drinking happily in all directions—in the bar, out in the street.

I returned and inspected the scene at 3.30 p.m.

Mostly Bare Feet

The very big bar-room contained at least 40 natives, mostly in shorts and singlets, mostly bare feet. They laughed a great deal and drank beer, either from little squat bottles which cost them 2/- to 2/9 each, or from thick glasses. Dozens were lined up at the bar, and it took a sweating European, and two lively native barmen, all their time to meet the demand.

Outside, on the footpath, were a score or two more natives, drinking as if they liked it, and inclined to yell noisily.

There was no disorder. Some gave a smiling "Gooday masta", but most ignored me.

There were no natives in the big lounge. I understood they could enter if they were properly dressed, but none came.

Three European men sat in the lounge, sourly regarding the jolly scene in the bar, and listening to the merry clang of the cash register.

It was the same across at the Metropolitan Hotel bar. The natives drank copiously, and in a gentlemanly way.

The "Cosmo" has extensive lawns around it; and in dark corners, and tucked cosily under the hibiscus bushes, those who had found the new over-potent snored contentedly. The high-minded brass of Port Moresby had planned de-segregation. As far as Rabaul's hotels are con-

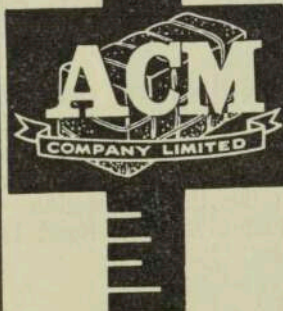
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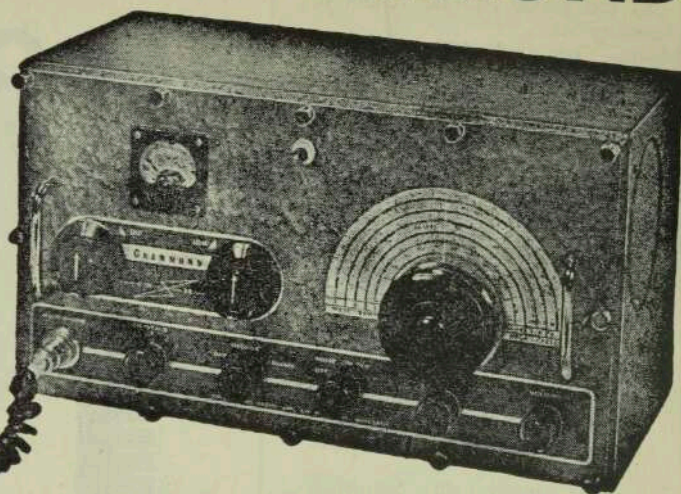
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PIC1.1

JULY, 1963 — PACIFIC ISLANDS MONTHLY



anti-liquor forces have been busy in Territory since drinking was introduced the natives last year. This sign is on a Port Moresby bus.

ed, the change had given segregation (voluntary) a sharper definition than anything I had previously seen here.

On the morning of Saturday, June 1st, we stood at the back of the Cecil Hotel, Lae, and stared unbelievably at the high pile of pint-size beer bottles. They had materialised overnight.

Thousands of Bottles

There were over 3,000 of them, we learned officially.

That's a lot of beer, by any standard. It was consumed in the public bar by New Guinea natives between 4 p.m. and 10 p.m. on pay-day, Friday, May 31.

The previous evening we had witnessed a remarkable scene, repeated there every pay-day, they said. The large public bar, the adjoining "outside" lounge, the little tables in the outside shelters, the big tables in the nearby pavilion—all were crowded with drinking New Guineans.

Four native barmen were extremely busy—three selling the little bottles at 2/- each for the local brew, and a few pence more for the imported stuff; and one carrying away the empties, and bringing in full cartons. It was a busy, happy, hilarious picture.

The gusto with which the boys were putting the beer away would have done credit to any Shearers Arms anywhere in Australia; and the licensee and his team were lifting the Cecil Hotel and Guinea Brewery accounts so far into "the black" that he could almost hear, in advance, the purring of the shareholders.

There was a day, a year or so ago, when Hamac or Sangara or whoever was trying to keep a string of New Guinea hotels functioning smoothly, was beset with bother. Since the Port Moresby idealists, in

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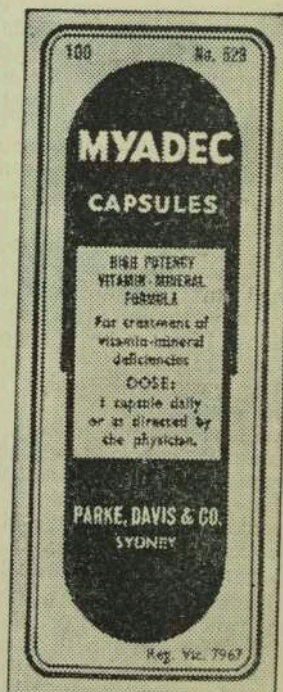
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JULY, 1963 — PACIFIC ISLANDS MONTHLY



John Gunther, who sponsored a new Liquor Ordinance in June.

suance of their de-discrimination policies, permitted the native people drink in the bars, the whole nature has changed. The note-lders sleep sweetly o' nights, and Receiver soon may be looking atefully for a less exacting job.

One hard-faced New Guinean liceman stood outside, on the foot- th, and stared through the windows the merriment within. Rollicking untrymen greeted him in a friendly ay, but he was very much on duty.

When two over-full lads—who, by e shape of their noses, belonged to ry different clans—began to argue rilly about their *tambus* or their others' legitimacy, or something, e cop moved in quietly and effici- tly, and the row immediately sub- ded.

"That's what they've got to watch," id my friend. "As soon as a per- onal squabble starts, they all take des, quite irrespective of the merits of the argument, and in three minutes s an all-in."

He told me that that big riot near ae, in May, between the Butibums d the Finsches, was not the result of drinking. A little dispute between vo gentlemen—in this case, quite ober—stirred strong community eelings, and they soon were all in , with claws and teeth and clubs.

With these people, the issue at ake does not count—all that matters e the fight itself. We can but hope at the "crash" education programme ill introduce different ideas into the ewly enlarged House of Assembly ext year.

I walked through this drinking ssembly of probably 300 natives, nd I did not see one European here. The whites were all in the nner bar and the inner lounge. There were no natives in there. For ocial purposes, they just do not mix.

This was the case in every hotel bar I inspected in the Territory.

In Goroka, where the Europeans live coolly and behave with great discretion—the effect, I presume, of a heavy injection of ex-District Officer planters—there was the same reluctance to mix.

Highlanders Don't Drink

The white men lined the hotel's new saloon bar in a proper fashion, and left controversial political subjects to intruders like me. They told me, without feeling, that the boys drank "out there" (a bar on the other side of the building), but there were no rules or dividing lines.

So, with two old hands, I went around to drink in Goroka's "other bar". There were 15 to 18 mixed natives there, all enjoying the beer from the pint-sized bottles (which naturally cost more up there than on the coast), and talking animatedly. The bar was under the control of a grim, tattooed Goroka native who could whip the top off a bottle with one slick movement, and stop a quarrel with one short word.

Talk died away as we entered. Presently, they were all staring silently down at their drinks. They were not hostile—simply abashed. We got them talking presently, in

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Brewery Battle

The brewery battle in NG developed a political flavour in May when the Leader of the Federal Opposition, Mr. Calwell, claimed at the Australian Government subsidising Australian beer exports to New Guinea, through port incentives, to the detriment of local New Guinea breweries.

He particularly referred to Carlton and United Breweries Ltd., of Melbourne.

General manager of the Carlton Breweries, Mr. R. F. Fogarty, denied the allegations. He said his company could claim incentives by way of tax exemption only on expenses incurred in expanding exports. The P-NG market had been an export one for his company for 50 years. The tax exemption claims to date amounted to no more than £109, which was more than offset by the total tariff protective margin, plus freight. New Guinea beers could thus be sold at lower prices than those of his company.

gin, but we could not break through their reserve.

We identified a couple of Highlanders, a Tolai, a tough-looking specimen from Papua, a Sepik. Beer they have brought them together, even the foaming brews of New Guinea could not break down the barriers imposed by their 700 different languages.

As we left, the merry clamour rose again in the outer bar. The whites are no more wanted in the blacks' section than are the blacks in the inner sanctums where whites drink.

They nearly all are coastal peoples to fill these licensed bars. Generally, the Highlands tribes show no interest in beer.

Some enterprising merchants sent a plane-load of bottled beer to the Mount Hagen show. A very large proportion intended for native consumption went back into store.

PM Drinkers Have Bad Habits

The over-all picture in Port Moresby was similar—bars and beer-gardens provided for each race in all the hotels; no compulsion on either class to go into designated places—but a very definite, self-imposed segregation.

I heard, in Port Moresby, two

sharp criticism I had not heard in the other towns:

- The natives in the PM bars react to liquor in primitive fashion—they vomit and urinate in around the bars, to the outspoken disgust of the hotel attendants.

- There is more hooliganism among drunken natives in PM than in other places, and European women are strongly advised not to travel alone after dark.

Suppliers in a Keen War

The Administration may seem indifferent to the economic side of native drinking—but its blind eye is not turned to the Customs.

Within six months, the consumption of canned (imported) beer had increased 50 per cent.

Thereupon, Administration increased the duty from 7/6 to 9/6 per gallon. That left the local products (South Pacific brewery, at Port Moresby, owned by Malayan Breweries Ltd., and Guinea Brewery, at Lae, owned by local people) at a big advantage; and in May and June they were going after the native trade with great energy.

Guinea Brewery produced a small, squat bottle, which was retailed at 2/-; but South Pacific was countering in May with a new pack, carrying slightly more liquor, at a slightly

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bigger price. In June, the war between them really was on, both directly and through the retailers.

It was noticeable that the well-known cans in which Victoria Bitter travels seemed fewer in numbers—overwhelmed by the heaps of SP and GB empties. But the Victorians were not taking it lying down: in June, an executive from Melbourne was in the Territory, examining battlefield strategies.

Taverns and Canteens

When the new Liquor Ordinance, designed to tidy up the laws which now permit native drinking, was passed by the Legislative Council in

June, the clauses under which greater facilities could be provided for native drinking, in the shape of canteens and taverns, were strongly criticised by the elected (non-official) members.

Mr. Ian Downs reminded the Administration that the commission which approved native drinking had emphasised that facilities for drinking should not be provided in places where facilities did not exist; and the provision of taverns and canteens seemed to run counter to that advice.

The Highlanders, who now were not interested in drinking, could form drinking habits if the tavern system were introduced among them, he said.



Mr. Ian Downs, an elected member of the Legislative Council was against new liquor outlets being provided.

The elected members made these points:

Too much money, in relation to their daily wages, already was being spent on liquor by natives.

The hotel system of distributing liquor could be policed; but that was not practicable in the cases of taverns.

A widespread tavern and canteen system would take liquor trade away from licensed hotels, and increase the latter's difficulties in providing amenities for travellers.

Native taverns could become disreputable places.

The present system wanted tightening up, because already it permitted grave nuisances and offensive behaviour. This should be done before canteens and taverns were provided.

The provision that natives could purchase spirits, to be taken away for consumption, was undesirable, indefensible and dangerous.

The bill's sponsor, Assistant Administrator Dr. John Gunther, said the elected members' criticism had been helpful. Most of the objections had been provided for in a series of amendments. The canteen and tavern system would be strictly regulated.

One presumes that the tavern and canteen drinkers will also imbibe on their own.

COOKS' LANGUAGE REVIEW

A review of language structures, English and Maori, has been made by Gloria Tate, of the New Zealand Education Department. It is called *Firm Foundations Structure — A Teachers' Handbook for the Cook Islands*; and is published officially. A foreword makes the interesting suggestion that the standard of spoken English in the Cook archipelago is probably higher than in most Pacific Islands, and eventually may replace the Maori language.



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Foreign Aid Grows For Western Samoa

Per capita, Western Samoa was receiving more aid from the United Nations now than any other country in the world, UN special adviser Mr. Harry Spence said in Apia in June.

He appealed to the Samoans to utilise their own resources to the full.

Mr. Spence has been on a three-week visit to western Samoa recently following the UN-sponsored E-Lauterbach survey of the Samoan economy. Main points of his report were released in May (PIM, June, p. 33).

He announced that at the request of the Samoan Government and the five engineers and a cabinet-maker would work for the Samoan Public Works Department under a Swedish aid programme.

Aid from Sweden

The men would come from Sweden and their salaries would be paid by Sweden. One of the men was married and a statistician who would also be employed in Apia under the aid programme.

Mr. Spence said other experts due to arrive soon, under UN sponsorship, were a teachers' training specialist, an economist and a public health expert.

After a solid 17 months of progress since independence, the point had been reached when decisions have to be made. These decisions will determine whether Samoa will move ahead or not," said Mr. Spence.

Mr. Spence said that some of the decisions would be difficult to make. "Development will no doubt clash with established tradition, and recognition that there must be flexibility is essential if progress is desired. We must salvage all the good things of our social structure if we are flexible," he said.



Western Samoa's Prime Minister Mataafa.

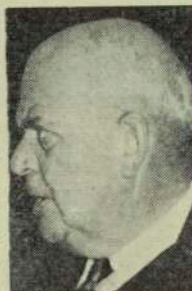
Mr. Spence said he expected the development programme to "really get under way" next year, and added that although financial and technical assistance from outside was necessary, the basic develop-

ment would have to be achieved by the Samoans themselves.

"The country must show it is utilising its present resources to the full," he said.

Sir Leon's Views

Speaking to the Royal Over-Seas League at Invercargill, New Zealand, in late May, the NZ Minister for Island Territories and Internal Affairs, Sir Leon Gotz, said that since independence, Western Samoa was now more dependent on NZ than ever before in its history.



Sir Leon Gotz.

Sir Leon said it seemed when independence was granted the Samoans that they were capable of handling their own affairs. Personally he did not think they were ready for the change but there was a certain agitation for independence.

Today in independent Samoa there were more than twice the number of NZ civil servants than there were before independence was granted.

Political Advice

The country leaned to such an extent on NZ bankers that he did not think Samoan finances could be run without them, and as well Samoa relied on financial and political advice from NZ.

Were it not for the NZ Government's assistance he doubted very much whether the Samoans could handle their own external affairs satisfactorily.

"I think this talk of independence is farcical," he said.

Sir Leon added there was much talk in the world of the "evils of imperialism", but he knew of no countries which had been British dependencies and which had not benefited from the intrusion of the British.

New UN Office For Apia

Coinciding with Western Samoa's first anniversary independence celebrations in the first week of June were two UN decisions that will have considerable economic and political effect on the country.

THE first was the decision to establish in Apia the headquarters of a new United Nations Regional Area for the South and West Pacific. The second was the decision to base the FAO/SPC \$600,000 five-year coconut rhinoceros beetle research campaign in Western Samoa.

Head of the new UN regional office will be Harry Spence.

As Regional Adviser for South East Asia to the UN Technical Assistance Board, Mr. Spence has been intimately associated with Samoan plans for development since independence. After 13 years in Kuala Lumpur he was due to retire from there last December.

"The new Pacific area has been set up because of the difficulties in administering UN Pacific programmes from the South East Asia headquarters," said Mr. Spence.

A start on setting up the office will be made next year. Mr. Spence expects to get it properly established within 18 months to two years.

The all-out research programme against the coconut beetle will involve the building of laboratories and the employment of four scientific technicians in the closest study of the beetle yet undertaken.

It is estimated that on various Pacific Islands the beetle causes an annual production loss of at least 15 per cent. This means losses of more than £100,000 annually for Western Samoa alone.

Economic benefits are not the only ones that may accrue to Western Samoa through this programme.

"We hope that the laboratories might form the first unit of a tropical agriculture college for the whole of the Pacific," said Mr. Spence.

He added that support was being sought from various overseas philanthropic organisations for the establishment of such a college.

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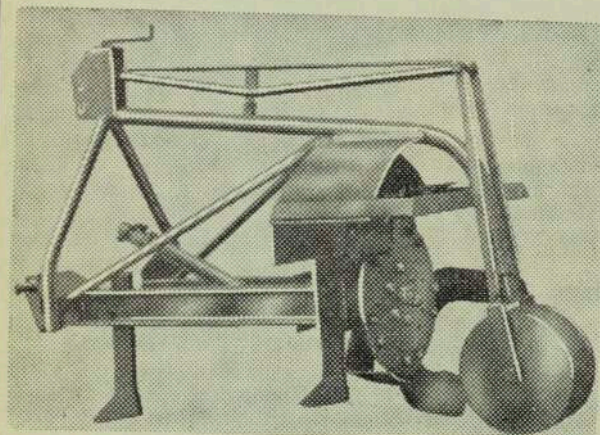
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PIM JULY

New Guinea's Education System Is In Gear — At Last

From a Staff Writer
in Port Moresby



P-NG's Director of
Education Mr. W. L.
Johnson.

After 15 years of muddling and frustration, the education system of Papua and New Guinea seems at last to be in gear and making progress towards a definite goal.

is over-staffed, fantastically expensive and ragged at the edges; it does give definite promise of accomplishing the Administration's primary purpose—namely, the production of indigenous citizens sufficiently literate to read a village council instruction or mark a ballot-paper.

It is impossible to tell, from the size of officially slanted statistics produced by battalions of clerks in Territory, what the "crash programme" of education has cost and costing.

But no one cares, anyhow. Australia is shovelling £20 million a year into the country, and none among those arms of perambulating bureaucrats could be such a cad as to demand measured value for money spent.

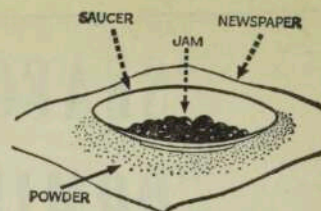
The huge programme of native education is the conception of the Minister, Mr. Hasluck, and he is the driving-force, now called "crash". Unhappily, it is likely to be too late. Before the plan of producing literate voters—capable of deciding the fate of subversive blandishments at they will remain with friendly Australia—can become effective, the waves of de-colonisation will be upon the native people. They will be asked to make decisions on issues which they cannot see, and enter into political contracts which they cannot understand.

Only in the last couple of years have we seen the extraordinary spectacle of plane-loads of young to middle-aged Australian males, most of them with only limited academic qualifications and a still less knowledge of New Guinea, being sent urgently to crash-training institutions in the Territory. There they have been instructed in the art of establishing a primitive school and imparting a knowledge of the three R's, and simple English, to junior villagers who have never experienced such a thing before.

It has been heroic, although it has not been scientific. The percentage of casualties was high. The dirt and loneliness of life in the villages, the rigours of the climate, the frustrations of pioneering a school system like this without traditions or experience—it was surprising that these conditions, plus the fact that so many obviously unsuitable persons were recruited, gave a casualty rate as low as 35 per cent.

But some, with the fewest apparent qualifications, made the grade in a remarkable fashion. In Rabaul, they are talking about a lad who, after 12 years as a Navy stoker and a brief "crashing" in the Rabaul training centre, was sent out among the Tolais.

The Tolais are tough, but eager



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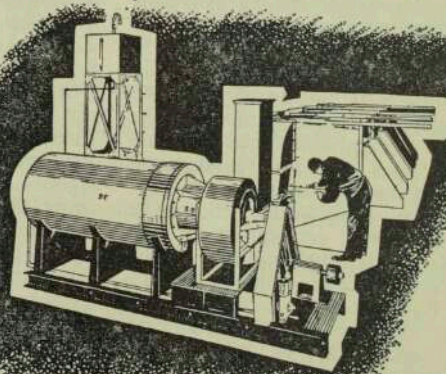
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Mr. Hasluck.

education. The Navy man has used them so much that they have used every child in the area to attend his school, and have spent no more than £1,500 of their own funds to build him a suitable class-room. The Department is said to be not satisfied with the results of this extraordinary method of tackling the problem of village illiteracy. Quite a number of native teachers have been used and placed.

is stop-gap measure to make a living before the United Nations see the wolves are howling around the Territory, and while adequate supplies of native teachers are being slowly and painfully trained.

An Appalling Task

In spite of rapid progress made in the last two or three years, the task before the Education Department is an appalling one. Here are the round figures:

Children of school age ..	450,000
Children now at school ..	150,000

Children awaiting teachers and schools ..	300,000
---	---------

Teachers (not including missions)—

Expatriate ..	950
Indigenous ..	1,200
Teachers still required ..	10,000

Even if there are finance and facilities for producing 2,000 teachers a year, it will take five years to produce another 10,000 teachers.

The Administration has plans and propose. But they do not cope with the fact that the great majority of natives who are to elect a Parliament next year are blankly illiterate.

Meanwhile, much attention is being given to secondary and technical schools which draw their supplies of students from the now numerous

primary schools established around the towns and in the Mission areas.

An extraordinary number of education advisers and organisers are in circulation in the Territory, doing everything possible to hurry on the output of native teachers, officials, technicians, clerks, and possible undergraduates.

Mr. Don Barrett, so long known as a senior military officer in the Territory, now has the interesting job of providing liaison between members of the Pacific Islands Regiment (which presently will comprise two battalions) and the secondary and technical teachers of the Education Department.

The plan is that the young New Guinean, while he soldiers, will also receive educational and technical training.

Minister's Extra Plan

The "crash" plan is in two parts. There is a new organisation—a section of the Department of Information—which distributes masses of printed material, in simple English, Motuan and Pidgin—regularly to the schools everywhere, and to the village elders. The Australian Broadcasting Commission's staff and equipment in the Territory has been enlarged to enable the village communities generally to receive news,

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advice and instruction on community radio receivers. The latter are being provided cheaply, and in extraordinary numbers.

By these means—printed material and radio broadcasts, both specially prepared for the native communities—the Administration is giving the native communities a sort of superficial polishing up, a familiarisation with current affairs.

It is not to be compared with education; but at least, until education is general, it provides the back-blocks natives with some idea of what is expected of them as citizens and electors.

The Minister was lucky in getting, as head of the Information Section, Mr. L. Newby, who has an unusual combination of genius and drive and

who has installed a useful, modern, offset-printing plant; and in obtaining the co-operation of the ABC, which has literally plastered the Territory with broadcasts shaped to the Territory's needs.

There is much in this outline of education, information and broadcasting that deserves praise. But the cost is fantastic, and it is still growing.

Delay in Training Teachers

Mr. Hasluck has been Minister for Territories for 12 years. Why did he wait until 1960 or 1961 before making this frontal attack upon village illiteracy? If what is being done now had been started a dozen years ago, P-NG today might have in sight, if not in action, the factor

that now is so desperately needed here. There is urgent need today, a large number of mature young natives, capable of discussing abstract questions with Europeans, of reading English books and newspapers, and of advising the millions of villagers on what to do in the situations now immediately confronting them.

Those situations have been created by the breath-taking speed of international changes, like de-colonisation and the southwards thrust of Asian Communism.

Mr. Hasluck could not have been blind to the need. It was apparent to most observers.

Again and again, in the years between 1945 and 1950, *PIM* writers and others pointed out that any real progress towards P-NG self-government was impossible without some degree of general literacy; and that before illiteracy could be tackled, the Administration must find some effective way of carrying the simple form of primary education to the countless villages which, between them, spoke at least 700 separate languages.

P-NG education authorities, long years ago, should have begun training hundreds of young native teachers at the point where they could go out into the villages and start the primary education programme on the ground floor.

Mr. Hasluck, of course, could not guess that Sir Hugh Foot in 1961 would demand self-government within five years, or that Soekarno would be turning handspins on our western frontier in 1963. What he is doing to meet the situation deserves the nation's praise.

But he would have had a better chance of achieving his great ambition—a New Guinea tied to Australia by love, affection and esteem—if he had launched in 1950 the education programme he started with so much "crash" ten years later.

£1 MILLION ON P-NG EDUCATION

P-NG will spend more than £1 million on school buildings and teachers' colleges and houses this financial year, it was announced in Port Moresby in June.

There will be increased enrolment in junior high schools throughout the Territory and Bougainville will get its first junior high school—at Hutjena, Buka Passage. The Administration will also consolidate some of its schools, moving small numbers of secondary school pupils to larger, more central schools.

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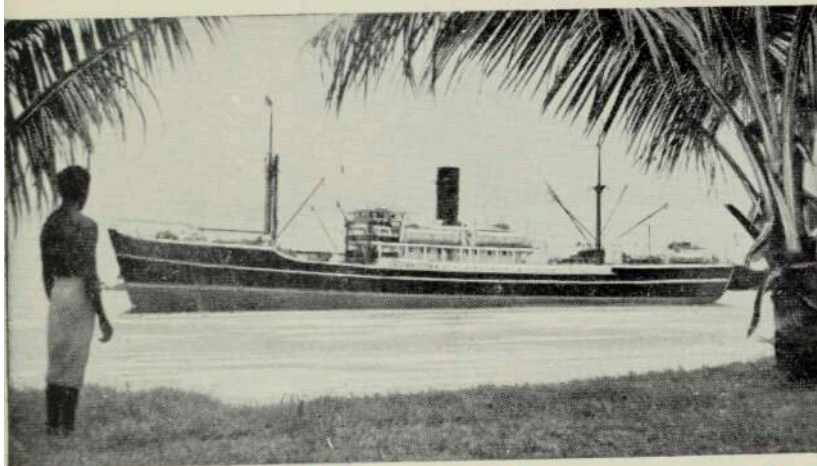
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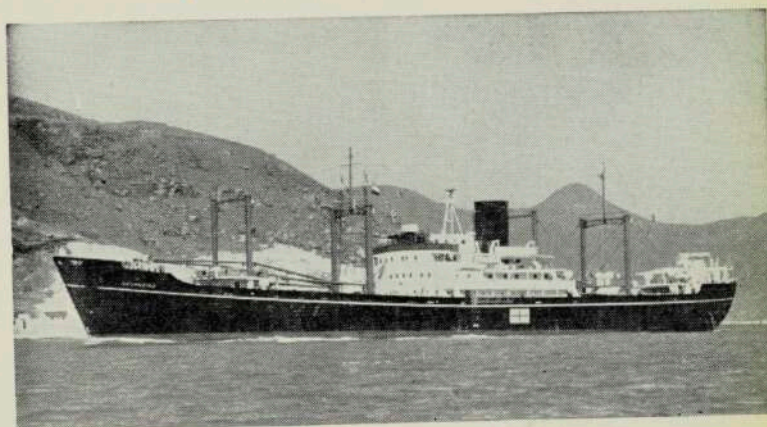
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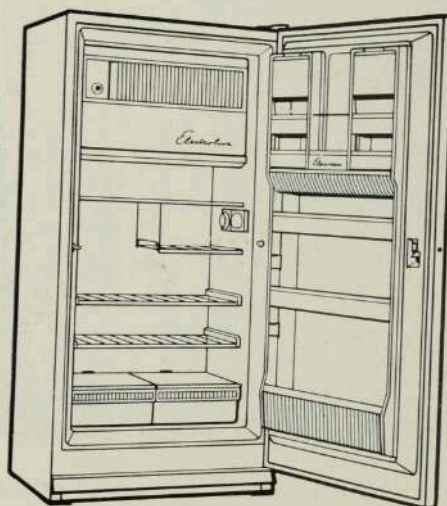
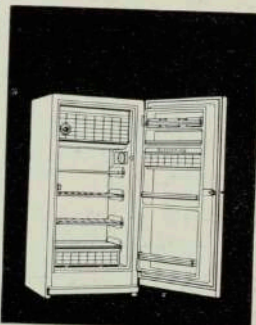
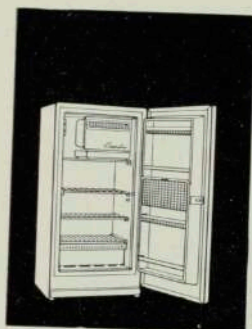
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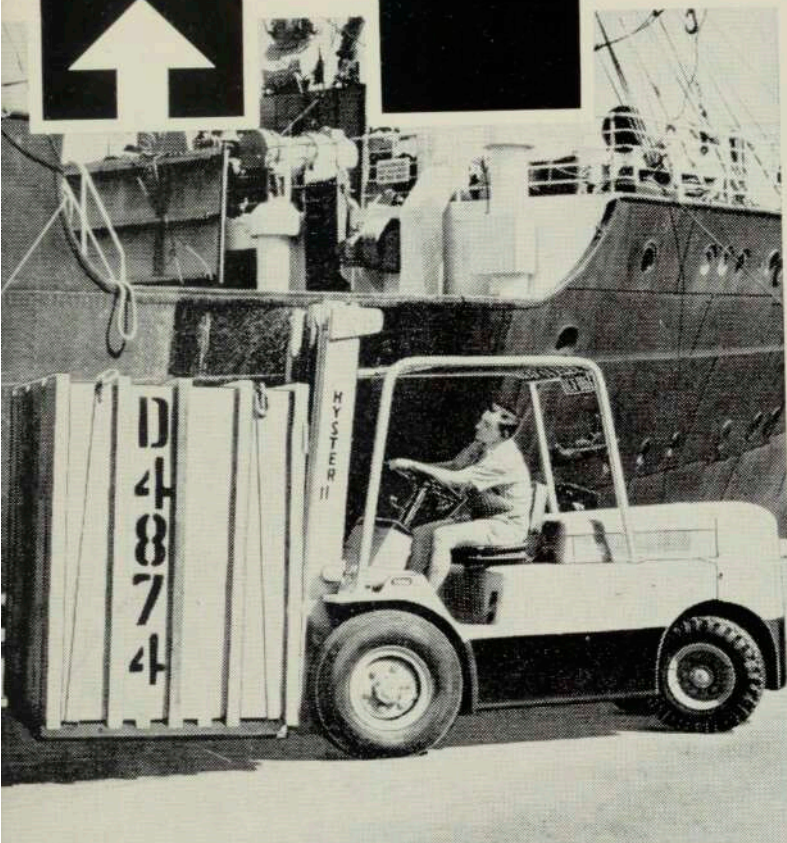
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When Pitcairn Islanders Go For A Holiday, They Go To Oeno

By H. D. Howse, a former Education Officer on Pitcairn Island

When people in Europe, Australia or New Zealand want holiday there are plenty of places in their own countries for them to go to. But where do you go if you live on tiny, isolated Pitcairn, which has only 1,200 acres?

The answer is that you go to Oeno. This is an atoll some 75 miles from Pitcairn, which has an island and its barrier reef about half a mile long by a quarter wide. The maximum height of the island above sea level is 10 ft.

Oeno is the only island close enough to Pitcairn for women and children to go to in the Pitcairners' boats. Also, it is the only one with the charms of a holiday resort. The desire to go to Oeno for a holiday is known on Pitcairn as "the fever". How this originates, I do not know. Apparently someone suggests the idea; the idea spreads; everyone discusses it and finally the Island Council makes a decision. It was on Pitcairn in 1961 when the Council gave permission to as many people as wished to go to Oeno to have a trip there. The next few days

were hectic with preparations. Provisions for a four-week absence were collected, these including clothing, water, fruit, tinned goods and bread rolls.

At nightfall on January 23, 1961—the 171st anniversary of the burning of the *Bounty* by the Pitcairners' ancestors—I and my family were among the 75 men, women and children who waved goodbye to the 50-odd people who had decided to stay at home.

We travelled in three boats, one a motor boat, which towed the others when the wind died down. It was a good trip, but few of us had much sleep that night because of the high spirits of the 30 children making up the party. For many of them, this was their first real holiday.

At dawn next day, the most agile men scaled the masts to try to get a

glimpse of Oeno's coconut palms. At 8 a.m. these were spotted five miles off, directly ahead.

Two hours later we were manoeuvring carefully through a maze of passages in the reef that completely surrounds Oeno about a mile from the shore. Inside the reef, the water of the lagoon was still and pale blue—a beautiful sight to people from Pitcairn.

As we neared the brilliant white sand of the beach, the children could contain their excitement no longer. One after another, they dived overboard and splashed their way ashore beside the boats.

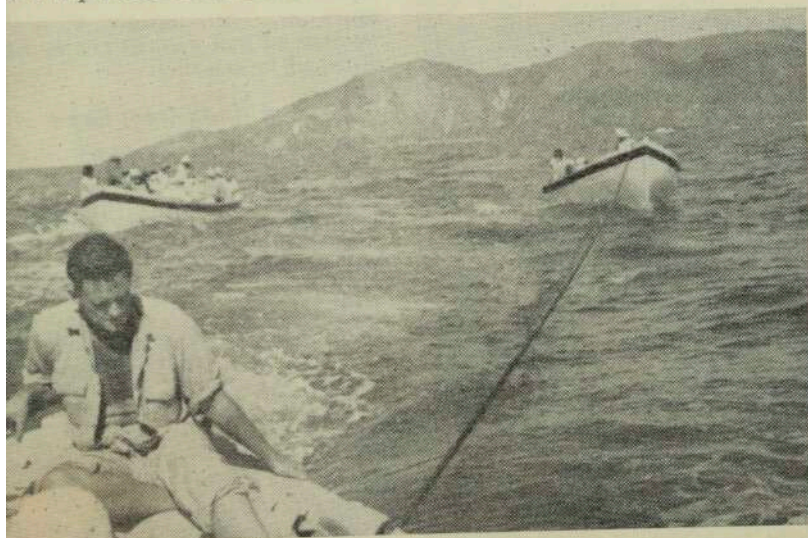
Own Tents

As soon as the boats were unloaded, each boat party built its own tent from the sails. This meant that each tent sheltered 25 people, which was a bit cramped, but not uncomfortable, except when rain forced us to use them for long periods.

Each unit made its own cooking arrangements at a "galley" set up under cover a chain or two from the tents. The women in each party were rostered to cook. Water was obtained from a well in the centre of the island, and, although brackish, was not unpleasant to drink.

During the next 10 days, we led a utopian existence. The children swam from morning till night or played games on the fine coral sand of the narrow beach. The adults spent most of their time fishing or gathering shells to sell aboard the ships that stop off Pitcairn.

Each day began, as is custom, with a Bible reading, hymns and a prayer, conducted by the boat captains in each tent. Next came the morning wash or bath, a hot cup of tea and



The three boats set off from Pitcairn.

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tent-tidying; then everyone was free to do as he wished.

In the evenings, before the final worship was conducted, there were bonfires and singing to the strumming of half a dozen ukeleles and guitars.

Like many of the younger men, I had recently bought a speargun, but I had never used it. My training for spearfishing had been confined to diving down to depths of 12 ft at Pitcairn and becoming accustomed to using a mask and snorkel. Now after a lesson of a few minutes, I shot my first fish. I became an addict after that.

Spearfishing

To say that the waters of Oeno lagoon—no deeper than 12 ft at any part—are a fishermen's paradise is an extreme understatement. Fish of all descriptions abound in thousands.

Never had I realised that the underwater world of a coral lagoon could be so beautiful. With the Pastor who often accompanied me, I would lie for hours on the surface of the water, enraptured by the complexity of the coral formations, their multitude of colours and the countless varieties of fish which passed lazily below.

The red schnapper, a highly appetising fish when cooked with coconut milk, became my target. These fish provided great sport for they would play hide and seek with you among the many crevices of the larger coral rocks well below the surface. How many I shot I cannot remember, but it far exceeded the total number I had caught before or have caught since.

Fishing, however, was not without its dangers. On two occasions approaching sharks and an octopus sent the Pastor and me scrambling for the safety of the higher coral ledges. But always the thrills associated with underwater fishing and the warmth of the water enticed us back.

My family and I often went with the islanders on their shell gathering rips. The shell most sought after was a variety of clam which often grew to the size of a large meat dish.

Considerable skill and patience was necessary to get these as a metal rod had to be placed between the two compartments before they had time to shut. Only then could the shell be prised off the coral to which it clung. The shells were usually boiled and scraped at once, otherwise their smell became unbearable.

Other creatures to claim our in-



Oeno Island, with the Pitcairners' boats on the beach.

terest were the birds and beche de mer (sea slugs). Birds such as the shipmate, gannet, noddy and tropic bird nest on the island in thousands and show no concern on the approach of strangers. Beche de mer are to be found in similar numbers in the shallow water.

Oeno's vegetation comprises some 20 to 30 coconut palms, pandanus palms, miki miki, cabbage trees and an undergrowth of countless varieties of ferns.

The cabbage trees were of particular interest to one of the Pitcairners—one of the few men left who can still make the traditional Pitcairn wheelbarrow—as the wood of these trees is the best material for these vehicles. He gathered enough wood for two barrows.

Old Wrecks

At low tide, during our first week on Oeno, we sometimes went out to a sandbar on the eastern side of the reef where the remains of several early shipwrecks lie. These wrecks always provide the Pitcairners with many planks to take home to use in building—their present motor boat, for instance, being partly built of oregon from one of the wrecks.

Among the wrecks is that of the American sailing ship *Wild Wave* which came to grief on Oeno in 1858 with 37 passengers and crew. After everyone had got safely ashore, the captain, first officer and five men left in a boat for Pitcairn to get help.

At Pitcairn, they landed at one of the steepest parts of the island and hauled their boat on to the rocks out of reach of the sea. Then they trudged across the island in search of the islanders.

They did not find any, for it was at this period that all the Pitcairners had been transferred to Norfolk Island. This misfortune was followed by the loss of their boat which was caught by a big wave and dashed to pieces.

The men then set to and built another with materials obtained by pulling down some of the buildings of the island and by burning others to obtain nails. When the boat was finished, they sailed to Nukuhiva more than 1,000 miles away, where they met an American warship which took them to Tahiti.

The warship then went with the chief officer to Oeno. By this time six months had passed since the wreck of the *Wild Wave* and the 30 men who had remained on the island had become so sick of each other that each was living in his own small shelter.

Strained relations such as that seldom occur among the Pitcairn people, who long ago learned to live peacefully with each other in a confined space and to share each other's troubles. An example of this sharing of troubles occurred after we had been on Oeno for five days.

Each night we had been in radio contact with Pitcairn, and for four nights there had been no news to worry us. Then, on the fifth night, we learned that a small girl had been drowned in a well.

Bad News from Home

This news cast a gloom over the whole community, and if the sea conditions had been favourable we would have left for Pitcairn next day. As it was, the sea was so rough that we had to wait another five days before everyone was unanimous that we could risk the voyage back.

The sea was still dangerous, and as our boat was making its way out through the reef we were tossed on a ledge of coral and then swept crazily back into the channel. Everyone was ordered to bail furiously, and in the second attempt we made the safety of the open sea.

With a brisk wind behind us, we travelled at seven knots until dusk, when we ran into heavy rain which

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visibility nil. Conditions deteriorated during the next few hours as our boat lost contact with the two. To make things worse, the engine broke over the gunwales every few minutes, flooding the boat and making bailing a constant task.

Besides this, we were nauseated by the fumes of the diesel engine that we were trapped under the sail we had huddled under, and we were annoyed by the greasy slime of diesel oil that was spilled into the water in the bottom of the boat each time it was refuelled.

Our misery reached its climax in the early hours of the morning when the engineer shouted that our boat was on fire—woodwork near the exhaust pipe, which was broken, having caught alight. However, we managed to keep the fire under control by dousing the flames with water at the time they appeared.

Earlier, after a two-hour search with much flashing of torches, the two boats had renewed contact, and we were still together at dawn. This, at least, was something to be thankful for. But there was nothing else to cheer us.

The rain, which had stopped at intervals during the night, set in heavily and visibility was again reduced to almost nothing. Also, we had no idea where we were.

Unashamed Tears

Some said we had gone too far; others that we should look to the east and others again were quite optimistic that we should look to the west.

Eight hours passed with everyone waiting anxiously into the surrounding gloom. No one spoke. Then, at about 2 p.m., the captain called out that he could faintly see land ahead, more than two miles off.

Many in our boat cried unashamedly as they caught a glimpse of Pitcairn—looking big, safe and beautiful—before it was swallowed up in another heavy squall.

Two hours later, our bedraggled contingent rowed into Bounty Bay. Those who had stayed behind were there to greet us. They had been waiting at The Landing for eight days. Their willing hands helped to load the boats and haul them up to the sheds.

Just before dusk that night our voyage had its climax when everyone on the island gathered at the graveside of the little girl who had fallen down the well.

Tourists May Create New Interest In Norfolk Island's Convict Ruins

From Merval Hoare, on Norfolk Island

New interest in the convict relics of Norfolk Island during its two periods as a convict settlement is likely to be aroused if present plans come to fruition to develop the island's tourist industry in a big way.

THE relics consist of a number of buildings, roads and silos, a pier and a cemetery at three sites—Kingston, Cascade and Longridge. The pier and cemetery are at Kingston.

Kingston, or Sydney Bay, was the site of the first settlement and is still the island's capital. Cascade (once known as Phillipburgh) and Longridge (originally Charlottefield and later Queenborough) were outstations.

The buildings at Kingston comprise the largest group of convict-built structures. Several are still in use as offices and stores, and some are occupied as residences.

Two stone houses at Longridge are still lived in. But at Cascade little now remains apart from a few broken walls and heaps of stones.

Philip Gidley King, who established the first settlement in March, 1788, and served two terms on the island—as Commandant from 1788 to 1790 and as Lieutenant-Governor from 1791 to 1796—was an energetic and capable coloniser.

His report of October 18, 1796, contained a list of the island's public buildings, estimated to be worth £6,215.

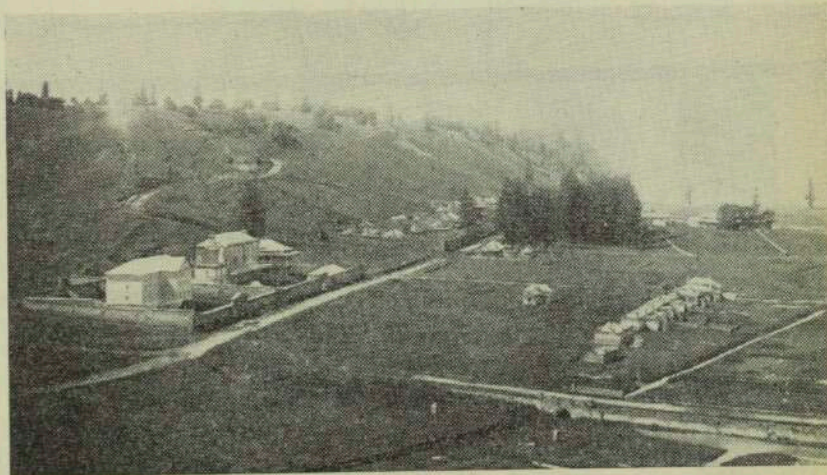
At Sydney Bay stood a number of good stone buildings: Government House, storehouse, surgeon's house, magazine, house for officer and soldiers, schoolhouse, gaol, Provost-Marshal's house, bakehouse, officers' quarters and the Judge-Advocate's house.

In addition there were a number of buildings "framed and weather-boarded".

At Queenborough there were five main buildings and at Phillipburgh, seven.

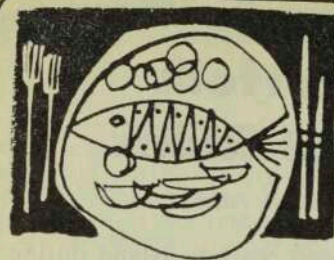
Succeeding Commandants apparently just added or replaced certain buildings as there is no record of any major construction programme being carried out during the first settlement after King left the island.

In 1803, the London authorities decided to transfer part of the convict establishment to Van Diemen's Land, but it was not until February, 1814,



This old photograph, taken in 1892, shows Kingston, Norfolk Island's first settlement, as seen from Flagstaff Hill. One of the buildings on the left is now occupied by the Administration. In the background, right, is Government House.

Photo: Courtesy of Auckland Institute and Museum.



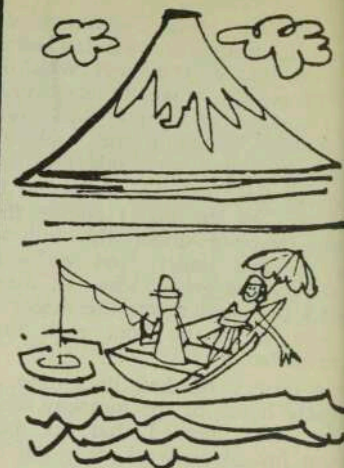
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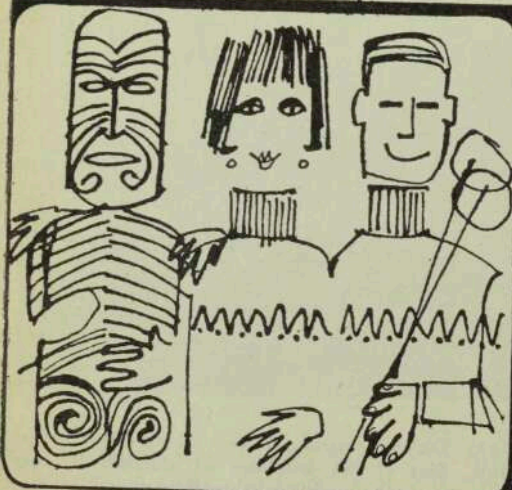


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the island was completely abandoned.

William Hutchinson, the Superintendent, describing the evacuation to Governor Macquarie on March 10, 1825, said: "The Buildings of every description were set fire to, and so completely destroyed, that I have the pleasure in assuring Your Excellency that there remains no incentive for human beings of any kind to visit that place". This makes clear that when the first settlement was made, all that remained of 26 years of penal occupation were the roads, the remains of buildings and cemetery.

In 1824, the British Government decided to re-open Norfolk as an island prison for the worst criminals from New South Wales and Van Diemen's Land.

Accordingly, on June 6, 1825, Captain Turton of the 40th Regiment, arrived at Sydney Bay with a detachment of soldiers, 57 convicts, six men and six children.

Captain Turton found the former settlement in a state of "perfect ruin", and proceeded to build temporary quarters from the only material available—the walls, which were still standing.

Working Order

An extensive programme of building and cultivation, carried out under the harsh penal system, soon brought the island into working order again. Longridge became an agricultural station, where, at one stage, about 600 convicts were quartered in stone and wooden barracks.

Longridge became a station where convicts were no longer subject to the strictest custody were quartered in 20 small huts.

The "Plan of the Settlement and Prison Farm, Norfolk Island, 1825" shows a cluster of buildings at the present Kingston pier, with the prisoners' camp, soldiers' garrison, Government House further east. A few of these buildings are still standing.

Judge Dowling, who visited the island in September, 1833, to conduct Criminal Court, left an interesting account of the main settlement.

The Judge was the guest of the Commandant, Colonel Morrisset, and Mr. Morrisset, and stayed at Government House. "This," he wrote, "is a plain, square building fronting the sea on which side, there are three small rooms, and one small one—Commandant's study."

On the east are other rooms and offices. The house is but one story high, and all the windows with iron



No one seems to be quite sure whether this old building, demolished last year, really was a gaol in Norfolk's convict days. What is left of the building is on the waterfront near Kingston Pier.—Photo: Ken Mullen.

bars, giving it the appearance of a lockup house.

"This expedient was resorted to about two years ago for security against a threatened conspiracy amongst the prisoners to attack the soldiers, which were at that time in a stockade at the back of the house, and not to be got at by forcing a passage through the Government House . . .

"The whole building is constructed of porous limestone, and rough cast on the outsides to keep out the damp air from the sea. The whole of the woodwork is of the native pine, which is as white and soft as American pine, and equally durable for inside work, but subject to very rapid decay out of doors.

"Fences made of this material require renewing every two years.

"The house is very incompletely furnished, and that with the Commandant's own furniture brought from Sydney.

Level Ground

"The house commands a view of the whole settlement, being erected on a mound gently declining to the level ground on which the settlement is formed.

"The southern part of the settlement occupies an area of about one hundred acres fronting the south, on the shore."

Judge Dowling's comments on other buildings were:

● **Military Barracks.** Immediately under a hill commanding a view of the settlement, are handsome military

barracks for about one hundred soldiers—three floors and remarkably clean, and enclosed with a high wall. The whole buildings are formed of limestone and pine wood. There are comfortable quarters for four officers, a small hospital detached, and kitchen also detached, with suitable offices.

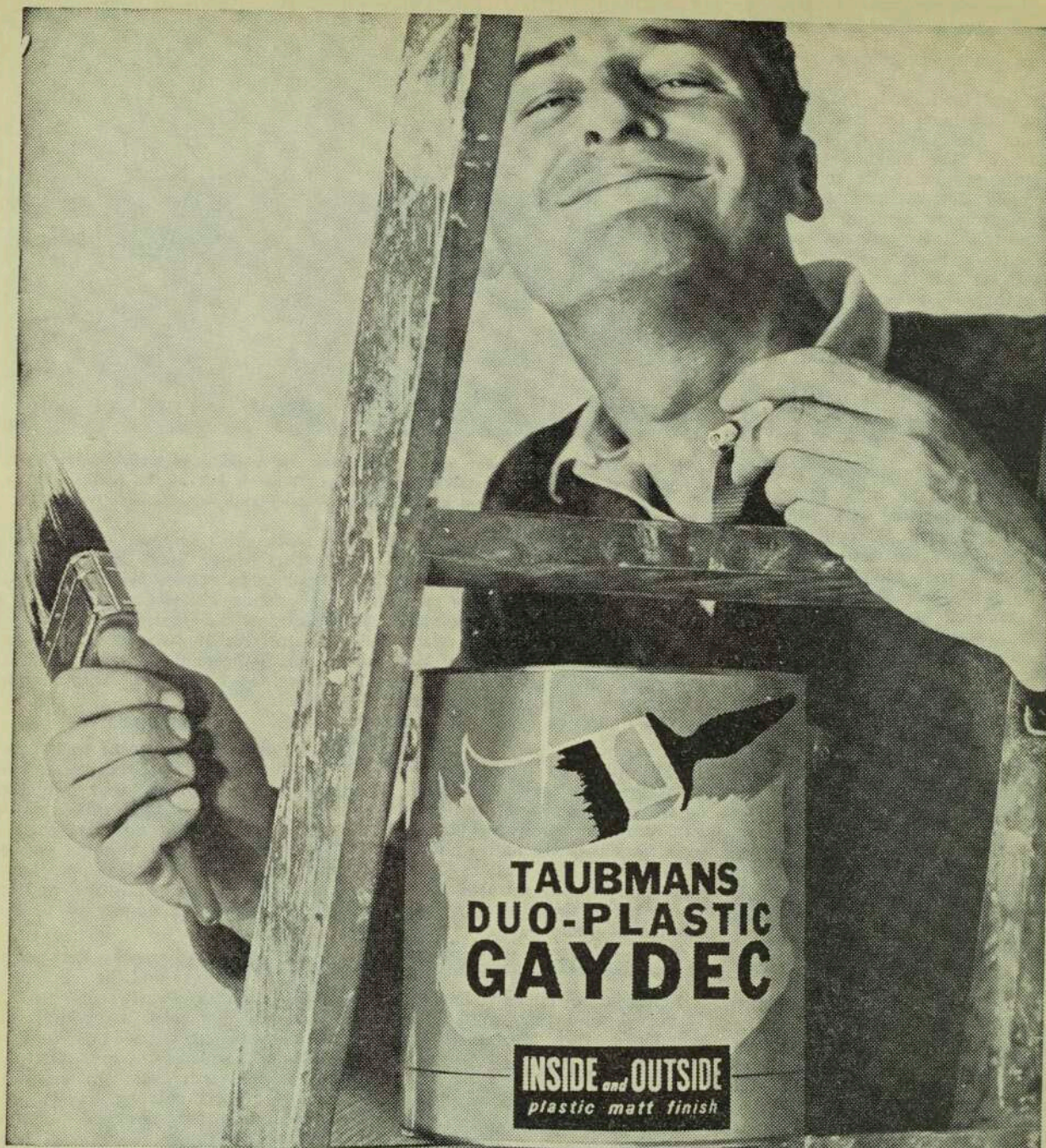
Parsonage

● **Parsonage.** Adjacent to the military barracks is a neat verandahed cottage, containing four well-sized rooms, with detached offices in the rear. There being no clergyman on the settlement, this building was appropriated to the accommodation of Mr. Moore, Mr. Plaistowe and two of the gentlemen nominated to serve on the jury.

● **Prisoners' Barracks.** Between the military barracks and the sea shore, a little to the westward, are the prisoners' barracks; a building only half completed, intended to form four sides of a square, one apartment deep in each ward, and two stories in height. This building, when completed, will accommodate about six hundred prisoners to sleep. It is not intended for messing or eating.

● **Lumber Yard.** This building, which is in the course of erection, is close to the prisoners' barracks on the eastward, and will form three sides of a square for the purpose of employing mechanics. It will form an extensive range, one story from the ground with open-railed windows. The building is slow in its progress from the want of a sufficient number of mechanics—stone-masons and carpenters.

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early project of the second period was the construction of Pentagonal Prison. Its foundations are depicted in a painting by Mas Seller dated 1835.

The Pentagonal Prison's foundations are all that remain of it today, these are covered with grassy mounds of rubble.

Major Joseph Anderson, a severe disciplinarian, carried out a vigorous reformation programme during his term of office from 1834 to 1839. The two-storey building housing the prison administration offices and the prison commissariat store, now All Saints Church, were erected in his

the Royal Engineer's Office, dated 1856, was probably the last public building erected during the second period. This closed at the end of 1856, when the last convicts and civilians, a very small party, left Hobart.

The Pitcairners, numbering 194, arrived early in June, 1856, at the new Kingston or "town" buildings, which were then in perfect condition.

The newcomers were not tradesmen. Sir William Denison, Governor of New South Wales and Governor of Norfolk Island, arranged in 1858 a few competent persons to join the community. One of these was a cooper and mason.

This man, however, stayed only a short time before returning to Sydney, thus leaving the island without anyone capable of making proper repairs to the stone structures.

Reluctant

William Denison, who visited Norfolk twice, tried to persuade the Pitcairners to move up into the interior and live on and cultivate their lands.

But, however, they were loath to being accustomed to living close together and farming in common. Eventually, some of the Pitcairners moved "up country", though many, their descendants, continued to occupy the Kingston buildings, which, in the passing years, became somewhat dilapidated. Some were destroyed.

Around the turn of the century, the occupation of these buildings by the Government House excepted, it became the Chief Magistrate's residence) became a subject of discord between the people and the Government.



Gerry Heyen.

A succession of commissions dealt with this matter and various solutions in the form of conditional leases, licences and rentals were put forward.

Around 1906 the Crown's rights in the Kingston buildings were decided by the Imperial Government, this decision being confirmed by King Edward VII. Occupation licences were issued to the occupants for completion.

Some of the people accepted the conditions and remained in undisturbed possession; but most residents rejected the proposals and were evicted in 1908.

Steeped in History

Since then various Government departments have used some of the buildings; others have remained purely residential.

Naturally, they have all, from time to time, required repairs, and these have almost invariably been carried out at the Government's expense.

In 1961, the Commonwealth Government approved the expenditure of £20,000 for the restoration of the Kingston buildings. This work at the time of writing was in progress and local men were being employed.

These old buildings are steeped in history each has its own associations, violent or tragic, domestic or official.

As Norfolk people become aware of their island's important place in Australian and Pacific history, the history; each has its own associations, be brought to light.

Meanwhile, the "ruins" are Norfolk's foremost tourist attraction; and, as the island's future as a tourist resort is being emphasised more and more, they qualify for the attention they are receiving.

A BRETT HILDER PROFILE

He's A Saltier Salt Than Columbus

Captain Gerry Heyen, a fourth-generation master mariner of German and Danish descent, is a wonderfully adaptable seafarer whose story makes Columbus look like a landlubber.

GERRY (his Christian name is really Gerhard) was born in Port Adelaide, South Australia, in 1900, and went to sea in Bass Strait ketches at the age of 13. He got his second mate's certificate at the age of 18, and became acting mate of the old *Kintore* immediately.

He then served in the brigantine *Woolamai*, the barque *Wildwave* and barque *Rothsay Bay*, which was running to New Zealand. Next he joined Burns Philp as fourth mate of the TSS *Marella*, but soon transferred to Suva to go mate of the schooner *Samoa*, running to Wallis, Futuna and Rotuma and then around the Gilberts.

In 1924 he got his master's certificate and went mate of the American barquentine *Kate G. Pedersen* which nearly sank after leaving Newcastle with a full cargo of coal for South America.

After reaching San Francisco he went into tankers for a while, running to Japan, China, Indo-China and the Philippines.

When Gerry next reached Australia he found business bad, and sailed on the coast as a stockman in the ships *Dimboola* and *Mallina*, taking sheep to the West and to Queensland.

In the Gilberts

The next nine years were all spent in the Gilberts. I think Gerry would call them his golden years. He married in NSW, got command of the lovely barquentine *Alexa*, and when she was burnt out at Butaritari in 1929, he took command of the s.s. *Macquarie*, also for On Chong & Co., until they sold out to Carpenters.

For six of these years Gerry's wife sailed with him, and he compiled the official Sailing Directions for the Gilberts, a most excellent little publication which is still the standard reference.

Gerry returned to Sydney and joined the Naval Reserve, serving in HMAS *Canberra*.

(Over)

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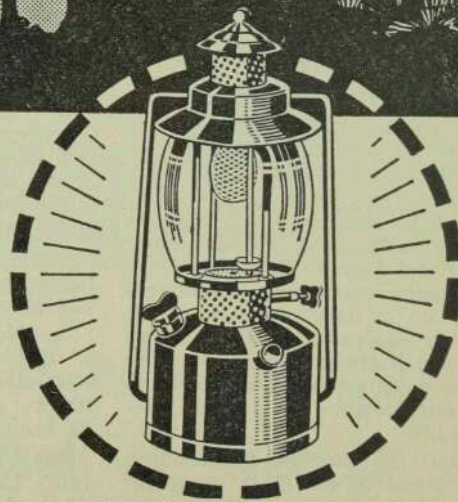
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MAGAZINE SECTION

The Pacific war was gradually swinging in favour of the Allies when *PIM* was published 20 years ago. The issue of *PIM* for July, 1943, reported that:

The Americans had shot down 32 Japanese bombers and 45 fighters out of an attacking force of 120 in a fierce battle over Guadalcanal. A few days later, combined US forces landed almost unopposed on Rendova Island, Central Solomons.

The Australian New Guinea Production Control Board, of which Brigadier D. M. Cleland was chairman, announced that for three months the board would pay planters 1/5 a lb for rubber on the plantation and £15/10/- a ton f.o.b. for copra at the nearest port to the plantation.

Six hundred Rarotongans applied to go to Western Samoa to work on the cocoa, copra and rubber plantations at 4/- a day plus food

and lodging. Western Samoa was short of reliable labourers.

About 40 per cent. of the houses at Avarua, Rarotonga, were damaged in a heavy cyclonic storm on March 10—news of which had been delayed. Among the main buildings struck were the Ariki Palace, the local cinema, the London Missionary Society compound, and Messrs. A. B. Donald's store and out-buildings. Huge, century-old ironwood trees near the LMS church were torn out by the roots.

War damage to Methodist Mission property in the Solomons amounted to about £40,000, the Rev. J. F. Goldie, of the Methodist Mission Society of New Zealand, said in Auckland. He said his own station at Munda, New Georgia, was believed to be occupied by about 25,000 Japanese troops and was being constantly blasted by American bombers.

Australian timber concerns, with a shrewd, speculative eye on post-

Yesterday

war conditions, were showing a lively interest in the magnificent stands of hoop-pine, cedar, etc., in the Bulolo Valley, New Guinea.

Major Ratu J. V. L. Sukuna (later Sir Lala Sukuna), distinguished Fijian, was appointed Adviser on Native Affairs (virtually Minister for Native Affairs) Ratu Sukuna accepted the post with reluctance as he had hoped to go on active service with the Fiji forces.

After training strenuously for two or three years in anticipation of seeing overseas service, the 1st Battalion of the Fiji Military Defence Forces marched through Suva to embark for an advanced Pacific base (the Solomons). The commanding officer was Lieutenant-Colonel J. B. K. Taylor, a resident of Fiji for some years.

then tried to organise a sailing ship, but couldn't raise the money. So he rejoined Burns Philp

two years in the *Merkur* as first mate; then he went into the merchant ships *Triaster* and *Triadic* as relieving master.

When war broke out in 1939, he called up and joined HMAS *Abula* as navigator, sailing to New Guinea and on to the Japanese coast patrol. A year followed in the Indian Ocean as far as Java and Durban.

Gerry was mentioned in dispatches sent to Navy Office, Melbourne, two years.

US Pacific Fleet

This period ended when he was called to the US Pacific Fleet in his job being to organise the "Fifth Legion" of seafarers with knowledge of the Pacific to help in the planning and execution of American counter-attack on Japanese-held territory in the Pacific.

This took Gerry to the Gilberts, Marshall, Saipan, Tinian, Guam, and Guadalcanal, the Palaus, Philippines, Iwo Jima and Okinawa.

He was at Manila, awaiting the invasion of Japan, when that became

unnecessary, so he returned to Pearl Harbour and was demobbed in Australia in 1946.

The Americans awarded him the Pacific Service Medal with seven campaign stars, the Philippines Liberation Medal and the Legion of Merit, degree of Officer. He was only allowed to accept the last of these.

Gerry's next venture was a shark fishing ketch off the South Australian coast. This became a total loss in the Bight during a southerly gale. So he took the job of delivering the bomb scow *Kerema* to Port Moresby.

On returning to Australia he was appointed Superintendent of the Papua-New Guinea Division of the Directorate of Shipping, based at Rabaul.

He left after 18 months, owing to fever, and joined the Australian Shipping Board as mate, and later as master of the *Ransdorp*, which he collected from Holland and fitted out in London.

Intelligence Work

He then went master of the *Euroa* until he was called into Navy Office Melbourne, for three years' intelligence work on amphibious warfare.

On rejoining the Shipping Board, he was sent twice to the Clyde to

bring out the ships *Nilpena* and *Noongah*.

In 1955, Captain Heyen became a shore-based seadog, and Marine Superintendent of the Australian National Line. In 1961 an old war injury to his knee played up, forcing him to resign, so he was made a "back-room boy", technical planning and research officer.

He recently contributed a long paper on primitive navigation to the symposium of the Polynesian Society, dealing with Polynesian migrations, and the accidental theory propounded by Andrew Sharp, of New Zealand.

After this bare recital of the sea-service so capably carried out in a great diversity of tasks, starting from the very bottom of the ladder and getting right to the top after many setbacks, I am forcibly reminded of the illustrious Captain James Cook.

But I hasten to add that I would much rather be shipmates with Gerry Heyen than with Cook, whose super-human attributes elevated him into Polynesian divinity.

I am glad to report that Gerry is compiling his autobiography, and as he is a very good writer, with a wonderful story to tell, it should be a worthy monument to his life—
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R.5.PIM

THE MONTH'S NEW READING



With Judy Tudor

Two Books Of Note For Pacific Students

For serious students of the Pacific, the month has produced two books of note: The late Professor Edwin Grant Burrows' account of the artistic life of an atoll people (*Flower in My Ear*); and, on the practical side, the Auckland University Geography Department's report on land use and agriculture in Western Samoa (*Western Samoa: Land, Life and Agriculture in Tropical Polynesia*).

Late Edwin Grant Burrows, professor of Anthropology at Connecticut University, spent seven years on Ifaluk Atoll, Caroline Islands, in 1948 and three months in 1953. *Flower in My Ear*, published shortly after his death, is the result of the two visits. Ifaluk is a typical low atoll about halfway between Truk and Yap and 350 miles south of Guam. It is of particular interest to anthropologists as it had never been served by a resident missionary and therefore the 250 inhabitants could be regarded as being reasonably untouched by Western religious influences. Burrows has already written scientific reports on what he found there in company with a fellow anthropologist but the present work is a more extensive volume, devoted primarily to the arts of the people of Ifaluk.

Because they live on a true atoll and are limited to a land area of about a half square mile, their raw material for any aspect of life is limited. Their self expression has developed mostly in the oral arts—music, poetry, dancing, prose narration and oratory—all to what Burrows considered a high degree and over half of this large book is taken up with his translations of their songs, ancient and modern, that cover most aspects of life.

Burrows' notes on the verses and songs, plus the songs themselves make it possible to piece together a very good picture of these atoll dwellers and their history.

Religiously they may have been free of the taint of Westernism; but like the rest of the Caroline Islanders, they have felt the back-wash of their complicated history—small though it

might have been on isolated Ifaluk Atoll. In less than 75 years four foreign nations have governed the Carolines: Spain, Germany, Japan and the United States.

*

Much more severely practical is the book produced by James W. Fox and Professor K. B. Cumberland which they call by the cumbersome title of *Western Samoa—Land, Life and Agriculture in Tropical Polynesia*.

This large volume, which probably could be called a report more than something more literary, is nevertheless interesting, to the historian as well as to the agriculturalist, as it gives the history of the beginning of the plantation industry in Western Samoa—an industry whose mantle has fallen now almost exclusively on the Trust Estates Corporation.

The volume is the outcome of a research project carried out by the Department of Geography, University of Auckland, NZ, shortly before independence in Western Samoa and was designed as part of a blueprint for later agricultural and land development in a country where population growth is rapid and outstripping development.

Plantation agriculture in Western Samoa, the authors state, owes its foundations to German initiative and enterprise. Although this has now been absent for 50 years, the form and character of plantations there have changed very little (increased production from Western Samoa coming now from village enterprises rather than the plantation system).

The first German plantations were established in Samoa as long ago as 1865—Mulifanua, which is still the largest plantation in the country was planted up by Theodore Weber for Godeffroy & Sons which later was taken over and consolidated by the German DH & PG—the so-called Long-Handled Firm whose influence was strong also in New Guinea.

Many people—including some Samoan chiefs—believe that the first decade of the 20th century was the Golden Age of Western Samoa; and certainly, say the authors, from 1900 to the NZ take-over in 1914, it was a period of consolidation and economic progress.

After World War I, Western Samoa became a NZ Mandate, and the German plantations and trading



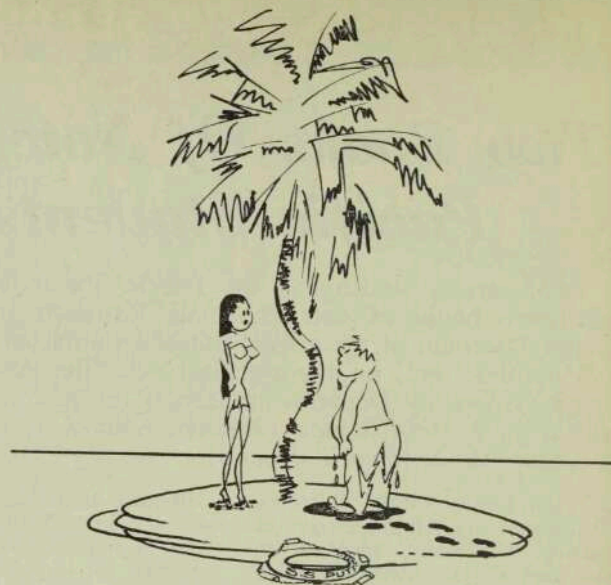
waterfront in the early years of the century. Many people believe this period was the Golden Age of Western Samoa.

MAGAZINE SECTION

A Kupa-Eye View

With this cartoon "Kupa" resurrects himself after an absence from *PIM* pages of at least 20 years. Just before World War II, a young Canadian showed up in Sydney after wandering the Pacific and sold the then editor of *PIM* a clutch of amusing drawings. He promptly disappeared back into the blue. We heard no more of him until last December and imagined that the war had swallowed him up—although it now appears that he was there all the time, as Neil Cooper, in the *PIM* list of subscribers.

Apart from the fact that Kupa is a commercial artist in Winnipeg, Manitoba, we know no more of him now than in the late 1930's but, although, like the rest of us, he is 20 years older, his new batch of drawings shows that his ability to see the ridiculous in the Pacific Islands scene is the same as ever. This is the first of his new drawings. Others will appear in the months ahead.



"Naturally, you can't stay overnight!"

KLA

stations, mainly the property of the DH & PG, were taken over by NZ as the NZ Reparation Estates—all at a time when all of them were reaching maximum production.

The total of the estates originally was 113,560 acres, some of it bush-land, and over the years that NZ administered the estates (before giving them to the Samoan people as a gift in 1957), all but 32,000 acres were disposed of to relieve the growing pressure for land from the Samoans.

Even in their attenuated state the estates are still Big Business and as such probably not such an inspiring example to village enterprise as theorists would believe. Nonetheless, the authors don't advocate the further breaking up of the estates. To the contrary, they appear to think that it would be a very good thing if, instead of distributing the estates' profits on non-productive social services, they used them to buy more land and to increase the estates' stake in the future economy of Western Samoa.

This analytical account of Samoan land use and agriculture, against the background of Samoan custom, should be of great value to those administering Samoa today—if they have the good sense to use it.

(FLOWER IN MY EAR. Published by University of Washington Press, Seattle 5, Washington, USA. \$6.75. WESTERN SAMOA. LAND LIFE AND AGRICULTURE IN TROPICAL POLYNESIA. Published by Whitcombe and Tombs Ltd. NZ63/-.)

Nationalism in the Pacific

The appearance of what appears to be another analysis, by another scholarly author, of European colonisation of lands in or bordering the Pacific, may not ordinarily stir much interest. There have been a score of such books since World War II—some useful, some impressive, and most of them reaching different conclusions.

BUT a new book by Dr. A. Grenfell Price, an Adelaide scholar, *The Western Invasions of the Pacific and its Continents—a Study of Moving Frontiers and Changing Landscapes, 1513-1958*, is different, and is welcome in at least one respect.

It finds much more merit than evil in the colonisation of the Pacific countries in the past 400 years by Europeans, and it suggests that this continuing "Europeanisation" of the world has accelerated human progress and added incalculably to the living-standards of most human beings.

"Colonialism" has been so criticised and condemned lately that it has become a very dirty word. But the wide survey made by Dr. Price, based on lengthy and intensive research, indicates that colonialism actually opened a new world for countless millions of hitherto retarded peoples in and around the Pacific.

The Europeans may now be in retreat from nearly all their colonial possessions in the Pacific area, and their religion generally may have failed to displace the peoples' ancient beliefs. But they are leaving behind,

especially in Asia, a series of nations with a practical knowledge of political structures and technological science.

Settlement of Europeans in the Pacific Islands is only a small part of the over-all picture of the Western invasion of the Pacific countries, and so that story has only a small section of the book. But the survey is effectively made and piquantly written. It is shown that nearly a century passed after Cook's voyages, before a "boom" sent out our traders and missionaries, to bring diseases and Christianity to many a lovely island—"whose inhabitants", says Dr. Price, "would have been wiser had they continued to eat all new arrivals".

Dr. Grenfell shows that Western control of social evils and the introduction of Western technologies—in a word, colonialism—have unleashed surging new populations and aggressive nationalism, which now menace the future security of the Europeans. It is a new and fascinating angle on colonialism.—RWR.

(THE WESTERN INVASIONS OF THE PACIFIC AND ITS CONTINENTS. Published by Oxford University Press. 57/9.)

Early Years Of Australia's First Newspaper

The latest production of the Trustees of the Public Library New South Wales under the William Dixon Foundation is probably the most interesting to date: The facsimile edition of the first year's issues of Australia's first newspaper, *The Sydney Gazette*.

COMPLETE volumes of the *Gazette* are very rare collectors' items and this facsimile edition was taken from the volumes bequeathed to the Public Library by the late Sir William Dixon. It is, therefore, fitting that the Trustees of the Foundation that he set up at the same time should devote some of the income to producing the present volume which will be of enormous importance to everyone interested in the early history of Aus-

small printing press was included amongst the cargo on the Fleet and this was used for printing Government handbills by the first printer in Australia, George Rouse, presumably a convict.

Howe succeeded in 1802 by George Howe, also a convict, and in 1803 Governor King decided that it was desirable that the Colony have a newspaper—so they might be kept supplied with useful information being dispersed among them.

Howe was thereupon instructed to select materials weekly and produce a newspaper. Apart from buying a "new fount of letters" (which was the appearance of the paper badly needed), the Governor shifted the responsibility, official and otherwise, to Howe through an officer ran a censoring over copy before printing).

The Government gave him the use of the press but he had to pay his expenses with advertisements and sales. The indications are that he met most of the usual trials attendant upon setting up a new newspaper, some others due to the isolation of the Colony. He had to make his own ink; paper supply was always short; he was the complete staff reporter, editor, compositor, printer; had to go out and distribute the paper himself and then become a debt collector. His life for the first year was one of poverty and hardship but he continued to run the paper until his death in 1821, when it was taken over by his son, Robert. He died in 1829. The *Gazette* came out of existence in 1842.

The early years of the Australian

Gazette have been recognised as a faithful account of NSW history. It contained no comment or political discussion—obviously it could not, under the circumstances—and confined itself to fact. And, these days, the student will find as much to interest him in the advertisements as the letterpress.

The issue of Sunday, June 26, 1803, was advertised:

A Spacious DWELLING HOUSE, containing three Rooms and two Closets; with excellent Garden, high in cultivation, in which are fifty Peach, Quince and other Fruit Trees; and a Well constantly supplied with excellent Water. . . . Situate at the Upper End of Pitt's Row.

The price was not given, but it would be interesting to know how much a piece of land capable of taking Fifty Peach, Quince and other Fruit Trees would bring, on that spot, 160 years later.

In the issue of July 10, 1803, a new Eating House ("Victuals Dressed

MAGAZINE SECTION

in the English Way") was advertised "near the New Windmill, on the Rocks."

"Rosetta Stabler respectfully acquaints the Public," the advertisement said, "that she prepares Boiled Mutton and Broths every day at 12 o'clock and a Joint of Meat Roasted always ready at One."

Visitors from remote Settlements, Mariners, etc., were reminded also that they could always get Accommodation at a moderate expence with Rosetta.

The news columns of the issue of June 12, 1803, contained the account of the return of "His Majesty's Ship, *Investigator*, Captain Matthew Flinders," and, in the same issue, the Captain himself contributed some sailing directions for successfully negotiating the Torres Straits.

The indiscriminate use of the letter "f" in place of "s" is baffling to the modern reader. This was common practice at this time, but there appears to have been no rule about Howe's use of the device as he also used "s" as "ss". It could have been that he was still badly in need of the "fount of letters" that Governor King had ordered for him.

The facsimile edition is in the same size as the original, and printed on specially made paper as near as possible similar to that used in 1803.

(SYDNEY GAZETTE, 1803-1804. Trustees of Library of NSW in conjunction with Angus and Robertson Ltd. £3/3/-.)

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THE GOLDEN BOUGH (Sir J. G. Frazer)—A Study in Magic & Religion, abridged one volume edition, 15/6. Post 1/9.

ONE DAY IN THE LIFE OF IVAN DENISOVICH (Solzhenitsyn—trans Ralph Parker), £1/2/6. Post 1/6.

HAKLUYT VOYAGES—Everyman's library edition, 8 vols., £9/3/- . Post 8/-.

JOHN KNATCHBULL—FROM QUARTERDECK TO GALLOWS, including the Narrative written by Himself in Darlinghurst Gaol 1844, and with Retrospect of his life by Colin Roderick, illust., £1/10/- . Post 1/6.

THE WESTERN INVASIONS OF THE PACIFIC AND ITS CONTINENTS (A. Grenfell Price)—A Study of Moving Frontiers & Changing Landscapes 1513-1958, charts, £2/17/9. Post 2/-.

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SOME NEW FICTION

Australian author Jon Cleary recently, on a television interview, that an Australian writer, to keep an international audience, must write internationally. His latest novel *Rests of the Night* apparently written on that theory.

The action of the novel takes place in Burma against a background of revolutionary Dacoits and the divided politics of that country; his cast includes a London doctor, a British Consul, an Italian priest, an American nurse, a Chinese doctor and a part-Chinese woman. There are also a couple of Indians (from India), here and there. You certainly couldn't get any more international.

So fashionably correct: One of the chief characters is dying of cancer; and there is much soul-searching about Catholicism.

Half the characters in novels are dying of cancer these days, where they just decently faded off into mysterious, unnamed maladies.

Jon Cleary shows every sign of being Grahame Green and Morley West along the primrose path of stylistic ardour. It is a wonder the Hierarchy doesn't excommunicate the lot of them—not because religion (like cancer), is not a part of life but because they threaten to make a novelist's gimmick of their own.

Part from these strictures, this is a good novel, with some reasonably good characterisation, a lot of improbabilities and a surprise twist to a plot which climaxes with a tiger. The title (although he doesn't say so) comes from William Blake's poem:

Tiger, tiger, burning bright
In the forests of the night . . .

The mystery remains, however, whether Cleary thinks this book would appeal more to an international audience than, for example, his *Sunburners*, which was totally Australian and probably the most natural and convincing story this author has ever written. It was so highly thought of internationally that an overseas film company produced it in Australia with an international cast.

RESTS OF THE NIGHT. Collins.



SHELL ARTISTRY: A new industry is starting in Fiji—shell pictures. Here one of the artists, Tui Smith, of Navau, Korolevu, shows some of them. He is in partnership with Mrs. Sheena Brocherie. They have had orders from all over the world. The shells are mounted in black velvet.—Photo: Stan Whippy.

ALSO international in background is Francis Clifford's *The Green Fields of Eden*, and in it, also, the main character is dying of cancer.

The whole novel covers a couple of weeks in the lives of an incurably ill Englishman, a bullfighter and his motherly mistress, a professional assassin and his girl-friend, and a political refugee, all brought together on a small Spanish island off the coast of Africa. All the things that might happen when such a collection converge on the same poverty-stricken, sun-bleached village do happen and the merit of the novel lies in its description of the chemical reaction of one character against another. This is particularly so of the dying Englishman who, as the review writers have it, "finds himself". More exactly, he loses himself and forgets his cancerous stomach momentarily in taking a last hand in the affairs of the living.

(THE GREEN FIELDS OF EDEN. Hodder & Stoughton. 18/9.)

ERLE STANLEY GARDNER, according to his public relations consultants, "just tries to write what people want". To do it he employs seven typists, barks out his stories on to a dictating machine, sometimes 10,000 words of them before breakfast, and works on up to four stories at the same time. We feel that this must sometimes be confusing to Mr.

MAGAZINE SECTION

Gardner and certainly it frequently is to his readers.

The latest opus extruded from his literary sausage factory (*The Case of the Lucky Loser*) is standard in that it has a beginning in Perry Mason's office, ends in court, and has all the regular characters. Apart from that you would probably need some sort of electronic computer to distinguish it from the other Perry Mason cases turned out by Erle Stanley since he took to mass production methods.

(THE CASE OF THE LUCKY LOSER. Published by Heinemann. 17/-.)

EXPATRIATE Australian writer Michael Noonan, now of the UK, makes a living out of writing radio and television scripts and plays, out of children's books and an occasional adult novel about children. *The December Boys*, is the second novel and has something of a Norman Lindsay flavour about it.

For the purpose of his latest exercise, Noonan forsakes the affluent society of Australia in the 1960's and returns to the Depression 1930's to launch his gaggle of boys (presumed to have been born in December), from a country orphanage into the delights of a summer beach holiday.

Their environment, the odd adult world and strange new stirrings in themselves are seen through their inquisitive eyes.

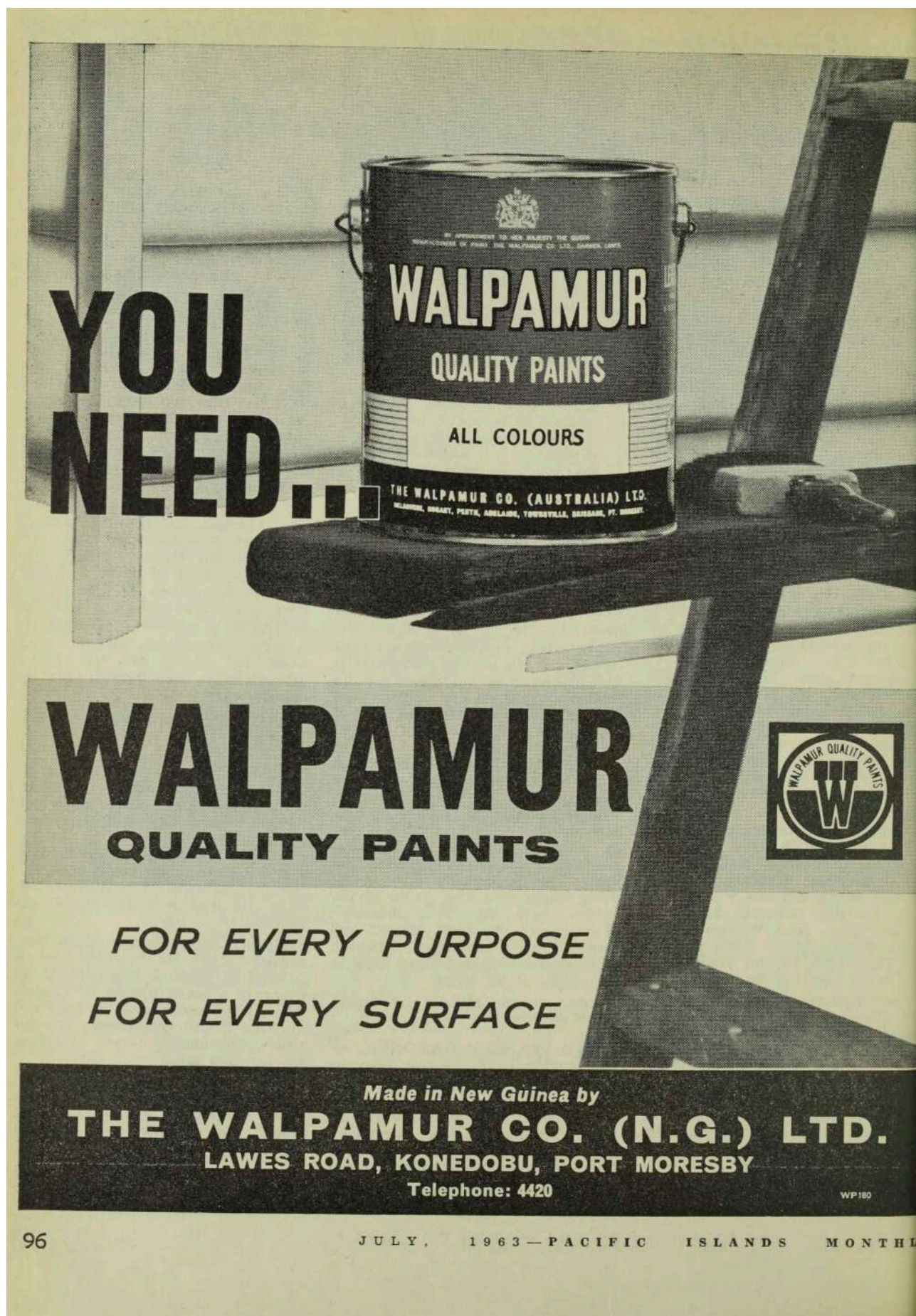
(THE DECEMBER BOYS. Heinemann. 22/6.)

THRILLERS that owe nothing to the sausage-machine technique but are also good novels on which thought and writing skill have been expended are getting to be the exception. But two recent productions that live up to requirements are *After the Fine Weather*, by Michael Gilbert; and *The Pin Men*, by Roger East.

Neither ranges further afield than Europe: *After the Fine Weather* is a novel of suspense and political intrigue in a small district of Austria where neo-Nazism raises its head and a young British vice-consul's younger sister unfortunately is too observant for her own good.

The Pin Men is another episode in the life of scientist/detective Jack Mors, a Computer Age character that Roger East invented for his first thriller *Kingston Black*.

(AFTER THE FINE WEATHER; and THE PIN MEN. Hodder & Stoughton. 20/- each.)



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Best Of The Paperbacks

an Books' new paperback series — Pan Piper — is non-fiction and caters for the growing market for more serious reading. The first half-dozen volumes covered as many fields:

THE BASIC FACTS OF HUMAN HEREDITY by Amram Scheinfeld, American and recognised world authority on the subject. His *You and Heredity* became a best-seller. The present paperback covers the same sort of ground. (7/6.)

CHILD BIRTH WITHOUT FEAR by Dr. Frankly Dick-Read. This book is widely world-famous amongst parents who subscribe to his theories of natural childbirth. This is the British paperback edition. (7/6.)

THE PAN BOOK OF HOME by Katherine Tottenham, well known in the UK for her BBC television and radio programmes on natural history subjects. As well as usual cat and dog pets, she describes how to get on with more exotic ones like alligators and silkworms. (5/6.)

THE OUTSIDER by Colin Wilson, investigates the problems of a modern man who psychologically, morally, sexually and seven different ways is a pretty mixed-up individual. (7/6.)

THE BEST ENGLISH by G. H. Kings, a reprint of his third and last

volume on the English language. The first two, *Good English* and *Better English* have been best-sellers. In this book he dissects great literature, its meanings, sources and its techniques. (5/6.)

THE EXPLOSION OF BRITISH SOCIETY, 1914-1962 by Arthur Marwick. This is an original, especially written for the publishers by the author who, at 24, was the youngest History Lecturer at a British University. Here, he spotlights the social, political, economic and scientific factors that shaped British society in the last 50 turbulent years. (5/6.)

THE PAN BOOK OF WINES selected from the UK *House and Garden*. This covers just about everything anyone need know about wine — including an encouraging chapter on Australian and South African wines that should be made required reading for high-nosed British wine-drinkers, at whom the book is primarily aimed. (5/6.)

THE PAN BOOK OF BEAUTY by Nan Van den Hoek, is just what it says. The author is something of an expert in her own field and was for 20 years beauty editor on internationally known women's magazines. (5/6.)

General

MARIO by Peter de Polnay. The story of a couple of waifs in immediate post-war Florence. (Pan; 4/-.)

WHERE THE BOYS ARE by Glendon Swathout. Teen-age Americans in Florida for the sun-tan, etc. (Pan; 4/-.)

THE FIERCEST HEART by Stuart Cloete. South Africa, 1830; reviewed in *PIM* when first published 1960. (Fontana; 7/6.)

THE TIGHT WHITE COLLAR by Grace Metalious, the author of *Peyton Place*. (Pan; 5/6.)

TWO LEFT FEET by David Stuart Leslie. London teen-age jungle. (Pan; 5/6.)

THE FOUNDLING by Georgette Heyer. Regency blue-bloods and a spot of blackmail. (Pan; 7/6.)

THE MISTRESS OF MELLYN by Victoria Holt. We reviewed it in 1960 when first published. Soon to be made into a million-dollar movie by Paramount. Suspense, in the *Rebecca* fashion. (Fontana; 5/6.)

LUCINDA MARRIES THE DOCTOR by Elizabeth Seifert. (Fontana; 4/-.)

MAGAZINE SECTION



AUTHOR MARRIES: Australian author of "Innaminka" and "Labrador Memories", Sister Elizabeth Burchill, was married in Melbourne on May 27 to businessman Percival C. Shalless. Mrs. Shalless is well-known in the Sepik district of New Guinea, where until recently she was a nurse with the Department of Health. She is currently negotiating for the sale of a new book on her Sepik nursing experiences.

THE DURIAN TREE by Michael Keon. Malaya, during the Emergency. (Pan; 5/6.)

A NET OF GOLD by Alice Ekert-Rotholz. A romance against a background that covers the last 25 years of the Dutch in the Netherlands Indies. (Pan; 7/6.)

Thrillers

TO LIVE IN DANGER by Bryan Magee. Counter-espionage in Central Europe. (Pan; 5/6.)

THE MAN AT THE CARLTON by Edgar Wallace, in his "late period", 1931. (Pan; 4/-.)

A BULLET FOR CINDERELLA by John D. MacDonald who is rapidly becoming one of America's top-flight thriller writers. (Pan; 4/-.)

DEATH IN A WHITE TIE and **FALSE SCENT** both by Ngaio Marsh—one originally published in 1938 the other in 1960 to give fans a chance to compare her early and late techniques. (Fontana; 4/- ea.)

I'M NO HERO by Hartley Howard. American-type, private-eye. (Fontana; 4/-.)

THE TALISMAN RING by Georgette Heyer, being the first and last occasion on which she combined Regency romance with murder and mystery. (Pan; 5/6.)

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

How To Paint Your Boat

For Islands residents who head down to the sea on Saturdays and Sundays, "How to Paint Boats and Yachts" by George Bryant and Cecil Jasper is a treatise of value, especially for owners on small budgets. If the professional seafarer tends to sneer that most of the contents are obvious, he should take a look at the section on oxide, polyurethane and polyester synthetics, where he'll probably learn something he didn't know. The book's format is neat and shipshape.

HOW TO PAINT BOATS AND YACHTS. Rigby Ltd., Adelaide. 18/6.)



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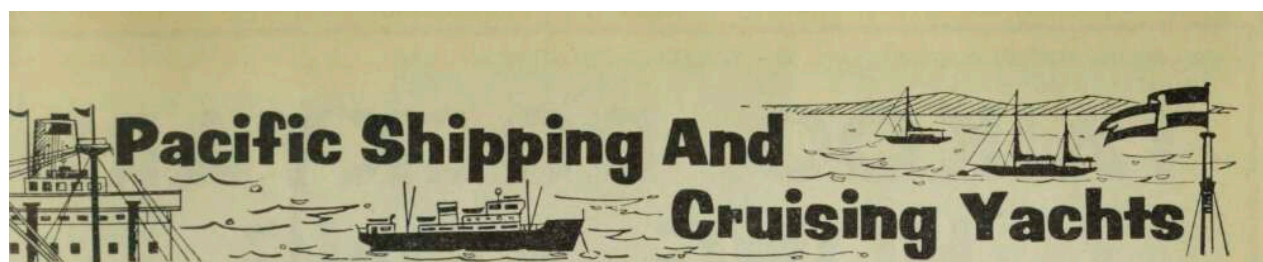
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Pacific Shipping And Cruising Yachts

Burns Philp To Build A New Islands Vessel

A new vessel to replace the *Malaita* is to be built for Burns Philp in the Newcastle State Dockyards. She will be an all cargo vessel, in line with the recent BP policy decision of cutting out passenger services.

TAILS of the new ship were known on the Sydney waterfront some time ago, although there has as yet been no announcement by Burns Philp.

The contract to build the new ship has not yet been signed but it is understood the matter is in the hands of the Australian Shipping Board. Building time is hoped to be from 18 months to two years. She will have an Australian crew.

The new vessel will be named the *Ela* after Port Moresby's *Ela* Beach. It will be operated mainly on the Australia-New Guinea service, as is the *Malaita* at present. The *Malaita* carries passengers as well as freight.

She is reported to be 3,600 tons deadweight, which is about the same as the *Malaita*, *Montoro* and *Sokula*. She will have a length of 150 ft., beam of 50 ft. and 28 ft. draft.

The decision to build *Ela* in Australia is a new departure for BPs. The last vessel to be built for the company was the *Montoro*, which came from Norway about 1956.

There are apparently no plans yet for the disposal of the *Malaita*, because the shipping situation could well change in the time it takes for the new vessel to be built.

● **DIRECT LINK WITH GEIC:** The Gilbert and Ellice Islands Colony in June got a direct shipping link with Australia—a new development that will mean a big improvement in economy on the Colony's internal shipping services.

The new link has been established by the Karlander Line, which operates the *Elizabeth Boye*, *Slevik* and *Slitan* between Australia and New Guinea. The *Slitan* also calls at Honiara and Gizo, BSIP.

The new service, which is expected to operate about every six weeks, will have Melbourne and Tarawa as terminal ports and will include calls at Sydney and Honiara.

At present cargoes for Tarawa are carried by British Phosphate Commission ships from Melbourne to Ocean Island and there transhipped to Colony vessels.

Although the freight rate by Kar-

In The News This Month

Aegean	Malekula
Al Sokula	Matua
Aldebaran	Montoro
Canberra	Okeanos
Cythera	Parndana
Dida	Sea Wind
Ela	Sletta
Slevik	Elizabeth Boye
Geneve	Slitan
Golden Hind	Solo
John Hanna	Taranui
Koae	Tofua
Komaiwai	Truly Fair
Lobo del Mar	Tuaikaepau
Lodestar	Tungaru
Malaita	Waimana

lander's will be somewhat higher than the present total figure, the new link will obviate the double handling at Ocean Island, and will reduce the need for Colony vessels to make Ocean Island voyages.

Karlander (whose managing agents in Australia are F. H. Stephens Pty. Ltd.) plan to use a new vessel for the GEIC service—the *MV Sletta*. But because the *Sletta's* arrival from Europe has been delayed, the first voyage is being made by the *Taranui*, formerly operated by the Botany Bay Shipping Company and also well known in Fiji.

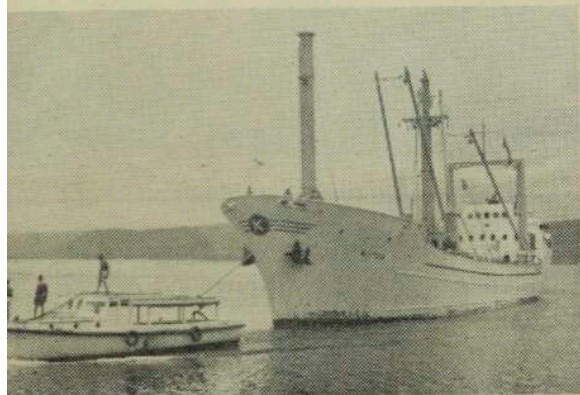
The new *Sletta* is a sister ship of the 1,850-ton deadweight, 240 ft. *Slitan*, which began its Pacific service in February. *Sletta*, like *Slitan*, was built in Balboa, Spain.

It is hoped that *Sletta* will arrive in Australia in time to make the August trip to the Gilberts.

● **BAD REPUTATION:** Suva is getting a bad name among overseas shipping lines because of pillaging from cargoes and thefts from ships.

One of the latest theft cases concerned a Fijian, caught in a man's cabin in the *Aldebaran* on April 30, who managed to elude capture for some time.

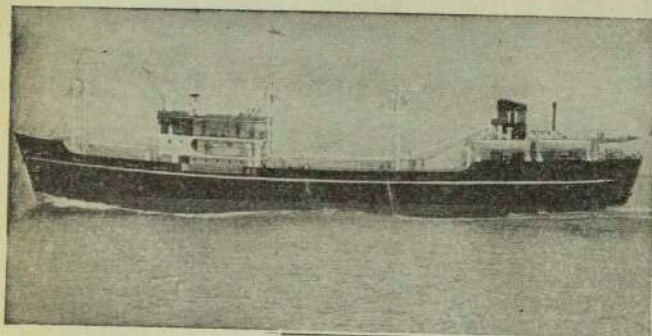
When the man, Senivalati Tuivunimoli, was eventually apprehended and brought before the court, it was alleged that he had stolen two



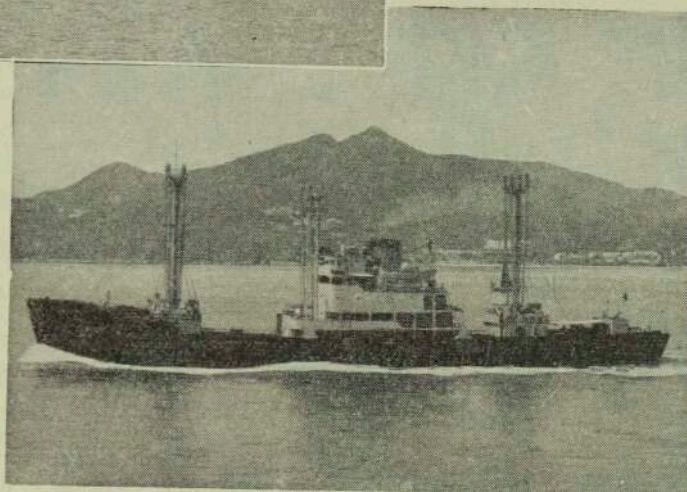
POCKET-SIZE TUG:

Rabaul has no tug, but "Buke", a work boat owned by Mr. Pat Roberts, does sterling service in this capacity. Here "Buke" is towing the "Slitan", a sister ship of the "Sletta" which will link the GEIC with Australia.

TAIKOO DOCKYARD HONG KONG

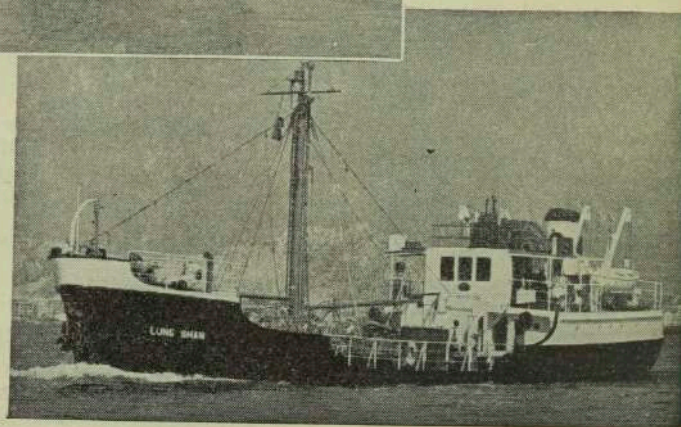


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs
Bruusgaard
Kiosterud
Drammen,
Norway.



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
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s, a pair of shoes and 6/- in total value about £81. Valati pleaded not guilty, but the court accepted the prosecution and sent him to prison for 12 months.

One day or two before the court the following notice appeared in the ship's quarters in another ship, which had just arrived at Suva: "Fiji for its thieves. Do not leave valuables lying about. Keep them up."

No doubt other ships in the same area carry similar notices, giving the ship's main port an unenviable, yet deserved, reputation.

CIPPER RETIRES: Captain N. Pearson, master of the Union Ship Co. Ltd.'s Island trader *Tofua* has retired. He made his last round trip in the ship in May.

Master of the *Tofua* since the USS Co. delivery a dozen years ago, Captain Pearson was a well-known figure at Suva, Nukualofa, Vavau, Pago Pago and Apia. He was proud of his trim little ship.

Before *Tofua* days, Captain Pearson made many voyages in the Pacific for USS Co. ships. These included the *Waipahi*, which was on the run to the Cooks, and the *Wahine*, which went to Walpole and the Islands, off New Caledonia, to deliver mail.

In his very early days with the company, he was an officer in the *Whiti* on the run to San Francisco.

On his last round trip, Captain Pearson was guest of honour at a party at nearly every port he visited.

Well gifts included two beautiful watches presented to him at Niue. Captain Pearson made 131 round trips in the *Tofua* from Auckland. In 12 years the ship was his charge, and he made only 10 voyages—when he was on holidays.

Captain Pearson does not admit to a tiring life at sea, but says he has greatly enjoyed his career, which has ended more or less by accident. He left school in New Zealand, joined the Public Service, and was promoted to the Marine Department head office.

When he met many professional sailors who told him how good life was at sea. He decided to make the sea his career when an old salt said "What the hell are you doing on land when you can be shing a pen?"

Joining the USS Co. in 1924 as a second officer, he served through the ranks, in many ships, until he was promoted master in 1945. He has nearly 40 years with the com-



Captain Pearson with a table given to him by the Niue Assembly as a farewell present. The table is cut to represent the shape of Niue Island, and indicates the position of the island's villages.

Photo: S. A. Whippy.

pany he served in colliers, cargo ships, cargo-passenger ships and liners.

This is the list: *Tahiti*, *Kanna*, *Tamahine*, *Makura*, first *Tofua*, *Wahine*, *Monowai*, *Matua*, *Hauraki*, second *Maori*, *Rangitira*, *Kaimai*, *Poolta*, *Gabriella*, *Waipahi*, *Wainui*, *Omana*, first *Kaimiro*, *Karepo*, *Kiwi-tea*, *Korowai*, *Kaiapoi*, second *Tofua*.

He weathered four hurricanes in the *Tofua*, and was proud of the way his ship behaved.

PACIFIC SHIPPING

"Hurricanes cut you down to size," he says. "They make you realise how small you are."

During the hurricane which devastated Suva in 1952 the *Tofua* was blown ashore near the harbour entrance, but floated off, with little damage, on a rising tide.

Captain Pearson has made no plans for his retirement, except that he will live at Auckland. His wife is happy that he will now be at home permanently, and so are his daughter, and his three grandchildren.

His successor as master of the *Tofua* will be Captain J. Kirk, a senior USS Company master.

● MISSION SHIP DAMAGED:

The Catholic mission motor vessel *Waimana* collided with another ship 25 miles from Rabaul on June 15.

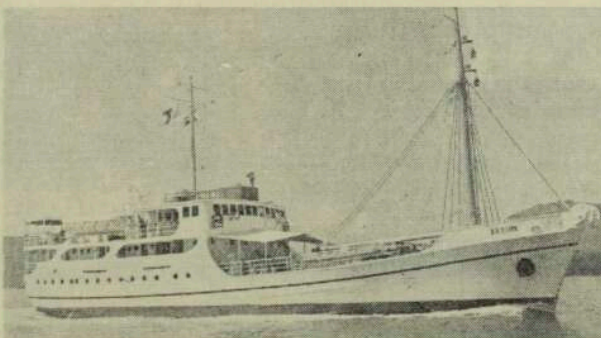
The *Waimana* suffered extensive damage to the stern and planking above the waterline.

The other vessel, *Mainiro*, owned by Colyer Watson, of Rabaul, continued on her way.

The *Waimana* was carrying a full load of timber, 12 native passengers and four mission staff members. She continued at reduced speed to Vunapope mission wharf where she was to be slipped for repairs.

The ship previously served as a three-masted schooner on the New Zealand coast.

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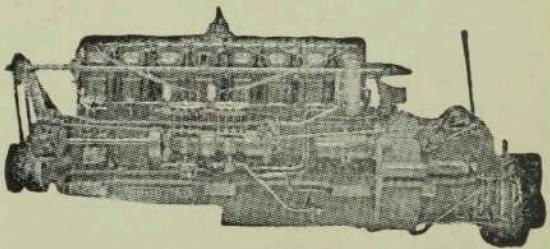
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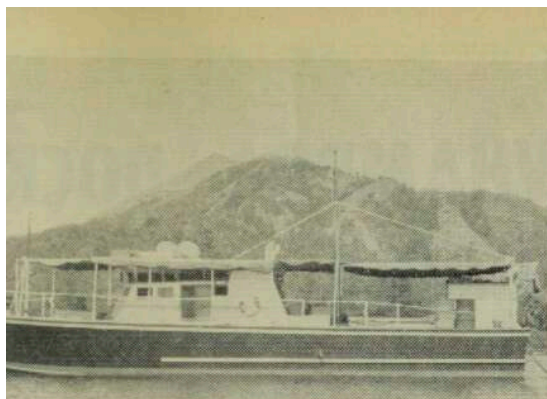
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102 JULY, 1963 — PACIFIC ISLANDS MONTHLY



PACIFIC SHIPPING

For Islands Service

Soon to be plying again between Rabaul and New Ireland ports is the "Gona", which was recently sold at auction to Rabaul shipping owner Mr. Pat Roberts for £2,300. She was considered a good buy at that price. The vessel is 62 ft. x 14 ft., and was a light hospital ship during the war.

WHARF COMPLETED: Suva's wharf, which cost £2,500,000 which can take any ship in the is now finished after two years' The job was undertaken by Christiani-Nielsen and Gammon Ltd., Danish-Malayan consortium.

The wharf was opened in various The first was a new berth at Suva Bay. Then followed the new face (King's Wharf); and last Prince's Wharf, at the southern end of King's Wharf.

The contractors, under the guidance of Messrs. Hutton and Bell, engineering consultants to the Fiji Government, had to overcome many obstacles, chief of which was the sloping nature of the seabed. Nine hundred pre-dredged piles were put down. Most of them were 132 ft. and 140 ft. long, but several were much shorter.

The main wharf is 2,800 ft. long and is capable of taking two liners abreast. Now that the work is done Suva may see the giant P and O liner *Canberra*, which was expected to call at Suva on her early voyages because of insufficient depth of water at the wharf.

However, a Pacific cruise for the *Canberra* is at least 12 months away as the liner has several other commitments before a new schedule can be drawn up.

Suva has needed a new wharf for some time for facilities at the old wharf were badly damaged in the 1952 earthquake and in the 1953 earthquake. It had been planned to spend £6 million on a completely new dock at Suva, but in 1958 this plan was abandoned because of lack of money. The Government paid about half the cost of the new wharf. The other half came from the pockets of British taxpayers in the form of Colonial Development and Welfare grants.

The Governor, Sir Kenneth Macdonald, officially opened the last stage of the project and unveiled a commemorative plaque at the Walu Bay wharf on June 7.

Many tributes were paid to the contractors, who also built the new wharf at Lautoka and the Suva slip-

way. They deserved it because they finished their work five months ahead of schedule.

After the opening ceremony, Christiani-Nielsen and Gammon provided "refreshments" in the Walu Bay cargo shed for the 600-odd men and women who worked on the project. The junketings for the men included a feast, liquid trimmings, and double pay for the day, which was also a holiday.

● **HIGHER CHARGES POSSIBLE:** Freight charges between Australia and Suva may rise, according to a letter the Lautoka Chamber of Commerce has received from South Pacific Sugar Mills Ltd. The chamber had asked that the differential in rates applying between Australia and Suva, and Lautoka, should be standardised.

The SPSM Lautoka manager, Mr. J. M. Aitken, said in the letter that the whole question of Australia-Fiji rates had been under discussion for some months between established shipping companies, but agreement had not been reached.

● **LINK WITH MICRONESIA:** When Captain Rudolph Muller and his son-in-law, Mr. Jack Adams, brought the 208-ton diesel-powered ship *Tungaru* into Rabaul from Micronesia in May, it was hoped that this would inaugurate a fairly regular service between Ponape, Caroline Islands, and New Guinea.

The two territories are separated by only 900 miles and it is believed there is enough potential trade between them to justify a service about every eight weeks.

The *Tungaru* is a hardy-looking freighter, with accommodation for a couple of passengers. The registered owner is Mr. Carlos Etscheit, of Ponape.

● **SCHEDULES UPSET:** Labour troubles on the New Zealand waterfront have seriously delayed the schedules of the Union Steam Ship

Co. Ltd. island traders, *Tofua* and *Matua*. The *Matua's* timetable was badly upset on her June run, and to pick up time the owners cut Wellington and Lyttleton from her south-bound run, so she would leave Auckland on time on the next cruise.

Meanwhile, shippers in Western Samoa, Tonga and Fiji had to rearrange their cutting schedules so they could send sound fruit to New Zealand in June.

Even cutting out Wellington and Lyttleton did not allow the company to make up all lost time. Instead of sailing from Auckland for Suva on July 5, as scheduled, the *Matua* had her departure delayed till July 9.

The *Tofua*, which was scheduled to leave Auckland for Suva, Nukualofa, Vavau, Niue, Pago Pago, and Suva, on June 18, had her departure delayed exactly a week. She was scheduled to reach Suva on the return voyage on July 9, instead of July 2, to pick up a cargo of bananas and other produce. (Over)

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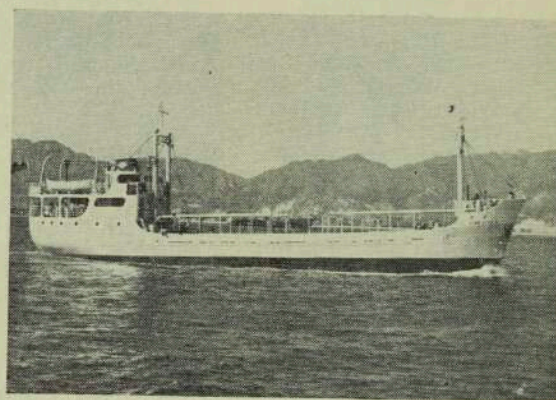
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MORE SHIPS VISIT FIJI: Overseas ships called at Suva autoka in 1962 than in 1961. The arrivals numbered 413, a record with 349 in 1961. Lau-figures were 161 and 129 re-ely.

TRAINING FOR SHIPPING OFFICERS: A course to train officers and New Guineans for service in coastal shipping services started in August.

The course will be held at the Administration's Nautical School, Port Moresby.

Director of Trade and In- Mr. G. D. Cannon, said the course would be for seamen and engine operators.

He said 12 Papuans and New Guineans were completing the first of 12 months, for seamen and marine engine operators.

The course had been so successful the next course would be for two months. Thirty applicants would be for this.

Successful trainees would be qualified for employment in either Administration or private vessels.

CANOE A LA MODE: An ocean-going canoe, built in the traditional style used for centuries, but equipped with modern accessories, can be used in a regular service in New Guinea.

The canoe has been fitted with an outboard motor, life saving equipment and has an auxiliary sail.

It will be used to provide a freight, passenger and trading service in the Manus District, north of the New Guinea mainland. The main run will be between Awin and Allison Island, a distance of about 35 miles, expected to be completed in four hours.

The canoe was built at Yaku, near the east New Guinea border of the Territory. Yaku people are famous for their ocean-going canoes.

It is hoped, if the new venture is a commercial success, that there will be a new market for the Yaku canoe building industry.

SHIP REPLACED: W. R. Carpenter and Co. (Fiji) Ltd. has bought the Australian ship *Parndana* for the *Ai Sokula*. She arrived in Suva on May 31.

The ship has been renamed *Komaiwai* after a Carpenter ship that was sunk in Fiji waters after World War II.

The first *Komaiwai* has been built up. It will be used on the Vanua Levu and Taveuni, for copra cargoes. The master is Captain Alf Peckham.

● **FORMAL INVESTIGATION "REQUISITE":** After an inquiry at the end of May into the stranding of the W. R. Carpenter and Co. (Fiji) Ltd. ship *Ai Sokula*, the Fiji Marine Board decided it would be better if a court, presided over by a magistrate, made a formal investigation.

The *Ai Sokula* stranded on Mabu-alau Reef, south of Moturiki, about 1.45 a.m. on March 10.

The board heard evidence from only two witnesses, the master, Captain Robert Gabriel Croker, and the second mate and supercargo, Frederick Corrie. Corrie admitted that the fault was his.

Croker said he had handed command of the *Ai Sokula* to Corrie

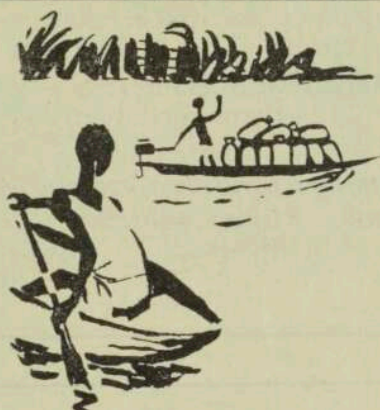
PACIFIC SHIPPING

about 11.30 p.m. on March 9, and had told him to steer a course of 210 degrees after he passed the Wakaya and Batiki lights.

He (Croker) was in bed when the ship struck the reef, and later on looking at the compass saw that it was showing 230 degrees.

Corrie had admitted that he had steered that course, but was unable to explain how he made the mistake.

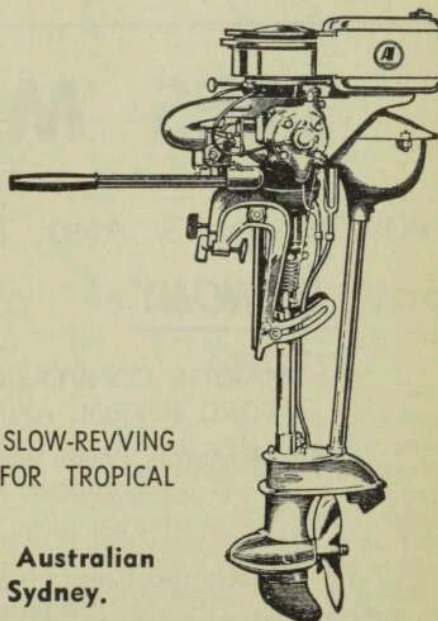
The board's finding was: "From the evidence before it, the board is of the opinion that a formal investigation is both requisite and expedient".



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ODESTAR, a Piver-designed sloop, arrived in Honolulu 7 days out of Nukuhiva with John Doignault and a crew of four. Her last news of *Lodestar* was from Fairua, New Zealand, in early 1962 when she left there for Tahiti. She had been in New Zealand for several months following a voyage from San Francisco to Honolulu and the Cook Islands began in May, 1962.

Doignault joined the craft in New Zealand when two original crew members quit. His companions on the voyage were Charles and Wayne Dumbleton.

Lodestar has 400 square feet of sail and a six hp outboard motor. Her appearance attracted a lot of attention in New Zealand.

ASTOR, 73 ft Australian sloop, arrived in Honolulu from Sydney on May 9 en route to California to take part in the trans-Pacific yacht race from Los Angeles to Honolulu. *Astor's* owner-skipper Peter Warner, 32, of Cammeray, New South Wales. *PIM's* Honolulu correspondent said on June 10 that the skipper and crew are full of optimism and seem to be having a good time. Considering *Astor's* size and age, she should be among the favorites off Diamond Head on the 100-day voyage.

GENEVE, 25 ft Marconi rigged sloop, single-handed by 27-year-old Michel Mermod, of Geneva, Switzerland, arrived in Noumea in mid-May. *Geneve* had been in the Pacific since last December waiting out the hurricane season.



Michel Mermod.



"Lodestar"

Mermod built the sloop in Callao, Peru, and sailed her to Suva last year via the Galapagos, Marquesas, Tuamotu, Society and Cook Islands furthering his studies in sociology. His final destination is Marseilles, France.

Mermod intended to stay in New Caledonia for several weeks before continuing his wanderings.

● **AEGEAN**, a yacht from Vancouver, Canada, was in Nukualofa, Tonga, in May en route to Fiji.

● **CYTHERA**: Two men who stole the 50 ft steel-hulled Sydney yacht *Cythera* at Lord Howe Island on April 10 were each sentenced to four years' gaol at the Darlinghurst (Sydney) Quarter Sessions on May 31.

The two men, Daniel James Barrie, 25, a New Zealander, and Derrick Brewin, 31, an Englishman, had pleaded guilty to the charge and had said they intended to sail the yacht to South America (*PIM*, June, p. 99).

In sentencing Barrie and Brewin, Judge Amsberg said they had "carefully and deliberately" planned the theft months earlier, and had bought charts covering the whole of the

RELICS OF CASTAWAYS' EPIC VOYAGE FOUND AT KADAVU

Memories of the epic struggle for survival by 17 Tongans wrecked when their yacht "Tuaikeapau" hit South Minerva Reef on July 7, 1962, were revived early in April with the discovery of a compass off Jioma, Kadavu, Fiji.

The compass belonged to the makeshift boat "Malolelei", which Captain Tevita Fifita, his son, and another man sailed 350 miles to Kadavu to seek assistance.

The compass and a sextant were lost when the "Malolelei" capsized off Nacamoto Village, Kadavu, on October 14. Captain Tevita's son was drowned.

Nemani Wakaya, of Jioma village, found the compass half buried in sand in six fathoms of water on April 6. The news of his discovery did not become publicly known until he made a trip to Suva recently with produce for sale.

Nemani said there had been keen competition at Kadavu to find the compass and sextant after Captain Tevita had told the people that anyone who found them could keep them.

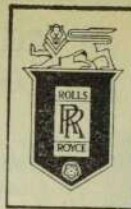
Nemani said he and other men had gone out to the reef three or four times a week and that he had found the compass after about 20 searches. Another villager, Samuela Valeova, of Naidua, found part of the sextant late in May.

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Pacific from the Navy Depart-

ly the fact that they took the from a harborage and not the seas saves them from a charge of piracy and a possible death sentence," he said.

Mr. Amsberg said he did not believe the story that Mr. Fenton's actions jeopardised the lives of his wife and daughter and everyone else aboard.

It also does not matter two straws against Mr. Fenton was a second officer on the Bligh, although the balance of evidence is to the very opposite," he said.

What matters is that he (Fenton) was running his hopes for the future of his yacht, and these men took it from him cruelly, heartlessly and with malice.

They left him stranded at Lord Howe Island, and were responsible for more than £1,000 damage to the property valued with the property at £17,000.

This is the worst case of its kind in the experience."

The fact that did not emerge in the case was that Brewin is one of the men who put to sea from Nor-

PACIFIC SHIPPING

folk Island in Walter Martindale's 32 ft Sydney cutter *Isis* in June last year. Brewin and the other man were crew members of the *Isis*.

After no news had been heard from them for a week, they brought the cutter back to Norfolk Island, reporting that bad weather had forced them to put out to sea, and that gales had blown them about 200 miles north-west of the island.

Reporting this incident in August last year, *PIM* said: "They had found it impossible to lift the dinghy inboard so they had cut it adrift. (This had led to speculation that the *Isis* had foundered when the wrecked dinghy was washed ashore.)"

In October, the *Isis* was dashed to pieces by high seas at the base of cliffs near Kingston pier.

● *DIDA*, a ketch en route from the Solomon Islands to New Zealand, was at anchor at Port Sandwich, Malekula, New Hebrides, on May 19 when the Messageries Maritimes liner *Polynesie* called there, causing much excitement among the natives.



"Truly Fair" (see page 112).

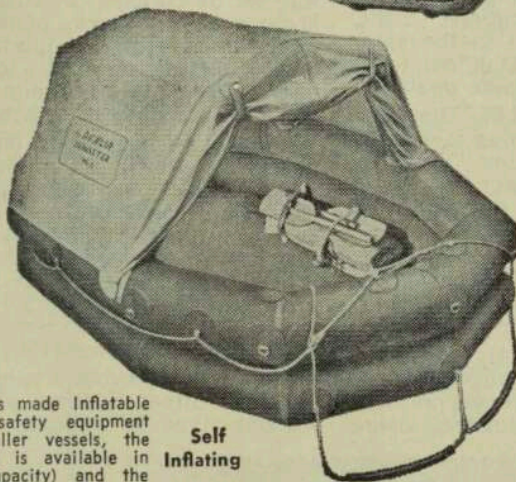
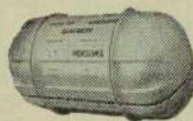
● *GOLDEN HIND*, 36 ft ketch, arrived in Honolulu from Pago Pago recently after a rough voyage of 23 days. *Golden Hind*, with Mr. and

vessels equipped with
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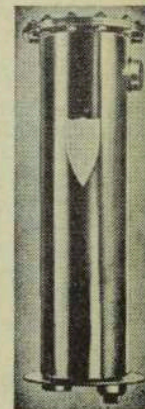
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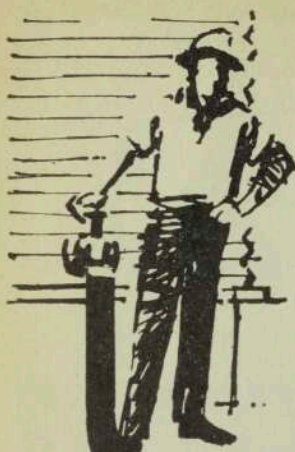
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FACT: TYPE 30 IS EASY TO JOIN. Laying is fast with "Type 30" pipe because joints are easily and quickly made with the use of simple insert fittings. Anybody can join "Type 30" pipe!

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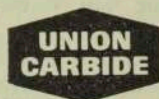
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FACT: TYPE 30 WILL NOT CORRODE. "Type 30" will not be corroded by rust or salt water and is immune to the attacks of most insects; however, in common with all plastic pipe it is only moderately resistant to some termites. Areas heavily infested with termites may need soil treatment with a suitable insecticide.

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UC54FP

Lyle Graham and their two sons, has been cruising the Pacific for several months. Her port is Los Angeles.

JOHN HANNA, 30 ft yacht, K. Wing, of California, and J. Herman, of Michigan, reached in May after putting into Aneityara for repairs to a broken rudder, sustained on a voyage from The *John Hanna* left San Francisco, in May, 1962, for Polynesia. She was in Fiji the recent hurricane season.

KOAE, a yacht from Seattle, called at Nukualofa in May on her way to Fiji.

LOBO DEL MAR, 30 ft Tahiti of Newport Beach, California, called at Nukualofa in May bound for our last news of this ketch was Bora Bora in March where she was waiting for mail before going to Tonga. The skipper is Terry Dalbo who is sailing round the world.

OKEANOS, 39 ft staysail ketch with Joe Pachernegg and his fiancée Benita Burge (now Mrs. Pachernegg—see p. 112), left Valparaiso, Chile, in May on a 68-day voyage from Tahiti to Rapa and Juan Fernandez.

Joe and Benita—sometimes in company, sometimes alone—have been sailing the Pacific since March,

1962, when they left Wewak for Japan. They later visited California and then went on to the Marquesas and Tahiti, which they reached last December.

In an interesting letter to *PIM* from Valparaiso written on May 28, Joe said that the longest part of their latest voyage—from Rapa to Juan Fernandez—took 56 days.

"From Rapa," Joe said, "we went south with the intention to steer in that direction until we found the westerlies. It took three weeks, continuously on the wind and with the sails sheeted in, before we made the latitude of 35 degrees south.

PACIFIC SHIPPING

"In that first part of the trip, we had a fair bit of unsettled weather and a few light gales. But once we got going on the course towards the east, the weather became gradually better and later we could have used more wind all the time.

"If we should ever repeat this voyage, I would want to go further south—around the forties or so. It might mean a faster passage.

"This part of the ocean is a pretty deserted place. We never saw a ship once. Also, fish and bird life is ex-

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Pachernegg (left) and his fiancée Burge (now Mrs. Pachernegg) on the "Okeanos". With them is a permanent William Gasson, a crew member on an earlier voyage.

PACIFIC SHIPPING

tremely rare. We caught only one fish—a large tuna. One certainly cannot say that on such a voyage one can live by fishing alone.

"Our visit to Rapa was really worth while. It is a most interesting place and the people are helpful and kind. (An article on Rapa by Joe Pachernegg will appear in next month's PIM.)

"All the way across from Rapa to Juan Fernandez, we kept between 35 and 36 degrees south. In a way, we were happy when we finally made Masafuera and Masatierra, the two islands of the Juan Fernandez group.

"These islands are very mountainous and the weather was really foul when we arrived there. We almost had to give up the idea of landing. But the weather improved and we were able to make Cumberland Bay.

"We only wanted to stay a day or two. But we met such nice people and exceptional hospitality that it became 10 days. It is a perfect place, and if anyone is looking for a paradise, we can only advise them to go there.

"In a way, it looks the same as Rapa, except that at Juan Fernandez they have Robinson Crusoe (Alexander Selkirk) instead of the fortresses on the mountains.

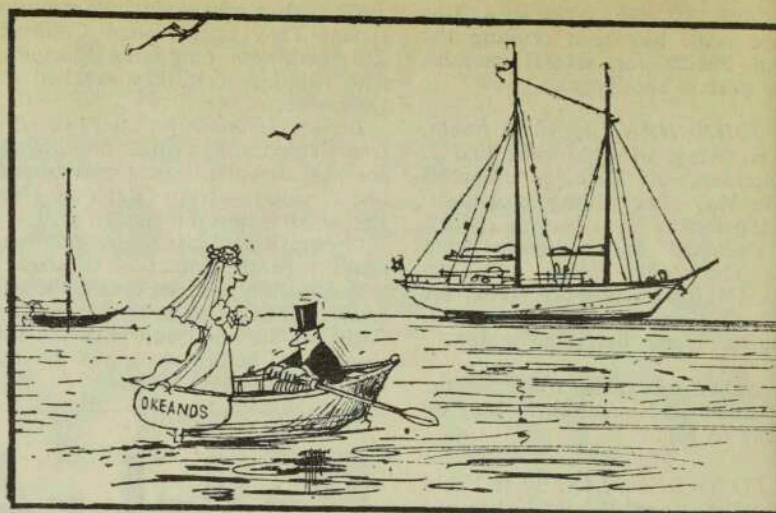
"The Juan Fernandez islands are famous for their lobsters, and the population lives mainly from that industry.

"Our prolonged stay was mainly due to a continuous round of fiestas. One almost can say that the hardships are greater in the harbours than at sea because we are usually pretty weary by the time we reach port.

"After leaving Juan Fernandez, we were expected in Valparaiso for several days before we reached there. A bomber of the Chilean Air Force circled round us when we arrived under full sail after a few days of rough sailing.

"Since then, we have been about the most popular couple in Chile. The Yacht Club de Chile took care of us, and all formalities to enter the country did not take more than five minutes. The club has made us its guests, and we have met so many and such nice people that we can easily say that this is a most worthwhile place to come to.

"We are doing lectures and giving TV shows to return some of the friendliness shown us. It is getting cold now, and in a few days we will sail north again.



De ahora en adelante... Donde manda capitán, no manda marinero

Wedding Bells Under Sail

Yachtsman Joe Pachernegg and his Australian fiancée Benita Burdett, a former New Guinea nurse, were married in unusual circumstances after they reached Valparaiso, Chile, in the yacht "Okeanos" in May.

They decided to get married after—as Joe put it in a note from Valparaiso—"having tried the dangers of the sea and of the land together" for well over a year.

"To get married," Joe said, "seemed simple enough. But there are too many laws in this world, and Chile has its share. Here in Chile you have to reside in the country for three months before you can get tied up."

"However, with the help of all our friends and the authorities, a solution was found. We sailed out on a beautiful day to international waters and, in the most romantic ceremony and with the "Okeanos" under full sail, got married on board.

"That evening the Yacht Club de Chile and a large crowd of guests held a most heartwarming celebration in our honour, and next day one of the local papers published an amusing cartoon about the wedding."

● The cartoon is reproduced above. Translated, the caption says in effect: "From now on, the captain's in charge and the crew has nothing to say." The captain, of course, is Mrs. Pachernegg. The caption is a common wedding reception joke in South America, more or less on a par with our jokes about wives wearing the trousers.

"We will stop at a small place called Pitchidangue where a yachting friend has a slipway which he has put at our disposal for free. In one or two weeks, we will depart for Antofagasta (northern Chile) and later Callao (Peru).

"From Peru, we will probably go to the Galapagos, Cocos Island, Panama and the West Indies. Then we may carry on to Europe and later to Australia."

● **SEA WIND**, Malcolm and Muff Graham's 38 ft ketch, reached Vila in mid-May after a voyage from Suva. The Grahams were then going to Port Moresby, Bali and Singapore in the course of a leisurely world cruise which began in San Diego,

California, about two years ago. So far, they have cruised off the Pacific coast of Mexico, and have visited Marquesas, Tahiti, Pago Pago, Apia, Niuafo'ou and Suva.

● **SOLO**, a Sydney yacht skipper Vic Meyer and Bob Brinkman, of Hobart, was in Nukualofa, Tonga, in mid-June. *Solo* left Sydney on May 24 for a cruise to Tahiti. Meyer was to be in Nukualofa for about two weeks.

● **TRULY FAIR**, 30 ft square rigged Tahiti ketch, left Honolulu for Tahiti recently with Chet Bannister and Larry Briggs on a five-year circumnavigation.



PACIFIC ISLANDS MONTHLY — JULY, 1963

113

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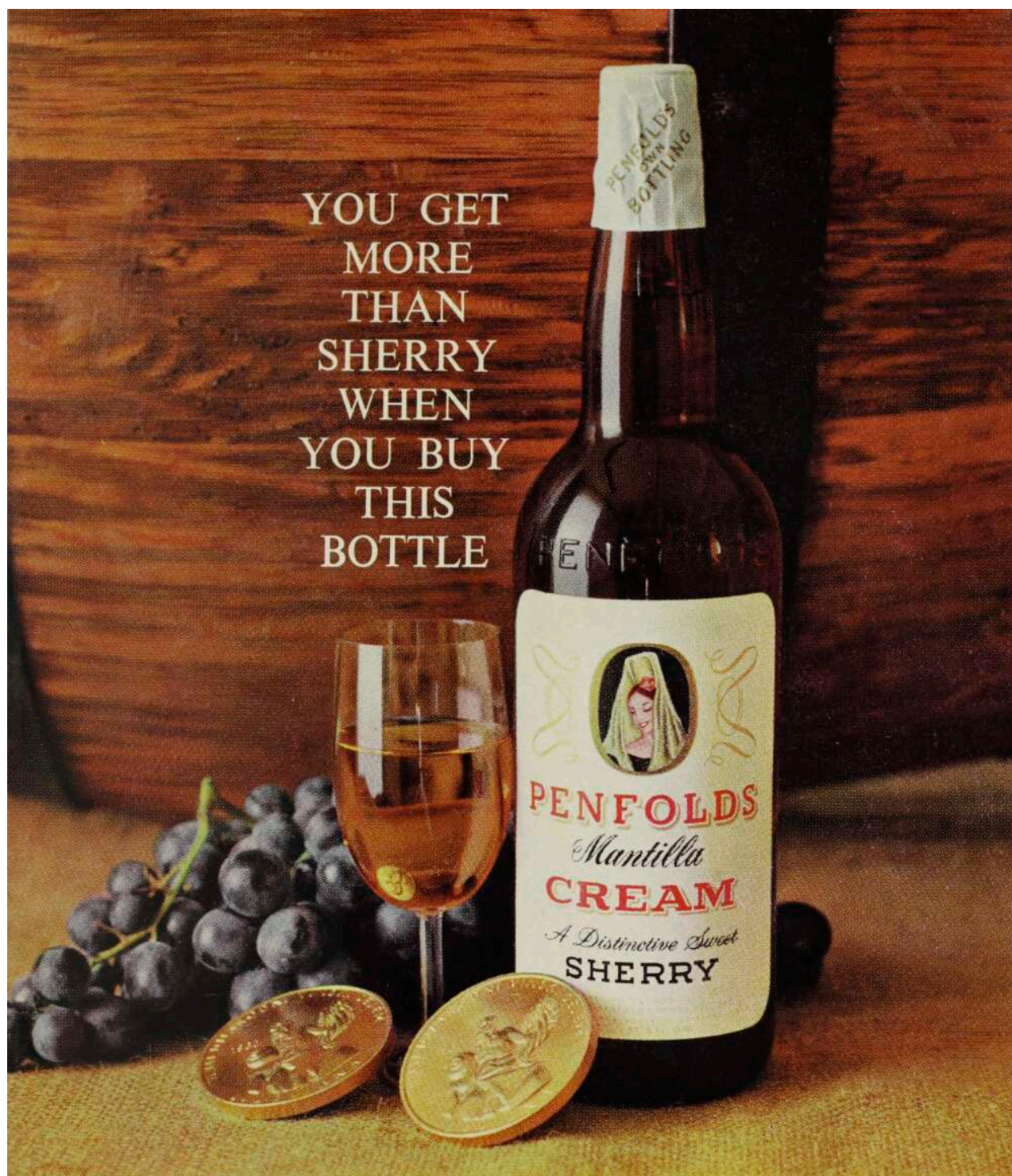
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Electricity For Moresby From New Dam

The Sirinumu Dam, about 30 miles from Port Moresby, should be completed this month. In May the dam was filling. The official opening will be towards the end of the year. The dam harnesses the water of the Laloki River and is being built in two stages. About 1000 native land owners in the area have been paid a total of \$6,000 for land, crops and buildings which will be inundated by the waters of the dam. Photo above shows the Rouna Falls, which are on the Laloki below the dam. A new power station near this point provides Port Moresby with electricity—the flume line which carries the water is at the right of the picture. The Commonwealth Department of Works designed both the dam and power station and let the construction on contract.

Territories TALK-TALK

One of the several disadvantages of suffering from a heart condition is that it catches up with you at most inconvenient moments and you can't do much about it.

THAT is exactly what I found out the other day when an inconsiderate "ticker" sent me to a hospital bed at a time I should have been scribbling my *Talk-Talk* rambling for July.

So here am I gazing from my bedroom window on wide stretches of parkland known in Sydney's pioneer past as the Cowpastures country, with the Nepean River flowing to the sea just across the road and the famous Camden Park Estate where John Macarthur first ran his sheep.

It is a truly rural spot in which to rest for ticker troubles—save when the cacophony of semi-diesel trucks rends the early morning air along the Hume Highway.

Even here one comes across old residents from P-N.G. There is Monsignor Fahy, who was in Port Moresby during the war, and who told me of recently meeting my old friend Bishop Tom Wade in the US; there is Padre Robinson who was with Angau and whom I met when I was released from the Japs in 1945.

And Ruby Allan of Gilalum (Kokopo) has settled here to be near her daughter Joan, who is married to Ray Wheeler, who at one time was on Gilalum. Ruby was a Dengate before she married Jack Allan, then of the AWA, and her two brothers Jack and Fred were on Kokopo district plantations for the Expro board in the early twenties. Both came from Camden. (Stop Press item: On the back page of *The Sydney Morning Herald* of June 18, I note that Jack Dengate has gone to his rest.)

Another old AWA identity from TNG, contemporary with Jack Allan, was in this hospital only recently—Tommy Thompson who, if I remember rightly, was married to one of Ruby's sisters. He lives at Bargo, not far from the Cowpasture country.

A stone's throw from this House Sick is the home of Syd Richardson, an Angau man and working with A. J. Bretag on the *Morobe News* in pre-War II days. Syd is the Big Wheel in the local Press world and runs the *Picton Post*, the *Camden News* and the *Campbelltown-*

With Tolala

Ingleburn News. For some years now he has been president of the NSW Country Press Association.

Not so far distant, at Bringelly, is one of the Territory's oldest planters—"Tony" Edgell, who was in the New Ireland district more than 40 years ago and who later, in partnership with Norman Whitely, owned Pak and other Manus plantations. Now, having retired from the Gordon Edgell firm, he has given up vegetarianism for raising pure bred livestock. His charming wife was a Whitten, of Samarai, of the B-4 period.

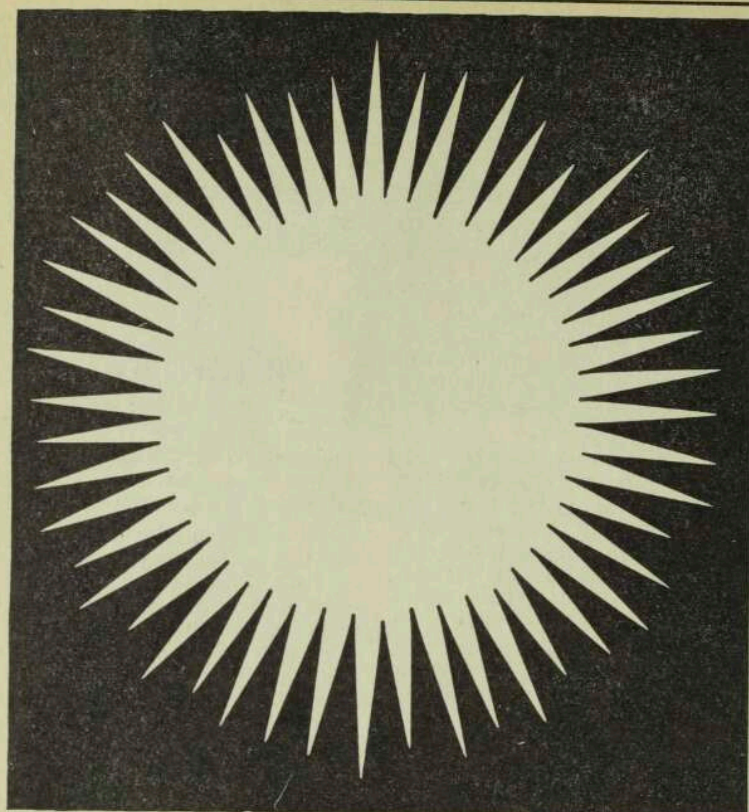
It seems that no matter where you go you bump up against New Guinea old-timers who, sitting back in the afternoon of life, sort out their memories . . . and speculate (as others do) upon New Guinea's future. (Over)

Advertisement

A Refreshing Beauty Bath

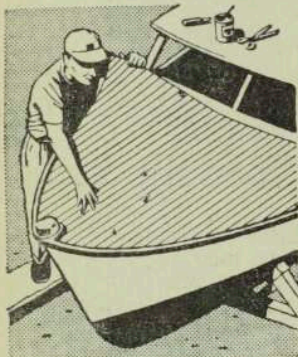
Little attributes more to beauty than the full luxury of a beauty bath. Pour in a little of your favourite bath oil, relax in the water and dream of sweet loveliness. Add further to your luxury by bathing with a super fatted complexion soap—a good lemon toning soap is best—why shouldn't your body be pampered occasionally as you would your complexion. Go further. Complete your beauty bath by smoothing in a film of oil of ulan from top to toe. A dusting of your talc and you'll feel on top of the world. This will give you an aura of fragrance and a body of glorious smoothness.

. . . . Margaret Merrill.



4 THE BOATMAN

OUTFIT for 1963-64

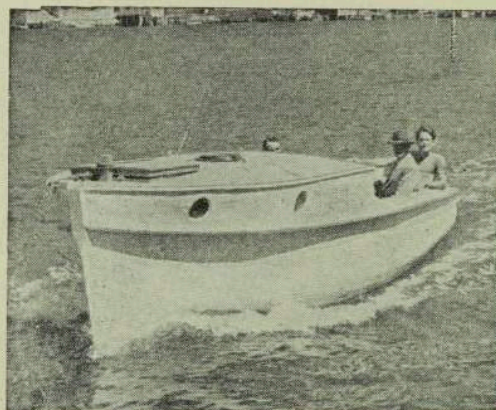


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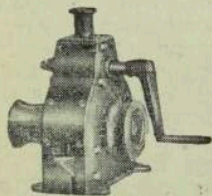


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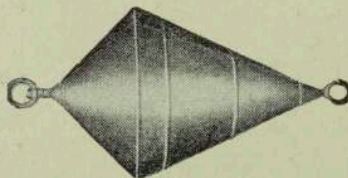
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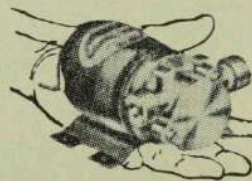
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"From a Sail Needle to an Anchor."

Grim Reaper ork

rd comes from London of the of Lily Eva Banks on May 26. was in her mid-eighties. Eva was a popular identity in al from as long ago as the when she and her husband, ran the Rabaul Hotel and an active part in the town's life. While Ernie devoted his time to the intricacies of golf, was a very welcome addition to anks of the Rabaul Dramatic y.

ne stage experience in London us to her arrival in Rabaul gave ecial qualifications in filling the for which she was cast, whether Jane the parlour maid, or Lady de Vere. After relinquishing the il Hotel in the thirties they took the management of the Pacific where they were located when ps came in 1942. Ernie was a video Maru victim; Eva retired dney for some years and then ed to England not many years

was a cheerful soul and made ore pleasant for all those d her.

other victim of the Grim Reaper orge MacLennan who passed on ospital in Gin Gin, Queensland, ay 26. George was a well- pre-War II man in the Public s Department at Rabaul. He ed Molly Ellis, daughter of Jack of Arawa plantation, Bougain-

post-war years the MacLennans over Kekere plantation from / Joyes. On selling this property departed for Queensland where ough a cane farm in the Gin rea, but George did not take to the life, and started con-on work at Darwin, leaving his an and Molly to look after the in interests. Ill-health brought ome to hospital where he died. sympathies go out to Molly, I remember in Rabaul as a charming, capable person.

Do We Go Here?

s only an item, picked up from BC news session, which has told the verdict in the Varzin land (See elsewhere.)

urally, one does not criticise a Justice's finding, more especially ave not seen his judgment, but cannot but speculate on the tial repercussions of such a al of the old German land which were accepted at the

surrender in 1914, when Colonel Holmes took over the colony.

I know not whether the magnitude of the atrocity, which occasioned Mrs. Wolfe's death, was revealed during the inquiry. There would be few of the present-day people—native or non-native—capable of describing the details of the attack upon this white woman in 1902. I heard a harrowing account some years later from a Buka police boy, who was present after the ordeal, and it was nauseating even to me at that time, who had heard many accounts of native tortures.

One cannot fail to speculate as to

the extent a verdict of this nature will have in introducing—shall we say?—foreign investments into the Territory and it undoubtedly could embarrass Sir James Kirby and his crowd in their recommendations for the economic resuscitation of P-NG.

Is this a forerunner of the other cases?

Is it perhaps poetic justice, following on the expropriation of the old German owners back in the twenties when they returned to the Homeland and received only a token payment for their New Guinea estates from the German Government? (Over)

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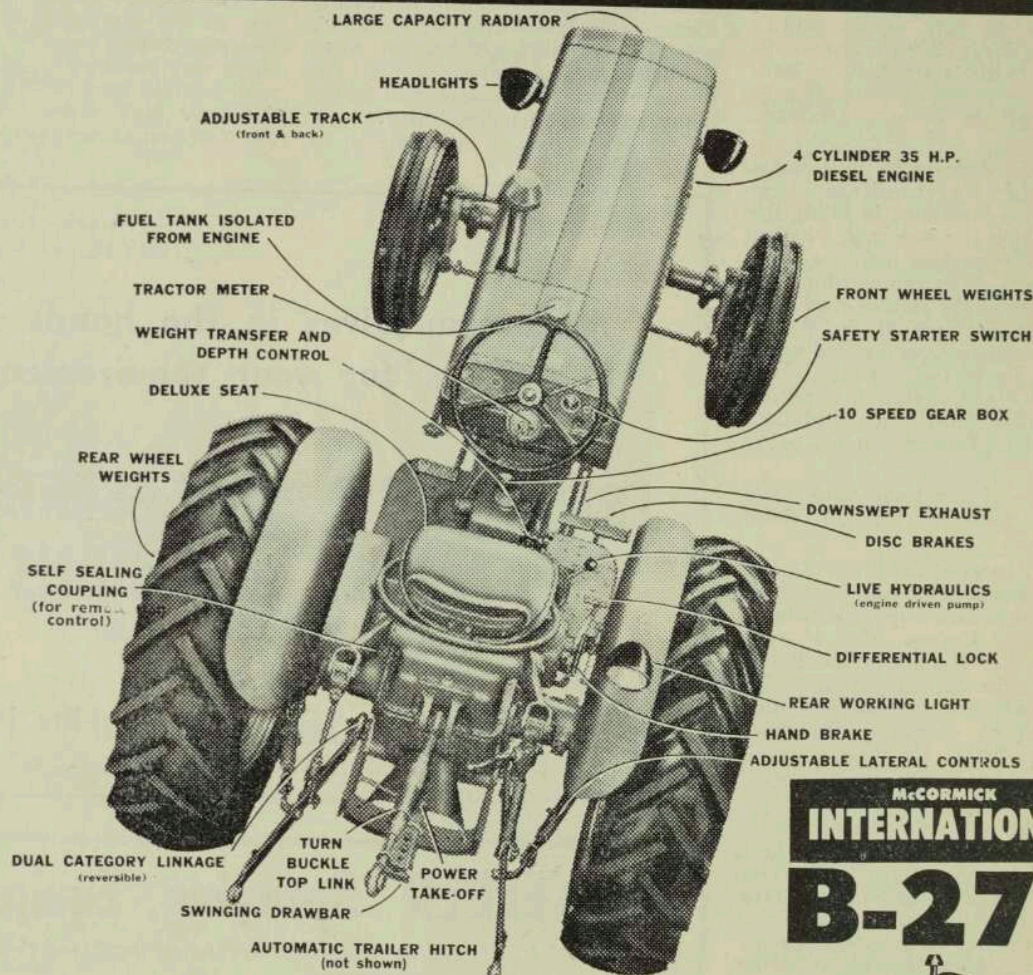
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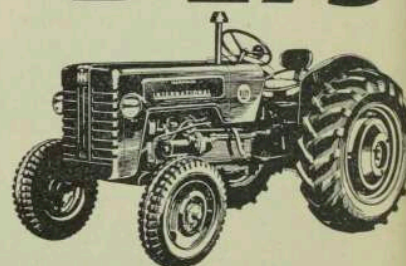
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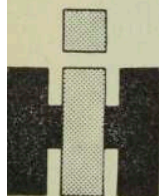
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FEX104/H892/FP



MANNEQUIN PARADE: An international mannequin parade held by L. Johnson, wife of P-NG's Director of Education, during Red Cross month in Port Moresby in 1963 was a truly international affair, with Papuan, Fijian, Indian and European mannequins taking part. (See also p. 123.) Above, dressed in Fijian fashion, is Mrs. Agnes Taureka, the Fijian wife of AMO John Taureka, a Papuan. They met when he was studying in Suva. Photo: Papuan Prints.

uggest the finding in the Varzin was badly timed, and I'll leave that.

Dirty Phrase

term "racial discrimination" certainly become an unpopular one within the Western World—the world of Free Democracy where freedom of Human Rights is daily upheld.

nap of the fingers from Canada and P-NG promptly and gently comes to heel to conform to the Establishment, and the "Racial Bill" is passed in the Legislative Council after a debate in which, presently, only the European members took part. But if ever a bill passed by a gaggle of legislators on the tongue in cheek, it was this one. The remarks of "Doc" Gunther are peculiarly naive.

week or so later, following on the racial riots in the Southern States of the US, President Kennedy made an uproar in Congress when he made certain civil rights proposals in view to eradicating racial prejudice. The US legislators were not expected to follow the lead of their

P-NG counterparts and be pushed around, with the result that racial integration in the US seems to be further away than ever.

The one bright spot towards racial integration however, seems to come from Britain where Christine Keeler, the "model" who at present appears to hold the reins of government in the Mother Land, had no compunction in discarding racial prejudices, judging from her affairs with a British Minister of the Crown, a Russian diplomat and a couple of West Indian night-club entertainers.

It is not a happy picture at the moment where compulsory racial integration has to be introduced to create brotherly love and peace. One cannot help but wonder what effect the peccadillos of Profumo and their varied repercussions will have on the

New Guinea elite when they evaluate the very clayey substance of their one-time idol's feet.

Footnote: The newly-introduced "Racial Bill" is, according to reports, to cut both ways. And yet I notice in a Port Moresby newspaper supplement, "Good Health—The Years Ahead" there are most interesting and instructive articles from R. F. R. Scragg, MB, BS, DTM&H, MD; E. J. Wright, MB, BS, DRH; D. A. Russell MB, BS, DPH; C. Haszler, MD, DTM&H; Joan Refshauge, MSc, MB, BS, Dip Ed, DPH; F. Tuza, MD, DTM&H; and then Dr. William Moi, AMO; D. E. Barmes, DDS; S. C. Wigley, MB, MRCP; and Jan J. Saave, MD, DPH, DTM&H . . . The only contributor to be accorded the title of "Doctor" was the non-



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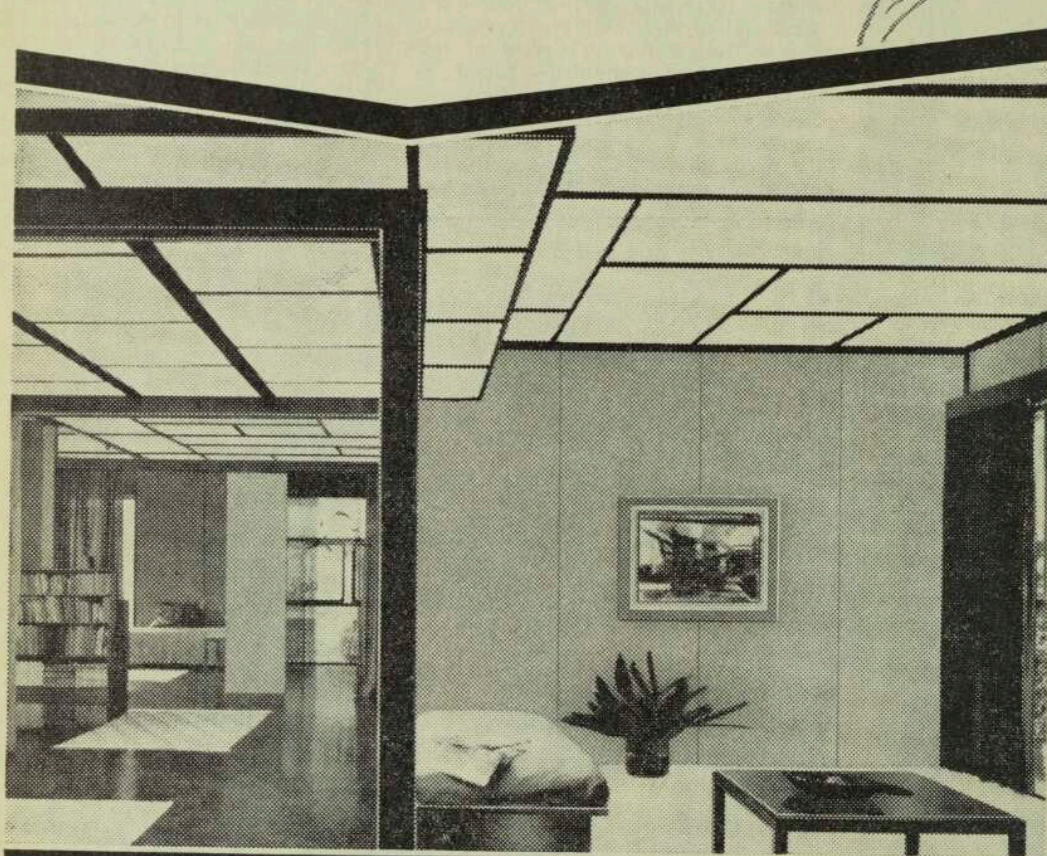
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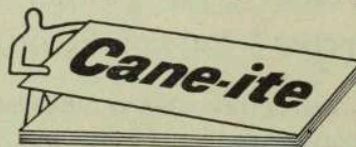


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an AMO and one is inclined under whether that is not a of the "Racial Bill" which ally declared that it applies to white and black!

t In
rm

so outside industrial interests ming to New Guinea in the of the cigarette. The company, and H. O. Wills (PNG) Ltd., anned some two years ago and irectors of British Tobacco o speak in glowing terms of dministration's assistance, such o years' importation of duty- obacco, 12 months' freedom xcise and low company tax. inistrator Sir Donald Cleland to the venture as a "shot in m" for Territory secondary ies. Lung - cancer - conscious okers no doubt fear it may be t in the lung" for Territorians. way, gone are the days of the bras, the twist tobacco and the per cigarettes.

he Mortlocks?

ery sent to me some time ago e baffled, despite various in- made to various folk. r whom were the Mortlock named? They are also called een. The native name for the is Tauu. any reader help me?



MANNEQUIN: Mrs. Avis McMannequin, an Indian girl married to a Euro-education officer in P-N-G, took part Moresby's international mannequin in May. She modelled saris and some Malayan outfits.

Photo: Papuan Prints.



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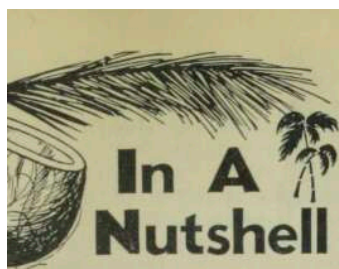
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In A Nutshell

CHANTAL ZIANI, a 20-year-old member of Noumea's Artists' Club, narrowly escaped when she jumped from a plane over Noumea's seaside aerodrome, Magenta, early in June.

Ziani made her jump from 4,000 ft and was more than 100 yds to the ground when a strong wind carried her over the sea. She landed in and sank in about 18 ft of water.

Other parachutists in the plane which she had jumped saw her and jumped to her aid, and fished her from the bottom.

A launch took them ashore, and respiration soon revived Miss Ziani and after 24 hours in hospital, she went home as keen about parachuting as ever. Miss Ziani is a veteran of 49 jumps.

A medical and dental team led by a Wellington eye specialist, Dr. R. [Name], will make a survey of the islands in July and will treat cases. The team will spend about 10 days on each of the three Tokelau atolls—Atafu, Nukunono, and Fanning—have a total population of 2,000.

The team will pay special attention to skin diseases—often affected on atolls by salt from sea and sand—and to skin diseases and their treatment. The population will receive Sabin vaccine.

Increased passenger traffic pressure upon Fiji Airways service between Fiji, New Hebrides and Solomon Islands, has led to the great that the Fiji Airways Board decided in May to negotiate an extension in the service.



Airfield at Vila in June are the new of New Hebrides Airways (foreground) and a Fiji Airways Heron just behind. Fiji Airways' service may be increased—see above.

It is hoped that soon the frequency of the service will be stepped up from once each week to three return flights each fortnight from Nadi, via New Hebrides, to Honiara.

Fiji Airways is reported to have bought another Heron aircraft, thus increasing the fleet with which it maintains regular services, from Fiji, with Tonga, Samoa, New Hebrides and Solomons.

A photo-copying service at Fiji's Central Archives in Government House grounds, Suva, is expected to begin in August. Equipment for the service, costing £4,000, is being paid for by four overseas libraries—the National Library, Canberra, the Public Library of New South Wales, the Alexander Turnbull Library, Wellington, and the Library of the University of Hawaii.

In return for this assistance, the four libraries will receive microfilm copies of the Cakobau Government records which are preserved in the Archives.

The new service will enable anyone interested to obtain copies of documents preserved in the Archives quickly and cheaply.

The French High Commissioner in the Pacific, Mr. Marc Biros, visited the Wallis and Futuna Islands in June and was reported to have received an enthusiastic welcome at every village. Mr. Biros impressed on the islanders that they must remain united and must devote themselves to work—an activity which, according to earlier reports, they are little inclined to indulge in. (PIM, June, p. 52.)

A bill was introduced into the House of Commons on May 30 to change the name of the Colonial Development Corporation to Commonwealth Development Corporation and to extend the Corporation's operations to development schemes in former territories which achieved independence. The Corporation grants loans for agriculture, forestry, fisheries, electrical and water undertakings, transport, housing and engineering. A report from the New Hebrides says that the Condominium is to be brought within the sphere of the Corporation under the new bill.

Both Rabaul, New Britain, and Kieta, Bougainville, held their annual choral festival in June. More than 4,000 singers from 81 choirs took part in the Rabaul festival, and 28 choirs took part at Kieta—with more than 4,000 people attending the Bougainville festivities. (Over)

Rid Kidneys of Poisons & Acids

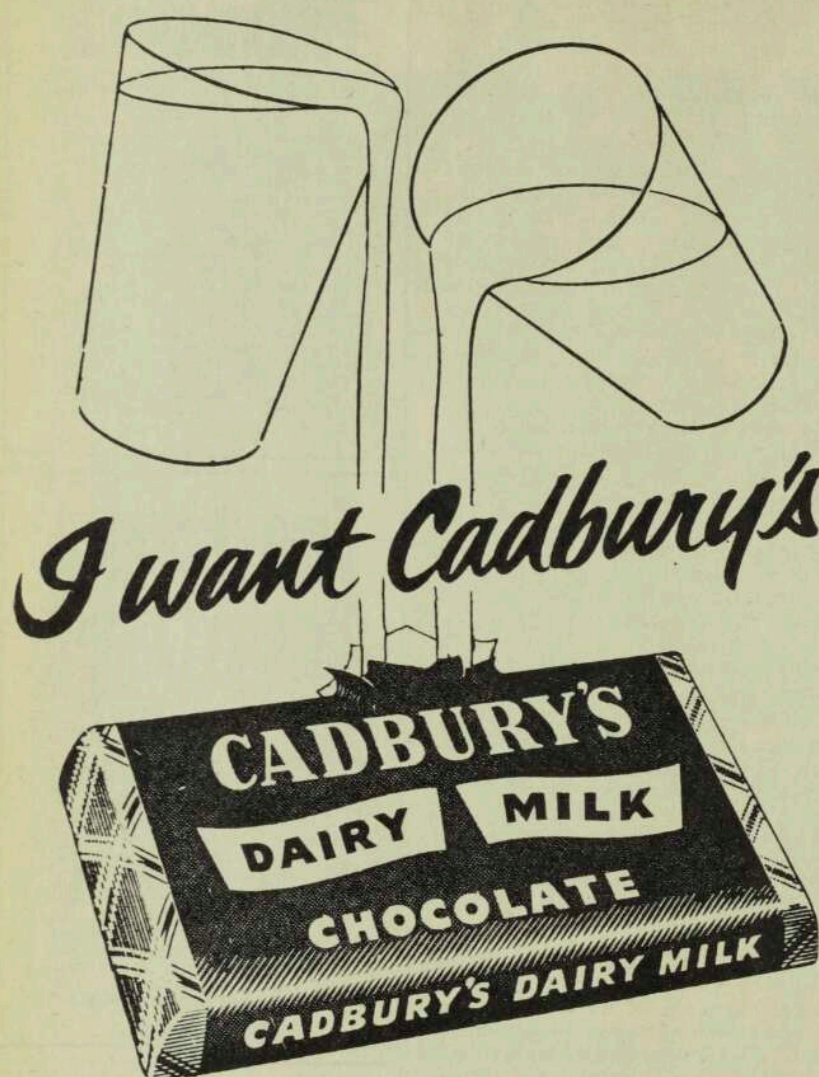
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MD25/2FC/9

The latest Papua-New Guinea statistics show the Territory now has a population of 2,021,835, of all races. Of these, 1,484,873 are in New Guinea and 536,962 are in Papua. The white population of Port Moresby is 6,396; of Rabaul, 3,462 and of Lae, 2,396. Highest native population is in the Eastern Highlands, where there are 351,821 natives.

Niue has had its first triplets. They were born to Masilauina and Talau tama, of Liku village, who already have three children. The triplets are all girls.

School children throughout Papua New Guinea will study the new decimal system of currency in 1965. The decimal system will be introduced to Australia in 1966.

A native passenger was fatally injured in June when a Cessna aircraft crashed on Efogi airport, 60 miles from Port Moresby. The pilot and two other people on board escaped injury.

Mr. D. I. Allan, the New Hebrides Condominium Agricultural Officer, recently spent a fortnight in the BSIP investigating the chances of obtaining parasite for *Axiagastus campbelli*, a bug which has damaged many coconut palms in the Condominium.

As a result of his visit, a consignment of parasitised eggs is expected in the New Hebrides soon for a preliminary trial against *Axiagastus*. If successful, further consignments will be liberated throughout the Group in areas infested by *Axiagastus*.

An automatic telephone service began operating in Honiara, BSIP, on June 1.

The Japanese manager of the British Solomons Forestry Company, Mr. Takashima, was in Australia in June investigating the possibility of marketing timber from Baga Island, BSIP, to Australia. He later went on to Japan to make arrangements for shipping logs to Japan.

The British Solomons Forestry Company was established following an agreement last November between the BSIP Government and Nanpo Ringyo Kaisha Ltd., of Tokyo, on timber-cutting rights at Baga Island (*PIM*, Feb., p. 11).

ers on the Rolland plantation
te, New Hebrides, recently
he skeleton of an American
man in thick bush less than
mile from a wartime American
The remains have been
d as those of Frank Hargde,
arently wandered off and died
ush during the war when US
ere stationed on the island.

New Guinea Women's Club of
met at the Cenotaph in
Place on June 27 in their
pilgrimage of remembrance
New Guinea civilians who
r lives in the sinking of the
deo Maru in June, 1942. A
was later held in the club
77 King Street, Sydney.

annual general meeting of the
l be held at 77 King Street,
m. on July 25, preceded by
-tea.

Island, which is connected by
way to Pago Pago, will be the
American Samoa's much-
f tourist hotel. According to
work on the hotel, to be of
ms, will begin immediately.
l mean tearing down the Goat
Club.

directors of the Samoan De-
ent Corporation (a local body
will bear the cost of the hotel)
hosen George Wimberly, a
u architect, to design the new
Mr. Wimberly is the designer
awaii's recently - completed
a-Maui Hotel and Pago's
, the auditorium shaped like
, which was opened in July
r for the fifth South Pacific
nce. He was in Pago in June.

BSIP Agricultural Department
g to obtain seed for tobacco-
experiments in the Protec-
About 10 years ago, Mr. J.
ne, an old Solomon Islands
, experimented with tobacco
his butcher shop (now the
the Mendana Hotel) and the
w in abundance.

well-known Klima book store
wsagency in Papeete, Tahiti,
ned down in June—an almost
e loss. Mr. Klima has opened
orary store in Rue Marechal
nd is carrying on.



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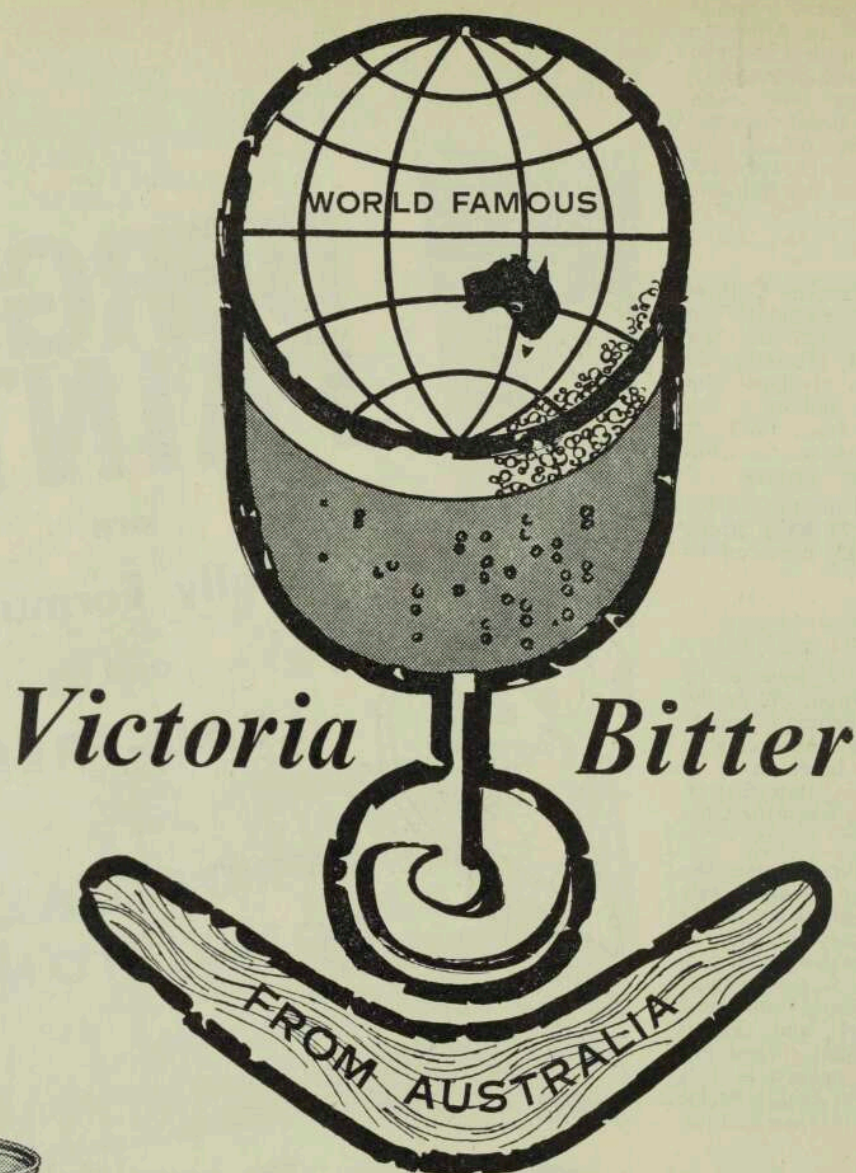


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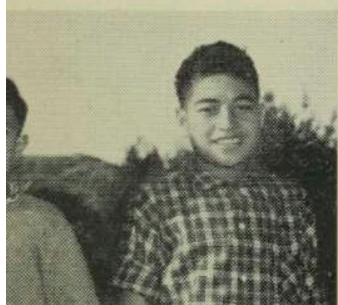
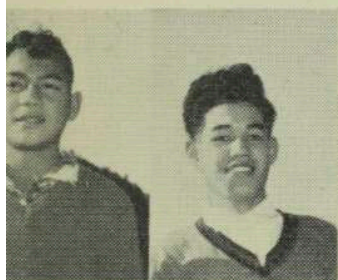
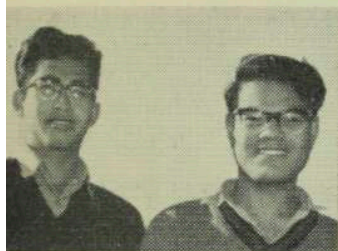
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CR307 5

People

JOHN IAMAN, the United States Trust Territory's delegate to the recent South Pacific Conference on rural health, might have been representative for the GEIC on a wartime adventure.

In 1942, after the Japanese occupied the Gilberts, he escaped in a boat from his home at Marakei, with a Roman Catholic priest, drifting for a long time, the



the Gilbert and Ellice Islands, and Tokelau, come these six boys who are studying in New Zealand on ships administered by the Islands Branch of the NZ Department of Education. The photographs were taken at a camp near Wellington where about 60 boys from the Pacific Islands are. Top: George Kum Kee, from the Gilberts, and Telematua Kofe, from Funafuti. Centre: Falaniko Aukuso, from the Gilberts, and Elia Tavita, from Funafuti. Bottom: Iosua Faamaoni and Amosa Tefo'i, both from the Tokelau Islands.

pair eventually reached Mili Island, in the Marshalls.

The priest was killed, but Dr. Iaman survived, settled down in the Marshalls, and later went to the United States where he qualified as a doctor.

Mr. Colin Marr, once a well-known member of the P-N-G Administration service, is again a familiar figure in Rabaul. He has left his pastoral property in New South Wales in other hands, and is devoting himself to the management of Vanulama Plantation, in New Britain. The plantation was acquired many years ago by his late father, Sir Charles Marr, and later passed into the possession of a small company. It appears to have suffered somewhat in recent years and Mr. Marr, on behalf of family shareholders, has undertaken to remain at Vanulama for a year, in the hope of restoring greater efficiency and profit-making to the property.

The ladies of Goroka, New Guinea, have a talent for organisation—and on a Friday night late in May they promoted a ball which raised no less than £250 towards the proposed new Anglican church. "They did a fine job," said District Commissioner Seale. "And, what is more," he added complacently, "we had three Bishops there—Bishop David Hand, Bishop Schilling, of the Catholic Church, and our new native prelate, Bishop George Ambo."

Two former long-time New Guinea hands, now living in Sydney, will celebrate their silver wedding anniversary on July 8. They are Bruce and Dorothy (Dot) George, who were married at Sacred Heart Church, Kavieng, in 1938.

Mr. George went to New Guinea in 1933 and worked on various copra plantations until 1937 when he became an Administration copra inspector at Kavieng. He was at Kavieng in this job until 1941, and again from 1954 to 1961, when he joined the Department of Agriculture in Sydney. He and his wife now live at 109 Elizabeth Street, Ashfield, NSW.

Making a welcome return to work in May after a long layoff was the Fiji Government Public Relations Officer, Mr. Jack Hackett. Mr. Hackett suffered a heart attack at Lautoka in January while making arrangements for Press coverage for the brief Royal visit early in February. He spent about three months in Lau-

Hair Should "Glow" to be Beautiful

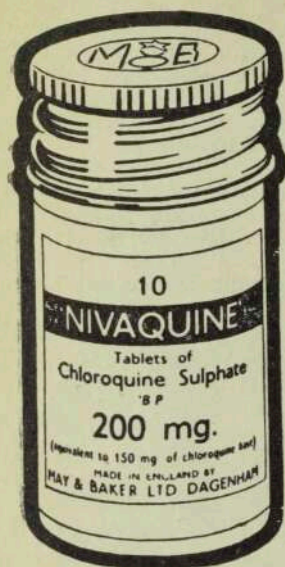
To give the hair a glow of new beauty the home stylists responsible for these simple casual styles, shampooed their hair with a glow giving type of shampoo. This gave the hair deep glowing tones as if looking into the depths of amber. The hair was silkily soft yet more manageable displaying the highlights in their full brilliance. Note how Doreen used "Creamed" "Peek-in" glow for her fine soft hair whilst Deanne used "Clear" for her normal hair.



To give her hair that glow of loveliness, and reveal the beauty of the highlights Doreen shampooed her hair with "Creamed" "Peek-In" Glow shampoo. Then to retain this beauty and enhance the highlights, Delphset Hair Spray was used to keep the softly natural waves in position.



A beautiful sheen and rich colour tones were imparted to the hair when Deanne used the "Peek-In" Glow "Clear" shampoo. To help in setting and to keep this casual style in position, the hair was sprayed with Delphset Hair Spray.



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toka Hospital and convalesced at home after a further brief period in the CWM Hospital at Suva. Mr. Hackett has not fully recovered, and is not his old ebullient self, but he has the same cheery smile and the same cheerful word for everyone. He may go on overseas leave soon.

An 83-year-old German-born Roman Catholic missionary in June celebrated her 50th year of work in Papua-New Guinea. She is Rev. Sister Nicola Saurmilch who is Superior of the Society of the Holy Ghost Sister convent at Timbunke, 40 miles south of Wewak in the Sepik district. Sister Nicola Saurmilch went to the Territory from Germany in 1913.

During World War II the Japanese imprisoned her near Hollandia, West New Guinea. After her release by Allied troops she spent a short time in Australia before returning to New Guinea. She has never returned to Germany.



Mrs. Colin White, wife of a well-known Suva boat builder, displays a golden sheaf from Thursday Island. Mr. and Mrs. White have lived in Fiji for many years.

Photo: Stan Whippy

Mr. Rex Blow of Sabah plantation Bougainville, has offered a scholarship to help a New Guinea boy attend a secondary school.

An attempt by an employee of the Labasa Electricity Company (Fiji) to unseat Mr. F. G. Archibald, the successful local candidate at the recent Fiji elections, failed in the Supreme Court, Suva, on June 11. The employee was Trevor Francis Frost. Mr. Archibald narrowly defeated Mr. H. B. Gibson for the seat.

Chief Justice for Fiji, Mr. Duff, at the conclusion of a trial at Lautoka in June, the bravery of an Indian girl, Kumari, 14, daughter of Ramarma. After a house occupied by girl and 12 other people caught on January 29, she twice ran into the burning building to rescue people. "It was an act of heroism," the Chief Justice

and Mrs. H. Wagstaff, who lived in the Solomons for 12 years, left on the MV *Zeeland* on January 13 for a world cruise to Europe. They and their family will settle in Western Australia.



Mulders, of Vila, New Hebrides, married at Lismore, NSW, recently an Australian girl, Miss Kathy Hamilton, a nurse. Mr. Mulders, who was born in Belgium, will manage Vila's new hotel Vate, when it is opened early next year.

At the Queen's Birthday celebrations in the South Pacific in June, Mr. Charman was more sincerely applauded than given to Mr. Harry Charman of Suva, the tireless secretary and organiser of the All Races Sports Club. By sheer hard work, Mr. Charman has carried on the job for many years, often under dising conditions; and probably no institution in the South Pacific has done more practical work in welding the races together in common interest in good clean sport. Mr. Charman was awarded the OBE as also was another equally famous South Seas sporting identity, Les Michel, of Port Moresby, who has been an official of one sport after another in P-NG since 1949. In Port Moresby, they call him "Mr.

VEGEMITE

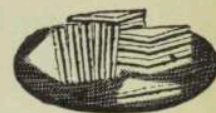
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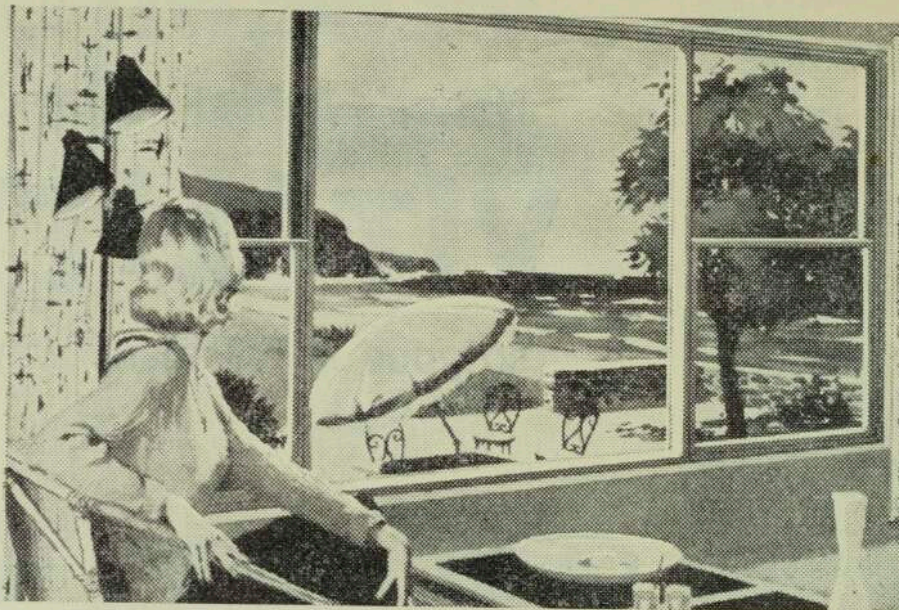


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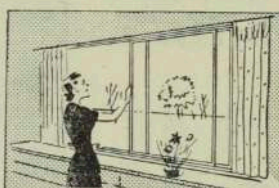
WUNDERLICH SETS THE MODERN TREND IN WINDOWS AND DOORS



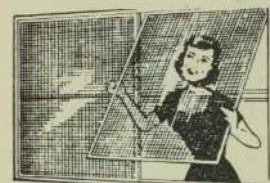
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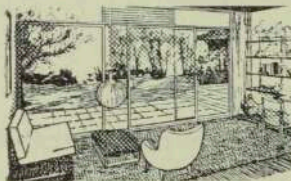


Horizontal sliding windows are maintenance-free. Give an abundance of light and ventilation.

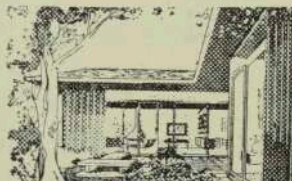


Double hung windows are neat in appearance—rattle-free. Fly-screens available for window series—easily attached.

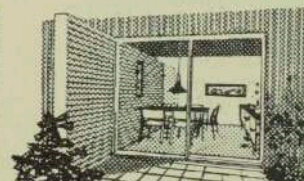
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DEATHS OF ISLANDS PEOPLE

Mrs. C. A. Monk

Mrs. Rose Mary Aimee Monk, who died at Suva on June 6 was a member of the Huon family who were settlers in Fiji.

With her husband, Mr. C. A. Monk, she was engaged in various enterprises at Suva and in other areas.

Mrs. Monk started a cafe in Suva and later rented the Oceanic Hotel, which she ran as a boarding house. In 1938 she started Korolevu House, which was later to be known under the influence of the late Hugh Ragg, the world famous Korolevu Beach Hotel.

In 1944 Mrs. Monk and her husband took over the Sigatoka Hotel. Years earlier Mr. Monk had taken up the licence of the Navua, and they ran the two enterprises for several years. They retired in 1955 to live at Korotogo.

Mr. Walter Clifford

Walter Clifford, who died at Suva on June 5 at the age of 94, was former master of a small ship and carried missionaries from one island to another in the Solomons.

He was born in Devonshire, England, but came out to the South Pacific at an early age.

After settling in Fiji about 45 years ago, he built a butter factory at Suva, and later he installed the machinery for the old Tailevu butter factory.

Mr. Clifford farmed land next to the factory till 1946, when he sold the property. About three years ago he broke a leg in an accident and had been bedridden since.

He is survived by one son, Alec, of Suva.

Mr. Edwin Sarginson

Edwin Sarginson, an old established British planter in the New Hebrides, died at Vaemeli Hospital, in May.

Mr. Arthur Weston Brooks

The death occurred in Sydney recently of Mr. Arthur Weston Brooks, a former officer with the Colonial Sugar Trading Co. in Fiji for many years. Brooks, who was 88, joined CSR in 1901 as a field officer at Labasa. He took up cane growing on his own plantation at Maleba in 1909, but retired the field staff at CSR's Labasa in 1922, where he remained

until his retirement in 1935. Mr. Brooks left a widow who lives at Collaroy, Sydney.

Mr. V. J. Shearwin, MBE

The death occurred recently of Mr. V. J. Shearwin, MBE, a member of the BSIP Treasury and Customs Department from 1926 to 1953.

As he retired to Australia in 1953, there are few people in Honiara today who knew him. But those who do, remember him as a lovable character.

It was thought then that he must be 100 years old, not because of his looks or lack of energy, but because of all that he had done in his life and the stories he could tell.

He served during the war in the BSIP Defence Force, and married round about that time. When the Government moved its headquarters to Honiara, he and his charming wife Corinne set up house in "Mud Alley". Leaf-roofed, and built of scrap material left by the Americans, the house was surrounded by a lovely garden, the Shearwins' pride.

Mr. Norman Hallsworth

Mr. Norman Hallsworth, who worked for many years in the BSIP, Board, and later went to Bougainville in Rabaul in May, aged 64.

The late Mr. Hallsworth was born in England and was with the BSIP Customs after the war, and later took up plantation work in the Solomons before moving to Rabaul. He worked there with the Copra Marketing Board, and later went to Bouvaingille for plantation interests. He took ill in Manus recently and was moved to Rabaul, and died after several weeks in hospital. He was with the New Guinea Administration at the time of his death.

He left a widow, Marjorie.

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.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

Address for correspondence:—

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Pacific Commerce and Produce

CIGARETTE INDUSTRY FOR NEW GUINEA

Papua-New Guinea got a much welcomed new industry in June—a cigarette factory at Madang which will produce Players Gold Leaf king size filter cigarettes.

They will retail in all parts of the Territory for 2/- a packet of 20, selling the 180 million machine-imported cigarettes a year by as much as 1/- a packet.

Backing the enterprise is the £204 million British Tobacco Company (Australia) Ltd., the Commonwealth's sixth largest organisation and a company of W. D. and H. O. Wills (Aust.) Ltd.

The New Guinea company, a wholly-owned subsidiary of Wills (Aust.)—W. D. and H. O. Wills (G) Ltd.—has been registered with a nominal capital of £200,000. That, £150,000 has already been spent in building and equipping the factory and in the purchase of machinery.

The New Guinea organisation is the second Islands manufacturing enterprise for Wills, which in 1955, in conjunction with the British-American Tobacco Company, formed the Fiji Tobacco Co. Ltd., in Suva. The Suva company shares the local cigarette manufacturing market with Carreras (Aust.) Ltd. The Fiji Tobacco Company Ltd., also plans extensive expansion soon.

Chairman of the British Tobacco Company, Mr. T. J. N. Foley, is head of the New Guinea subsidiary. Other directors are, Messrs. H. Widdup, C. Noble, and N. F. Vincent. Manager is Mr. Roger Georgeson; production manager is Mr. E. B. Hollis; secretary is Mr. William C. Mead.

Mr. Georgeson was, until recently, managing manager in the Fiji factory. His responsibility also extends to the Pacific Tobacco and Development Company, which is also at Madang which makes trade twist tobacco. He bought the twist factory from the interests two years ago when the small factory was in financial difficulties.

Mr. Foley told PIM that the new cigarette factory was the direct result

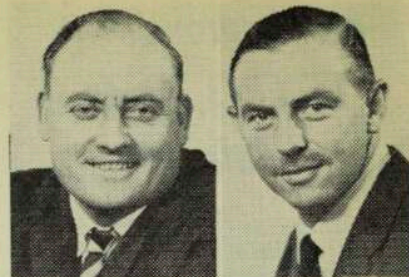
of Administration encouragement and collaboration with Wills in recent years.

Big Price Concession

The company had been able to make the big price concession (cigarette prices vary from 2/11 to 3/6 in the Territory) because the Administration had exempted temporarily, Territory-made Players cigarettes from excise and allowed it to import duty free the special grades of tobacco leaf needed.

He said the Administration had however stressed that both concessions would be re-assessed at the end of a specified period in the hope that the company would extend operations to cover all production in the Territory.

The company would co-operate in an experimental programme to determine the possibility of producing acceptable flue cured tobacco leaf in New Guinea when a market for



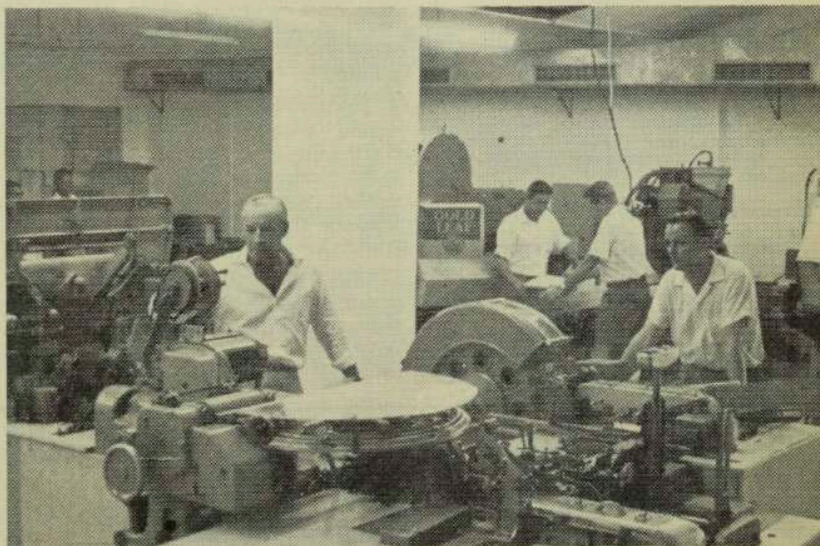
TOBACCO EXECUTIVES: At top are two of the directors of Wills' New Guinea company, Mr. H. Widdup and Mr. C. B. Noble. Lower, from left, Mr. E. B. Hollis, production manager; Mr. R. Georgeson, manager; and Mr. W. C. Mead, secretary.

Territory-made cigarettes was established.

In Port Moresby, the P-NG Administrator, Sir Donald Cleland, described the new manufacturing industry as a "shot in the arm", for Territory development.

Nearly half a million machine-made cigarettes are smoked every day in P-NG. On the Australian mainland consumption is 50 million a day. The new factory hopes to attract the growing native market.

Players Gold Leaf will be sold in a hinged lid flip-top box.



Another of the Madang company's directors Mr. N. F. Vincent (left) inspects a section of Wills' new air-conditioned factory at Madang.

Big Improvement In Fiji's Trade Balance

Fiji in 1962 showed a spectacular improvement in the visible balance of trade, with the excess of imports over exports dropping to £1,600,000, compared with the 1961 adverse balance of £4,100,000. Increased exports were the reason for the better showing, as imports remained at almost the same level as 1961.

THE total exports (domestic and re-exports) were a record (£15,745,676), beating the previous highest figure of £15,714,399 in 1957. Greatest improvement was in sugar exports which rose by £2,500,000 in value to £8,482,000. Other main exports tended to fall in quantity and value, but re-exports rose, largely because of an increase of about £300,000 in aircraft fuels.

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World Bank NG Survey Begins

A team of experts from the World Bank began a two-months survey of P-NG in June. The mission, headed by Mr. K. R. Iverson, will make recommendations on the method of obtaining the best development in all fields in the Territory. It will study the fields of economy, industry, education, public health, power and transport, and also the social aspects of Territory life. The Bank mission was sent to the Territory at the request of the Australian Government. Its 10 experts include no Australians.

Closer Look at BSIP- Australia Trade

The BSIP Chamber of Commerce is hopeful that more trade will develop between Australia and the BSIP following the visit to Honiara in June of Australia's Trade Commissioner to the Pacific Islands, Mr. H. Sullivan.

The Chamber told Mr. Sullivan that BSIP imports from Australia had dropped in recent years because of better prices and lower freight rates from Europe, the UK, Japan, Hong Kong, and other places.

On the other hand, the BSIP was exporting almost nothing to Australia because of the high freight rates, which resulted from lack of back-loading.

The Chamber said that if Australia would reduce the import duty on BSIP timber, letting it in on the same terms as Papua-New Guinea timber, there would be ample back-loading from the Solomons to Australia.

This, the Chamber added, should mean a reduced freight rate on cargo from Australia and should thus make Australian exports more attractive to BSIP importers.

COMPANY NOTES

EMPEROR SHARES UP AND DOWN
The 1/- shares of the Emperor Gold Mining Co. Ltd. of Fiji have been jumping around in the Australian Stock Exchange in recent years. In December, 1958, they were quoted at buyers, 9/-. In May 1962, they were down to 5/-; and in June to 3/-; but by the end of 1962, they had recovered to 6/-; and in February April, they were freely traded at from 7/- to 8/-.

In May, 1963, buyers lost interest—the price by mid-June had sagged to 4/6.

"PIM" inquired in Fiji about mining prospects at Vatukoula, and was assured they were "as good as ever—probably better".

The see-saw in quotations is attributed to speculators who are watching the world's gold market. If USA lifts the gold price the value of shares in mines like those at Vatukoula, which have large proven reserves of good ore, will jump sharply.

PACIFIC ISLAND MINES: Explorator tunnels being driven by Pacific Island Mines Ltd. on the island of Misima, Papua, are making interesting discoveries and certain interesting ores, are being examined and assayed. The company has said very little about its plans, but the shareholders evidently remain hopeful—the shares are quoted at very little under par.

The Stock Market

SYDNEY SALES PRICES

	May 24	June 21
Ball Plantations . . .	4/-	4/6
Burns Philp . . .	74/6	74/-
Burns Philp (SS) . . .	48/-	48/6
Choiseul Plntn. . .	209/-	220/-
C.S.R. Co. . . .	67/9	64/9
Dyulup Plantations . . .	4/11½	5/8
Fiji Industries . . .	15/-	13/3
Hackshall's . . .	16/3	15/3
Kerema Rubber . . .	4/-	3/9
Koitaki Rubber . . .	12/11	13/6
Lolorua Rubber . . .	8/-	8/3
Makurapau Plntn. . .	2/11½	2/9
Maribol Rubber . . .	4/10	4/10
Pacific Is. Timbers . . .	2/5	2/1
Palgrave . . .	2/3	2/9
Plantation Holdings . . .	3/3	3/2
Queensland Insurance . . .	96/-	94/-
Rubberlands . . .	3/9	3/-
Sandy Creek . . .	5d	6d
Sangara . . .	8d	1/-
Sogeril Rubber . . .	5/9	5/6
Sthn. Pac. Insurance . . .	30/-	29/-
Steamships Trading . . .	11/9	12/-
W. R. Carpenter . . .	27/2	27/-
Watkins Consolidated . . .	3/-	2/11

OIL AND MINING SHARES

	Dec. 4, 1958	May 24, 1963	June 21, 1963
Emperor . . .	b9/-	b5/-	b4/7
Loloma . . .	b30/-	s54/-	s53/-
Bulolo G.D. . .	b32/-	s68/-	s64/-
N.G.G. Ltd. . .	b2/3	b1/10	b1/11
Oil Search . . .	b9/9	b1/9½	b1/9½
Ent. of N.G. . .	s11d	s5d	b3½d
Pac. I. Mines . .	—	b2/-	b1/8
Ditto Opt. . .	—	b10d	b6d
Papuan Apin. . .	b4/6	b4/6	b4/3
Placer Dev. . .	b91/-	s252/-	s240/-
Timor Oil . . .	n.q.	b11½d	b8d

Sydney Stock Exchange share price index for "Ordinaries" on June 21 was 319.87; a month ago, May 24, it was 317.42.

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ISLANDS PRODUCE

Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. £ 18/- Fiji; 20/- Tonga, Solomons; 10/- F.C. areas; 196 Pac. Frs.; \$US2.25.)

COPRA

FIJI-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes contracts to the producers. Production mainly to (a) Unilever, in UK, (b) for local consumption, (c) for export, and (d) Japan (as available). Prices generally in line with ruling rate in Philippines, with a premium for hot-air dried.

Board's Tentative Purchase Prices for copra delivered main ports are:
Dried, £59/- per ton; FMS, £59/- per ton; Smoke-Dried, £59/- per ton.

No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. June 24 prices were: HAD 17/6, FM £F50/7/6.

SAMOA:—Official Copra Board takes all production, sells same to producers. It mainly to Abels Ltd., NZ crushers, Unilever, UK. Local price was £56/12/6 Samoan, first

SALES:—Sales are under Government control. Part of production goes to Unilever under arrangement with Unilever by Philippines prices, and part open market.

PHILIPPINES:—All production marketed to official BSI Copra Board, at prices based on Philippines rate. Output to Unilever, UK; to Australian; and the balance on to the open market. Local price in June was: 1st grade, £52/-; 2nd grade, £50/10/-; 3rd grade, £48/- per ton, f.o.b., BSIP (Honiara, Yandina and Gizo).

EUROPE AND AFRICA:—Production in Europe through official Copra Board at prices based on Philippines rate, less freight, etc. The Government pays to producers is: £7/15/5 per ton 1st grade, and £3/14/7 for 2nd grade.

HEBRIDES:—On June 21, the price was approximately £40/- (Pac. francs) per ton delivered into. French price then was 880 per metric ton, c.i.f., Marseilles.

ISLANDS: Copra goes to Abels, Ltd., Island, who operate the only NZ crushing mill. Price paid is average price for previous three months, less handling charges. Price for third July-Sept., 1963, is £NZ56/15/11 de, £NZ55/10/11 standard grade—f.o.b., Rarotonga.

OTHER PRODUCE

ISLANDS:—Islands prices are usually on the rates for Ghana cocoa which on June 21 was £Stg.213/15/- per ton, Sydney.

ISLANDS: Sydney buyers on June 21 reported: Quote No. 1: In store, Rabaul, quality £225 per ton, or on wharf

Sydney, according to quality: £190-£205; quote No. 2: Best quality, on wharf Syd., Melb., £240-£250; in store, N.G. ports, £215 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, June 21 were: Grade 1, £Stg.250; grade 2, £Stg.230, f.o.b., Apia.

COFFEE:—P.-N.G.: June 21, 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 June 25 as: Kenya A, f.a.q., £Stg.350, B £Stg.340, U/G £Stg.340; Bugisu A £Stg.315, B £Stg.305; Tanganyika AA £Stg.365, B £Stg.310, U/G £Stg.295; Uganda Robusta £Stg.220.

PEANUTS:—P.-N.G.: Sydney agents report: No supplies, except Virginia Bunch, because of dry conditions—no quotations available until after July/Aug. shipment received. Lae reports Virginia Bunch kernels 1/8 lb, f.o.b.

RUBBER:—P.-N.G. price is based on Singapore rate, which on June 21 was: No. 1, RSS, Spot, 73% Straits cents per lb (25.67d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported June 21: White and yellow label processed, standard packs, 34/-, green label 33/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1964—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/-/- f.o.w. **Other Pac. Islands:** Dry, white or brown, etc. £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL:—Quotations for Australian M.O.P. Shell on June 21 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 on June 21 indicated the following quotations to

Islands producers: No. 1.—**Papua**—nominally £95 per ton, f.o.b., Papuan ports; N.G.—£90, 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 June 21: No. 1: £250 per ton, f.o.b., Islands port. No. 2: £290 (best quality), on wharf, Sydney; or £295 f.o.b., Islands port.

CROCODILE SKINS:—On June 21 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—20/6 per in., f.o.b. P.-NG ports, small scale (salt water); large scale (fresh water) 13/6 per in. **B.S.I.**—20/6 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 merchants offer F4/6 per lb for well-dried fins of commercial quality. Sydney buyers quote 6/- to 8/- lb., ex-store Sydney, according to quality.

London and US Quotations

Copra: LONDON, June 21, Philippines, in bulk, \$182.50 US (equal to £Stg.65/5/6) per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.66/-/- per long ton. **NEW YORK:** June 21, Philippines, \$167.50 US per short ton, c.i.f., Pacific Coast ports. **CEYLON:** 925 Rupees per ton c.i.f.

Coconut Oil: LONDON, June 21, Ceylon, 1% in bulk, £Stg.102/10/- per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.96/10/- c.i.f.

Rubber: LONDON, June 21, c.i.f., RSS No. 1 Spot, 22-5/16d Stg. lb, Sept. shipment 22-1/4d Stg. lb, July 21-1/4d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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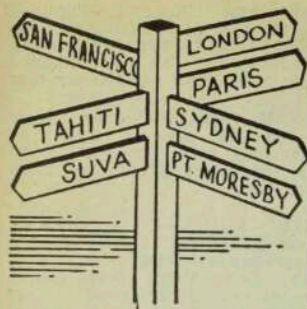
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TRAVEL TALK

The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.

IT'S SNOW TIME IN THE SOUTH NOW

People who like to see snow—but just briefly—have a chance of doing so quickly in both Australia and New Zealand.

AIRLINES of New South Wales is, during the Australian winter snow season, running one-day tours to the Mt. Kosciusko area. Passengers leave Sydney's Mascot Mondays, Wednesdays, Fridays (6.50 a.m.) or Sundays (8.05 a.m.) for Cooma airport (which is about 14 miles on the snowy side of the town). Buses then convey passengers to Smiggin Holes, in the middle of the snow country, at about 6,000 feet. Skis, boots, toboggans can be hired at the new hotel and meals are available in the same establishment or local snack bars. Return flight is in the evening. Fares are £12/18/- per adult; £7/1/- per child.

The NSW Railways also run weekend excursions in the same way. Customers sleep in the train (sleeping berths) on Saturday night, arrive at Cooma early Sunday morning; spend the day in the snow and take a sleeper back to Sydney Sunday night, arriving in time for the office Monday morning.

In the South Island of New Zealand, tourists may take a quick look at the beauties of Mt. Cook and the Southern Alps in three-passenger, ski planes. They can actually land on the glaciers or on fine powder snow, and soar amongst the snow valleys and 15,000 feet peaks of the Alps. This service, quite rightly, is becoming one of the most spectacular tourist thrills New Zealand has to offer. Particulars are obtainable from Mt. Cook and Southern Lakes Tourist Company, PO Box 226, Timaru, NZ.

Cruises—With a Note On the Nadi Area of Fiji

MATSON LINES will conduct a short sea-air tour of Noumea, New Caledonia and Fiji in July—12 days for from £A213/10/-. Matson vessels *Mariposa* and *Monterey* leave Sydney every three weeks and there is no reason why the itinerary should not be repeated as travellers require—although perhaps not at this concession price.

The tour offered leaves Sydney by *Monterey* on July 15 and provides five days at sea—less the time spent in Noumea where a tour is arranged, including a visit to the aquarium and lunch at a French restaurant. Arrival at Suva is scheduled for July 20 and the following week includes Suva, Korolevu Beach resort, the Mocambo Hotel at Nadi, with launch and car tours, yaqona ceremony, swimming, Fijian feasts, etc.



THE PACIFIC

The tour ends July 27 with return to Sydney by Qantas.

This is a very pleasant tour but we think it was stretched a bit when the advance publicity—conjuring up ideas the size of Mt. Kilimanjaro or Tales of Fair Kashmir—said of the

Pacific Course Plotters Kit

Some readers have asked where they can get the "Pacific Explorers' Kit" described here some months ago. The answer is Dept. NYT, Pacific Area Travel Assn., 442 Post St., San Francisco 2, Calif., USA; and it costs \$1, for handling, postage, etc. The kit consists of six small booklets covering: Food and Drink; What to Take Along; Shops and Marketplaces; Airline and Steamship Guide; Currency Converter; and Logbook (for the explorer's own experiences). There's a large National Geographic map of the Pacific; a simplified worksheet map for working out your own itinerary; a 24 page coloured folder describing special festivals and celebrations in Pacific countries; and 16 coloured travel folders from 16 Pacific countries.

Mocambo: "Located on a mountain top, the hotel is charming with lovely panoramic views of the ocean and far off-shore islands".

The Mocambo is on a knoll overlooking Nadi airport and if it's more than 50 feet above sea level we'd be surprised. There probably is a glimpse of Nadi Bay around the place somewhere (like from the top of the flag pole), but PIM staff members who stay at the hotel frequently have never noticed it particularly.

The Mocambo is a very pleasant place to stay—even without the mountain air and the distant sea views. The swimming pool, added in 1962, is an attraction these days, and a block of new de luxe suites and rooms is currently being completed.

It is hard to believe, now that the Nadi area is developing as a tourist resort in its own right, that right up to 1961 Nadi was a place to go to catch a plane. The Mocambo there was an old building right at the airport, that had started life during the war as an American officers' club, while the two other hotels in the area—Skylodge and the Nadi Hotel—which these days also offer fine accommodation and service to tourists, had not been developed to the stage at which they now are.

Things You Should Know

That . . . "Torrie Glen", one of the many fully-furnished self-contained units of flats on Norfolk Island ideal for tourists, can be had for £3/10/- a week per person, and not £13/10/- as a printer's

had it in our April issue. "The Glen", Elizabeth Street, is 50 acres, and the flats have city and all mod. cons.

at Travellers Digest, 2's fat (336 pp) and informative to 101 countries, mentioned in June issue, is not only available to passengers, but to the general public too, at BOAC offices and sellers. At only 8/6 it is the tourist value we know. BOAC, the way, has just opened a new office at the corner of Elizabeth and St., Melbourne.

at Cathay Pacific, also started in June, does not operate from Sydney to the East any more.

But both Qantas and BOAC fly from Sydney to Hong Kong, and of course, operates out of Hong Kong.



Beautiful Italian

SYDNEY TRIESTINO might have done better to have called their vessels *Gina Lollobrigida* and *a Loren* instead of *Galileo* and *Orion*. Although the two gentlemen are Most Famous Italians the names that now bear their names might be described as feminine and certainly are mid-20th century delicacies.

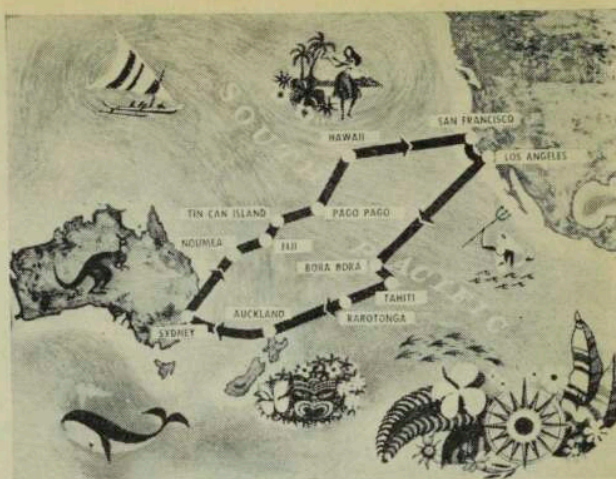
Galileo, as we recall, as well as a genius unappreciated in his country, was always in trouble of one sort and spent the latter part of his life suffering from a kidney ail-

However, *Galileo*, the ship, which completed her maiden voyage to Australia in May is a very beautiful ship and what might be regarded as the owners' pledge to a continuing faith in the passenger trade between Australia and Southern Europe. Except in the UK, Italy has supplied Australia with its biggest quota of post-war migrants.)

The 27,500 ton *Galileo* caters for economy and tourist travellers in both and tourist classes, both with the flair of design, colour and functional elegance.

Galileo will be joined by her twin sister, *Marconi*, in October this year and together they will provide a regular service between Sydney and Australian ports and Naples via Genoa, Singapore, Colombo, Bombay, Aden, Suez, Messina and Genoa. Tourist off-season fares are from £25; first-class from £A250.

100TH PACIFIC VOYAGE: Matson Lines, in June, celebrated the 100th postwar voyage of a Matson liner between the US and Australia. The 100th voyage was made by the "Mariposa" which left Sydney for San Francisco on June 20. Matson's north and south bound Pacific routes are shown on the map.



Boomerang Season For Europe

The off-season for voyages from Australasia to Europe is now just about to begin and canny travellers will have a large field to pick from this year. P & O-Orient alone has 14 sailings from Australia to UK from July 29, 1963, to January 3, 1964, which come within their Boomerang or off-season rates. (Boomerang fares operate Aug. 1—Dec. 31, give or take a few days; off-season rates apply to single passages as well as return).

Strathmore, leaving Sydney, July 29, is the first of the Boomerang voyages this year; and *Oriana*, on January 3, 1964, is the last. Boomerang tickets are current for two years and all include first class return from Europe (as there is pressure on tourist bookings south-bound).

With tourist class northbound, Boomerang fares are from £A363 return; one-class vessel northbound, from £A373; and first class both ways, from £A426.

Boomerang fares are also available on P & O-Orient Pacific voyages although they have no seasonal limitation; they are available under certain circumstances—mostly for a round voyage on the same vessel—and work out at about 1½ times the single fare.

For some probably adequate reason—but one that escapes the traveller—fares on a comparative mileage or elapsed-time basis, are much more expensive on the Pacific services than between Australasia and Europe.

FLOATING HOTELS FOR TOKYO GAMES: The P & O-Orient liners *Oriana* (42,000 tons), *Iberia* (30,000 tons) and *Oronsay* (28,000 tons) will become floating hotels at

Yokohama during the Tokyo Olympics next year (Oct. 9-24).

Iberia and *Oronsay* will be homeward bound from San Francisco at that time and will spend October 9-13 and October 22-24 respectively, at Yokohama. *Oriana* will make a special cruise from Sydney and be at Yokohama for 10 days from Oct. 9 to 19. She will complete the cruise by calling at Nagasaki, Hong Kong, Great Barrier Reef and Auckland before returning to Sydney on November 9.

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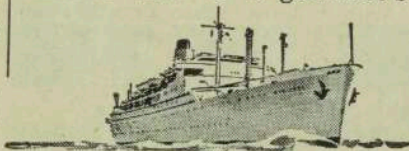
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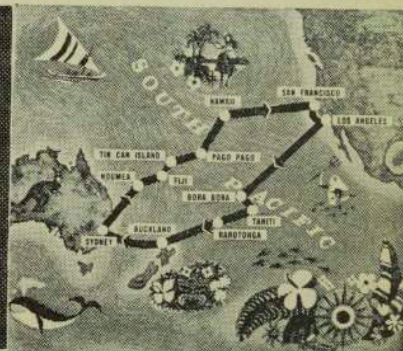
ships. The Outrigger Bar, the Polynesian Club, the dining room and wide decks all invite easy, gracious living. And Matson, the Pacific's most famous host, serves a cuisine that is a gourmet's

delight. **ONLY MATSON OFFERS SUCH GOOD LIVING.**

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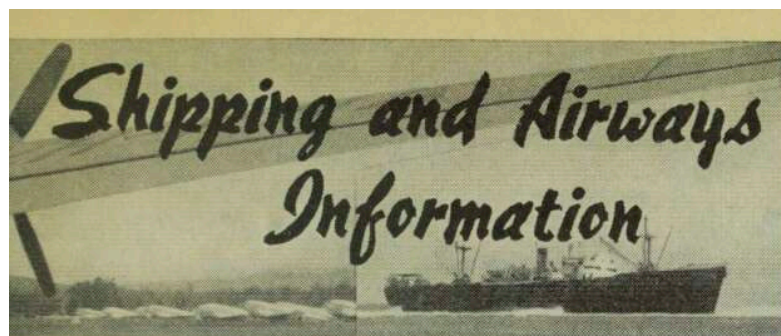


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SHIPPING TIME-TABLES

Sailings are approximate and may vary as much as two weeks.

Sydney-Papua-New Guinea

...sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Lae, Madang, Alexishafen, Kavieng, Rabaul, Pt. Moresby. Next Sydney sailing: Aug. 24 (approx.).

...sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Lae, Madang, Alexishafen, Kavieng, Rabaul, Pt. Moresby. Next Sydney sailing: Aug. 24 (approx.).

...sails about every six weeks: Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Samarai, Pt. Moresby, Sydney. Next Sydney sailing: Aug. 20 (approx.).

...sails from Melbourne for Brisbane, Nth. Qld. ports (subject to change), Pt. Moresby, Samarai, Rabaul, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: (approx.).

...s from Burns, Philp and Co., Ltd., 25 George Street, Sydney (B 0547).

...Leaves Sydney about every four weeks for Brisbane, Rabaul, Kavieng, Lae, Pt. Moresby, Sydney. Next sailings: July 20, Aug. 20.

...Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Sydney. Next sailings: July 30, Aug. 30.

...s from New Guinea Australia Line and Yuill Pty., Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Navigation Co. Ltd. vessels and Anshun call at Pt. Moresby, on their way north from Sydney through Kavieng. Next vessel: Dep. Sydney Aug. 14 for Brisbane, 17, Pt. Moresby Aug. 21-22, Manila and Hongkong.

...s from Swire and Yuill Pty. Ltd., 6 Bridge St., Sydney (BU 1712).

...Leaves Sydney approximately every five weeks for Port Moresby, Samarai, Madang, Lae, Next Sydney sailings: July 17, (approx.).

...Leaves Sydney approximately every five weeks for Brisbane, Lae, Rabaul, Next Sydney sailings: July 19, Aug. 8.

...Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Honiara, Gizo, Rabaul, Wewak, Lae, Sydney. Next Sydney sailing: 25 (approx.).

...s from Karlander NG Line (F. Mens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: July 17, Aug. 7 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailings: Waiana July 25 (approx.), Aug. 30 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, normally operate a service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Sept. 12 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Australia-NZ-Fiji-Canada-USA

		ORCADES	ORIANA	ORIANA	ORONSAY
SYDNEY	depart	Via	Via	Sept. 20	Oct. 24
AUCKLAND	arr/dep	the	the	Sept. 22-23	Oct. 27
SUVA	arr/dep	Panama	Panama	Sept. 25	Oct. 30
HONOLULU	arr/dep	Canal	Canal	Sept. 29	Nov. 4
VANCOUVER	arr/dep	Nov. 9-10	Aug. 28**	Oct. 3-4	
SAN FRANCISCO	arr/dep		Aug. 29-30	Oct. 6-7	Nov. 9-10
LOS ANGELES	arr/dep		Sept. 1-2††	Oct. 8	Nov. 11
HONOLULU	arr/dep	Nov. 15	Sept. 6	Oct. 12	thence UK
SUVA	arr/dep	Nov. 22	Sept. 12	Oct. 18	
AUCKLAND	arr/dep	Nov. 25	Sept. 14	Oct. 20	via West
SYDNEY	arrive	Nov. 28	Sept. 17	Oct. 23	Indies

** Los Angeles. †† Vancouver.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	July 11	Aug. 4	Aug. 29	Sept. 19
LOS ANGELES	arr/dep	July 12	Aug. 5	Aug. 30	Sept. 20
BORA BORA	arr/dep	July 20	Aug. 13	Sept. 7	Sept. 28
PAPEETE	arr/dep	July 21-23	Aug. 14-16	Sept. 8-10	Sept. 29-Oct. 1
RAROTONGA	arr/dep	July 24	Aug. 17	Sept. 11	Oct. 2
AUCKLAND	arr/dep	July 29-30	Aug. 22-23	Sept. 16-17	Oct. 7-8
SYDNEY	arr/dep	Aug. 2-5	Aug. 26-29	Sept. 20-23	Oct. 11-14
NOUMEA	arr/dep	Aug. 8	Sept. 1	Sept. 26	Oct. 17
SUVA	arr/dep	Aug. 10	Sept. 3	Sept. 28	Oct. 19
NIUAFOOU	arr/dep	Aug. 11	Sept. 4	Sept. 29	Oct. 20
PAGO PAGO	arr/dep	Aug. 11	Sept. 4	Sept. 29	Oct. 20
HONOLULU	arr/dep	Aug. 16-17	Sept. 9-10	Oct. 4-5	Oct. 25-26
SAN FRANCISCO	arrive	Aug. 22	Sept. 15	Oct. 10	Oct. 31

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyage, ex-Marseilles: Tahiti: Papeete July 16-19, Vila July 26-27, Noumea July 28-31, Sydney Aug. 3-5, Noumea Aug. 8-11, New Hebrides Aug. 12-18, Noumea Aug. 19, Papeete Aug. 25-29, Taiohae Sept. 1.

Oceanien: Taiohae Aug. 30, Papeete Sept. 1-4, Vila Sept. 11-12, Noumea Sept. 13-17, New Hebrides Sept. 18-24, Noumea Sept. 25, Papeete Oct. 1-5.

Next outwards voyages, ex-Sydney: Tahiti: Dep. Sydney Aug. 8, Noumea Aug. 14, New Hebrides Aug. 22, Noumea Aug. 23, Papeete Sept. 3, Taiohae Sept. 6.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: July 19, Aug. 9, Aug. 30.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar (owned by Societe Maritime Caledonienne, Noumea), carrying cargo only, makes a regular three weekly voyage from Sydney to Norfolk

Is., New Caledonia (Noumea). Next Sydney sailings: July 15, Aug. 2 (approx.). Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-New Hebrides-BSI- Bougainville, Etc.

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports. Next Sydney sailing: July 25 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: Dep. Southampton (UK), Aug. 6, via Sth. Africa, for Sydney Sept. 11-13, Wellington Sept. 16-18, Auckland Sept. 20, Suva Sept. 23, Papeete Sept. 27-28, thence via Panama to Southampton, arr. Oct. 22.

Southern Cross: From Southampton (UK) via Sth. Africa for Sydney Oct. 16-18, Wellington Oct. 21-23, Auckland Oct. 25, Suva Oct. 28, Papeete Oct. 28, thence via Panama to Southampton, arr. Nov. 27.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: Dep. Sydney July 10, Brisbane July 12-13, Pt. Moresby July 18, Lae July 22, Madang July 24, Rabaul July 27.

Matupi: Dep. Melb. Aug. 20, Sydney Aug. 26, Brisbane Aug. 29, Pt. Moresby Sept. 5, Lae Sept. 10, Madang Sept. 12, Rabaul Sept. 15.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's motor-vessels maintain services between Australia and Hongkong 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.

Milos: Dep. Sydney July 26 for Brisbane July 28-29, Rabaul Aug. 2-3, Lae Aug. 4-5, Madang Aug. 6-7, Hongkong Aug. 14-16, Manila Aug. 18-19, Sandakan/Wallace Bay Aug. 21-26, Rabaul Sept. 2-3, Madang Sept. 4-5, Lae Sept. 6-7, Brisbane Sept. 11-13, Sydney, arr. Sept. 15 (approx.).

Samos: From Hongkong, due Honiara July 13, VaVnikoro July 14-16, Brisbane July 19-23, Sydney, arr. July 25. After loading at southern Australian ports, due dep. Sydney again Aug. 14 for Japan direct.

Tenos: Dep. Hongkong July 17, via Philippines, for Sandakan/Wallace Bay July 23-26, Rabaul Aug. 1-2, Madang Aug. 3, Lae Aug. 4-5, Brisbane Aug. 9-12, Sydney, arr. Aug. 14. Due sail from Sydney again for Islands ports Sept. 17 (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 and Keelung), return via Guam and Rabaul.

Francis Drake: Dep. Sydney July 10, Brisbane July 27, Hongkong Aug. 8, Japan Aug. 26, Guam Aug. 31, Rabaul Sept. 11, arr. Sydney Sept. 11.

George Anson: Dep. Sydney Aug. 10, Brisbane Aug. 27, Manila Sept. 8, Hongkong Sept. 13, Japan Sept. 26, Guam Oct. 1, Rabaul Oct. 6, arr. Sydney Oct. 12.

Details from H. C. Sleigh Ltd., 1 York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Ma Oranje sails irregularly from Sydney Europe, via NZ, Papeete and Panama Canal; occasionally calls are made at Suva.

Next northbound Tahiti call: From Sydney, at Papeete Jan. 6-7, 1964.

Next southbound Tahiti call: Set 24-25, due at Sydney Oct. 4.

Details from Royal InterOcean Lines, George St., Sydney (2-0573).

Sydney-(or NZ)-North America

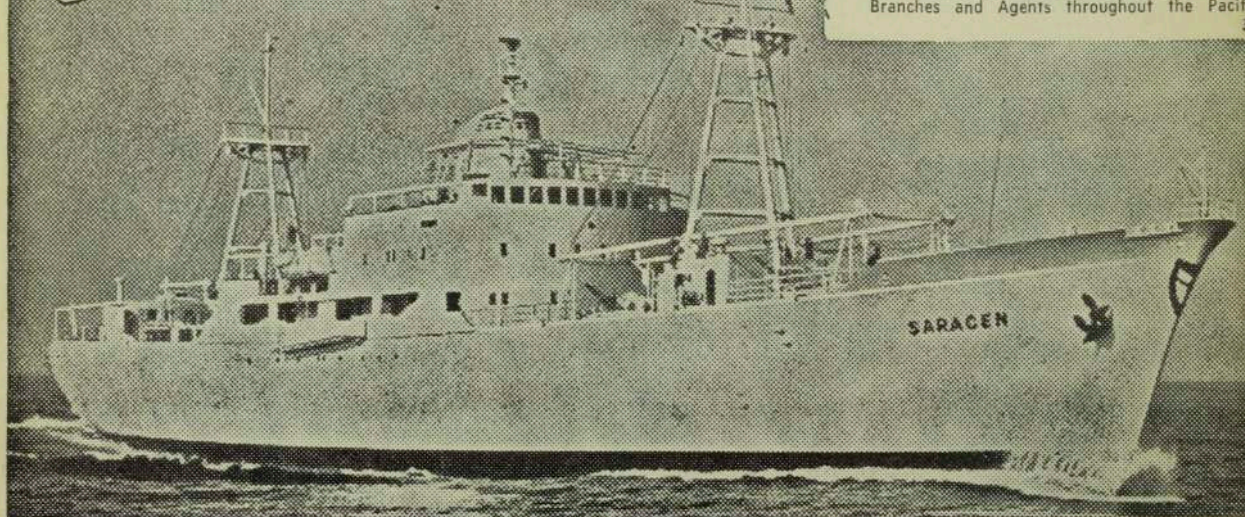
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emata, from NZ ports, makes three
trips yearly to Vancouver (via
nga and Papeete).
s from Union Steam Ship Co
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8); and other branches and agents.

Pape-Tahiti-New Caledonia BSI-P-NG-West NG

Regular service from the Continent
UK, via Panama, to Tahiti, New
Caledonia, BSI, P-NG and West NG is
operated jointly by Nederland Line Royal
Mail and Royal Rotterdam Lloyd.
Sailings (RL): From Continent, dep.
July 4 for Papeete Aug 3,
Aug. 10, Honiara Aug. 14, Pt.
Lae Aug. 16, Rabaul Aug. 19, Lae
1, Madang Aug. 23, Kota Baru (if
present).
Sailings from Royal InterOcean Lines,
George St., Sydney (2-0573).

Pape-Tahiti-New Hebrides- New Caledonia-Australia

Agencies Maritimes cargo vessels run
between France and Noumea via
Africa and Australia. From Sydney,
go to Brisbane and Noumea; re-
to France via Australian coastal

sailings from Sydney: Vosges
(Noumea Aug. 5); Vivarais Aug.
Noumea Sept. 2).

For MM vessels run between France
Sydney, via Panama Canal and
ports. Next vessels: Euphrate
te July 24, Noumea Aug. 4;
g Sydney; Godavery (Papeete Aug.
a Aug. 31, Santo Sept. 2, Noumea
Sydney Sept. 12).
Sailings from Messageries Maritimes, 36
Nor St., Sydney (BU 2654).

Far East-Fiji-NZ-Sydney

InterOcean Lines operate a service
Singapore to Fiji, NZ, and Aus-
with three vessels (Van Cloon,
Noort and Van Neck) calling
daily at Suva and/or Lautoka.
Cloon calls Lautoka Aug. 5, Suva
Van Noort calls Lautoka Aug. 19,
Aug. 20.
Sailings from Royal InterOcean Lines, 261
Street, Sydney (2-0573).

Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

Navigation Co., Ltd., vessels
in monthly service from Japan
wards through P-NG, BSI, New
s, Fiji and N. Caledonia; usually
to Japan direct.
Sailings: From Japan and Hongkong
Madang July 26, Lae July 29, Rabaul
Samarai Aug. 4, Pt. Moresby Aug.
Honiara Aug. 12, Santo Aug. 15, Villa
8, Suva/Lautoka Aug. 21, Noumea
9, thence to Japan, due Sept. 14.
Sailings: Dep. Japan July 17 for Pusan
Hongkong July 22-26, Guam
Wewak Aug. 5, Madang Aug. 7,
Aug. 10, Rabaul Aug. 13, Pt. Moresby
2, Suva/Lautoka Aug. 28, Noumea
Honiara (opt.), thence Japan, due
23.
Sailings from China Navigation Co., Ltd.
and Yuill Pty., Ltd., agents), 6
St., Sydney (BU 1712).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes
approximately monthly voyages from
Auckland (NZ) to Rarotonga (Cook
Islands), with calls at Niue and some
other Cook Islands when cargo warrants.
Details from NZ Department of Island
Territories, Wellington (Tel. 45-117), or
any office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auck-
land to Suva, Nukualofa, Vavau, Niue,
Pago Pago, Apia, Suva and return to
Auckland. Next Auckland sailings: July
16, Aug. 13, Sept. 10.
Matua maintains a service from
Auckland to Lautoka, Suva, Nukualofa,
Apia, Suva, and return to Auckland.

Next Auckland sailings: Aug. 1, Aug. 29,
Sept. 26.

Details from Union Steam Ship Co.
of NZ, Quay and Commerce Sts., Auck-
land. (Tel.: 49-430).

NZ-New Caledonia - P-NG- Far East

Crusader Shipping Co.'s cargo vessels,
running between NZ and the Far East,
call at New Caledonia and Papua, and, in
some instances, Guam. Next voyage:

Knight Templar: Dep. Auckland July
26, for Noumea July 29, Pt. Moresby Aug.
2, thence Singapore, Pt. Swettenham,
Manila, Hongkong (dry docks), and
Shanghai.

Details from Shaw, Savill Line, agents,
101 Queen St., Auckland. (Tel. 30-310).

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific
Coast Ports of U.S.A. and Canada
and

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 Inter-	SYDNEY—Birt & Co. Pty.) Ltd.
nationale Tahiti.	SUVA—Burns Philp (South Sea) Company, Ltd.
PAGO PAGO—G. H. C. Reid & Co.	LAE/RABAU—Burns Philp (New Guinea) Ltd.
APIA—Burns Philp (South Sea) Company, Ltd.	PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
NOUMEA—Etablissements Ballande.	

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

BETHELL, GWYN & CO. LTD.

138 Leadenhall Street
London E.C.3

BURNS PHILP

(SOUTH SEA) CO. LTD.
Suva

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 northbound voyage: Rangitoto, dep. Wellington July 20, due Papeete July 26.

Next southbound voyage: Rangitane from London, due Papeete July 24.

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 July 20, at Papeete July 26.

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniū. 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.

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.

Next sailings, ex-London: July 18, Aug. 15, Sept. 12.

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: Fleetbank: From Continent and UK, at Pt. Moresby July 20, Samarai July 22, Lae July 24, Madang July 26, Wewak July 28, Rabaul July 31, Kavieng Aug. 1, Honiara Aug. 4.

Eastbank: From Continent, dep. London July 17 for Pt. Moresby Aug. 21, Samarai Aug. 23, Lae Aug. 24, Madang Aug. 26, Wewak Aug. 28, Rabaul Aug. 29, Kavieng Aug. 30, Honiara Sept. 1.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura Sept. 15 (approx.); Sonoma Sept. 30 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyage. Next Papeete calls: Pioneer Surf July 27, Pioneer Gem Sept. 4.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: From US, at Papeete July 9-11, Pago Pago July 15-18, Apia July 19-20, Suva July 23-24, Noumea July 26-28, Vila July 29-30, Santo July 31-Aug. 1, Apia (open), Pago Pago Aug. 5-6, Los Angeles Aug. 20-21, San Francisco Aug. 22-23.

Thor I: Dep. San Francisco Aug. 2, Los Angeles Aug. 3-5, Papeete Aug. 15-17, Pago Pago Aug. 21-24, Apia Aug. 25-26, Suva Aug. 29-30, Noumea Sept. 1-3, Apia (open), Pago Pago Sept. 7-9, Los Angeles Sept. 22-24, San Francisco Sept. 25.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Australia-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS

(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, July 19, Aug. 2, 16, 30, Sept. 13, 27, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats.: July 20, Aug. 3, 17, 31, Sept. 14, 28, etc.), Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES

(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (July 13, 27, Aug. 10, 24, Sept. 7, 21, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

● PIM's shipping and airways timetables are correct to time of publication.

● PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, International Territory Services and Internal Services.

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).

Alt. Tues. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.35 p.m.).

(International Dateline crossed between Nadi-Honolulu.)

Australia-Fiji (or Am. Samoa)-Hawaii-USA

BY PAN AMERICAN AIRWAYS

(Intercontinental Jet Clippers)

NORTHBOUND

Sun., Thurs.: Dep. Sydney 5 p.m. for Nadi (arr. 10.45 p.m., dep. 11.30 p.m.), Honolulu and Los Angeles (arr. Sat. Thurs. 5.25 p.m.). Connections for Honolulu for San Francisco, Portland and Seattle.

Tues.: Dep. Sydney 5 p.m. for Pago Pago, Am. Samoa (arr. 12.55 a.m., dep. 1 a.m.), Honolulu and Los Angeles (arr. Tues. 5.25 p.m.).

SOUTHBOUND

Tues., Fri.: Dep. Los Angeles 8 p.m. for Honolulu, Nadi, (arr. 4.15 a.m. Thurs., Sun., dep. 5 a.m.) and Sydney (arr. 7.20 a.m. Thurs., Sun.).

Sun.: Dep. Los Angeles 8 p.m. Honolulu, Pago Pago (arr. 4.10 a.m. Mon., dep. 5 a.m.) and Sydney (arr. 7.55 a.m. Tues.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

Australia-New Caledonia-Fiji-Tahiti-USA

TAI-Air France with DC8 Jet

Wed.: Dep. Sydney 8.45 a.m. Noumea (arr. 12.20 p.m., dep. 2 p.m.), Nadi (arr. 5 p.m., dep. 5 p.m.), cross International Dateline Papeete (arr. Tues. 11.55 p.m., dep. Fri. 8.15 a.m.), Los Angeles (arr. Fri. 7.30 p.m.). Immediate connection Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. 6.15 a.m., dep. Sun. 1 a.m.), cross International Dateline Nadi (arr. Mon. 4.25 a.m., dep. 5 a.m.), Noumea (arr. Mon. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. Mon. 10.25 a.m.).

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's

Sat., Sun.: Dep. Auckland 11 a.m., arrive Brisbane 1.30 p.m.

Sat., Sun.: Dep. Brisbane 3 p.m., arrive Auckland 8.45 p.m.

Auckland-Melbourne

TAS-TEAL with Electra Mk. II's
 Fri.: Dep. Auckland 8.30 a.m.,
 Melbourne 11.30 a.m.
 Sat.: Dep. Melbourne 12.30 p.m.,
 Auckland 7 p.m.

Sydney-Auckland

TAS-TEAL, with Electra Mk. II's.
 Dep. Auckland 9 a.m., arr. Sydney
 5 a.m.
 Dep. Sydney 1 p.m., arr. Auckland
 p.m.
 BOAC, with Comet IV's.
 Thurs.: Dep. Sydney 9.45 a.m., arr.
 Auckland 2.45 p.m.
 Sat.: Dep. Auckland 8.30 a.m., arr.
 Sydney 10 a.m.

AUSTRALIA-PACIFIC ISLANDS**Sydney-Lord Howe Is.**

of N.S.W. (Sandringham Flying-
 boats).
 flight from Rose Bay base each
 and Sat. (with extra flight Thurs.
 required); in July and August, Sat.

Sydney-Norfolk Is.

AS, with Skymaster DC4 Aircraft
 Dep. Sydney 8 a.m., arr. NI 2.45
 Flight extends NI-Auckland-NI.
 "Inter-Territory Services".
 Dep. NI 2.45 p.m., Sydney arr. 6.45

Sydney-New Caledonia

ANTAS, with Boeing 707 Jet
 Dep. Sydney 10.15 a.m., arr.
 Noumea 1.45 p.m.
 Dep. Noumea 3 p.m., arr. Sydney
 p.m.

Sydney-Papua-New Guinea

Australia Airlines and Ansett-ANA
 from Sydney to Lae and return
 C6B's. TAA runs the service
 Wednesdays, Saturdays; Ansett-
 esdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)
 Arr.
 9.45 p.m. Brisbane, 11.50 p.m.
 Thurs., Sun. Tues., Thurs., Sun.
 Arr.
 12.40 a.m. Pt. Moresby, 6.10 a.m.
 Arr.
 esby, 7 a.m. Lae, 8 a.m.
 es., Thurs. and Fri. (Ansett)
 Arr.
 9.45 p.m. Brisbane, 11.45 p.m.
 Fri., Sat. Wed., Fri., Sat.
 Arr.
 12.40 a.m. Pt. Moresby, 6.10 a.m.
 Arr.
 esby, 7 a.m. Lae, 8 a.m.

SOUTHBOUND

es., Thurs., and Sun. (TAA)
 Arr.
 5 a.m. Pt. Moresby, 10.15 a.m.
 Arr.
 esby, 11 a.m. Brisbane, 4.15 p.m.
 Arr.
 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.

Qld.-Papua-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. (July 8, 22,
 Aug. 5, 19, Sept. 2, 16, 30, 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. (July 10, 24,
 Aug. 7, 21, Sept. 4, 18, 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. (July 13, 27, Aug.
 10, 24, Sept. 7, 21, etc.).
 Alt. Sun.: Dep. Pt. Moresby 9.05 a.m.,
 arr. Cairns 11.25 a.m. (July 14, 28,
 Aug. 11, 25, Sept. 8, 22, etc.).

INTER-TERRITORY SERVICES**Fiji-Am. Samoa**

PAA, with DC7C Aircraft
 Mon.: Dep. Nadi 12 noon, cross Inter-
 national 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.

Fiji-Am. Samoa-Tahiti

TEAL, with Electra Mk. II.
 Mon.: Dep. Nadi 3.30 a.m., cross Inter-
 national 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 Interna-
 tional Dateline, arr. Nadi Tues. 12.40
 p.m.

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.

Fiji-New Zealand

PAA, with DC7C Aircraft
 Sun., Thurs.: Dep. Nadi 5.30 a.m. for
 Auckland, arr. 10.15 a.m.
 Sun., Thurs.: Dep. Auckland 5.30 p.m.
 for Nadi, arr. 10.15 p.m.

TEAL, with Electra Mk. II's.
 Daily (except Mon.): Dep. Auckland
 8.30 p.m., arr. Nadi 12.15 a.m.
 Tues.: Dep. Nadi 1.30 p.m., arr. Auckland
 5.20 p.m.
 Thurs., Sat., Sun.: Dep. Nadi 5.45 a.m.,
 arr. Auckland 9.35 a.m.
 Wed., Fri.: Dep. Nadi 8.45 a.m., arr.
 Auckland 12.35 p.m.
 * Wed., Sat., flights ex-Auckland, and
 Thurs., Sun., flights ex-Nadi are operated
 by Qantas under charter to TEAL.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft
 Alt. Thurs. (July 11, 25, Aug. 8, 22,
 Sept. 12, 26, etc.): Dep. Suva 7 a.m.,
 arr. Nukualofa 11.15 a.m.
 Alt. Sat. (July 13, 27, Aug. 10, 24,
 Sept. 7, 21, etc.): Dep. Nukualofa 9.30
 a.m., arr. Suva 11.45 a.m.
 Alt. Sat. (July 20, Aug. 3, 17, 31, Sept.
 14, 28, 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.

● PIM's shipping and airways timetables
 are correct to time of publication.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to
 Lautoka, Suva (including transshipments for Vavau and
 Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau,
 Niue, Pago Pago and Apia.

**Ship your cargo by a Union Company
 Vessel.**

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft
 Alt. Thurs. (July 18, Aug. 1, 15, 29, Sept. 12, 26, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m. Wed. (July 17, 31, Aug. 14, 28, Sept. 11, 25, etc.).
 Alt. Thurs. (July 18, Aug. 1, 15, 29, Sept. 12, 26, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m. Fri. (July 19, Aug. 2, 16, 30, Sept. 13, 27, etc.).

New Caledonia-New Hebrides

TAI, with DC4 Aircraft
 Thurs., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

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.

New Caledonia-Wallis Is.-Tahiti

TAI, with DC4 Aircraft
 Monthly service (second Sunday).
 Sun. (July 14, Aug. 11, Sept. 8, etc.): Dep. Noumea 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.).
 Tues. (July 16, Aug. 13, Sept. 10, etc.): Dep. Papeete 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.).

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)
 Sat.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.
 Sun.: Dep. Auckland 10.30 a.m., arr. NI 1.30 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.
 Alt. Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (July 16, 30, Aug. 13, 27, Sept. 10, 24, etc.).
 Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (July 17, 31, Aug. 14, 28, Sept. 11, 25, etc.).
 Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.).
 Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.).

P-NG - West NG

TAA, with DC3 Aircraft
 Alt. Tues. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Kota Baru, arr. 1.35 p.m.
 Alt. Wed. (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAKE

Garuda Indonesian Airways (DC3).
 Alt. Tues. (July 16, 30, Aug. 13, 27, Sept. 10, 24, etc.): Dep. Biak 6.15 p.m., Kota Baru, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.
 Alt. Wed. (July 17, 31, Aug. 14, 28, Sept. 11, 25, etc.): Dep. Lae 9.15 a.m., Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-Hawaii

TAI, with DC8 Jet Aircraft
 Alt. Wed. (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.): Dep. Papeete 3.30 p.m. for Honolulu, arr. 9.05 p.m.
 Alt. Thurs. (July 11, 25, Aug. 8, 22, Sept. 5, 19, etc.): Dep. Honolulu 11.45 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

South Pacific Airlines with Super-G Constellation Aircraft

Fri.: Dep. Honolulu 11.30 p.m., arr. Papeete Sat. 8.30 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.

Tahiti-USA

TAI, with DC8 Jet Aircraft
 Fri. and alt. Wed. (July 17, 31, Aug. 14, 28, Sept. 11, 25, etc.): Dep. Papeete 10 a.m. for Los Angeles, arr. 9.15 p.m.
 Sat. and alt. Thurs. (July 18, Aug. 1, 15, 29, Sept. 12, 26, etc.): Dep. Los Angeles 1 a.m. for Papeete, arr. 6.15 a.m.

W. Samoa-Am. Samoa

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.

INTERNAL SERVICES

Fiji

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. (July 17, 31, Aug. 14, 28, Sept. 11, 25, etc.).
 Nadi-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 a.m. (Aug. 1, 15, 29, Sept. 12, 26, 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. a.m. Mon.
 Suva-Matei-Labasa-Matei-Suva: Dep. a.m. Fri.
 Suva-Savusavu-Suva: Dep. 11 a.m., Wed.
 Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

French Polynesia

RAI, with DC4 Aircraft
 Services to the Leeward Group (Îles Sous le Vent), Society Islands.
 Mon., Wed., Sat.: Dep. Papeete 8.15 a.m. for 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 Hake Papeete, or any TAI office.

New Caledonia

TRANSPAC, with Herons and Rapides
 Noumea-Mare: Tues., Fri. dep. Noumea p.m. for Mare, Noumea, arr. 4 p.m.
 Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8.15 a.m. for Lifou, Noumea arr. 10.15 a.m. Sat.: Dep. Noumea 2 p.m. for Lifou, Noumea, arr. 4 p.m.
 Noumea-Ouvea: Tues. dep. Noumea 10 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-Koumaka: Wed., Fri. dep. Noumea 1 p.m. for Houailou and Koumaka, Noumea, arr. 4.25 p.m.
 Noumea-Isle of Pines: Mon., Wed., Fri. Sat. dep. Noumea 10.30 a.m. for Isle of Pines, Noumea, arr. 11.45 a.m. Tu and Thurs.: Dep. Noumea 8.10 a.m. Isle of Pines, Noumea, arr. 9.50 a.m.

New Hebrides

New Hebrides Airways, with Drover.
 Mon., Thurs.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.45 a.m., dep. 3 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aniwa, Futuna, Aniwa, Erromanga before the scheduled departure for Vila).
 Tues.: Dep. Vila 8.30 a.m. for Tonga, arr. 9.05 a.m., dep. 10 a.m., Vila, arr. 10 a.m. (with extension to Pentecost and Santo on demand).
 Details from New Hebrides Airways, Vila.

Papua-New Guinea

Operated by TAA
PT. MORESBY-LAE (Fokker Prop-Jet)
 Alt. Tues.: Dep. Pt. Moresby 6.40 a.m. arr. Lae 7.40 a.m. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.).
LAKE-RABAU-LAE (Fokker Prop-Jet)
 Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (July 9, 23, Aug. 6, 20, Sept. 3, 17, etc.).
 Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (July 10, 24, Aug. 7, 21, Sept. 4, 18, etc.).
PORT MORESBY-DARU (DC3)
 Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo arr. 2.25 p.m. (July 12, 26, Aug. 23, Sept. 13, 27, etc.).
PT. MORESBY-WEST. PAPUA (Catalina)
 Wed.: Dep. Pt. Moresby 8 a.m. for Kerema

nuru, Kikori, Kerema, Pt. Moresby, 2.50 p.m.
 Thurs.: Dep. Pt. Moresby 7 a.m. for
 1, D'Albertis Junction, Lake
 ray, arr. 1.25 p.m. (July 18, Aug.
 5, 29, Sept. 12, 26, etc.).
 i.: Dep. Lake Murray 7 a.m. for
 1, Pt. Moresby, arr. 11.40 a.m.
 19, Aug. 2, 16, 30, Sept. 13, 27,

MORESBY-EAST PAPUA (Catalina)
 on.: Dep. Pt. Moresby 8 a.m. for
 arai, Esa-Ala, Samarai, Pt.
 esby, arr. 4.30 p.m. (July 15, 29,
 12, 26, Sept. 9, 23, etc.).
 Mon.: Dep. Pt. Moresby 8 a.m.
 Samarai, Deboyne, Samarai, Pt.
 esby, arr. 4.30 p.m. (July 22, Aug.
 Sept. 16, etc.).
 Mon.: Dep. Pt. Moresby 8 a.m.
 Samarai, Pt. Moresby, arr. 4.30
 (Aug. 5, Sept. 2, 30, etc.).

**E-MADANG-WEWAK-MANUS-
 IENG-RABAUL SERVICE (DC3)**
 Dep. Lae 7.30 a.m. for Madang,
 ak, Manus, Kavieng, Rabaul, arr.
 p.m.
 Dep. Rabaul 7.30 a.m. for Kavieng,
 us, Wewak, Madang, Lae, arr. 4.05

Dep. Lae 9 a.m., for Madang,
 ak, arr. 11.55 a.m.
 Dep. Wewak 6 a.m. for Madang,
 arr. 8.45 a.m.
 Dep. Kavieng 8 a.m. for Rabaul,
 9 a.m.
 Dep. Lae 7.30 a.m. for Madang,
 ak, Manus, Rabaul, arr. 3.25 p.m.
 Dep. Rabaul 12.45 p.m. for Kavieng,
 1.45 p.m.
 Dep. Rabaul 8.10 a.m. for Manus,
 ak, Madang, Lae, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)
 Dep. Madang 9.40 a.m. for Wabag,

Wapenamunda, Baiyer R., Hagen, Banz,
 Minj, Goroka, Lae, arr. 3.55 p.m.
 Thurs.: Dep. Lae 9.40 a.m. for Goroka,
 Minj, Banz, Hagen, Baiyer R., Wapena-
 munda, Wabag, Madang, arr. 4 p.m.
 Sun.: Dep. Mt. Hagen 6.40 a.m. for
 Goroka, Lae, arr. 8.40 a.m.
 Sun.: Dep. Lae 9.40 a.m. for Goroka,
 Minj, Banz, Mt. Hagen, arr. 12.45
 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, Cape
 Gloucester (on request), 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-LAE (Cessna)
 Thurs.: Dep. Lae 7.30 a.m. for Finsch-
 hafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri.: Dep. Rabaul 8 a.m. for Buka,
 Wakunai, Aropa, Buin, Kieta, Wakunai,
 Buka, Rabaul, arr. 3.20 p.m.
 Alt. Wed. (July 10, 24, Aug. 7, 21, Sept.
 11, 25, etc.): Dep. Rabaul 9.30 a.m.
 for Buka, Wakunai, Kieta, 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, Mt. Hagen, arr. 5 p.m.
 Tues.: Dep. Rabaul 7 a.m. for Wewak,
 Madang, Goroka, Lae, arr. 3 p.m.
 Wed.: Dep. Lae 6.30 a.m. for Goroka,
 Madang, Wewak, Momote, Kavieng,
 Rabaul, arr. 4 p.m.
 Dep. Lae 8.55 a.m. for Goroka,
 Madang, Wewak, arr. 12.15 p.m.
 Dep. Lae 9.20 a.m. for Rabaul, arr.
 12 noon.
 Dep. Rabaul 5.45 a.m. for Lae, arr.
 8.25 a.m.
 Dep. Madang 7 a.m. for Goroka, Lae,
 arr. 8.45 a.m.
 Dep. Mt. Hagen 6.30 a.m. for Banz,
 Goroka, Wau, Pt. Moresby, Wau, Lae,
 Goroka, Madang, arr. 3.45 p.m.
 Dep. (Piaggio) Wewak 6.15 a.m. for
 Goroka, Wewak, Vanimo, Wewak, arr.
 2.45 p.m.
 Dep. Madang 8 a.m. for Mt. Hagen,
 Banz, Minj, Madang, arr. 11.45 a.m.
 Dep. (Piaggio) Goroka 8.15 a.m. for
 Mt. Hagen, arr. 8.50 a.m.
 Dep. (Piaggio) Mt. Hagen 6.30 a.m.
 for Banz, Goroka, arr. 7.30 a.m.
 Dep. (Piaggio) Wewak 8.30 a.m. for
 Lumi, Nuku, Wewak, arr. 11.05 a.m.
 Dep. (Piaggio) Wewak 1 p.m. for



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 Zealand. Occasional calls, Miami (Pt. Everglades),
 Bermuda, Lisbon.

SHAW SAVILL LINE

Maprik, Yangoru, Wewak, arr. 2.45 p.m.
 Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.
 Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.
 Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
 Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
 Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.
 Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
 Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.
 Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, Momote, Madang, arr. 2.50 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/Rorona (opt.), Pt. Moresby, arr. 2.20 p.m.

Dep. (Piaggio) Pt. Moresby 6 a.m. for Tapini, Woiatpe, 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 Woiatpe, Tapini, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby 12.30 p.m. for Cape Rodney, Paili, Pt. Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.

Wed.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Baimuru, Erave, Mendi, Kagua, Erave, Pt. Moresby, arr. 3.10 p.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Tapini, Woiatpe, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona/Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.

Thurs.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Embi, Wanigela, Losula, Popondetta, Kokoda, Pt. Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Woiatpe, Tapini, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby 1 p.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 3 p.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.

Dep. (DC3) Pt. Moresby 10.30 a.m. for Gurney, Pt. Moresby, arr. 2.30 p.m.

Dep. (DC3) Pt. Moresby 3.30 p.m. for Bereina, Pt. Moresby, arr. 5.15 p.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Tapini, Woiatpe, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona, Aroa, Kairuku, Bereina (opt.), Pt. Moresby, arr. 5.20 p.m.

Sat.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.

Dep. (Piaggio) Pt. Moresby 8 a.m. for Woiatpe, Tapini, Pt. Moresby, arr. 10 a.m.

Dep. (Piaggio) Pt. Moresby 11 a.m. for Paili, Cape Rodney, Pt. Moresby, arr. 1.15 p.m.

Dep. (Piaggio) Pt. Moresby 3 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 4.55 p.m.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO

	Single	Return
	£ s. d.	£ s. d.
Moresby	48 14 0	92 5
Lae	60 4 0	115 5
Rabaul	70 9 0	135 15
Noumea	56 18 0	108 3
Honiara	92 4 0	179 5
Norfolk Is.	27 10 0	52 5
Lord Howe	16 9 0	32 18
Nadi	85 9 0	162 8
Suva	91 5 0	175 0
Auckland	54 10 0	103 11
Christchurch	54 10 0	103 11
Wellington	54 10 0	103 11
Pago Pago	121 4 0	278 4
Honolulu	282 12 0	536 19
San Francisco	350 9 0	665 18
Vancouver	350 9 0	665 18
Papeete	181 5 0	344 8
Djakarta	155 0 0	294 10

FROM AUCKLAND (NZ currency) TO

	£ s. d.
Nadi	43 0 0
Norfolk Is.	20 15 0
Papeete	114 10 0
Noumea	45 10 0

FROM SUVA (Fiji currency) TO—

	£ s. d.
Nadi	5 16 0
Nukualofa	18 10 0
Apia	25 0 0
Honiara	67 10 0
Vila	30 13 0
Santo	39 14 0

FROM NADI (Fiji currency) TO—

	£ s. d.
Pago Pago	31 15 0
Noumea	35 11 0
Papeete	87 5 0

Fares quoted are First Class.

EXCHANGE RATES

FIJI.—Through BANK OF NZ. Australia and BANK OF NZ. Australia. Fiji, basis £100 Fiji: Buying, £A111/2 Selling, £A113. Fiji-London, basis £ London: B. £110/15/-; S. £112. NZ-Fiji basis £100 NZ: B. £111/11/9; S. £110/4.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B. £99/7 S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Buli, Kavieng, Madang, Wewak), BANK OF NZ (branches: Port Moresby, Lae, Buli, Rabaul, Madang, Samarai, Goroka) agencies: Wau, Boroko, Kokopo), AUSTRALIAN BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF A/ASIA. (Pt. Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia.

FRENCH BANK (Comptoir National d'Escompte de Paris, Sydney), in July 1963, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom. Pac. francs to £ Aust.; 247 Pac. francs to £ Stg. 96.5 Pac. francs to US\$ 1. Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London Selling, 17 725 francs to £Stg.

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atu, Fiji Islands.

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equipment salvaged ex the "Ragna
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1 aluminium alloy ship's lifeboat,
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1 metal lifeboat as above but without
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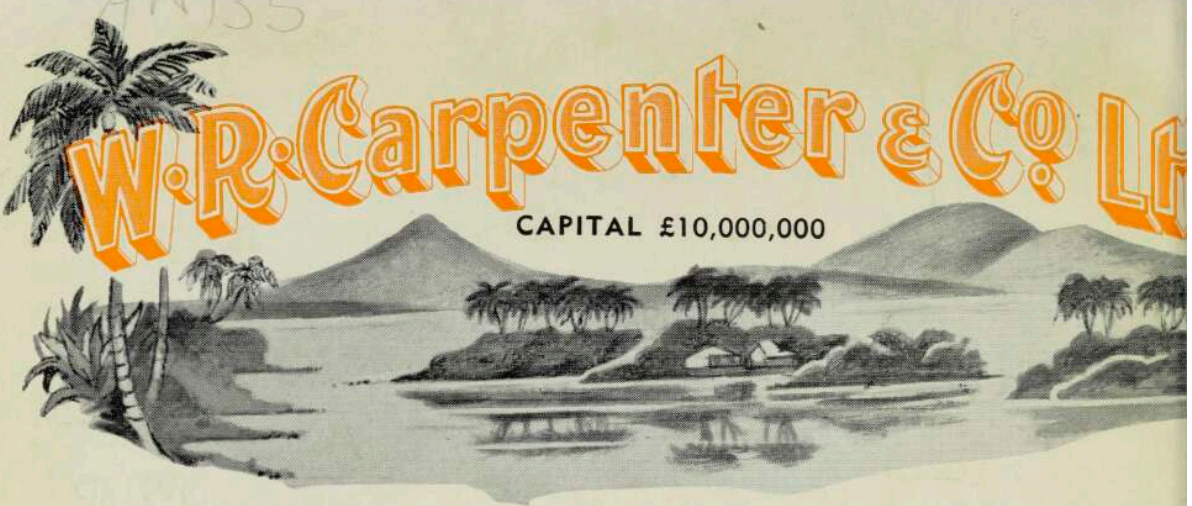
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