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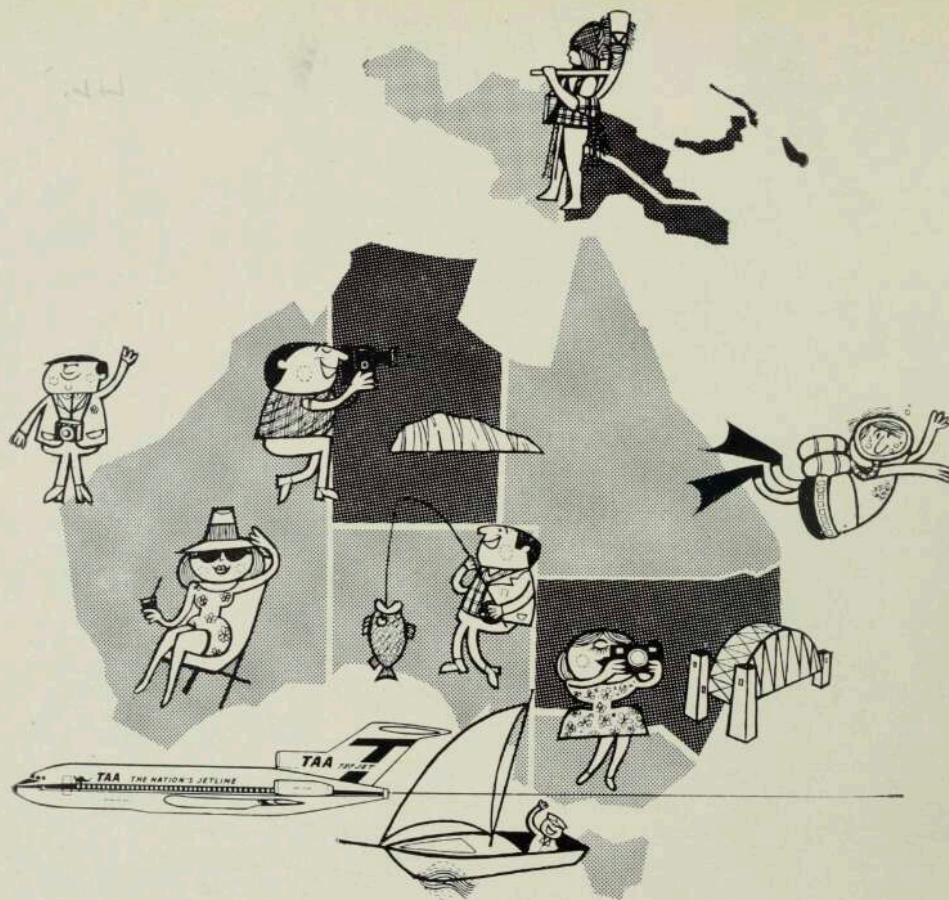
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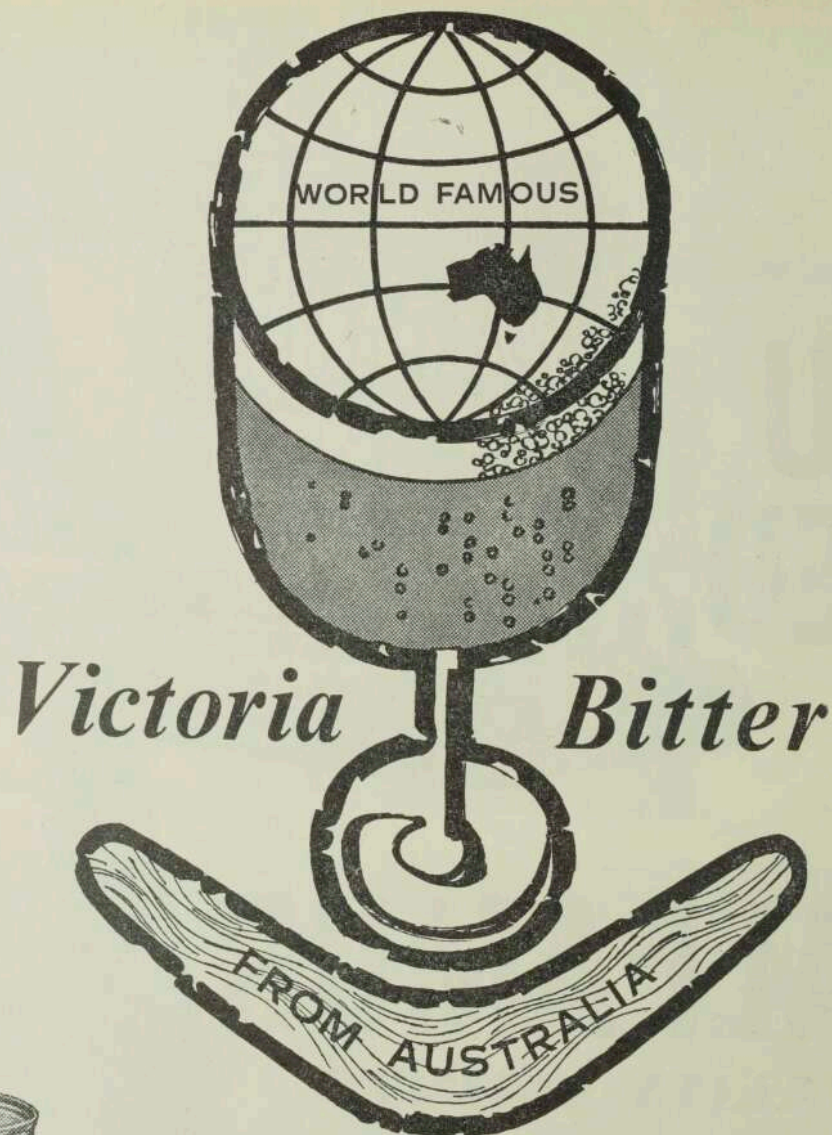
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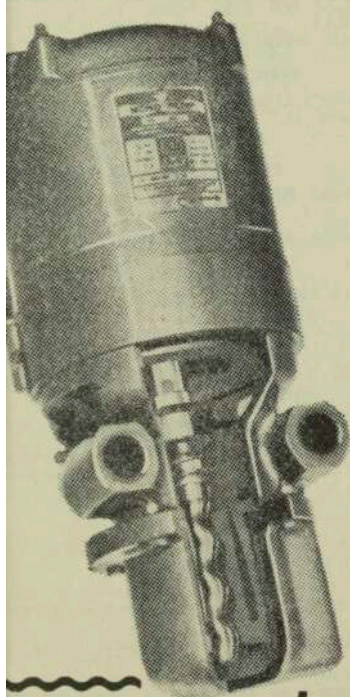
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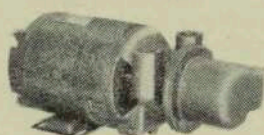
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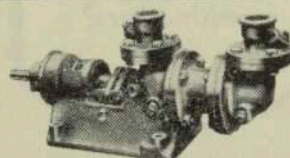
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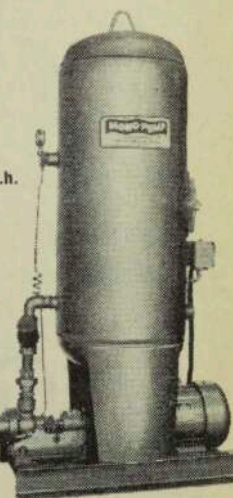
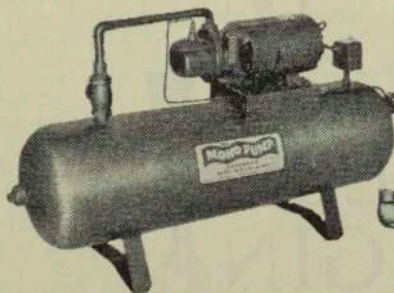
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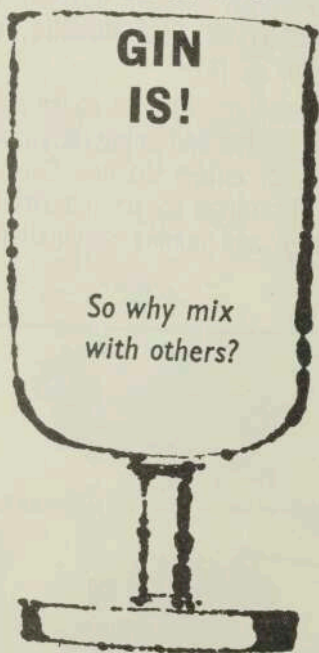
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PACIFIC ISLANDS MONTHLY

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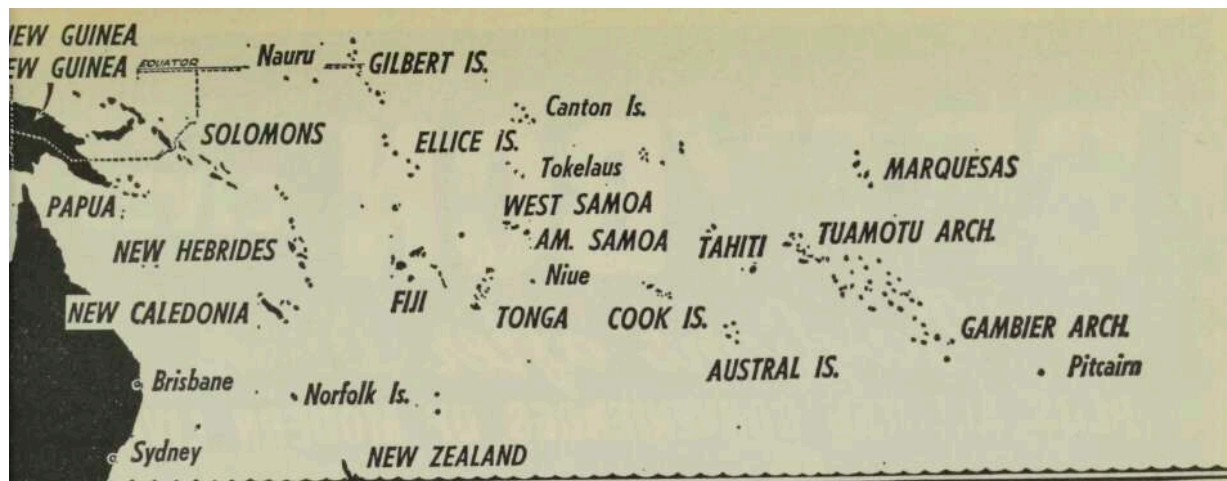
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THE COVER: Both competent and attractive is Miss Lena Dickson, who has just finished a course in stenography conducted by the P-NG Public Service Institute in Port Moresby—one of the first two Papuan girls to complete course of this kind. Lena is from Kwato, in the Milne Bay district. For some more facts see "Tropicalities".

—Photo: P-NG Official



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PACIFIC ISLANDS MONTHLY

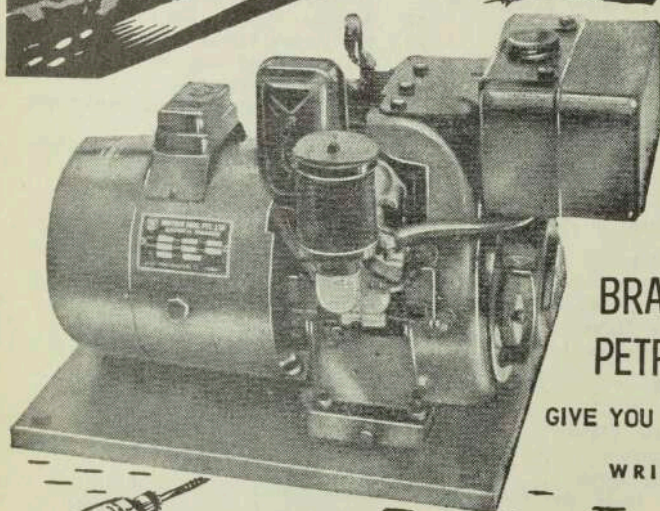
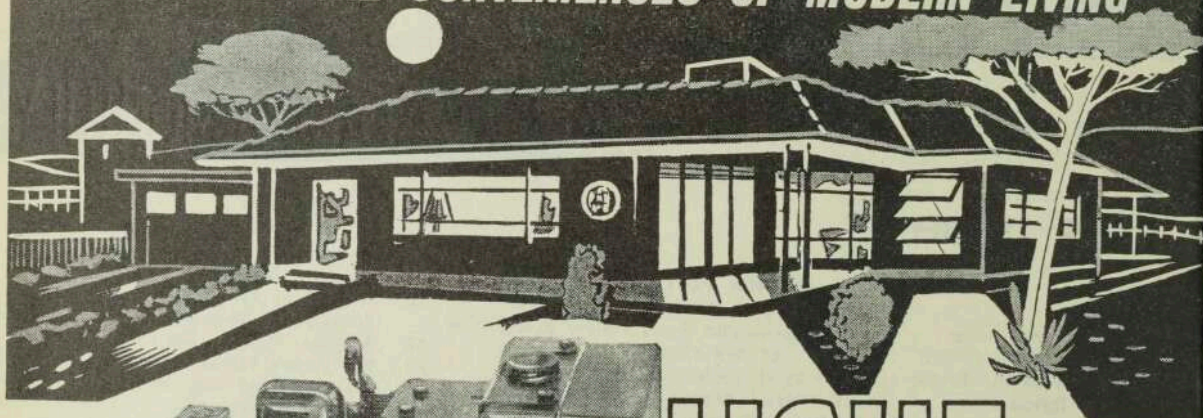
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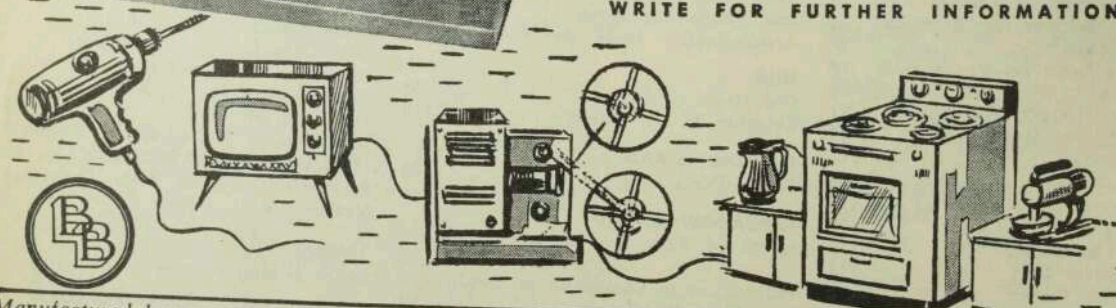


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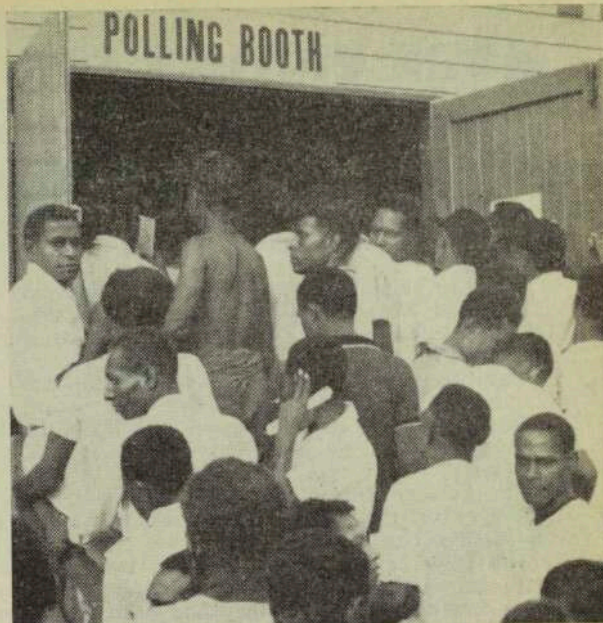
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A Month Of Variety In New Guinea's Big Election Extravaganza

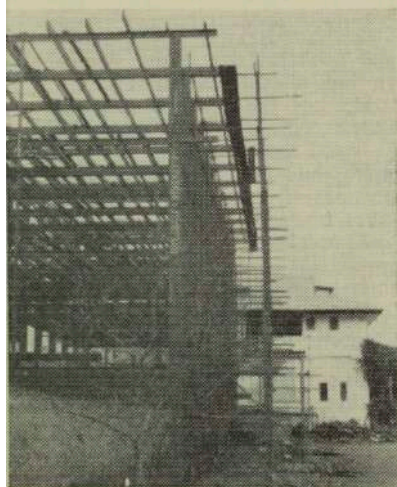
From Judy Tudor, in New Guinea

Although some areas of Papua-New Guinea have lived up to the fondest hopes of those who designed the House of Assembly election extravaganza now being played to packed houses here, there are also some areas where the whole performance has turned out to be pure farce.



THE elections are the first on a common roll in Papua-New Guinea (population two million) and they will result in 54 elected members in a new legislature of 64 members.

I have just stood for some fas-



BIGGER AND BETTER: When 64 members crowd into P-NG's new House of Assembly when the House is opened on June 8, space will be at a premium. The chamber itself will not be enlarged, but space previously taken by the public and by native observers will be used by the members. In February, when this photograph was taken, work was well advanced on three-storey additions to the House to provide office accommodation. Cost is about £50,000. The main building, which was once Port Moresby General Hospital, is in the background.

inated hours in a polling booth about 45 miles from Madang and watched hundreds of natives go through the usual voting procedure and then poke completely blank ballot-papers into the red plastic ballot-boxes.

For a whole day the futile procession went on, broken only occasionally when some patrol officer, acting as returning officer, and irritated to desperation by the wasted effort, broke off to upbraid the assembled voters for their mulishness.

The reason for the extraordinary business was a one-time Administration pet, turned prophet, by the name of Yali—or sometimes "King" Yali.

As Yali Singina he is now standing for the new House of Assembly in the Rai Coast open electorate, but Yali's writ runs strongly all along the Madang coast and also an uncomfortable way inland.

Yali is a former policeman and wartime Coastwatcher who for a time after the war was supported by the Administration as one of the country's earliest "elite". He had visited Australia and was impressed with the need for his people to work. He did good work but eventually became involved in a career as cargo cult prophet. This cult had all the usual overtones of sex and exclusiveness from the Administration, although who was responsible for the excesses—the prophet or his disciples—can be argued.

The Administration cracked down eventually and Yali served a long gaol sentence at Lae. He served it quietly and little has been heard of

THEY ALL WANT TO VOTE! Crowds jammed the polling booths in the urban areas of P-NG in February as voting opened for the House of Assembly. Polling hours had to be extended in some cases to handle the crush. This was a scene in the Port Moresby area. Voting is to continue throughout P-NG until March 18, and no votes will be counted until all ballot boxes are returned.

him publicly in the decade since his release, but the present Yali mania in the Madang is proof that his influence is strong.

On this afternoon, as I watched, it was running strong indeed in this particular pocket of the Madang open electorate. All day the followers of the prophet, like zombies in a waking dream, filed in one door of the shed that was serving as a booth, whispered the name of their village and their own name to a long-suffering returning officer, and retired with him to the small polling booth.

The booth was decorated with the pictures of the three candidates for Madang open electorate—two natives and one European woman—and the pictures of the three European candidates standing for the Madang-Sepik special electorate (reserved for Europeans).

With the voter induced to sit, the officer would then go into his usual patter (none of these people was capable of marking the paper himself and no absentee voter that I saw was capable of signing his own name).

The officer would point out the

MORE VICTIMS FOR THE SEA

TWO more trading ships sank in the South Pacific in February, and two yachts, which have been missing for several months, have now been presumed lost.

The two ships which sank are the New Guinea trading vessel *Kavieng Trader* (pictured) and the 24 ft New Caledonian cutter *Saint Gabriel*. Five lives were lost in the *Saint Gabriel* (see p. 103).

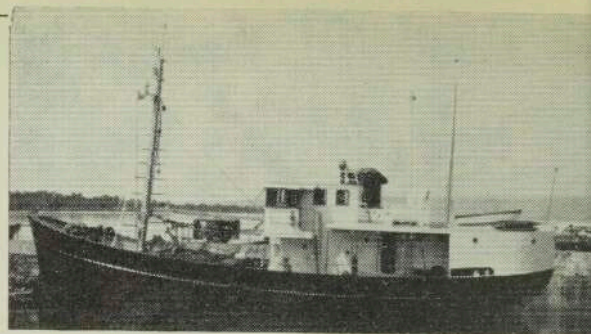
The two vessels which are presumed lost are a trimaran which left Sydney last June with a crew of two (see p. 107) and the 30 ft cutter *Siga Wale*, which left Suva for Auckland in November with a crew of three (see p. 109).

The *Kavieng Trader* keeled over and sank within six minutes on the night of February 16 about 44 miles south-east of New Ireland.

The crew of 10, who escaped in two lifeboats seconds before the ship went down, were rescued by another trading vessel after they had been adrift for 19 hours.

The rescue ship, the *Nordkil*, found the shipwrecked men in darkness after having spotted their last two emergency flares. The men earlier used all but two of their flares in trying to attract a passing 10,000-ton ship.

The men, two Australians and eight natives, had lashed their two lifeboats together after leaving the



Kavieng Trader, which was swamped by big seas. The Australians are Captain W. Carruthers and the chief engineer, Neil Owens, both of Rabaul.

The *Kavieng Trader* sank so quickly that the radio officer had no time to send a distress signal. She had been on her way from Rabaul to Bougainville with a cargo of bulk fuel.

The *Nordkil*, following almost 24 hours behind on the same course, found the survivors about five miles from where the *Kavieng Trader* sank.

The *Kavieng Trader*, originally a North Seas drifter under the Dutch flag, was acquired by the Gona Shipping Company, of Rabaul, in 1962.

She made her maiden voyage to New Guinea in March, 1962, but was burnt out six months later, with the loss of two lives, at Kalubi on the west coast of New Ireland.

The *Kavieng Trader* was refitted in Rabaul and resumed service late last year.

pictures of the candidates in the open electorate, briefly name and describe them and ask: "Which fella you like mark Number One?"

"Yali," was the inevitable reply.

In varying degrees of impatience or resignation the officer would then say for the several-hundredth time: "Yali 'e no stand up along this fella hap; im 'e stand up along Rai Coast, tha's all."

He'd point out the pictures of the local candidates again and repeat, "Now, which fella you like mark Number One."

Back would come the inevitable reply: "Yali, tha's all."

Efforts to extract a choice amongst the three candidates in the non-indigenous special electorate of Madang-Sepik produced no results either, except the reiterated "Yali tha's all."

When the officer had expended the necessary amount of patience he simply scribbled initials on the back of the ballot paper, folded the blank business-side inwards, and gave it to the hypnotised voter to push through the ballot-box.

So was democracy abortively served.

There are two schools of thought about the mania for Yali.

One is that certain sections of the

Madang people are so besotted about the prophet that they can think of no one else.

The other—and possibly the correct solution—is that an attempt was made by Yali or his district disciples to run a "ticket" covering all three Madang district electorates. Adherents of this school believe that he had "sold the talk" that people in Madang and Ramu open electorates were to vote for candidates of Yali's choice.

Unfortunately less sophisticated admirers got their wires crossed and insisted on voting only for Yali himself, in electorates for which he was not standing. If this is so they produced hundreds of invalid votes that will benefit no one, not even the "king" himself.

"Spell-binder"

Among local Europeans it is taken for granted that Yali will succeed in the Rai Coast open electorate, although it should be noted that no less than eight other natives have had the temerity to stand against the erstwhile king.

Among some he is regarded as the ultimate in spell-binders and it is supposed that if or when he gets into the new House of Assembly he will become a potential Jomo Kenyatta

and probably first Prime Minister of an independent Papua-New Guinea.

He has the first requisite of any Prime Minister in an ex-British Colonial territory: that he has spent some time in gaol. But it is equally possible that if he is elected and takes his seat in the House he will lose much of his local *mana* and amongst the 63 other members be smartly cut down to rightful size.

Two other ex-cultists are contesting seats in other New Guinea electorates. One is Paliau Maloat, of Manus, who headed a flourishing cult in that district about the same time that Yali was performing in Madang; the other is Francis Hagai, of Bougainville, a much more recent non-conformist.

But the Yali-or-nothing voters are not the only performers capable of getting themselves in a groove. These people were mostly from the hill area behind Dylup plantation, but at the other end of the same polling shed plantation workers voting as absentees had got themselves in an almost identical production-line frame of mind.

Many of them came from districts covered by the Ramu open electorate and these, to a man, voted for

Master Ben," and refused to give references to the other three candidates or to take part in the election of a candidate from the Madang-epik special electorate.

"Master Ben" is Watson Griffith Hall, a European planter near Bogia. Although he is standing against three native opponents he is given a good chance of making the grade. (His absentee supporters at Dylup who voted "Master Ben that's all", cast perfectly formal votes and will assist in the good work.)

The mob-voters, the hypnotised and the stubborn are only part of the story. At Nagada, nearer Madang town, on Saturday, February 22, voting went with a swing.

This is a Lutheran Mission area but local natives made up most of the voters and here mum and dad brought the kids along and turned it into something like a picnic.

The majority of these people were capable of marking their own ballot-papers and those who were not went smartly into the booths and told the returning officer the candidates of their choice, in order of preference, for both open and special electorates.

And this happy state of affairs was repeated in dozens of places, all over the Territory, although anyone who imagines that more than a fraction of these people understand the implications of what they are doing is being unnecessarily naive.

"Extraordinary Gambit"

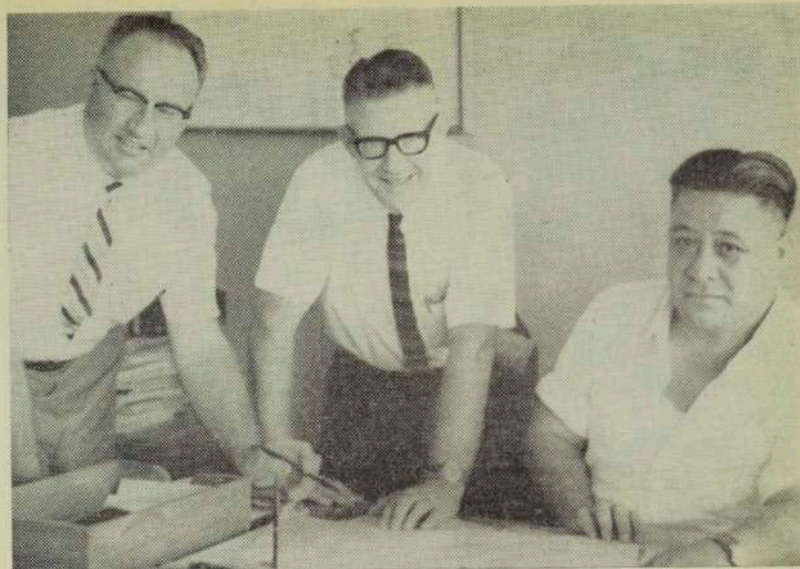
In almost every way the whole operation is one of the most extraordinary political gambits ever attempted in a primitive country, but, at best, it can be regarded only as a foundation and by no means a prototype. Before the month-long endurance vote was a day old, gaps in the system were already showing up.

It is already being freely admitted that in the second election four years hence, reserved or special electorates for non-native residents will be out and that European representation will have to take its chance in open electorates.

Another change that should in all common-sense be made is in abolition of the preferential voting system. Australians, who have this system, create world records in the number of informal votes they cast every election, but in P-NG, to suit some Australian ego, the same system was forced on to people who are about 1,500 years closer to the Stone Age.

Electorates cover vast areas and no one voter knew all candidates. Europeans usually voted one and two for their preferences and numbered the rest of the candidates consecutively

(Continued on p. 129)



Key UN personnel in Western Samoa are the Director of Works Mr. B. Claussen (left) and the Regional Adviser to the South West Pacific, Mr. H. Spence (centre), here seen discussing Samoan harbour plans with the Minister for Works, Mr. F. C. F. Nelson.—Photo: Samoana.

West Samoa's Boom Is On The Way!

There were some sighs of relief in the Government and elsewhere among forward thinking Samoans when in February the West Samoan Legislative Assembly finally passed the Loan Authorisation and Harbour Development Bill, giving approval to Government plans for deep water wharves to be built at Apia and Asau (Savaii) at a cost of £1,200,000.

DURING the weeks before discussion of the bill there were rumours of growing opposition to Government plans, and even talk of a no-confidence motion. But when it came to the showdown the opposition evaporated. A move by Pilia'e I. to delay consideration of the bill a further three months was defeated by 35 votes to 7.

"This is a tremendous step forward and it assures the success of our first five-year development programme," said the Minister of Finance, Mr. G. F. D. Betham. Most people agreed. It seemed at last that the long-promised boom was on the way, for this kind of development is really big business in Western Samoa.

The wharves on the two main islands will play a vital part in the independent Polynesian State's economic progress. It is astonishing

that not in Samoa's long history has there been an overseas wharf at Apia.

The contract for Apia calls for dredging the berthing area 36 ft deep at low water, construction of a 600-ft wharf, building two big transit sheds; reclaiming an area of 8½ acres behind the wharf and reclaiming another 30 acres in front of Apia and along Beach Road and out to the reef.

For Asau there will be a 200-ft entrance dredged 36 ft deep, a 400 ft wharf with a big transit shed and reclamation.

A five-man team led by the Minister of Works, flew to Wellington on February 23 for the signing of the contract with the U.S. firms of Merritt-Chapman-Scott Corporation, Tecon Corporation and the NZ firm of Fletcher Holdings Ltd. who are building the wharves as a joint



Diplomat For Fiji

A much closer Australian official interest in the South Pacific will develop following the appointment to Fiji of the first Australian Commissioner, Mr. R. N. Hamilton (pictured). Mr. Hamilton will arrive in early March. He was to be proceeded in late February by Mr. R. H. Platt, as Second Secretary, who will open the Commission's office in the Grand Pacific Hotel, Suva. Mr. Hamilton, 40, has had extensive overseas experience with the Australian Department of External Affairs, and it is assumed he will keep his Government up to date on all developments in the area, not only those in Fiji. Previously a watching brief has been kept by the Australian Consul in Noumea.

venture known as Merritt-Tecon-Fletcher.

Both wharves are to be completed within 22 months.

Meanwhile the Government has opened the country's first national development loan for £250,000. Five year stock carries interest of 5½% and 10 year stock 5¼%.

And, after a week's visit to Western Samoa and inspection of development progress, chairman of the UN Technical Assistance Board, Mr. David Owen, has expressed satisfaction at the Samoan development programme.

He commented that the stability of Western Samoa was in marked contrast with some other emerging countries.

"Samoa is the most conservative country I have ever visited," he said, "but change is bound to come."

Many Problems Ahead Yet, But . . .

INDONESIA TO CO-OPERATE ON NG BORDER SURVEY

By a Staff Writer

Australia and Indonesia are "no longer in conflict" over the definition of the border between Papua-New Guinea and West New Guinea, according to Australia's Ambassador to Indonesia, Mr. Keith Shann.

MR. SHANN said this in Djakarta late in February just before leaving for Canberra for three weeks of consultations with the Government.

He said that Indonesia would send a survey team to the border area in the "near future", and that this team would be accompanied by a liaison officer from Australia's Embassy in Djakarta.

Meanwhile, Australia would resume its placing of temporary markers along the Australian side of the border, Mr. Shann added.

The erection of the temporary markers was suspended late last year following two incidents with the Indonesians. In the first one, the Indonesians removed some markers; and in the second, an Indonesian patrol resisted an Australian attempt to restore them.

Australia's Minister for External Territories, Mr. C. E. Barnes, later announced that an Australian survey of the border would not be resumed until it was known whether Indonesia would co-operate.

Now that this co-operation is forthcoming, it is assumed that the Australian-Indonesian survey of the border will be followed by a treaty defining the border's position.

Two Agreements

At present, there is no single agreement covering this, and the two agreements that do exist leave much to be desired.

The definition of the northern section of the border—from the north coast to the junction of the Trust territory and Papuan boundaries—is set out in notes exchanged between the Commonwealth and Netherlands Governments in 1936.

The southern section is defined in a treaty signed between Great Britain and the Netherlands on May 16, 1895.

The notes on the northern sec-

tion of the border have never been published. (A paper containing the notes was ordered to lie on the tables of both the Australian Senate and House of Representatives on November 12, 1936, but it was not printed).

The notes stated that the 141st meridian was to continue to be the boundary between the two territories.

According to PIM of November, 1936, "the 141st meridian was to be deemed a line running true north and south from the middle of a monument placed as a result of observations made by Dutch and Australian surveyors in September, 1933".

The Anglo-Dutch treaty of May



This monument, erected by the Dutch before the war, marks the P-NG-West New Guinea border on the north coast. There is another marker, later erected by Australian surveyors, near it.

6, 1895, fixing the southern section of the border, consisted of five articles, two of which, the third and the fifth, were open to varying interpretations.

The first two articles said that the border began in the south at the middle of the Bensbach River, situated at about 141 deg. 1 min. 7.9 sec. of east longitude", and that it proceeded north on that meridian until the Fly River was encountered.

Article III said: "From that point, the waterway (*thalweg*) of the Fly River forms the boundary up to the 41st degree of east longitude".

Article IV said that from then on the 141st meridian was the border to the intersection of the boundaries of "the British, Netherlands and German positions".

And Article V said: "Navigation of the Fly River is free for the subjects of both contracting powers, excepting as regards the carriage of warlike stores, and no duty shall be imposed on other goods conveyed by that river".

It will be seen from Article III that the British and Dutch negotiators did not state whether the "bulge" of the Fly was in Dutch or British territory, or whether the border ran down the middle of it.

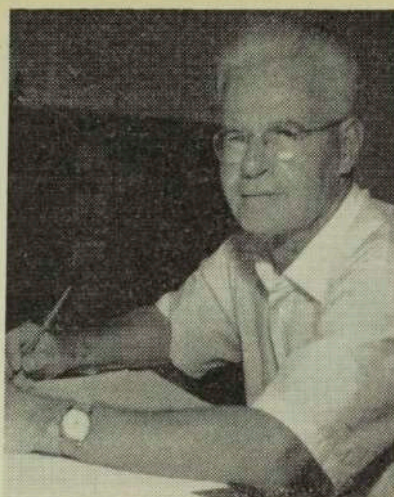
And Article V was potentially troublesome in that it gave the Dutch freedom to sail through hundreds of miles of British territory, both south and north of the Fly's bulge. Presumably the Indonesians may claim they now have the same right—that they can if they desire navigate the Fly to the mouth of that river!

Until they came to look into the question of the border recently, most Australian officials probably believed that the whole of the Fly River was in their territory.

Infiltrators

A report from The Hague in February quoted Marcus Kaisiepo, one of the soundest and most intelligent of the Papuan "elite" of Dutch times, who is now in exile in Holland, as saying that the Indonesians were now spreading propaganda in West New Guinea aimed at getting the Papuans to demand "unity" with P-NG. Infiltrators were to spread the word in the P-NG side.

In Port Moresby, the Administrator, Sir Donald Cleland, said he knew nothing of infiltrators. Dr. Herbert Feith, a lecturer at Monash University, Melbourne, who had just visited West New Guinea, said he could "be surprised" if there was any truth in Kaisiepo's claim.



Mr. Ivan Champion.

Ivan Champion Forsakes The Land For The Sea

There was a formidable gathering, headed by the P-NG Administrator, Sir Donald Cleland, at the Public Service Club, Port Moresby, in February when Papuan explorer, native affairs expert and gentleman, Mr. Ivan Champion, retired from Government service.

IN March he will exchange the position of Chief Native Lands Commissioner for that of captain of the 127-ton diesel yacht *Laura-bada*, once Sir Hubert Murray's patrol vessel. The hulk was rebuilt by a Port Moresby boat builder and she will now carry cargo to various Territory ports under Captain Champion.

Ivan Champion, born in Port Moresby in 1904, a member of a distinguished family, is probably most renowned for his gruelling Fly to the Sepik patrol in 1926, when he accompanied the late Charles Karius across the wildest part of the Territory. Another famous expedition was his Bamu-Purari patrol of 1936.

He served with distinction in NG during the Pacific war, piloting units of the Allied fleet and making vital hydrographical surveys.

At that farewell in February, Ivan Champion, after recalling many of the highlights of his career, spoke feelingly of the links that still bind P-NG's field officers together.

Everything Will Come Right, Pitcairners Say

From a Suva Correspondent

The people of Pitcairn Island are not worried about the future even though migration to New Zealand has drastically reduced their numbers and their incomes have become smaller because fewer ships are calling at the island.

THE Commissioner of the South Pacific Office in Suva, Mr. Reid Cowell, discovered this when he went to the island for a month recently to investigate its future prospects.

"I have little doubt that 70 of the 85 people who live on Pitcairn want to stay there," he told me on his return to Suva, "and their view is that everything will right itself as it has after previous migrations."

"They have a pleasant place to live and can have a fairly comfortable existence selling their souvenirs and agricultural produce."

"But with the withdrawal of passenger ships there is a gap in the private economy, and the idea now is to organise the islanders to help themselves."

Souvenir Trade

Mr. Cowell said that for many years the islanders had done a brisk trade in souvenirs with passengers in ships of the New Zealand Shipping Co. Ltd., the Shaw Savill Line.

But only the four Shaw Savill ships, *Gothic*, *Athenic*, *Corinthic* and *Ceramic*, carrying a maximum of 80 passengers, and considerably less in the "off" season, were calling at Pitcairn now.

However, on his way back to Fiji, Mr. Cowell spoke to the chairmen of the two shipping companies in Wellington and found they were anxious to help Pitcairn as much as they could "within the limits of good economic sense".

Mr. Cowell said that one line of approach to the Pitcairners' economic problem was to build up a mail order market for their handmade souvenirs.

A co-operative enterprise supplying fresh fruit and vegetables to ships could also help.

Mr. Cowell said that Pitcairn, which had no wheeled transport, except the traditional wheelbarrow, might soon get a couple of tractors—one with a bulldozer blade, which could cut paths where necessary.



March Of The Giant Snails

New quarantine regulations were drafted in Papua-New Guinea in February to try to prevent the spread of giant African snails (Achatina fulica) to unaffected parts of the Territory.

THIS action followed the discovery at Boroko, a suburb of Port Moresby, on January 22 of several giant snails which are believed to have reached Boroko in second-hand vehicles brought from Rabaul. The snails were the first of their kind to be found in Papua.

The Japanese, who eat them, introduced them to parts of New Guinea during the war, and they are now a pest in New Britain, New Ireland, and the Hansa Bay area of the Madang District.

The new quarantine regulations will require vehicles, farm machinery and implements to undergo a prescribed cleaning process before being removed from affected areas.

Prolific Breeders

The P-NG Department of Agriculture is also making small cement bricks impregnated with metaldehyde in an attempt to eradicate the snails from Papua. The idea is that the snails will be attracted to the bricks to lick the lime in the cement, and the metaldehyde content will kill them.

The snails, which grow from 4 to 9 in. long, are bisexual, and it is estimated that one of them can produce 11 billion offspring in five years. They lay up to 300 eggs in a batch, and their eggs hatch within a few hours.

Mr. Alan Charles, P-NG's Chief Inspector of Plant Industry, said after the Boroko discovery that the snails could completely destroy crops and seedbeds overnight.

Young cocoa plants in snail-infested areas had to be carefully protected for up to nine months if they were to survive the attacks of the giant snail.

Mr. Charles added that the snails were dormant during dry weather and that their presence in Boroko was only revealed after heavy rain.

The arrival of the snails in Boroko represents another triumph for these creatures, which are moving across the earth like the hordes of Attila.

The snails, which originated in Zanzibar but are no longer found there, were accidentally introduced to Mauritius and Madagascar about 1810. From there they were carried in coffee plants to Ceylon and Bengal.

They rapidly spread throughout India by climbing on trains and falling off over the countryside, and they gradually reached Burma, Malaya, Borneo, and Sarawak.

The snails had reached Hong Kong when World War II broke out. The Japanese, realising their food value, introduced them into their mandated islands (now the United States Trust Territory of Micronesia) and later into New Britain and New Ireland.

Things Are Looking Up In The Cooks, Top Official Says

The economic situation in Rarotonga and the outer Cook Islands was showing a "real improvement", and this was likely to gather increasing momentum as time went on, Mr. F. H. Corner, New Zealand's Deputy Secretary of the External Affairs Department, said in a talk over Radio Cook Islands in January.

MR. CORNER, who is also head of New Zealand's delegation to the United Nations, said that what was happening politically and constitutionally in the Cook Islands [the islands are preparing to become internally self-governing next year] would be of much interest to the United Nations.

He said he did not believe stories that the economic affairs of the Cook Islands were in such a bad state that self-government would not work.

Nor did he believe that Cook Islanders were "lazy, degenerate and so jealous of each other" that even if they did elect good people to the Government, they would never trust them and join with them in the hard work needed to make their country a good place to live in.

"I know well," Mr. Corner said, "that there are difficult problems to be solved here: for instance, that the income and standard of living of too many people is far too low; that there are not yet enough good jobs and opportunities for Maori people; that many of your able young people are moving out of the Cook Islands to find their opportunities elsewhere."

New Opportunities

"But this is changing and I am convinced that there is a better chance of your problems being dealt with effectively under the new system."

"Self-government can release all the talents of a people. Under self-government I am sure that many new opportunities will be created, and that people here will respond to those opportunities."

"New Zealand has found, as have other countries, that there is a limit to the things that can be done from outside, however expert and however dedicated the outsiders may be."

"No people can have a feeling of pride, no country really gets moving if outsiders do the thinking and the pushing."

Need For Wider Airing Of Fiji's Problems

From a Suva Correspondent

The many political problems of Fiji won't be solved unless all the issues are continually there for discussion, but there is a feeling among many people in Fiji today that far too much is being done or discussed behind closed doors.

There is unmistakable apprehension among thinking Fijians, especially the younger ones, that the leaders are not talking enough to the people. There is also apprehension among people of all races that numbers of leaders are speaking with two voices—one in public and one in private or for the benefit of small groups.

As a result, some people are not sure that the Government's decision to hold the promised constitutional talks in London—with representatives travelling there from Fiji—is a good idea.

The talks, they think, should be in Fiji, where people outside the narrow circle of delegates could know what's going on and make their thoughts and wishes felt. This way changes could not be imposed from above.

"Lack of Knowledge"

It is the present lack of exact knowledge of real opinions and real needs that is so worrying in Fiji now, and the situation was underlined recently with the publication in the *Fiji Times* of a long series of reports on the land question originally published in the Indian language newspapers.

The Indian reports seemed to indicate that this question of land was being made a pretty live issue among the Indian population (which accounts for almost half the population of Fiji) and that Fijian land ownership was being attacked at meetings of Indian farmers.

Anybody who has merely followed the occasional public statements made by some Indian leaders in English could be forgiven for having thought that all was sweetness and light, but the recent addresses indicate that the situation is different.

As Fijian MLC Ravuama Vunivalu pointed out after the Indian views were given wider currency at second-hand, it was strange that the two Indian MLC's responsible for some of the statements hadn't made them

recently in the Legislative Council, where they could have been discussed.

The MLC's, Mr. A. D. Patel and Mr. S. M. Goya, are two leaders of the loosely styled "Federation", a body which first came to public notice in 1960 when there was serious trouble in the Fiji canefields which cost the Colony more than £2 million.

General burden of the recent Indian statements is that the Fijians have most of the land and are going to get more because Indian leases won't be renewed after they expire; land is being taken from the Indians under the pretext of reserves and the Indians will be landless after independence (which "will surely come"); and the Indian population will have to stop squabbling among

New WPHC Expected In BSIP In June

MR. R. S. FOSTER, High Commissioner-designate for the Western Pacific, is expected to take up his duties in Honiara, BSIP, in the third week of June. He will arrive in company with his wife.

The retiring High Commissioner, Sir David Trench, who will be the next Governor of Hong Kong, began saying his farewells in mid-January when he flew to Tarawa, Gilbert and Ellice Islands Colony, for a three-day visit.

Early in February, he made a farewell tour of Santa Ysabel, Gela and Savo; and on February 15, he left Honiara to say goodbye to the people of the Russell Islands.

itself and get organised if it is to beat the land problem.

The difficulty, of course, is that the Fijians regard their land as inviolate, and these kinds of rumblings are not going to make tempers any easier—especially when they are carried on behind scenes.

What Fiji needs is a full and open airing of all the problems and all the thought-trends, so that attitudes are a matter of record not conjecture. Otherwise there is too much room for mischief-making.

FIJI'S FIRST LADY

Lady Jakeway, vivacious wife of Fiji's new Governor, Sir Derek Jakeway, says she is thrilled with Fiji. It has far exceeded her expectations, and as a keen gardener she is especially enchanted with Government House grounds, Suva, in which this photograph was taken in February by Rob Wright.



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FIJI — SAMOA — TONGA

Aropa plantation, on Bougainville's east coast, is one of the most beautifully situated plantations in the South Seas. In German times it was an experimental station. This view is taken from the house, looking towards Kieta. The smoke that can just be seen in the middle distance is at the far end of the airstrip.



Tropicalities

An organisation called the New Guinea Biological Foundation, whose principals don't want to make themselves known yet, has pretty well completed the purchase of Robin McKay's 5,000-acre Aropa Estate on Bougainville, south of Kieta.

Somebody else tells us—and we have every reason to believe him—that the purchase price is in the vicinity of £180,000!

That in itself is quite a news item. It is not often that Islands plantations change hands for that kind of money.

But there's more to the purchase than just big figures. When the New Guinea Biological Foundation takes over around about the beginning of 1964, it plans to use part of the property in a project to further the biological study of plants for the benefit of people in the tropics.

The principals of the foundation, non-profit-making show, are not prepared to say anything more than at just yet, but we hear from another source that the biological project could grow into the biggest undertaking of its kind in the world.

Surprise

We hear also that the foundation is financed by wealthy men from all over the world, who are interested in plant biology, especially research on tropical plant life.

The sale of Aropa came as a sur-

prise to Robin McKay's many friends, but the knowledge that he has obtained a very good price for it gave them great pleasure.

It means that he is reaping the reward of 17 years of hard work, good planning and looking ahead. The general verdict has been "Good for you Robin—you beaut!"

Robin has been "one of the Bougainville mob" who have become known for working together for the good of the community, and who achieved much success by their doctrine of self-help, and no beg pardons.

They kept hammering at the heads in Port Moresby for what they considered to be their due, and voiced their objection to being treated as a Cinderella district.

Robin was always to the fore as president of the Bougainville branch of the NG Planters' Association, president of the local Returned Soldiers' League, member of the District Advisory Council and a director of The Bougainville Company, which ran the inter-island ships from Rabaul.

In the fight to get Kieta recognised as a place needing an overseas ship-

ping depot, with wharf and sheds to go with it, he was very prominent. Now the dream is being realised and Kieta will be on the map, instead of being considered by Moresby as "an outpost somewhere in the Solomons".

Bougainville, in fact, produces as much copra as the whole of Papua and is becoming increasingly important as a cocoa producer.

Company Formed

Robin went to Bougainville when he acquired Aropa Plantation in mid-1947. Plantation labourers were then hard to obtain, it was almost impossible to get building material or plantation supplies, and shipping was scarce.

So "the Bougainville mob" got together, formed a company and managed to get a ship, the *Polurrian*, from England.

She did remarkable service and brought the district to life after the four devastating years of war.

Robin was a first director of the company.

During his years on Aropa, Robin added to the number of coconut palms planted, and put in many thousands of Brazilian rubber trees on the plantation.

The plantation is the only one in Bougainville now producing and shipping away copra, cocoa and rubber—and everything is handled in a modern and efficient way.

Plantation Assistant

All this has been achieved by hard work and attention to the job in hand, assisted, of course, by the fertile soil and well-spread rainfall, for both of which the island is famous.

Robin first went to New Guinea

29 years ago—as a plantation assistant for a Burns Philp-owned plantation.

He eventually graduated to manager, and when World War II started he was an early one to enlist in the Second AIF and went overseas to serve in the Middle East. Later in the war, he served in New Guinea with the AIF.

Robin and his wife, Laurie, have always been a popular couple. They shared the trials and worries of the hard post-war rehabilitation years, and always managed to extend hospitality and take part in all social activities, besides lending a helping hand to those who might need it. They have three growing daughters of school age.

Evolving Country

Robin says he is not leaving the Territory from any sense of financial insecurity in his lifetime, as he thinks the place is on the verge of bigger and better things than have been dreamed of hitherto.

"My reasons for leaving," he says, "are those of family and the uncertainty of my children's lives and futures in an evolving country. Therefore, if I am ever going to leave, it is better done while I have plenty of active years ahead [Robin is 46] to build up something in a more secure political climate.

"I have other interests in New Guinea, though, and I intend to retain and enlarge them so that I will always have a stake in New Guinea and will have plenty of excuse for frequent trips to my home town.

"This is a wonderful country and it has been very kind to me. But I leave with a sense of having built something up and having contributed in a small way to New Guinea's progress.

"It also gives me great satisfaction to know that Aropa will be used for research and the ultimate benefit of the tropical world."

The Bride Who Didn't Come C.O.D.

A MAN can't be blamed for being a bit upset when his bride-to-be gets snatched away from him, especially when he has made a down payment on her!

That is what happened recently at Marau on Guadalcanal, and when someone brought news to Honiara that there was going to be trouble over it, a police party went off and came back with eight men.

They appeared in court for disturbing the peace.



JAPANESE INFLUENCE: The Japanese influence is fairly obvious in the South Seas these days, and here it is in Tonga. But this time it was not prompted by trade or by a visiting Japanese film company, but by a fancy dress ball in Nukualofa. The Tongan lasses dressed as Japanese maidens are Misses Lavinia Naufahu (with umbrella) and Marlene Moala. Lavinia, 16, a pupil of the Tonga High School, took first prize.—Photo: August Hettig.

The ringleader was the man who had been "diddled" out of his bride.

He said he had paid his money at Marau for the girl he wanted to marry, and that was the last he saw of the money and the girl. So he collected a few friends, and they armed themselves with bows and arrows, knives and sticks, and went into Numarere Village.

However, they did not know that a big feast was being held and that everyone from near and far was gathered there.

At the village, the leader rushed up to his lost girl friend's brother and threatened him. He didn't get far because his friends were soon disarmed and then the police arrived.

In Honiara, the eight men were sentenced to four weeks' imprisonment in the "cooler".

This, of course, may cool the ringleader's ardour for a bride, but he'll probably still be keen to get his money back.

Great Northwest Will Blow Its Own Trumpets

LAUTOKA Rotary Club, Fiji, has been looking for persons with the wind up, or for those willing to blow their own trumpet.

Trumpets, and other musical instruments, arrived from overseas the other day—purchased by Rotary

as part of their Fiji Western Districts' brass band project, which has had club members working for nearly a year.

With the arrival of the instruments, 25 in all, retired bandmaster of the Fiji Military Forces, Mr. Alfred Hansard, has been engaged to recruit and train volunteer bandmen, and now in the near-dormant Lautoka Yacht Club's premises on the outskirts of the town the instruments can be heard on most evenings blowing hot and cold as Mr. Hansard sorts out the players from the hair men. Mr. Hansard helped mould the FMF band into one of the finest combinations anywhere in the Pacific.

The Western Districts Band will be welcome in Fiji. Each year the number of public events that would be enhanced by the attendance of a brass band increases, and it is sometimes difficult to engage the FMF Police bands because of distance, expense and previous commitments.

Civilisation—The Brown Man's Burden

IT would seem that the brown man's domestic authority has suffered the same fate as that of his white counterpart. The native

FRANCE'S H-BOMB ATOLLS ARE REALLY FRENCH NOW

Mururoa and Fangataufa, two atolls of the Tuamotus that figure in the French Government's nuclear testing project in the South Pacific, have been ceded to France by the Territorial Assembly of French Polynesia.

Mururoa is to be the main base for the testing project, and Fangataufa about 20 miles south-south-east of Mururoa, will be an observation post. The two atolls are about 775 miles from Tahiti.

The Territorial Assembly had the choice of ceding or leasing the two atolls to the State. If it leased them, the French Government would have paid the "derisory" rent of 5,000 francs a year, and—Assembly members argued—it would have felt free of any other obligations. On the other hand, the said, an outright gift would impose "a very important moral debt" on France which it would be obliged to honour in the future.

A clause in the deed of cession guarantees the return of the two atolls to local jurisdiction if the French Government ever decides it has no further use for them.

ing in the urban areas of Papua New Guinea has been dazzled by the fitness with which his spouse hasaped that authority, zealously following the example of her white sister in claiming her place in society. None are the days of male suanacy when a good thick ear or cracked skull was the standard tion to any marital dispute. He is now learning that his wife rights also, and it is these newad rights which are the basis of ay a domestic quarrel. The urban P-NG native has shed such an advanced stage of elopment as to welcome the news he marriage guidance services now red to him as an aid to reconci- on with his rebellious spouse. his guidance stems from solutions forward at a series of three inars on marriage counselling at Lae, Port Moresby and aul in February, in the face of growing number of marriage ckdowns in the Territory. The first of the seminars was ned in Port Moresby by the P- Secretary for Law, Mr. W. W. kins, and all three seminars were ided over by the Rev. L. Phillips, Secretary of the Aus- an Marriage Guidance Council. or some time now the Territory's d Welfare Council has been urbed by the increasing number marital disputes and breakdowns, icularly in the Territory's urban is.

re "Agonal" Churches the South Pacific

HERE seems to be a movement afoot in the South Pacific at ent to build churches with more s than the usual four. ne such odd-sided church, agonal in design, was opened Christmas Eve at Forari, the ganese mining centre on Efate, v Hebrides; another, in the shape an octagon, is to be built at to, New Hebrides. he new Forari church, which designed by Mr. Dejouany, of French phosphate company ch exploits the manganese osits, is also unusual in being t for the use of two churches e Marist Mission and the byterian Church. he church has two altars, one either side of a corner spire. vel seats take the place of pews, that you can face either altar. he octagonal church for Santo be the first permanent building e erected in that town for the glican) Melanesian Mission.



THEY'VE WON THE RIGHT TO DEFEND THEIR COUNTRY

After years of agitation by all races, Papua-New Guinea's Chinese and native people in February were given the right they had asked for—the right to train themselves to defend their own country!

Volunteers for the Papua-New Guinea Volunteer Rifles—the citizen's military force in the big Territory, which has a common border with Asia—are now being accepted from among men other than Europeans. Present membership is 200 and it has been an all-European show—for some peculiar reason known only to Australian Top Brass and certainly not to New Guinea citizens of every colour. When the chips were down in World War II, colour made no difference.

The photograph above, taken in Rabaul after the decision was announced, indicates the interest of Chinese residents. They were all filling out applications, and there were some leading citizens among that first batch, including Chin Hoi Meen, who took the picture.

Applications poured in at other centres, too, with probably the heaviest demand in the Highlands areas.

Native recruits are required to have a certain standard of education so that they can follow the English instruction.

There is one matter that hasn't been ironed out yet to everybody's satisfaction—that of pay.

Recruits all get 4/11d a day—but there is an "expatriate allowance" of 29/6 for Europeans and anybody naturalised, which includes many Chinese. This difference in pay scales is already seen as an insult to educated natives earning a fairly good wage, and our tip is that the Army hasn't had the last word on the subject yet.

The architect is Mr. B. E. King, who studied architecture before being appointed the mission's representative on the teaching staff of Kawenu Teachers' College, Vila.

The church is expected to cost only about £2,000 to build. It will have a central altar, above which a four-armed cross will be suspended.

According to the mission's news broadsheet *Melanesian Mission*, the need for an extension of Anglican

activities in Santo has grown continuously as Santo itself has grown.

Melanesian Mission does not say why Mr. King decided to give Santo's new church eight sides, but we'd bet eight octagons to a gooseberry that it *wasn't* because he modelled it on the South Pacific's

This old church, the site of which is probably little known, is at Papetoai, on the north coast of Moorea, Tahiti's sister island. It was opened for public worship in 1829, and, as far as is known, it



A HOME AWAY FROM HOME

There are not many places in the world these days where you can rent a solid stone house for only a pound or so a week. But that's all you have to pay for this unfurnished building on Norfolk Island, which is under the control of the Administration. The building has a lounge room, two bedrooms, and a kitchen, and is near the waterfront at Sydney Bay. In Norfolk's convict days, it was the office of the Royal Engineers.

Recently, the Administration was planning to do the building up and to lease it on an annual or five-yearly basis.

has been continually in use ever since.

The church took seven years to build, mainly because of the great labour required to obtain the coral blocks needed for its construction and because its workmen had to learn how to do the necessary wood-work as they went along.

The church's designer was the Rev. George Platt, of the London Missionary Society, which established its Pacific headquarters at Papetoai in 1811. The foundation stone for the church was laid on February 20, 1822.

Platt superintended the church's construction until he was transferred to Raiatea in 1824. The work was then carried on under the Rev. William Henry, one of the *Duff* missionaries, who arrived in Tahiti in 1797 and who was then described as a carpenter and joiner.

The church is 60 ft in diameter and its walls are 20 ft high. It has four doors, over each of which is an inscription—two in Latin, one in Tahitian and one in English.

The Latin ones have almost been erased by time, but the others are still plainly legible. Translated, the one in Tahitian reads:

"This house was begun in the year of our Lord Jesus Christ, 1822, in the reign of Pomare III."

Elsewhere is an inscription in French stating that the church was "rebuilt" — "renovated" would apparently have been more correct—by the Protestant parishioners of Papetoai between 1887 and 1891.

Herman Melville, the famous author of *Moby Dick*, who attended services in the Papetoai church during his stay on Moorea in 1842 as a runaway sailor, described it in *Omoo* as "one of the best constructed and handsomest chapels in the South Seas".

He added that although the coral was very nearly white when hewn from the reefs, age eventually darkened it so much that, like others in Polynesia, it had become "almost as sooty and venerable as famed St. Paul's".

One of these days, no doubt, some go-getters will realise the church's potential as a tourist attraction and will put up a notice saying: "This is the oldest church in the South Pacific".

Until then, the growing number of tourists who pass that way are unlikely to guess that they are in the presence of a bit of genuine Islands history. (See also p. 131.)

New Guinea's First Since Errol Flynn

HOLLYWOOD'S newest star, Sean Connery, is the husband of Dianne Cilento, who was born in New Guinea nearly 30 years ago, the daughter of Dr. Cilento (now Sir Ray Cilento), who was then Director of Medical Services. Dianne, a blond beauty of great determination, fought her way from nothing to stardom in films, in very recent years. Early in her career, she married an Italian public relations man, but the error was rectified by divorce some three of four years ago, and she too is now in Hollywood.

Connery, a dour and tough Scot, who had served in the Royal Navy, somehow got a place in the chorus of *South Pacific* when it was put on in London; and thence he battled through to stardom. The couple are highly paid now.

A Place At Last For Papuan Stenographers

IT'S an odd thing, but Papuan stenographers such as attractive Miss Lena Dickson, on this month's cover, are graduates of the recently

Shirley Ann Gives It a Go

Blonde, 24-year-old Shirley Ann Mackellar was the surprise-packet nomination of all the open electorates in the P-NG elections. Small, looking like a teenager, she is the wife of a patrol officer in the Madang district and has been the delight of TV cameramen covering the elections.

She has been six years in the Territory, all of them in the Madang area, and although she hasn't been particularly active in any of the organisations that European women favour in P-NG, she says she has always been interested in the natives. She has made her bid for the votes of native women who don't necessarily follow the example of their Australian sisters and vote like their old man.

She has worked hard in her Madang electorate in the last two months, and has made patrols under her own steam along most of the Madang coast and Madang town hinterland.

In the normal course of events she shouldn't have a hope against her two native opponents; but in the mish-mash this election has turned out to be, just about anything could happen, and the election of a Selian (the Pidgin equivalent of her Christian names) is not beyond the bounds of remote possibility.

established P-NG Administrative College without ever having set foot in the place. The girls did 12 months training at the Public Service Institute, Port Moresby, but the institute was incorporated into the Administrative College after the college was founded in November—just in time for the girls to become its first graduates.

The Administrative College course for stenographers is the first truly integrated training course in the Territory. All races receive the same training. It's a new step forward for the local girls; and in efficiency the first batch certainly justified the faith placed in them by Miss Noll Gross, who is in charge.

To the present, native girls have mostly been employed in light office duties in the Public Service, but won't be long now before stenographers and secretaries are commonplace.

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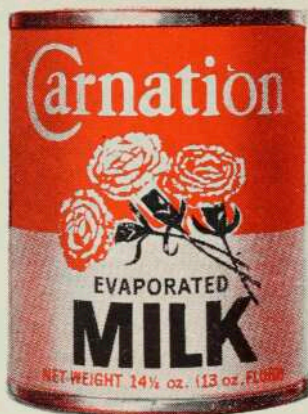
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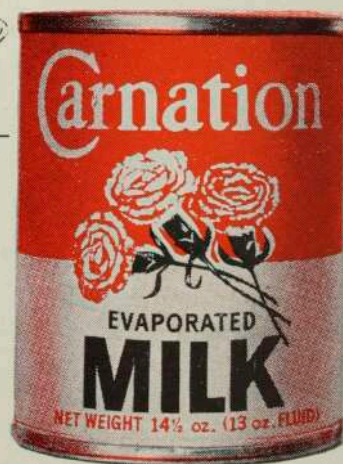


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LV104/62

LETTERS TO THE EDITORS

FRENCH VIEW ON BRITAIN IN THE PACIFIC

Sir,—The *Pacific Islands Monthly* of February, 1964, has just reached me and I have read with interest the reply which you inserted on page 45 on the subject of the editorial which appeared in *Corail*, of which I am the director-proprietor. That editorial was entitled "*PIM accuses France*", and its title is efficiently expressive for one to understand or imagine its tenor.

I MUST first do justice to an accusation of Mr. Lamberty, of (your correspondent). I did not publish his letter because of its accuracy and expressions used in which seemed to me to be injurious, and also because I wanted to prevent my readers from judging badly of Mr. Lamberty, and, therefore, of possibly bearing moral prejudice against him.

Having said this, I am obliged to state that *PIM* does not usually engage in controversy (you never publish extracts from the French press in the Pacific, and I am proud of having started the chronicle). But times are hard for empires, including that of Great Britain, and you must now get the sword out because your fifty way of looking at things is a new thing to you.

The fact that you publish a letter from a Dutch citizen to defend yourself and the honour of the Empire proves how right the views of *Corail* were.

Since your magazine has always good in judgment of France in the Pacific, know, dear colleague, that from now on we will reply to the articles that attack us unjustly.

Yours, etc.,

D. TARDIEU.

Managing-director of *Corail* magazine

oumea,
New Caledonia.

● The above is a translation of Mr. Tardieu's letter, the original of which is in French.

Another Obelisk

Sir,—In reference to David Dean's letter in September about the mystery obelisk on Kaliki Plantation, New Ireland, bearing the word "Planet" I thought you may be interested in the following. In November, 1947, whilst master of the vessel *Winbirra*, I took a prospecting party to the Nakanai area of New Britain. It was a Mt Isa-New Guinea Goldfields venture, and included in the party was "Red" Nichols, who was returning to the area for the first time since the 1926 massacre. His job was to take the party in and then I later took him to Rabaul en route to Brisbane.

Whilst anchored at Planet Bay (New Britain) we explored one of two small islands at Walo and in the dense foliage discovered an obelisk made of cement and brick, and inscribed on it in good legible printing were the words *Bremerhaven 1912 Planet Bay 1912 Koln*.

It was so interesting that I logged it—on November 17, 1947.

Anything that was of interest in that area was recounted by Red Nichols, who was a good talker about past events, but he could shed no light on this obelisk.—Yours etc.

MATT FAWKNER

Sydney

What Plane Was That?

Sir,—May I correct your interesting picture and description of one of my prewar aeroplanes in your issue of last August, p.27.

This aeroplane is a Fairey Frame 3F military reconnaissance two-bay biplane fitted with a 600 hp Napier Lion engine. It was a metal fabric-covered two-seater, which I bought from Davies, who flew it from England in the Centenary Air Race.

I used it in New Guinea on prospecting and survey work when Dick Glasson, Bob Moody and myself were opening up the Aitape and Sepik area for New Guinea Norwest Development Company (co-directors Blakemore and General Wisdom). We built the dromes at Maprik, Wom and But and cleared smaller ones.

The Fairey Fox which I flew in the Centenary was a single-bay military biplane fitted with a Rolls Royce Kestool, 12 cylinder V type of 450 hp. I had had large tankage fitted in England for use for carrying petrol at higher rates than ordinary cargo.

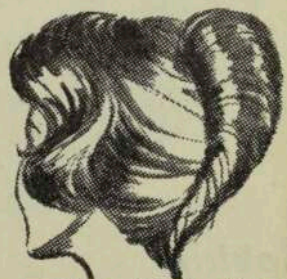
Both these planes had to be landed



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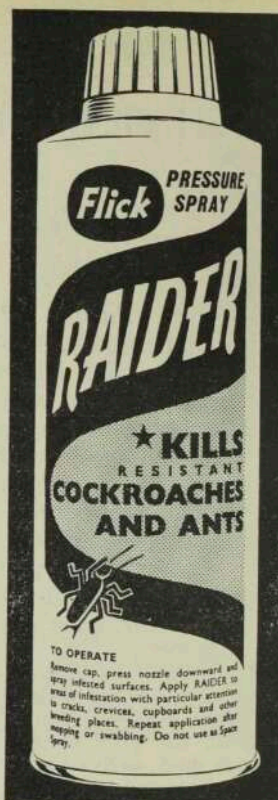
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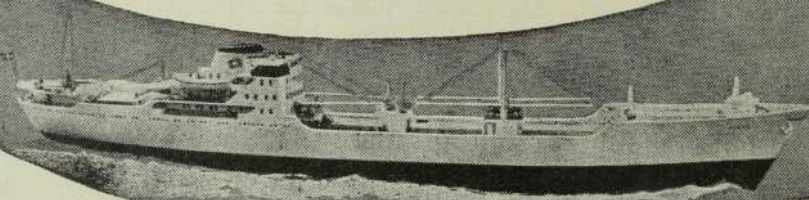
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The photograph at left is the one "PIM" published last August. From Mrs. Tudor's scrapbook is the one at right. See letter below.



the beaches at Port Douglas and Albany Pass, Cape York, as the Civil Aviation regulations at that time forbade any flight more than 50 miles across the sea without wireless.—Yours, etc.

RAY PARER

St. Nebo,
Sydney, N.S.W.

Ray Parer's letter has touched a chord in the memory of Judy Tudor, one of PIM's editors, who was mining in New Guinea's Sepik before the war. In her scrapbook she located the photo of the aircraft on this page and after comparing it with the one PIM published last August (and finding the planes similar), she asks:

Which of the Parer planes is the one in my photo? I was always under the impression that it was the Fairey Fox; that a Wau syndicate had bought it and Ray Parer had flown it in the air race from the UK that marked the Melbourne Centenary in 1934-35.

But like a lot of other things in New Guinea it seems as though mine could have been the right idea attached to the wrong information. According to what Ray says it could be the Fairey Frame 3F.

My picture was taken (by J. L. Chipper) at Maprik in early 1938. In the woman looking at the camera. The plane then looked to be in the final stages of disintegration, although when I had met it and Ray for the first time a year previously it had seemed a comparatively going concern.

In the last months of 1936 we heard that Ray had cleared an airstrip at a hitherto unknown place called Maprik, which was "down in the kunai", and another at Wom, on the coast, about two hours by pin-

nance, or more if you walked, from Wewak. What was more, Guinea Airways was alleged to be running an air service between the two points.

When we went on leave in 1937 we decided that instead of walking five or six days to Wewak to catch the *Macdhui* we would walk one day to Maprik and catch the new plane service.

As two-way radio was not then in operation and the only means of communication with Wewak was by native runner, we had no way of telling whether any of this was true and when we finally reached Maprik we discovered that a lot of it was not.

The plane service, for example, operated only as required, which was every six weeks, after the ship came in.

Maprik then consisted of a small strip of roughly cut grass, a thatched

house to hold cargo at one side and Ray's plane pushed under a lean-to on the other.

We camped in the cargo shed and one evening towards the end of the first week Ray appeared out of the kunai.

Next morning he pushed his plane out, somehow managed to load Mr. Norman White Sr., two cockatoos, several native women and two boys into the rear cockpit and set off.

Twenty minutes later they glided silently back. The engine of this particular plane was cooled by water or some other liquid. The water jacket had developed some fine holes and although Ray usually carried a big wad of chewing-gum to deal with them, this time, in flight, he was unable to get at the seat of the trouble—a hole that sprayed a fine jet on to the distributor and stopped the motor. At the time he was slightly closer to Wom but it didn't take him long to remember that at Maprik he had a blow-lamp and other tools while at Wom he had nothing. He had already climbed to a good height so he turned the plane round and with the usual Parer skill and good luck, glided back—although not without terrifying his goggle-eyed passengers.

What happened to the plane after this photo was taken I don't know but judging by its appearance it left its bones at Maprik.

Last Scars Of The War (Almost)

Sir,—Your picture in the January issue showing the Nippon naval anchor removed from the Japanese Navy's underground command post in Rabaul sent me scurrying to my own photo files.

Enclosed is a photo of the cave's entrance taken in 1959 when I was re-exploring the South Pacific islands of World War II. Note the same anchor carved above the door. The camouflaged tunnel leads to the one-time secret cavern in downtown Rabaul where the Japanese naval



The colonel's photograph of the old Jap headquarters at Rabaul. See letter at right.

high command plotted its abortive South Pacific strategy.

This photo and many others illustrated a series of articles on "Return to the South Pacific" published in the US Marines' magazine *Leatherneck*. The gentleman emerging from the cave entrance is Mr. Len Kent, manager of the New Guinea Club on whose property the wartime command post was located.

Yours, etc.,

ROBERT C. HAYES,
Lieutenant-Colonel (Retired)
United States Marines

Mercer Island,
Washington, USA.

● Colonel Hayes will regret to hear that our January story turned out to be a little premature. The bulldozers have cleaned up a lot of things around that area but the old Jap headquarters, and anchor insignia, are still there as this issue goes to press. We don't suppose the Marines would like to import them for their museum?

An Old Hand In St. Helena

Sir,—PIM never fails to interest me, and so many items click in my memory.

The picture of the old Papuan

flag, then owned by the Rev. R. E. S. Taylor, of Port Macquarie which you published in February 1963, recalled to me my first voyage to the Islands, 46 years ago, when I was a fellow passenger to Papua with Mr. Taylor in the old *Marsina*. [Mr. Taylor died in 1963]. I was then still in my 'teens, travelling to take up tremendously important duties as a junior clerk in the Bank of New South Wales, Port Moresby.

How well I remember those British vessels, the *Marsina*, *Morinda* and *Mindini*. I have travelled in all of them, and was already an Islander resident when the *Matunga* was first posted missing in World War I. Years later I lived in the same boarding house in Vavau, Tonga, with Mr. Norm Pyne, who had been *Matunga* purser on her last eventful trip when captured by the *Wolf*.

I have often had Islands even recalled to my mind just by casual acquaintances in different parts of the world.

In 1950 I was travelling in the *St. Magnus* from Aberdeen to the Shetland Islands and was a fellow passenger with Captain Anderson who was in command of the ship taking Colonel Holmes from Rabaul to Nauru in 1914.

Here in St. Helena I am the only Australian, and there are no old Islands residents with whom to recall the boundless pleasure of the past, so you see how important I view the safe arrival of PIM. However, each morning that I shave, I use a Gillette razor which came from the trade room of MV *Mascot* in the Solomons, in which I made several trips as supercargo in 1923, and which was wrecked on Utupua Island in Santa Cruz in March, 1924!

Yours, etc.,

A. H. GREEN

St. Helena Island,
South Atlantic.

The Meaning of "Busy"

Sir,—I was sorry to learn of the death of Mr. A. C. Rowland in Tahiti recently at the age of 91 (*PIM*, Jan., p. 129).

In the years before the war, I was in Rabaul with my sights set for Tahiti. At that time I wrote to your publication (yes, even then I was your reader) asking for detailed information about Tahiti. You referred me to Mr. Rowland. [*PIM's* Tahiti correspondent at that time] cautioning me not to encumber him with unnecessary correspondence for "he is a terribly busy man".

Well, I never sent my inquiry to him, but succeeded in a few weeks in acquiring a position with a com-

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mercial firm in Papeete, and met the gentleman in person. When I asked him about PIM's advice, his only answer was one big chuckle with a remark that was not too flattering.

Anyway, Mr. Rowland could be seen all day and every day riding his bicycle or loitering in front of the Banque de l'Indo-Chine.

I visited Tahiti again last year and found him in almost the exact spot doing the same thing (nothing).

He did each day during my several years' stay in Tahiti, which shows you that "busy" has a different meaning in Sydney and in Papeete, and for that matter in any part of the world—including California.

Yours, etc.,

FRANK P. KOSIK.

San Francisco,
California, USA.

Press Freedom in Samoa

Sir,—Should your magazine have a roving reporter with some free time I suggest a visit to Western Samoa might be well worth his time. There are some strange goings on here at present.

I shall tell you of the case of the revelation of the Elvins' report. For the past year Mr. Harry Elvins, a United Nations administration expert, has been here working out a scheme and a report to government administration. Mr. Elvins, an elderly Australian gentleman with a distinguished record of public administration, was well liked here by most people though unpopular with a few because of his frankness and direct approach.

A few weeks ago Mr. Elvins finished his report and handed it over to the Prime Minister. Mr. Elvins then left Samoa for Australia.

Since then it has become common knowledge the report was hard hitting and would hurt somebody's feelings. It was presumed that in the normal manner here the report would be tabled in the Legislative Assembly committee, would then probably be quietly forgotten and left to gather dust in some pigeon hole in central Office.

This was not to be, however. The enterprising editor of *Samoana* newspaper, Bob Rankin, got hold of a copy of the report and published it in his newspaper.

Since this happy event extraordinary goings on are reported. Mr. Rankin has been questioned by the police, police have investigated the Government Printing staff and staff of other Government departments.

Many people agree the Government must have security and say Mr. Rankin is guilty of a breach

of journalistic ethics. This is not so.

Old time and Samoan residents believe if the Elvins' report had not been made partly public in this way, the public would never have seen or heard of it again. It is a question of freedom of the Press and of the public's right to know.

The Government here is becoming increasingly secretive and because of this, high levies for school fees, etc., are becoming increasingly unpopular. A constant stream of mainly American UN personnel are

coming in to whom the Government confides its plans but the ordinary Samoan and local European resident is told nothing.

Poised, or supposedly so, on the verge of a major development plan for harbours, citizens and residents of Western Samoa are not even allowed to see a sketch plan of what their capital and harbour is to look like.

Yours, etc.,

"FREEDOM OF THE PRESS"

Apia,
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● See story p. 49

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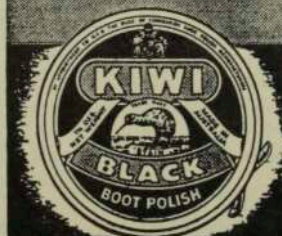
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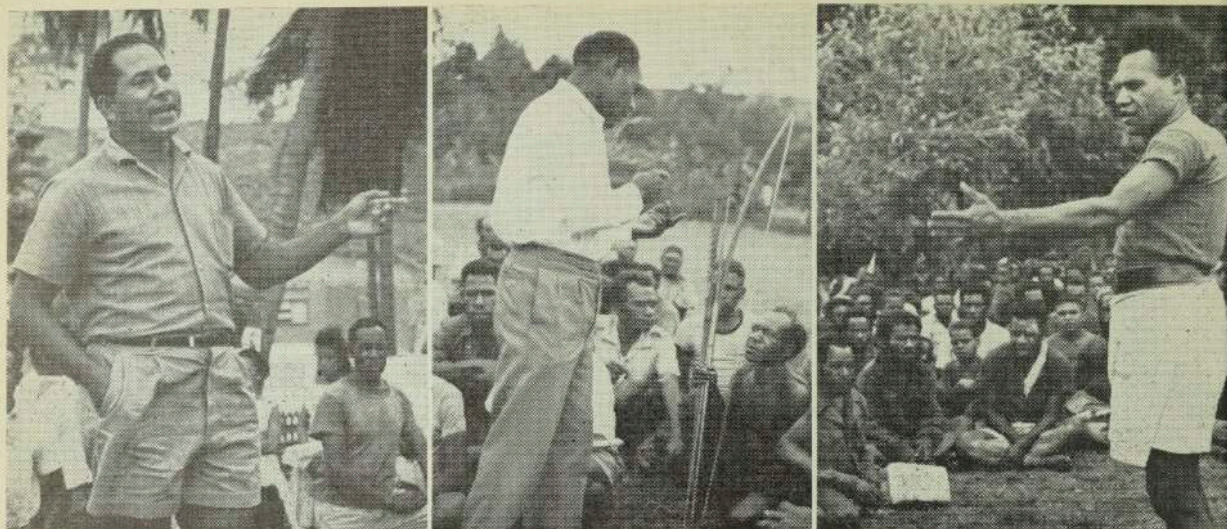
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THIS IS WHY I WANT YOUR VOTE! Electioneering was hot and strong in most areas of P-NG in February. In Port Moresby open electorate, Oala Oala Rarua, a leading local man, and former Government Officer, makes a point; in the centre, Ono, in the Kainantu open, speaks at Agarabi village; Tei Abal, senior medical orderly at the Wabag Administration hospital, addresses a meeting in his Wabag electorate (right)

They All Say They Know Where They're Going

From PIM's Port Moresby Correspondent

"Policy statements from many different parts of the Territory appear to show a remarkable similarity to one another," said Central special electorate candidate Rev. Percy Chatterton in his policy speech in Port Moresby.

AND he was quite right—from the Sepik to Samarai, candidates have thumped similar tubs.

As in elections anywhere, the country's most promising problems have provided the candidates with their platforms.

There has been little disagreement as to what these problems are, and the only real argument has arisen from the priority each should receive.

The great weight of opinion among European candidates is in favour of greatly accelerated economic development through agriculture. To achieve this, they have said, greater attention must be given to the development of communications: roads, bridges, ports and airfields.

Few European candidates—or for that matter, natives—have really made clear their thinking on the political development of Papua-New Guinea, but those who have spoken

at length on this vital issue have been in basic agreement.

They say the foundations for a successful multi-racial community must be well laid before independence overtakes their country. (And there has been an almost universal acceptance by both European and native candidates that independence is going to come before either wants it.)

These then have been the two main talking points for candidates.

Defence of the Territory has been the third biggest talking point.

None of the candidates is satisfied the Territory is adequately defended and dozens have called on Australia to make added effort here.

Kaindi open electorate candidate, Mr. J. W. Gould, described defence as P-NG's biggest problem and many have agreed with his priority.

With few exceptions no candidates

have made rash promises on any matter. Rather, they have been careful to explain to both their native and European electors that they are in no position to offer anything, as there are no Government and Opposition parties. The Australian Government will still control the House as it will pay the piper.

Here are some of the points made by candidates on the three main issues:

Economic Development:

Mr. W. G. Grose, one of three candidates for the New Guinea Islands special electorate has said: "Department of Agriculture Stock and Fisheries should be overhauled in such a way as to allow it to function more freely in helping to develop a viable economy."

"Export production should be encouraged by the maintenance of an indefeasible land tenure system and by the granting of developmental loans to selected applicants without discrimination."

The old question of secondary industries was raised in New Britain by special electorate candidate Mr. Grainger Morris.

"There is a need to decrease the import export imbalance by actively encouraging the internal production of commodities at present being imported from overseas," he said.

A point Mr. Morris made that no other candidate mentioned was the

THERE'S PIE IN THE SKY FOR SOME ELECTORS

There are peculiar political platforms being offered by some of the 299 candidates for the elections, and the platforms of some others have achieved curious reactions.

Among the suggestions are that: Money can be grown on trees; there will be cars for all after the elections (natives in one area have been building garages to hold them); all the whites will soon leave P-NG (and some Papuans as a result are preparing to flee their villages to avoid inter-tribal massacres they expect will follow); everybody in the Territory will become immediately rich after the elections. A New Britain report that one candidate suggested black skins would be turned white by injection could not be confirmed, despite official inquiries.

There have been a number of electioneering vote-catching devices, particularly among European candidates. Mr. "Junior" Buchanan, of Goroka, has been dropping thousands of leaflets from his own aircraft, and Major Don Barrett, of Rabaul, has been using a native piper on the bagpipes to attract attention at his meetings.

eed for a banking system more osely orientated to Territory con- ditions and less dependent on Aus- alian liquidity changes and con- ols.

Sogeri poulterer and businessman fr. Bert Pikett came up with a ovel idea: "If I am elected," he pro- aimed, "I will press for a com- ittee of experts to examine the pro- osal that Port Moresby be made a uty-free port."

Mr. Pikett also told electors he ould work for "a giant industry ex- ansion plan in which the Territory arns not only to completely feed self, but by which it can produce oodstuffs for other countries."

New Britain special electorate can- idate Mr. Ron Levi was another ho spoke on the need for secondary ndustry. In the Territory's present onomy too much relied on agri- ulture, he said.

Mr. O. I. Ashton, a candidate for the New Britain special electorate, said the process of opening up new agriculture areas should be hastened.

"Where possible, land should be cleared and planted under coconuts by Administration," he said.

"When the palms have reached three years these areas should be sub- divided into 20-acre blocks and allocated Settlers would then be able to interplant with cocoa, thus providing a dual income and a rapid increase in copra income."

Ex-MLC Mr. John Stuntz, who is contesting the East Papua special

electorate, has spoken at length on the practicability and desirability of a fish canning industry and of the opportunities being missed in the timber industry.

Port Moresby Engineer Mr. Bill Stansfield, who is standing for the Moresby open electorate, said he will press for a wider loans system to allow natives easier access to a living from agriculture.

One of his opposing candidates, Sogeri planter Mr. Colin Sefton, agrees.

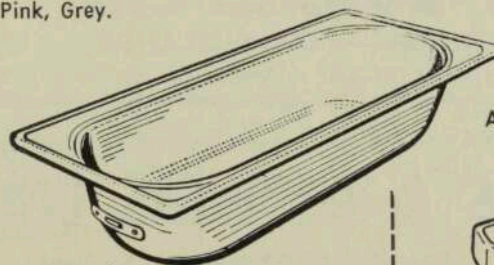
All have agreed that the pace of economic development will depend

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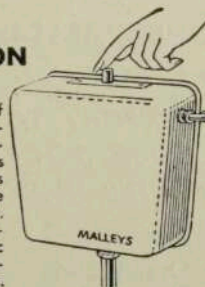
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on how much money Administration will allocate to capital works.

They say pressure must be brought to bear to see that a much higher proportion of annual expenditure goes on roads, bridges, wharves and airstrips.

Taking a broader view, ex-MLC, Goroka planter Mr. Ian Downs has said the economy of P-NG is capable of integration with the Australian economy.

"Australia could process much of our primary produce. I don't see any limits to our economic future if it

is related to Australia's," Mr. Downs said.

Another who puts economic development before all else is ex-Patrol Officer Mr. Barry Holloway, who is standing for the Kainantu open electorate.

"With economic advancement social progress naturally follows," he said. "If we can raise the standard of living of the people we will provide them with greater opportunities to learn, to live in a healthier state, and to live peacefully."

In New Guinea's Highlands the

native voice on this matter economic development has been particularly strong.

Each of the scores of Highland candidates has told his constituents he will press for more and better roads, more assistance in learning farming methods and more help learning to understand the principles of cash cropping.

Multi-Racial Community:

The question of establishing on the basis on which a multi-racial community may be built, has drawn hundreds of thousands of votes from the 299 candidates.

There have been few occasions on which Papuan and New Guinean candidates have not said in their political statements that they would continue to work for harmonious relations between all races.

For years this has been a familiar cry, the sincerity of which has been doubted by many Europeans. But there have been no pamphlets printed in Pidgin English or native languages which do not place this statement near the top of the list of candidate intentions.

None of the electioneering pamphlets explains just how the candidate in particular proposes to "work for the continuing harmonious race relations." But nevertheless, the declared intention is there.

Defence:

"Up till now our defence has been seriously neglected," said Mr. J. W. Gould. "I support the policy of walking softly and carrying a big stick—but at present we are walking softly but carrying only a twig."

"I want to see more activity in the Territory from the three Australian armed services."

Mr. Graham Gilmore and Mr. Ron Slaughter are two other candidates who particularly want major build-up in the Territory's defences. This matter has received a surprising amount of attention by candidates.

Several candidates have stated in their electioneering material they would seek a multi-racial PNGVR. This is one promise they will now not have to keep if elected—Army Minister Dr. Forbes announced the admittance of natives to PNGVR last in January.

The important new 6,000 ft Kaka muga airstrip in the NG Highlands to be known as the Mt. Hagen Airport, is expected to be officially opened in May. Sites for terminal buildings, including a hotel, are being prepared.

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candidates the Rev. Percy Chatterton and Mrs. Ana Frank on the platform at a Port Moresby meeting, and former Patrol Officer Barry Holloway answers a question in his Kainantu open electorate. Mrs. Frank is the only native woman to stand for the elections. Her electorate, the Port Moresby open, has 12 contestants—the largest number in any one electorate, although a number of others have 11 candidates.

IT'S "VOTE 2, HOLOWEI"

From a Port Moresby Correspondent

Former Patrol Officer Barry Holloway is fairly typical of the Europeans who have chosen to stand against native candidates in P-NG's big native-dominated elections. He is standing for the Kainantu open electorate because he believes he can help the native constituents, and he hopes he can win. But the interesting point is he does not consider he could win a second term.

THE people have emphasised that if elected I must teach the young candidates the business of an elected member," he says. "They have told me, 'We must have one of our own people one day!'" Other European candidates in the open electorates—there are 30 of them standing—have found the same thing. Native voters have told the Europeans that they want them in the House because they can help their constituents at this time. The problem, as Holloway and the others know very well, is that there are so many imponderables at election because of the inexperience of the voters that there is no guarantee that logic will prevail, or that the voters will get what they ask they want. Among other things, mistakes that have been made in fixing electoral boundaries have to be revealed. Holloway, at Kainantu, is opposed by five New Guineans, each representing an individual language group. His tactics are to ask the people not to give their first preference vote but for their second.

He says it is on the second preferences that he hopes to be elected, because the people fear the election of a man from another language group. He thinks many natives would consider he could represent them better than one of their people from a different group.

Holloway, and many others at this election, will be interested to learn just how well the voters understand the preference system. Fortunately, Holloway is second in order on the ballot paper and this may help him.

Trusted

A 29-year-old Tasmanian with 11 years of Native Affairs service behind him, Barry Holloway, has been at Kainantu three-and-a-half years.

In that time he has established the area's first two local Government Councils, at Agarabi and Kamono.

Watching him move among the people of Kainantu it soon becomes obvious that he is well liked and trusted. Following a meeting held at Agarabi village by one of his most formidable rival candidates, the crowd

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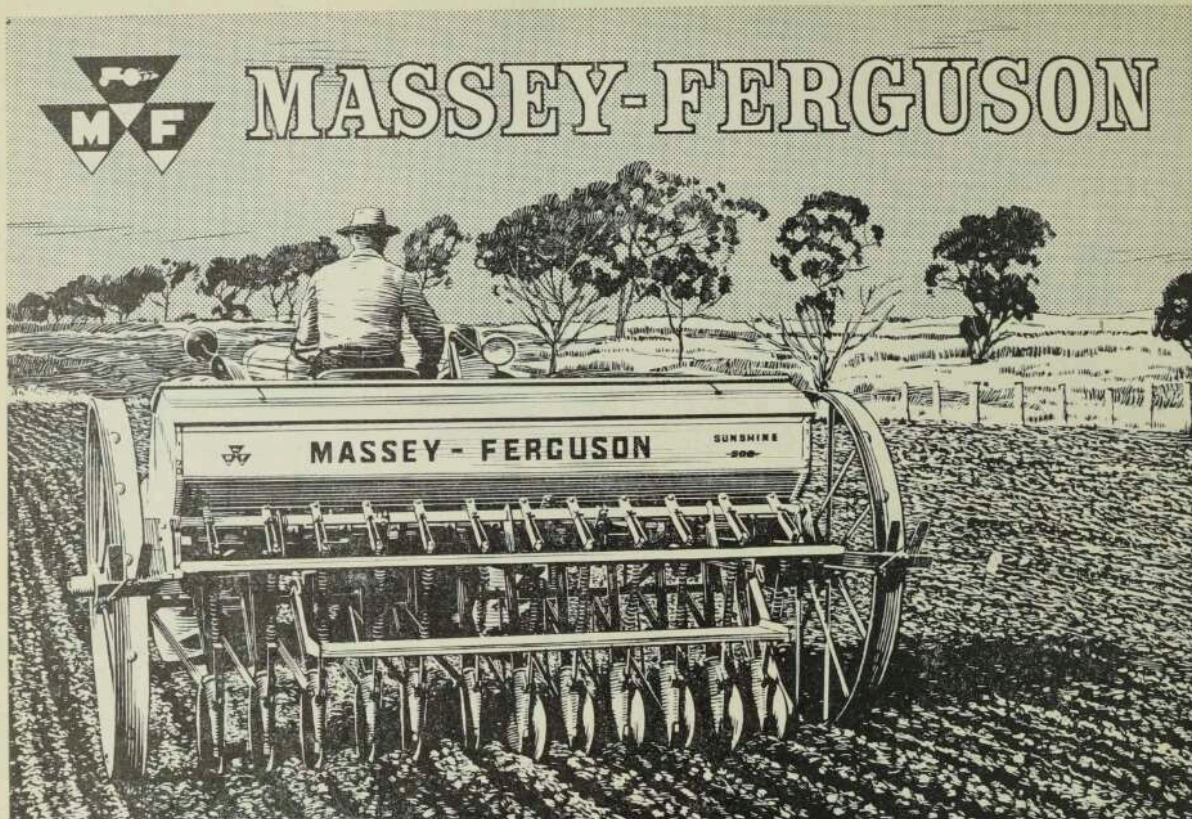
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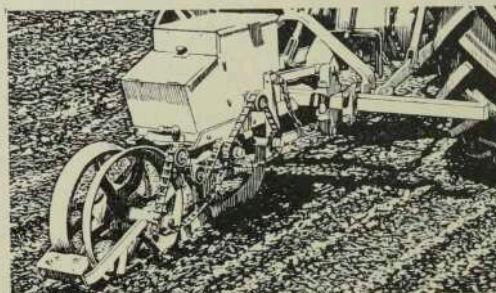


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the MF65. Seed and fertiliser are sown through a partitioned chute, with a divided furrow opener that ensures band placement—seed in the centre and fertiliser on each side. If fertiliser is not required the partition can be repositioned to increase hopper seed capacity.

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of hundreds clustered around asking him to address them.

"No," he said, "This has been Ono's meeting, it would be unfair of me to take advantage of the arrangements he has made and speak to you."

Holloway, or simply "Holowe" as he appears on the ballot paper, attended this meeting the day after he returned from an arduous, three-week electioneering campaign to each corner of his mountainous electorate.

With him he had taken 60 respected men representing his electorate's five language groups, and 30 carriers.

"I am certain the people will not vote for anyone who doesn't pay them the courtesy of a visit to ex-

plain his policy to them," he says.

"The 60 leaders were the nucleus of a following. As we passed through different language areas I was able to use them as interpreters."

Holloway has promised his constituents to help them with their need for roads and schools. He has also told them too little emphasis is being placed on technical education.

"I believe the future of the Territory will rely greatly on how many skilled farmers and tradesmen we have when independence arrives, not on how many skilled public servants there are," he says.

And how will this sincere young man support his wife and twin sons if he goes to the House? He has been offered a position in Kainantu by a commercial firm.



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NEW HOUSE WILL DEPEND ON CO-OPERATION

How will the new House of Assembly, with its 54 elected members out of a total membership of 64, manage to govern effectively?

MMR. IAN DOWNS, a retiring member of the Legislative Council and a candidate considered almost certain of election in the Highlands special electorate for the new House, believes that one of the secrets will be Government reliance on support from the Under-Secretaries who are to be appointed from among the ordinary members of the House. The Government will use them as it used the old nominated members.

But the Government will also have to win the co-operation of some other action in the House to get legislation through, Mr. Downs says, and thus will need to enter into "sincere consultation" with elected members.

It could not, as in the past, introduce bills without consulting anyone.

Mr. Downs was speaking to a *PIM* correspondent at Goroka during the elections.

He said Australia had had no alternative but to constitute a House on the lines of the Assembly.

Voting Blocs

Asked whether he thought groups within the new House would form themselves into voting blocs he said, "Yes. But everything must be done

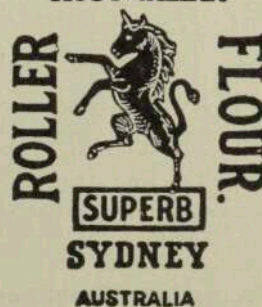
to avoid groups based on racial lines; we cannot afford racial divisions. This is a great opportunity for a multi-racial government to emerge—we must not lose it.

"The people of the House of Assembly will have to determine the

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future of the country and they must do this together as 54 elected members, not as a series of racial or other groups.

"The members must make up their minds on the future of Papua-New Guinea in the first term of the House. Other people, in Indonesia for instance, are probably already making up their own minds about our future.

"I believe it is just a matter of time before Malaysia and Indonesia settle their differences and with the the Philippines form Maphilindo. Maphilindo would seek to extend, and Australian New Guinea would be one of their choices.

"Therefore, the future of this country must soon be decided. The natives must finally be made to realise they must make up their minds just what kind of independence they want and what relationship with Australia they would desire."

Mr. Downs suggested a referendum would be worthwhile. Natives were already asking about their future.

His own view was that P-NG could have self-government but remain associated with Australia. The P-NG economy could be integrated into Australia's, and the Territory's future "might well depend on how well this could be done," he added.

**The Queen Mother
Couldn't Come, But . . .**

LAUTOKA TURNED ON "THE WORKS" JUST THE SAME

From a Lautoka Correspondent

Although an appendicitis operation put an end to the Queen Mother's visit to Fiji. February, the people of Lautoka threw everything but the kitchen sink into entertaining the officers and men of the Royal yacht *Britannia*.

The *Britannia*, which was to have taken the Queen Mother to New Zealand, reached Lautoka from Tahiti on February 8, three days after her tour had been cancelled. The Queen Mother had been due to arrive Nadi on February 10.

When the *Britannia* steamed into sun-drenched Lautoka Harbour, she was greeted by a crowd on the wharf front and a telegram of welcome from the mayor.

From then on any disappointment at the cancellation of the Royal visit was funnelled towards the visiting sailors and dispersed in a blanket of welcome and hospitality the like of which none but Royal visitors receive anywhere.

Messages of Thanks

Though the Royal yacht eventually spent a couple of days in Suva before setting off for the United Kingdom on February 15, it was Lautoka and the Western Districts which remained as the most pleasant memory of the visit.

Messages of thanks to all concerned from the crew were unanimous in the hope that they would return in the very near future.

Lautoka's success in entertaining the visitors in the Royal yacht followed a similar success last year when the *Britannia* called to await the arrival of the Queen and the Duke of Edinburgh, at the beginning of their tour of Fiji, New Zealand and Australia.

Then the Lautoka-ites were described as "letting their hair down" and throughout the *Britannia's* week stay, they allowed no man aboard the opportunity for leisure time.



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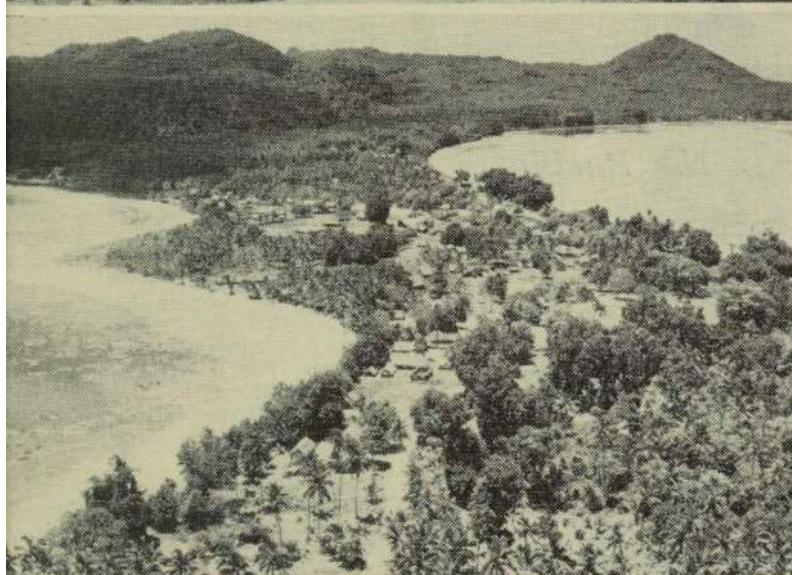
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THE ROTUMA SCENE: Chief town and trading centre of Rotuma is Motusa, located on a sandy isthmus less than 250 yards across and about a half-mile long, which is seen in the centre picture. At one time possibly the isthmus didn't exist although there is no tradition that the two islands were ever separate. At top is the Morris Hedstrom store, located on the isthmus, and in the background, Burns Philp's store. Rotuma is a land of tombstones—each village has its cemetery and the headstones are often imported and erected at great expense. These pictures were taken by Rob Wright, of the Fiji PRO.

Picturesque Rotuma To Get Aid

More than 400 miles NNW of Suva, and rising abruptly out of the sea which surrounds it for more than 200 miles on all sides, is a tiny group of islands called Rotuma.

Rotuma was in the news in February when a team of Fiji Government experts, including an agricultural officer and an engineer, sailed from Suva to formulate an economic development plan for the next five years. The survey team will work in co-operation with the Rotuma Council.

FEW people know that Rotuma, isolated like Pitcairn Island, owes its first recorded European discovery to events arising from the mutiny of the *Bounty*. In 1791, Captain Edwards in the frigate HMS *Pandora*, while searching for mutineers of the *Bounty*, visited the group and named it Grenville Island.

It was subsequently visited by Captain Wilson in the missionary ship *Duff* and by other British and French navigators.

Polynesian Stock

Basically the Rotumans are of Polynesian stock, but their make-up includes many other strains ranging from Mongoloid to European, the latter derived from escaped convicts from New South Wales, deserting sailors from whalers which called for water and fresh vegetables, and others who frequented the group in the early 1800's. More than 70 Europeans were reportedly living on the island at this stage, most of them violent men who were killed in fights among themselves or with the Rotumans.

The language is unlike any other speech in that part of the world, but it includes words found in the dialects of other Pacific Islands, and modified vowels characteristic of some European and Asian languages.

Christianity was introduced in 1842 by Tongan Wesleyan teachers and these were followed by Roman

Catholic missionaries of the Marist Order.

In later years, fierce enmity that grew into wars developed between the adherents of the two churches, and in 1879 the distracted chiefs asked that Britain annex the group. This was done on May 13, 1881.

The group, with a total population of about 5,200, is now divided into seven districts, over each of which is a chief responsible to the District Officer, who in turn is responsible to the Commissioner Eastern, Fiji.

The Rotuman Council of Chiefs meets once a month.

Rotuma is attractive, picturesque, and fertile, with the climate humid but pleasant.

An excellent road encircles the main island and an unusual feature to be seen on the 18-mile drive is the large number of graveyards with an array of elaborate tomb-stones—Rotumans have an almost Oriental reverence for their dead.

The chief industries are the production of copra, the growing of oranges, and the making of finely plaited mats.

Inter-island vessels from Suva call monthly with passengers and stores and to lift copra.

NEW GUINEA'S PATROL OFFICERS REPRIEVED

From a Port Moresby Correspondent

The feelings of uncertainty and uneasiness which for more than 18 months have surrounded P-NG's "glamour" department—the Department of Native Affairs—were dissipated on the last day of January when Australia's new Minister for Territories made an important decision.

MR. Barnes' decision assures the department's future, and in fact gives it added authority.

Until his announcement it was felt by many officers that the department would be abolished or absorbed by another one, despite the views of a special investigation committee which had advocated that the department be retained.

The new decision has been seen as a defeat for Professor Derham who first advocated changes, former Minister Paul Hasluck and Assistant Administrator Dr. John Gunther (both of whom are believed to have been against the retention of the department).

The uncertainty caused a big number of transfers and resignations as officers saw what they felt was the writing on the wall. The march of civilisation—and bureaucracy—would mean the functions and jobs of all-trades approach of the 45 men in the field would be distributed among various other agencies, they felt.

Salary Problem

The trouble is not over yet—there is still a problem about salary scale—but there is no doubt that Mr. Barnes' quick decision was a step in the right direction and that he has covered himself with glory very early in his Territories career.

The current reform takes the department back to the senior position it occupied prior to July 1955.

It was then that its name was changed from Department of District Services and Native Affairs to Department of Native Affairs, and it was stripped of some powers its officers considered essential.

The January about-face was taken by many DNA officers as a top-level

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mission that the department's actions should never have been entered in the first place.

The Department of Native Affairs now becomes the Department of District Administration.

The District Administration section of the Department of the Administrator will be absorbed by the new department. This means that District Commissioners return to the control of Mr. J. K. McCarthy, who will head the new department. He will be responsible to the Administrator.

The Director of the Department of District Administration will become a full member of the Central Policy and Planning Committee, a position the Director of the Department of Native Affairs did not hold.

Assistant Administrator?

It is possible that the Director could also become an Assistant Administrator (there are already two, one in charge of general matters and the other concerned with economic and financial policies) but this step was taken it probably couldn't be until after the retirement

Mr. McCarthy in about 12 months. (There is some talk that Mr. Jerry Toogood is in line for Mr. McCarthy's position, but it is very too early for any firm view on that).

In each district, a District Development Committee will be set up and headed by the District Commissioner.

This will be the authority responsible for the district's development generally. As such it will give the District Commissioner wider powers over officers of other departments working in his district.

The District Officer's role has undergone a major change. Now there will be a direct assistant to the District Commissioner and exercise that authority allotted him by the DC. He will cease to be the direct channel of authority between junior officers and the DC.

Assistant District Officers in charge of sub-districts are to be known as Assistant District Commissioners. They will be responsible to their District Commissioners for co-ordination at the sub-district level.

The DO's Position

There are officers who say the District Officer has, in fact, lost authority. Others don't agree.

"Just because the ADO now has the high-sounding name of Assistant District Commissioner, it doesn't mean he outranks his DO," they say. Whatever minor arguments are

going on among the old Native Affairs men, most agree the changes are very much for the better.

Many officers believe the views expressed in the Legislative Council by John Guise, Kondom Agaundo, Bonjui and Nicholas Brokam were the deciding factors. These men spoke up strongly in support of the department's retention.

Meanwhile, some resignations are likely to continue until the basic pay is changed, for there is dissatisfaction about this.

Officers point out that a school principal who may have had no more than a year's service in the Territory draws more than a District Officer. A magistrate in the Law Department is paid several hundred pounds more than a DO or ADO, although his

legal responsibilities are exactly the same.

Pressure will obviously be brought to bear for a salary increase now that the department's future seems assured.

● Vila's maritime salvage expert, Mr. Reece Discombe, who went to Vanikoro early in January to make his fifth search for relics of the ships of the French navigator La Perouse, reached Santo on his return voyage on February 13 in the French Residency vessel *Aquitaine*. The *Aquitaine* took Mr. M. Delauney, France's Resident Commissioner in the New Hebrides, to Vanikoro to see where his famous countryman had been wrecked.



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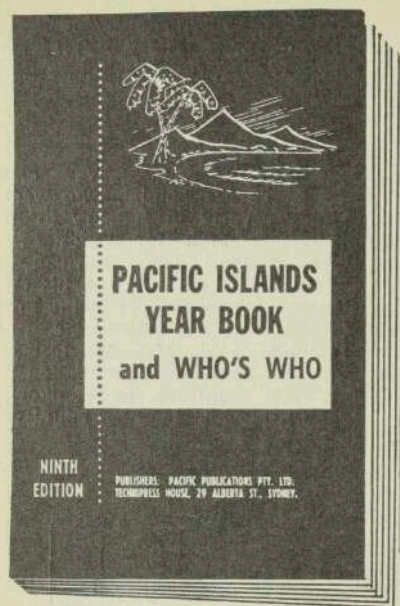
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RESTRICTIONS ON LIQUOR LIFTED IN THE GEIC

Restrictions on the consumption of beer and sour toddy by persons over 21 were lifted in the Gilbert and Ellice Islands Colony on January 16, the day Sir David Trench, High Commissioner for the Western Pacific and Governor-designate of Hong Kong, arrived in Tarawa on a farewell visit to the Colony.

PREVIOUSLY, islanders had to obtain permits before they could drink beer, wines, spirits and sour toddy (fermented sap from the flower spathe of the coconut palm).

First customers at the Bairiki branch store of the Wholesale Society (licensed for off-sales) were four Gilbertese women who bought half-a-dozen cans of beer each and bore them solemnly away.

Clearly intended as a symbolic gesture, it fell rather flat, perhaps because during the last few years the number of permit holders had grown considerably, and with more than a suspicion of bootlegging, most people, at least on Tarawa, who wished to drink, did so.

On the same day opening hours at the Colony's only public bar, Nei Binobino on Betio, were extended.

But although the house was packed and a few arrests for drunkenness were made, the occasion passed very quietly.

Recent Progress

Most of Sir David Trench's time in the GEIC was spent in discussions with Resident Commissioner Mr. V. J. Andersen but he found time to visit several islands and inspect progress since his last visit about 12 months ago.

Recent progress includes:

- The completion of the cement causeways across the reefs at Tarawa so that there is now a carriageway from Bairiki to Bonriki.

- The building of a small hotel overlooking the sea at Bikenibeu for passengers coming by air when the Fiji Airways Service to the Colony begins soon. The hotel was built by the Government.

SAMOAN MP's CLAIM

Politicians "Too Poor To Give Hand-Outs To Constituents"

A member of Western Samoa's Legislative Assembly claimed in January that he and his fellow members could not meet their constituents often enough because their low pay did not enable them to provide the hand-outs expected of them on such occasions.

THE member, Magele Ate, was giving evidence before a Commission of Inquiry into the salaries of ordinary members, of whom there are 45.

The commission, which comprises Messrs. A. M. Macdonald (chairman), R. S. Frapwell, E. Annadale, Atoa and Leutele Poutoa, is investigating a Legislative Assembly commendation that salaries and allowances of members should total £600 a year, retrospective to January 1964. The present salary is £180, and allowances of £190.

Some time ago, the commission found that no increase in salaries was justified for the time being. But the Assembly referred the matter back to the commission with the recommendation that the annual figure should be £600.

Magele Ate's evidence on hand-outs was among the many strange and differing views on Samoan parliamentary life that came out at the commission hearings.

"Robbed of Dignity"

Another member, Ulualoifaiga Alamaivao Vaela'a, claimed that the salaries of parliamentarians were not commensurate with the prestige and dignity of their office. In fact, members were "robbed of dignity" by being underpaid.

However, Lumanuvae Va'aelua'i, a former Minister of Health, maintained that the salaries were big enough to cope with the personal expenses involved.

Additional money, he went on, would tempt some members to use it in a way that would lower the dignity of the office; and he thought that the figure of £600 would not be justified for at least 15 years, possibly 50.

He added: "If salaries were re-

duced, it would give constituencies a chance to find people willing to serve their country in the true sense of the word."

Falesa Pualagi Sam Sa'ili, a staff member of the Audit Department, said the best and most capable men were not taking part in public affairs because the pay was too low.

Sagaga Asi, on the other hand, claimed that parliamentarians should not be paid at all.

"Duties and functions should come before remuneration," Sagaga said.

Sittings Prolonged

Another member, Lesatele Tapi Va'ai, said that the present sitting allowances caused members to try to prolong sittings of the Assembly because they were paid by the hour.

He also pointed out that at least five or six country members had settled in Apia, and only went home once a year or once every three years, because they wished to avoid the involved customs and contributions in their own districts.

Lesatele said the older members were unable to take supplementary jobs in Apia. But they collected food and money by taking part in the ceremonies at funeral and marriage feasts.

Fonoti Vainiu, a planter, told the commission that if salaries were increased to £600 a year it would "give rise to a delay in deliberation and deciding on candidates, and might even result in such tense feeling among them that it would tend to split and jeopardise the harmony and peaceful relationships which have existed in the district in the past".

The Commission of Inquiry was due to report to the Head of State by February 29, which meant that its findings were not to be made known until after the Legislative Assembly was dissolved on February 7 in preparation for the elections on April 4.

Newspaper View

The Apia newspaper "Samoa Bulletin" said in an editorial in January that it would be surprising if the Commission of Inquiry into parliamentary salaries decided that Western Samoa was getting "value for money from its ordinary members at the moment".

"The districts should look for reports of constructive progress from their members, not money and food," it said.

"When this attitude is more widespread, Western Samoa will be approaching working democracy, and executive salaries for members will be justified."

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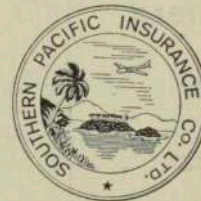
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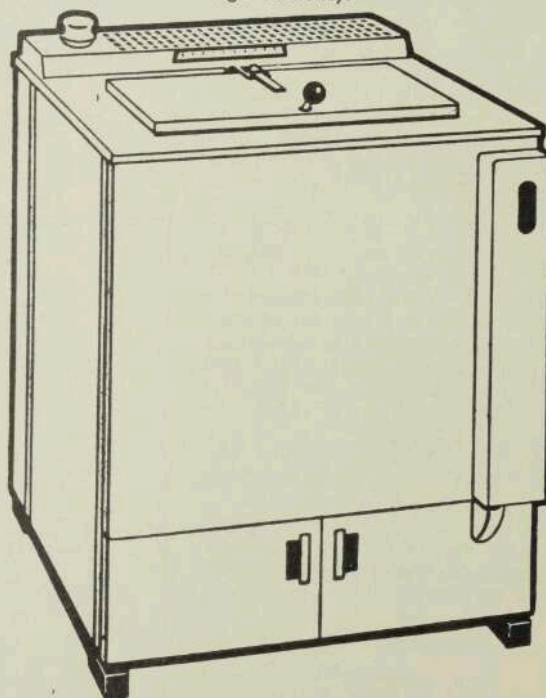
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Warning To P-NG People: Avoid Skin Cancer

Following some surprising results from a skin cancer survey in Papua-New Guinea, the P-NG Health Department has decided to conduct an education campaign on skin cancer prevention.

THE survey revealed that 75 per cent. of European school children examined at Mt. Hagen and Goroka, in the New Guinea Highlands plateaus (at from 5,000 to 10,000 ft) had chronic skin changes resulting from the damaging effects of prolonged exposure to sunlight.

The survey was made recently by Dr. A. G. S. Cooper, Director of the Queensland Radium Institute. Details were announced in Port Moresby in February by Dr. R. F. Scragg, P-NG Director of Health.

Dr. Cooper's report emphasised that unless precautions were taken to protect the skin from excessive sunlight, skin changes would take place providing a basis for later development of skin cancer.

Indigenous people had a natural protection against damage by over exposure to the sun because of their skin pigmentation.

Ultra Violet Strength

The ultra violet component of sunlight which caused the greatest damage to the skin was stronger nearer the equator and at high altitudes.

Measuring the ultra violet content of sunlight at Goroka and Mt. Hagen, Dr. Cooper found the readings higher there than at Port Moresby and Lae.

This meant that people living in highland areas should take the strictest precautions against possible damage from excessive exposure to sunlight.

Although the ultra violet content of sunlight was stronger at higher altitudes, residents of coastal areas were also warned to take precautions against the development of skin cancer.

The doctors stressed that these precautions should apply to adults as well as children.

However, skin cancer, the result of years of exposure to strong sunshine, could be prevented.

Dr. Cooper made the following recommendations:

• A wide brimmed hat should be

worn out of doors.

- Very fair people, prone to sunburn, should wear long-sleeved shirts.
- The free use of solar protection creams on the forearms and other exposed parts gave added protection. Creams which filtered out ultra-violet light could be obtained from chemists.
- Sunbathe, do not sunbake.

Pre-cancerous skin changes and skin cancer were more frequently encountered in Brisbane than in Melbourne. These skin changes were

common amongst Europeans living in the Territory, where most people sought medical treatment before cancerous conditions developed.

Dr. Scragg said the Health Department would prepare leaflets and posters to educate parents and children about the dangers of excessive exposure to sunlight in the Territory.

Also, officers of the Health Department would visit schools to talk to children about the need to protect themselves from prolonged exposure to sunlight.

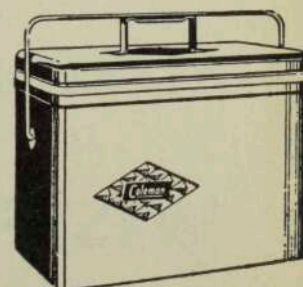
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Plans To Control Drain Overseas Of P-NG Artifacts

Papua-New Guinea's Administration and the trustees of the P-NG Museum and Art Gallery are examining proposals for legislation which would give the Museum power to acquire valuable artifacts intended for export.

PRESENT legislation gives Administration authority to bar the export of any artifact but does not provide for its acquisition by the Museum.

President of the Museum's trustees, Chief Justice Sir Alan Mann, says all the Museum can do now is negotiate for the purchase of any piece on which the export ban has been placed.

"Sometimes the intending exporter refuses to sell and valuable pieces are left to rot in crates," he said recently.

Sir Alan said he hoped the proposed legislation would provide for some examining authority.

"It would not be the intention of the Museum to ban the export of any piece to a Museum of standing," he said. "Rather, we wish to encourage interest in the art work of our people.

Wrong Hands

"But it would be desirable that genuine artifacts made as part of a traditional culture do not fall into the wrong hands."

Sir Alan said collectors purporting to represent noted overseas museums had often visited the Territory and gone away with collections of valuable pieces many of which had never reached the museums to which the collector had said they would go.

It was desirable that loopholes in the present legislation which allowed this practice and other forms of trickery be closed, he said.

Sir Alan said the Museum had been concerned with the outflow of valuable pieces for some time.

"Basically, the intention is to see that the needs of museums of standing are satisfied before those of private collectors," he said.

"Any future legislation should cover all those artifacts not specifically made with a view to their sale—those artifacts made within a culture for traditional and cultural purposes."

The Chief Justice said a meeting had been called in Port Moresby in January to discuss the encouragement of native carvers and artists.

Scheme for Manufacture

The Department of Education and the Department of Trade and Industry had been present and expressed a willingness to co-operate in a scheme which would encourage the manufacture of quality artifacts for sale.

"These pieces would be important to collectors," said Sir Alan, "because they would represent a current trend in the culture of their makers".

He said some of the pieces now being made were in fact better reflections of traditional culture than artifacts actually made for cultural purposes.

Local Government Councils in the Sepik, encouraged already by Native Affairs officers, were doing a good trade in artifacts.

Sir Alan said it was hoped Territory paint manufacturers would produce a paint from earth pigments to simulate the dyes traditionally used.

"This would mean native artists would not have to use the glossy trade store paints many use at present," he said.

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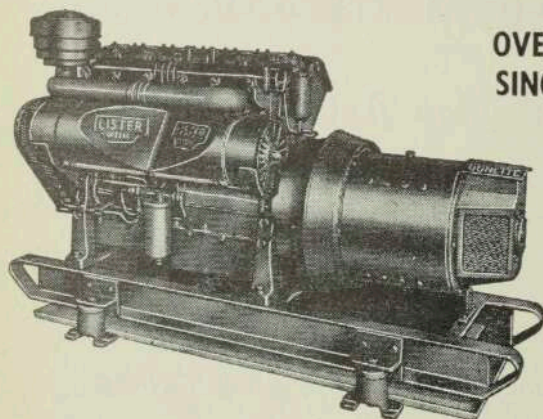
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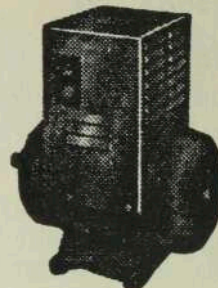
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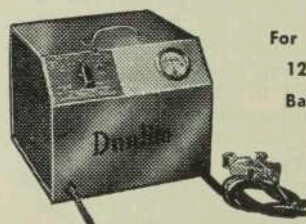


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Cyclone Brings End To Long Drought

Cyclone Berthe brought good rains to New Caledonia early in February, bringing an end to a six-months-long drought. But in mid-February much more rain was still needed to restore the island's lakes to their normal levels.

UNTIL the rains came, fires had ravaged pasture land in the country districts for weeks and many mountain top forests were on fire.

The island's west coast, which is generally the driest, was particularly hard hit. More than 3,000 cattle were estimated to have died on the cattle stations there.

In Noumea, water was restricted every evening to enable the reservoirs supplying the town to refill, and the brigade was frequently called out to combat grass fires around the town.

At the Yate River hydro-electric centre, only 25 million cubic metres of water remained in the system at the end of January, whereas total capacity is 315 million cubic metres.

About half of the electric smelting furnaces at the nickel smelters had to be shut down because of the lack of current from Yate.

New Hebrides Affected, Too

Meanwhile, drought conditions were also fairly general in the New Hebrides after exceptionally dry weather for several months. In Vila, only 8.52 inches of rain fell in the last four months of 1963 compared with the 15-year average of 23.36 inches.

Cattle owners in some areas found

By the end of January, following New Caledonia's long drought, there was only 25 million cubic metres of water in the Yate River hydro-electric catchment area. When completely filled, the catchment holds 315 million cubic metres.—Photo: Fred Dunn.

it difficult to feed their animals. A plantation owner on North Efate had lost 100 head by mid-January; and a clinic in the same area had to cart water in 44-gallon drums from a river 10 miles away.

On Emae, lack of water for mixing cement held up work on the new Condominium dispensary, and there was a similar situation on Emau where work could not proceed on the building of a school to replace one destroyed in last year's hurricane.

WILD MAN OF VELLA LAVELLA PASSES ON

An old man who was known as Wild Peter has died on Vella Lavella, BSIP, after living alone in the bush for 50 years.

Livai Neina, a former policeman, told Wild Peter's story to the District Commissioner, Mr. J. D. Field, recently.

He said his real name was Piripita, and he was a Malaita labourer at Joroveto Plantation in 1913, when he went mad. He ran away into the bush, and built a house in a tree as an observation post.

A sergeant and three police arrested him after a long struggle, handcuffed him and took him to Barakoma. However, Piripita escaped during the night, and ran away again.

Thereafter, he stayed in the bush and was very seldom seen by anyone, except in March, 1962, when he came to Simbilando and asked for fire, food and tobacco.

His body was discovered by a hunting party which got lost in the bush.

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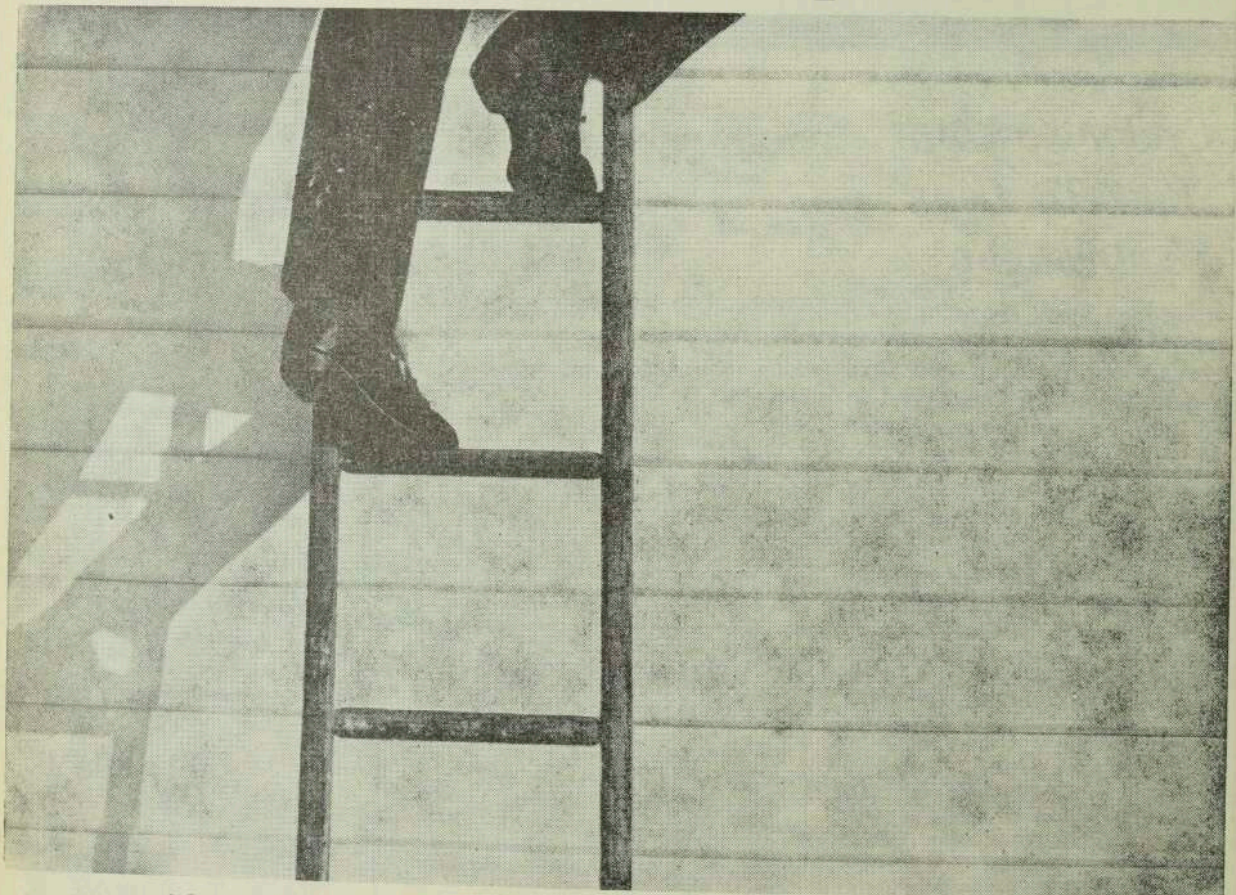
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Expert Critical of West Samoa's Public Service

A lot of improvements are needed without delay in the Samoan Public Service, according to 76-year-old Australian administrative expert Harry Elvins.

At the request of the Samoan Government, Mr. Elvins late last year completed a year-long survey of the Public Service. His report arrived in the hands of the Government in December.

It was printed in January and distributed to Departmental heads at the end of January and was not intended for public release until it had been tabled in the Assembly, probably in April.

As things turned out, as with the Ruterbach-Stace report last year, Government security measures again broke down and details of the report appeared in *Samoana* early in January. Their appearance caused a considerable flurry in Government circles, with the police investigating the Legislative and Printing Departments and even, in good humour, questioning the editor of *Samoana*, but things quietened down after a week or so.

The report itself filled over 200 pages with general recommendations, detailed surveys, organisation charts, salary scales and comment on individual departments.

Mr. Elvins catalogued the principal causes for the low rate and poor quality of output from public servants

- Lack of sound education.
- Unsatisfactory mental attitude towards work due to lack of (or faulty) training and guidance.
- Poor supervision.
- Unpunctuality.
- Ineffective application of disciplinary code.
- Defects in methods, office organisation, accommodation or equipment.

"The fact is that it is not only the standard of junior civil servants which leaves much to be desired; but the standards of far too high a proportion of officials in all grades are as low as to give serious cause for concern as to the future of the Civil Service," said Mr. Elvins. "Something more, such as in-service training, must be done without delay."

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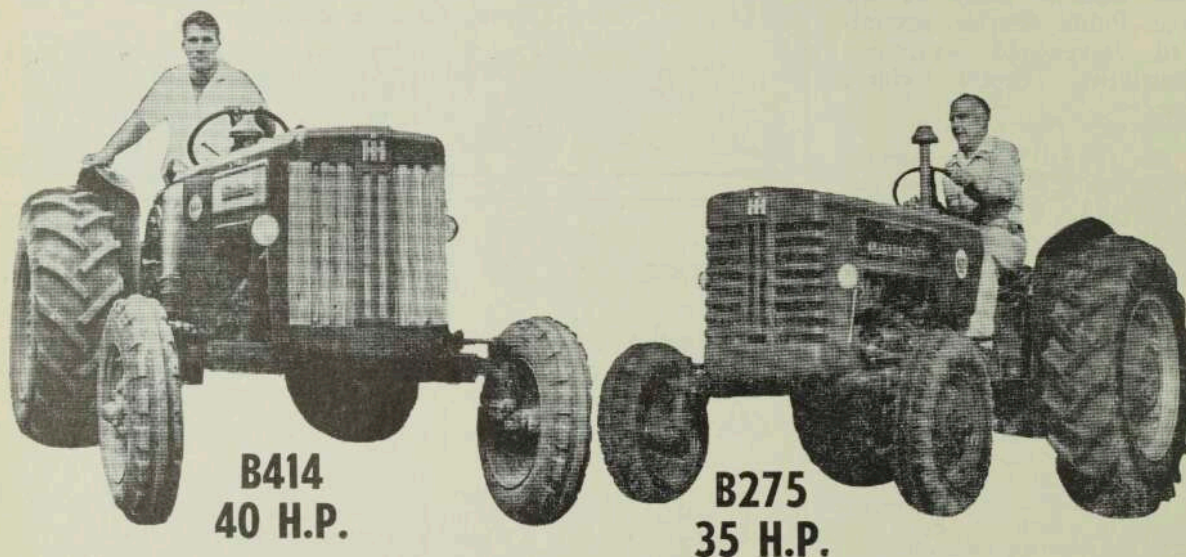
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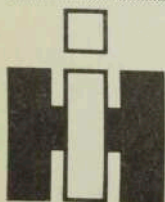
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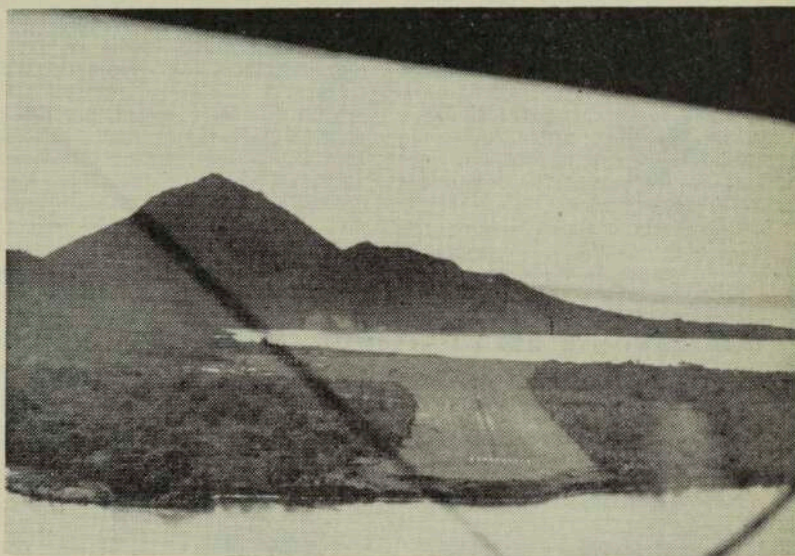
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Territories TALK-TALK

With Tolala

HEY WON'T CO-OPERATE: This pilot's view of the Rabaul airstrip shows how the Matupit volcano prevents pilots from getting a clear run in from one end of it, causing them to bank on their approach. The Department of Civil Aviation wants to realign the strip further seawards but the Tolai landholders refuse to make the land available or accept alternative land. The problem is still being discussed.



If Territorial official statistics are correct (and there is no reason to assume otherwise for, unlike their commercial counterparts, official statisticians have no "promotional incentive to be other than honest") the P-NG Territory does not show the increase in livestock which one would expect in such a vaunted progressive agricultural country.

FLANCING recently at some figures concerning rural industries in P-NG as at June 30, 1963, I was prompted to look up an old report to the League of Nations for the 1938-39 period from the NG (excluding Papua, of course). The comparative figures are rather interesting:

	1938-39 (TNG only)	1963 (P-NG)
Cattle	20,565	27,120
Horses	1,309	1,505
Pigs	6,460	5,015
Sheep	1,293	334
Goats	9,791	2,525

Not forgetting, of course, that during the War II years most livestock on plantations was destroyed.

Another interesting item in those statistics was on copra production: total exported from TNG was 3,345 tons; from P-NG in 1963 it was 72,499 tons. But if you go by values that is another matter. TNG received only £727,949 for its exported copra, but P-NG raked in a cool £4,718,000. Nearly four million

quid more for a decrease of 846 tons!

Where Are They?

Some years ago a friend in Sydney gave me some good advice. He said: "Keep off the back page of *The Sydney Morning Herald* and the front page of *Truth* and you'll be jake".

Each week-day morning I first turn to the obituaries on the back page (and, unfortunately, as time goes on there are more old Territorians' names), then I consult "Granny" (who is not Column 8 now but Column 10).

Another section which I always peruse is the "Personal and Missing Friends", stuck away deep down amongst the numerous ads. I am not expecting to read of a firm of solicitors seeking my own whereabouts to tell me I have come into an amount of money, but they might be looking for a friend of mine.

Anyway, in the 1/2/64 issue there were inquiries for: George W. Farrow, late of NZ and Madang, to contact D. Cogan of Eudlo,

Queensland, and another seeking Helen Mary Madigan, who resided in P-NG for a while in 1958-59, to contact the Public Curator, Port Moresby.

Over to you, George and Helen.

An Old Programme

Reports in New Guinea newspapers over the past few months indicate that amateur theatricals and

WEDDING DAY HANDS

Every bride can have the smooth, pale hands of tradition, provided she pampers them with application of lemon delph complexion butter before her wedding day. Hands take the limelight—for better or worse—when a wedding ring is admired; the softening properties of butter, combined with the refining action of delph lemons, will ensure that they look beautifully fair and petal-textured. Ask your chemist for Lemon Delph Complexion Butter.

concert parties are as active as in the old pre-War II days—if not more so.

There is always some deserving cause which benefits from their activities and, fortunately there are always some talented (and near-talented) folk prepared to demonstrate their histrionic abilities or vocal or instrumental aptitudes, apart from their charitable desires to be a Do-Goooder for someone receiving a nasty jolt in life's arena, or some organisation which is scraping the bottom of the bucket for equipment or overhead expenses.

In the early thirties, before the

days of Rotary, Apex or the Lions, Rabaul had a natural-born Do-Goooder organiser, one Freddie Schmahl, who was a translator in the Lands Department. He formed an organisation known as the TONGAS (Territory of New Guinea Aid Society) and to Freddie and his co-workers much credit is due for the assistance given lame dogs over stiles.

Concerts were staged, playlets produced and some really excellent shows presented to an appreciative audience, usually in the Regent picture theatre. The two enthusiastic and gifted producers at this time

were Pat Savage, Superintendent of Government Stores, and Major Ayris, drill instructor of the Native Police, who later went to the gold-fields. Both have since gone to their rest.

I have before me a programme of the Rabaul Dramatic and Musical Society for a benefit performance for Miss M. von Ziegler, held in the Regent Theatre on November 8, 1938, and "under the Patronage of His Honour Major H. H. Page, DSO, MC, Acting Administrator and Mrs. Page".

Miss von Ziegler, whose aristocratic German family had suffered some kind of financial loss, joined the ND L shipping line in 1903 and was engaged as stewardess on the steamer *Prinz Waldemar* which plied between Sydney and Kobe, via Rabaul.

In 1913 she left the sea and was appointed housekeeper of the European school at Namanula. (Yes, there was a European school there over 50 years ago).

In 1916 (during the Australian military occupation), the school having been closed, she took up land at Valaur and established a poultry farm. The Vulcan eruption in 1937 totally destroyed her house and buildings and, as can be imagined, she was having an uphill battle for an old lady of 76. However . . .

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(See advertisement on page 114)

RDMS In Action

Rabaul's Do-Goooders got into action and the RDMS put on four playlets and musical sketches, with an opening overture by the orchestra with Mary Backhouse as conductor and pianiste.

The same Mary Backhouse was a tower of strength in the local musical world; she was the wife of Dr. Clive Backhouse, the Government pathologist and, when evacuated with the other women of Rabaul in 1941, became a big wheel in the Sydney Red Cross Library set-up. She died a few years ago, but hubby was, until 1960, parasitologist at the University of Sydney.

Other members of the orchestra were: "Jo" (Hannah) Rundnagel and Eric Hopkins, first violins; Sybil Feetum, second violin; Robert Cameron, saxophone; Fritz Haslam and Clive Backhouse, guitars; Fritz was also 'cello and Maude Howsen on the drums.

Glancing at the list of artists recalls many old friends.

The plays were produced by "Pat" Savage; stage manager was "Tony" Anthony and his assistant was Les



BOUGAINVILLE MEMORIAL: This cairn of river stones at Iwi plantation, near Bougainville, is a memorial to "Tommy" Joyes, much-loved planter who lived in Iwi for more than 30 years. The cairn was erected in 1961 by his friends. Mr. Joyes was killed in a car accident in Queensland. His ashes were placed at the base of the cairn. The late Mr. Joyes had arrived in Rabaul in 1921 and had bought Iwi from the Expropriation Board in 1927.

out—both old stalwarts in the Lands Department.

Tony was also author of one of the playlets "Call It A Day", under the pen-name of "Dodie Smith", and the actors were Eva Banks, Bette Reeves, Sidney Tee and Helen Payne.

Another play, "Red Peppers", by Noel Coward, had in its cast Gilbert Denton, Joan Woodhill, Albany Denton, James ("Pat") Savage, Margaret Byron and Sidney Tee.

This was followed by "Romany Tales" and a sketch "Fickle Fortune or the Gypsy's Warning", both consisting of singing, musical items and dancing.

There was a tap dance by Iris Schmidt and her ballet, with Sidney Tee singing "September in the Rain" and, for some reason, that is the item which has always remained vivid in my memory: Sid. Tee (who was a technician in the PHD laboratory) warbling this lively song in a very good voice, handsome and well-groomed and ably supported by

Iris Schmidt, of professional standard and her dancing team of Rabaul's Bright Young Things, selected for their beauty as well as their terpsichorean ability.

They were: Helen Sweet, Jean Trudinger, Gladys Hamilton, Gwen Cunningham, Doreen Cox, Jean Cunningham, Margot Field and Dorothy Hamilton.

This function was about the last concerted effort made by Rabaul's artists in the pre-War II period and I prize this old programme for the record it contains of the performers, many of whom have since gone

home, and most of the lasses who formed the Beauty Chorus are now staid matrons with Bright Young Things of their own receiving ballet training.

And so the wheel turns, but the Do-Gooders are always with us.

The Elections

An attempt to make any long-range prediction as to the outcome of the elections of the House of Assembly at this date (I am writing before February 15 gun is fired) one would require more than a crystal ball or highly-developed

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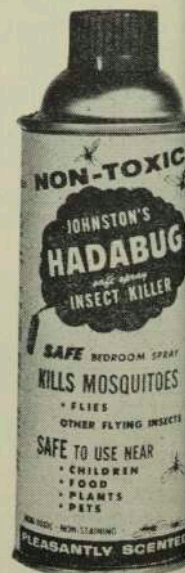
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FIRST CLUB FOR WORKERS OPENED IN HONIARA

The Western Commissioner, Sir David Trench, officially opened the first workers' club in Honiara, recently.

The club, a concrete brick building, is at the back of the Joy Biscuit factory, which is owned by Kwan How Yuan Pty. Ltd.

Mr. C. H. Cheng, general manager of Kwan How Yuan, said a gift from Mr. and Mrs. Kuan How Yuan had made the building of the club possible.

He said the club would be open to all races and would provide recreation facilities and education for its members to improve their way of living. Profits from a beer bar and canteen for light refreshments would go to benefit the members.

Sir David Trench said the idea of the club was socially admirable, and he hoped it would be widely followed in days to come.

Extra Sensory Perception.

But, as one of the last experiments towards self-determination amongst a primitive people, it has caused worldwide interest and many varied journalistic speculations, especially in Australia.

The elections are unique; insofar as is known there is no strongly-organised political parties, which indicates the campaign will be a case of "dog eat dog", and a variety of planks for personal political platforms have been announced by candidates in their policy speeches: advocacy for hanging, revised drinking laws, self-government, a self-supporting territory and turning black skins into white resulting in phenomenal economic changes!

Fantastic? Maybe so; but are they so vastly different to some of the gobbledegook we swallow (or are expected to swallow) during Australian hustings?

Those "Forgotten Isles"

It must be a great relief for the native people of Maty, or Wuvulu Island, who have been clamoring for years for an adequate fresh water supply, medical and educational facilities and some sort of communication with the outside world, at long last for an Assistant Patrol Officer to teach them how to: Build

roads and a footpath around the island; build a copra drier and make copra and how to play "soccer". This is according to a NG newspaper report.

They have been making copra for half a century and a European-owned plantation has been established there for the same period.

How naive can some of these reports be!

Old New Guinea hands talked of old times at Ballina, NSW, recently when Mr. Ted Taylor, former District Officer, had a visit from Mr. and Mrs. Steve Lonergan and Mrs. Alice Dodd.

100 GUINEA PRIZE FOR NEW GUINEA PLAY

THE Arts Council of Port Moresby is sponsoring an annual competition for a one-act play, not longer than 30 minutes, suitable for presentation at the annual Festival of Drama, Lae. Prize is 100 guineas. This year's competition closes on March 31, and four copies of each play must be submitted by that date to the Secretary, Box 258, Port Moresby, together with an entry fee of £1/1/- . Application forms are available from the Secretary.

Plays are to have a P-NG theme but do not necessarily have to be set in P-NG.

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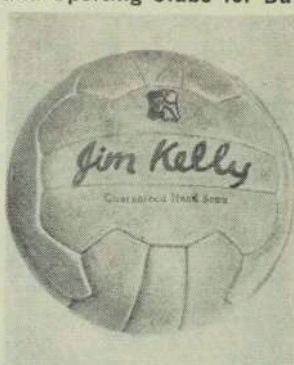
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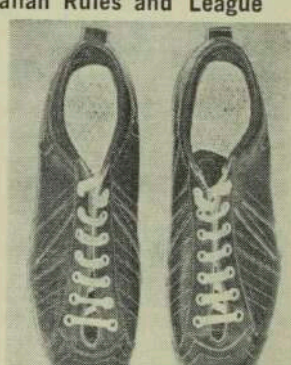
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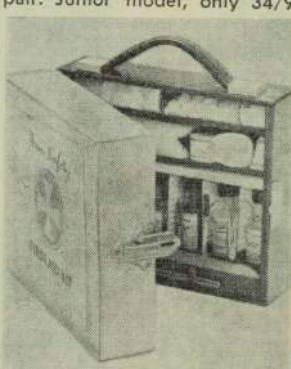
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Recognition Of Red China Rouses Communist Fears In French Polynesia

The French Government's decision to recognise Red China roused fears in Tahiti in January of Communist infiltration among French Polynesia's 8,000-odd Chinese.

AS a result, both the local government and the Territorial Assembly sent telegrams to Paris "protesting" against the possible appointment of a Communist Chinese consul in Tahiti.

The Territorial Assembly's telegram also urged the French Government to make it easier for the territory's Chinese to become naturalised French citizens.

At present, the Chinese are treated as aliens even if they, their parents, their grandparents, and even their great-grandparents were born in the territory.

To become French citizens, the Chinese have to go through the same formalities and comply with the same conditions as all adult foreigners wishing to be naturalised. The main conditions are that the applicants speak French, are of good character, and have resided continuously in a French territory for five years.

Although most of French Polynesia's Chinese meet these conditions, fewer than 1,000 of them have become French citizens—either because the formalities are too troublesome, they see no advantage in becoming French, or because they still look to China as home and hope to return there one day.

At Disadvantage

As a result, most of the Chinese are debarred from becoming landowners, from taking part in politics, and from holding government jobs. However, despite these disadvantages and because of their industry, frugality and clanishness—and the lack of these attributes among the Tahitians—the Chinese have major control of French Polynesia's wealth.

The move by the Territorial Assembly to make it easier for the Chinese to become French citizens followed a debate in the Assembly over several days on a proposal put forward by Mr. J. B. Ceran-Jerusalem on January 22.

This proposal was that the Assembly should draw up a list, before January 30, of all Chinese who

wished to become French citizens and that it should ask the Government in Paris to grant citizenship to them.

Allegiance

Mr. Ceran-Jerusalem's object in setting January 30 as a deadline was that General de Gaulle was expected to announce his Government's recognition of Red China on the following day. Thus, any Chinese who said they wanted to be naturalised by that date would show that their first allegiance was to France rather than to China.

Mr. Ceran-Jerusalem said that French Polynesia's Chinese were divided into three groups: Those sympathetic to the Kuo-Min-Tang (anti-Communists); those in favour of Communism; and those who were pro-French, with no desire to maintain links with the homeland of their ancestors.

Mr. Ceran-Jerusalem claimed that the Nationalist Chinese consul in Tahiti was virtually useless to the territory's Chinese. He added that with the recognition of Red China, a Communist Chinese consul would probably be appointed to Tahiti, and that his presence and backing would make the local Chinese "more demanding than they were before".

In debating Mr. Ceran-Jerusalem's proposal, the Assembly considered almost as many alternative proposals as it has members. Most members felt that it was time something positive was done to "assimilate" the Chinese and so solve the "Chinese problem", but they could not agree on what to do.

Finally, all but one of the Assembly's 25 members voted in favour of a resolution calling on the French Government to make naturalisation conditions easier for the Chinese, but the resolution did not suggest how this should be done.

By a vote of 13 to nine, with three abstentions and one member absent, the Assembly rejected a proposal that the French law on naturalisation should apply in French Polynesia. This law, which *did* apply in the

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MARCH, 1964 — PACIFIC ISLANDS MONTHLY

territory from 1930 to 1935, gives foreigners born on French soil the right to opt for French citizenship on reaching their majority.

The Assembly was unanimous in voting on the text of a telegram to be sent to General de Gaulle.

The telegram stated that the Assembly was concerned at the consequences that could arise from the recognition of Communist China, and it respectfully insisted that diplomatic arrangements should be made to preserve French Polynesia from Communist infiltration.

Nationalist Consul

The telegram added that the Assembly recommended the easing of conditions for the naturalisation of the Chinese, and that this could be facilitated by maintaining the Nationalist Chinese consul in Tahiti.

Commenting next day on the result of the Assembly's deliberations, *Le Journal de Tahiti* said: "The debate will, without doubt, eventually be considered a red letter day in the history of Tahiti.

"The Chinese problem has been tackled, but not solved. . . There has been progress towards assimilation, but the human problem remains and the political problem is latent."

Tahiti's Chinese Problem Started In Civil War

The American Civil War, which started in 1861, was the primary cause of French Polynesia's current Chinese problem. The war cut off supplies of raw cotton from the southern United States to the great milling industry of Lancashire, and this, in turn, stimulated the growing of cotton in other parts of the world.

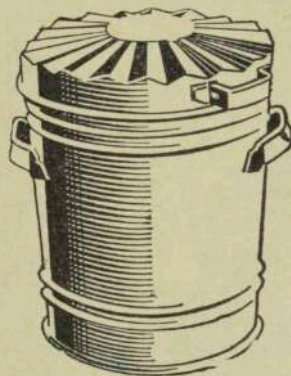
IN 1864, a large plantation was started in Tahiti. But its founder, an Irishman called William Stewart, soon found that the Tahitians would not work for him. So he induced the French Governor to allow him to import 1,000 Chinese coolies.

The Chinese were brought in from Hong Kong in three contingents: 329 arrived on February 28, 1865; 342 on December 8, 1865; and 339 on January 6, 1866.

The Chinese were indentured for seven years, and had the option of

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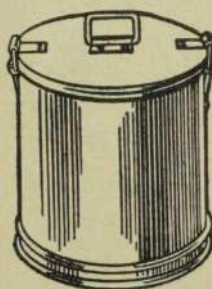


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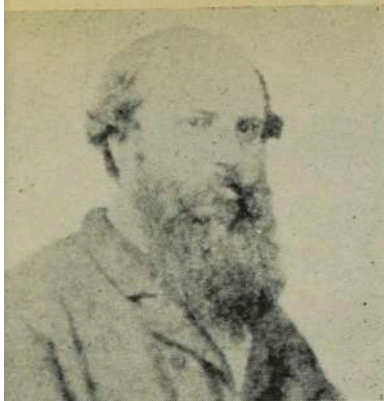
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William Stewart.

remaining in Tahiti at the end of their contracts.

Most of them, whether they wanted to or not, *did* remain in Tahiti at the end of their contracts, or just when their contracts expired, William Stewart died and his plantation went bankrupt.

After Stewart's death, the Chinese took up market gardening. Later, many of them moved to Papeete and other islands and set themselves up as traders.

Their numbers were swelled by the immigration of compatriots from California in the 1890's, and more reached Tahiti in 1910 and 1911 when unrest in China sent waves of immigrants all over the world.

By the mid-1920's, immigration and natural increase had swelled the number of those in French Polynesia to 4,000. Immigration was restricted in 1929 and later ceased; but natural increase has now brought the population figure up to more than 8,000.

For many years, the Chinese kept largely to themselves, working night and day, retaining their own religion and running their own schools.

But in recent years, there has been a tendency among them to adopt the easier-going Tahitian approach to life, to abandon their religion, and to send their children to French (mainly Roman Catholic) schools.

Apart from those who have become naturalised French citizens, the Chinese, in recent years, have been looked on as citizens of Nationalist China. When travelling abroad, they have used passports of Nationalist China issued by that nation's consul-general in Papeete. However, the Nationalist Chinese Government's decision on February 12 to break off diplomatic relations with France has complicated an already complicated issue.

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Mr. John F. Alexander, a Honolulu attorney who is also treasurer of the Anthropological Society of Hawaii, visited American Samoa last year to give legal advice to some members of the Samoan legislature to help them during their session. He was soon besieged by individuals with personal problems, legal and otherwise. As a result of his experiences he has written a short article in the quarterly journal of the Anthropological Society, "News From the Pacific", portion of which is republished here. What Mr. Alexander has to say is of interest, for the problem of American Samoa's political future will loom larger in the next few years as America catches up on the development work there, which for so long was neglected. America has made no announcement of what it thinks the future holds for Samoa.

How "American" Is American Samoa?

Though devoted to America and grateful to it for much, the Samoans, under their infectious Polynesian charm, seem to me a worried and disoriented people not knowing where they are or whither they are going.

THE almost standard preface to public utterances of Samoan leaders, "This is the best administration Samoa ever had, but . . ." is symptomatic as well as comical.

Samoan leaders, conservative by nature, jealous of their culturally important status, attached to their traditions and actively or intuitively aware of the chaos that might follow sudden replacement of the *fa'a Samoa* [Samoan custom] are jittery over the introduction of Western legal principles.

Yet, as many night sessions on the *fa'ale* mats convinced me, the "winds of change" are blowing in American Samoa from without and within.

The collapse of imperialism, the teaching of American democracy, the recent independence of Western Samoa, have made their impact even on those leaders who cherish most their traditional ways and fear most the consequences of their sudden disappearance.

"Winds of Change" Bring Conflict

Rebellion against the *matai* system is manifest in the conversation of many non-titled Samoans and doubtless is responsible in part for the tremendous out-migration of promising youth.

There is lively discontent, displayed in committee meetings of the *fono* and elsewhere, with the discrepancies between the *papalagi* and Samoan pay standards—part of the grounds-

well of the *Samoa mo Samoa*. [Samoa for the Samoans].

Aggravating the painful problem of selecting from conflicting values is the present lack of education, the dearth of trained leaders and above all else, the hard fact that legal (hence to a degree cultural) autonomy being largely a function of size and economy, there are rigid limitations on how much Samoan self-rule is feasible.

An area of 76 square miles and a population of little more than 20,000 people (half of them children) would seem to preclude hopes of independence, statehood or even status as an incorporated territory.

Union with Western Samoa presents obstacles not immediately apparent and, I gather from Ameri-

Life Ain't What It Used To Be

Ten years ago, it was a common sight to see the people of American Samoa walking the streets of Pago Pago in their bare feet and wearing only a lavalava.

Nowadays, walking barefoot is most unusual except for children, and, except for the chiefs, the men inevitably wear colourful shirts and trousers. The chiefs wear tailored lavalavas, shirts, and ties, and more often than not, coats.

As for the women, they used to wear only a lavalava and cotton dress; but these days, this is the garb only of the matrons of portly figure.

Girls wear slacks, shorts—from knee-length to the last vestiges of decency—or even skin-tight treader pants.

At night, the strains of a ukelele or guitar may occasionally lure a youthful group to dance the Samoan "sivasi", but far more often they perform the latest version of the Twist to the music of a juke box in a Pago store.—ED JOHNSON.

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and Western Samoans, may not be desired by either. Further compounding their difficulties is the Samoans' distance in miles and importance from the centres of American legislative, administrative and judicial activity. Time and distance have put Samoa, *à vis* its American overlords, in a position which could be called "behind God's back".

Congressional Languor

Congress accepted cession in 1900 providing for Samoa's government under the President's pleasure until further action. For 63 years Congress has enacted nothing further respecting a government for Samoa.

Except for decisions of the local court, the weight of whose decisions is highly problematical, there are judicial determinations known to be covering Samoan rights or Samoa's legal status. It is often impossible to advise Samoans as to their legal rights individually or collectively.

Samoa is an "unincorporated" territory and its people are not citizens but "nationals". The legal implications of these terms, however, remain almost totally determined.

Samoa has a constitution and legislature which, it is my hunch, could be abolished tomorrow by the Interior Department from whence Samoan blessings flow.

I am not sure because the issue is never arisen.

The US Supreme Court hinted, without deciding (in 1900 relative to Puerto Rico) that the whole Constitution does not apply to an "unincorporated territory" but that the Bill of Rights probably does. Congress, however, has extended the jurisdiction of the Federal courts to most outlying possessions, significantly omitting Samoa.

Solutions Must Be Found

Only a total abandonment of Western technology and a complete reversion to pre-papalagi economy would seemingly free American Samoa from the controls committal with American financial support.

The Samoans are far too advanced, devoted to modern medicine, cars, radios and plane travel, to countenance such a reversion, even if it were practicable.

But complete autonomy cannot exist where there is no supporting population or economy. Nor can all Western legal rights be completely reconciled with the supremacy of Polynesian custom or laws drawn expressly to preserve the *fa'a Samoa*. How much of one must be

It's An Old Niue Custom

From J. Edward Brown, in Niue.

We have just had the season when Niueans indulge in a curious custom called *takai*, which means to go around the island.

AND every year about Christmas and New Year they do just that, travelling on bicycles, motor cycles and on the backs of trucks, singing and shouting and playing musical instruments. Their bicycles and trucks are decorated with crepe paper and coconut leaves and they're all very happy.

They don't stop at any village unless they are invited to, but just keep on going until they arrive back at their home village and so complete the *takai*.

In the old days—before bicycles, motor cycles and trucks came to the island—they used to walk around, some of them following the cliff edge instead of using the tracks which have now become an encircling road.

At one time also they used to do a *takai* by canoe, but I'm told that until this year, it has been more than 10 years since anybody has paddled around the

island. This year a Niuean named Akapo, performed a canoe *takai*. He had planned to do it at Christmas, but on December 21 he decided that as the wind and weather seemed right he would go. He left his village of Tamakautoga at 11 a.m., estimating the trip, a distance of some 50 miles, would take him five hours.

He had calm seas all the way until he was off Makefu Point on the western side of the island and nearly home. From there to Tamakautoga the sea was rough and he was blown well out to sea. He finally managed to land at Avatele, the next village past his own, at 3 a.m. and from there he walked home.

It had taken him 16 hours, and it caused a lot of people a lot of worry because he didn't bother to tell anybody he was doing it!

swapped for how much of the other?

For Samoan leaders seeking to chart their people's future, or for chiefs or merchants seeking legal redress of local administrative or judicial error, the answer to this question is painfully hard to find even when the problem itself is fully grasped—which it seldom is, few Samoans (or anyone else) being versed in Constitutional law as it applies to unincorporated territories.

Thus the dwellers in the lovely islands of American Samoa are tossed by conflicting as well as changing winds. To say that the Samoans cannot eat their cake and have it is hardly a solution—the same can be said of all competing values in whatever culture.

The optimum solution, on which will depend the welfare of Samoa and to some degree America's good name in the South Pacific, will call for the nicest possible adjustment of competing values probably over a longish transitional period.

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Women's Club

THE president and committee of the New Guinea Women's Club, Sydney, gratefully acknowledge receipt of the following donations towards their Children's Christmas party which was, as usual, an outstanding success:—

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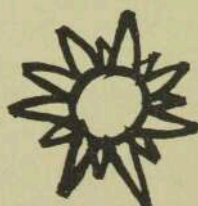
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JET AIRPORT AT RAROTONGA MAY BE TEAL'S ANSWER

The French Government's decision last December to cancel TEAL's traffic rights in Tahiti could result in the airport at Rarotonga being extended to take international traffic and in the island being developed as a tourist centre.

NEW ZEALAND'S new Minister for Island Territories, Mr. J. R. Hanan, and six other NZ parliamentarians will investigate these matters when they visit the Cook Islands in March.

However, Mr. Hanan made it clear in Auckland in January that the New Zealand Government would not push tourism on the Cook Islanders if they did not want it.

"I haven't it officially from anyone in the Cook Islands that they want tourism," Mr. Hanan said. "I do know that they are extending the airstrip at Rarotonga, but to get big planes in you'd have to seal the strip and we wouldn't want to do that unless tourists were going to use it."

"Tourists could, in turn, bring other secondary industries to the Cooks. We are not sure, however, that they want this."

Vital Staging Point

An international airport at Rarotonga would provide TEAL with the vital staging point it needs in the eastern Pacific to enable it to go ahead with plans to open a southern route to North America.

It would also make TEAL independent of the whims of the French Government over Tahiti traffic rights, and would obviate the necessity of renegotiating such rights.

Furthermore, an international airport at Rarotonga could boost the almost non-existent tourist industry in the Cook Islands. This could provide that Group, which is poor in natural resources, with a major source of income.

The existing airstrip at Rarotonga, which is unsealed, is now being extended from 5,000 to 6,000 ft. To make it suitable for the Lockheed Electras which TEAL now has, it would have to be sealed; and to accommodate the DC8 jets which TEAL will acquire in 1965, would

require a further sealed extension to 8,000 ft.

The whole job would probably cost between £500,000 and £750,000.

Rarotonga is about 1,700 miles from Auckland—several hundred miles less than the distance to Tahiti, but roughly on the same line.

The idea of extending Rarotonga's airport and developing tourism in that island has been part of TEAL's thinking for years, but the impasse with the French over Tahiti traffic rights has changed it from a vague pipe dream to a matter for urgent consideration.

TEAL's general manager, Mr. F. A. Reeves, said in late December that the Coral Route to Tahiti was "an integral part" of TEAL's South Pacific tourist promotion programme. But by the end of January he was whistling a quite different tune.

A jet standard runway at Rarotonga, he said then, would be an alternative to returning to Tahiti and it would be important in the

development of package tours in the South Pacific.

"We want to develop the South Pacific and package tours are the thing," he went on.

"Rarotonga, considered a much more beautiful place than Tahiti, would fill a very important role. The sooner we get package deals well established the sooner we can earn more of that all important overseas exchange."

FOOTNOTE: If the NZ Government decides to bring Rarotonga's airstrip up to jet standard, the Cook Islanders are unlikely to oppose the idea. According to the *Cook Islands News*, the Leader of Government Business, Mr. D. C. Brown, and the Deputy Resident Commissioner, Mr. M. Hegan, told a top NZ official in January that Rarotonga should be considered as "a very worthwhile alternative" if TEAL continued to be denied the use of Tahiti's airport. The NZ official is Mr. F. H. Corner, Deputy Secretary of the External Affairs Department.



For Rarotonga to get into the international aviation picture, it would have to have a sealed airstrip like the one at Faaa, Tahiti (top), which was opened in 1961. The Faaa strip, 10,000 ft. long, was built by reclaiming the coral reef. It is only five miles from Papeete (on the bay at the top of the picture). Below is the newly-opened terminal building at Faaa. It replaced a temporary structure which had been in use since the airstrip was opened.—Photos: Courtesy of Qantas.

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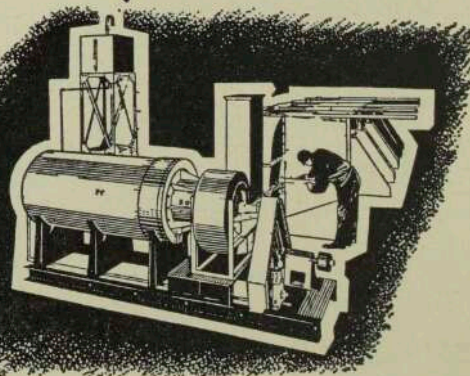
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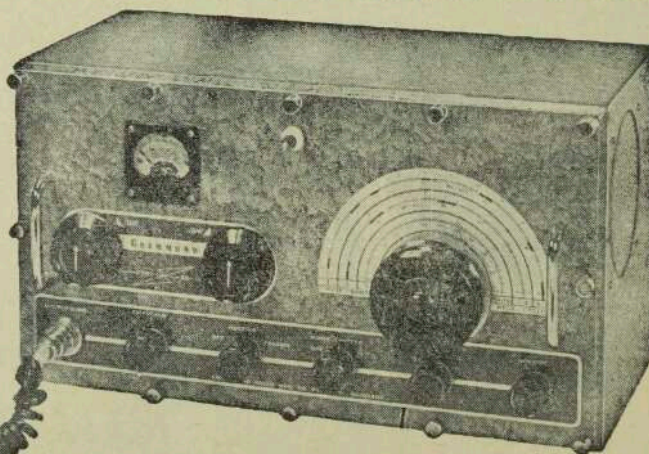
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IG PRESS CORPS NOW COVERS NEW GUINEA

Twenty-eight full-time European journalists and 12 native cadet journalists are now engaged in the collection and dissemination of news in Papua-New Guinea.

AND as the result of this, and the Australian Press's markedly increased consciousness of the Territory, P-NG is getting almost daily mentions in Australia's leading metropolitan newspapers and in ABC national broadcasts.

And, since never before has there been such a gathering of full-time journalists there (in 1953 there were only two, and for many years there were only three) there has been a clash of interests at times.

On January 28 the *South Pacific Post*, edited by John Blair, came out with an editorial comment that brought down the wrath of one of the "foreign" correspondents, who asked for and got space to reply.

Said the *Post* editorial: "Papua New Guinea is in for a renaissance of sensationalism judging from the number of representatives of the metropolitan Press established here or about to come. Cliches are dragged out, and old stories, done to death years ago, are rehashed; staid scientists are made to look like gibbering idiots and responsible men of standing are startled at their own staggering statements".

"Irate"

Experienced Mirror Newspaper's correspondent Keith Willey, now based in Port Moresby, wrote a letter to Blair, published in the next issue, demanding to know what southern journalists had done to merit the editorial blast.

Such charges as the *Post* had made often were levelled by politicians and departmental heads, he said, but it was "a bit rough when fellow working journalists like yourself join the chorus".

He added that the *Post's* abuse was probably actionable if he wanted to take it to law, but to do that "would be as ludicrous as your own effort". The editorial was just another instance of the pot calling

the kettle black, added the irate Willey.

The big build up of journalists started in September, when AAP-Reuter, who for the past six years have maintained a reporter in Port Moresby, posted another, Geoff Herd, to Rabaul to open an office there.

And in the same month the ABC announced its intention of recruiting a fourth European journalist to its Port Moresby staff.

In mid-December Don Hogg, formerly on the *South Pacific Post*,

returned to the Territory to freelance.

He represents *The Sydney Morning Herald*, *The Sun*, *Sun-Herald*, Brisbane's *Sunday Mail*, London's *Sunday Express*, United Press International and GTV9 Melbourne.

In the second week of January, Mirror Newspapers Ltd. posted Keith Willey full time to Port Moresby, the second journalist employed full-time in the Territory by an Australian newspaper group.

The first was Angus Smales who covers the Territory from Rabaul for



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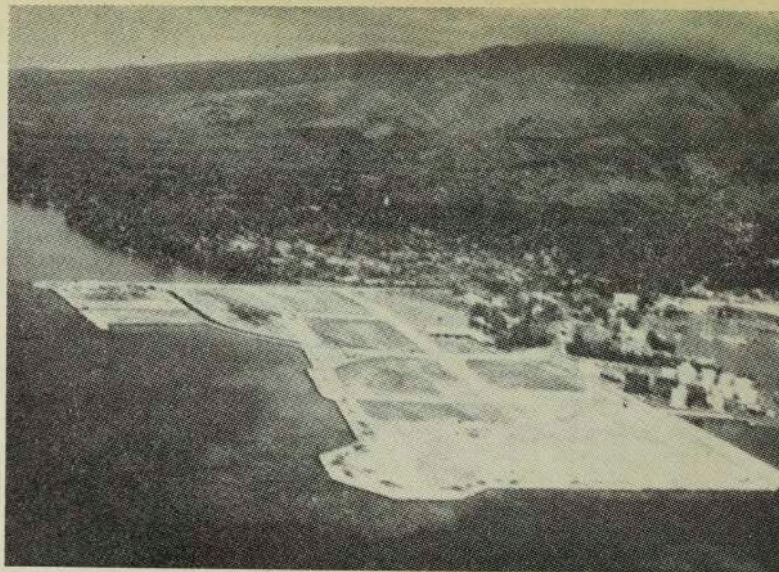
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LAND "FISHED" FROM THE SEA

Except for a narrow coastal strip and a plateau on Tairarapu Peninsula, Tahiti has no natural flat land on which its rapidly increasing population can spread themselves.

But it does have this recently-created, man-made area at Fare-Ute, on the edge of Papeete, which was "fished" from the sea by reclaiming the coral reef. The area, which will be an industrial zone, covers about 35 acres.

The work of reclamation was started in July, 1962, and was completed in August last year at a cost of £A600,000. The money was provided by SETIL (Societe d'Equipment de Tahiti et des Iles), an organisation in which the capital is partly held by the Government and partly by private concerns.

The reclaimed site has been divided into 65 building lots, all of which have been sold. Six hundred trees have been planted, and about a mile and a half of roads laid down.

—Photo: Courtesy of South Pacific Commission

the Melbourne Herald and Sun, Sydney's Daily Telegraph, and others in the group.

Adelaide's evening newspaper The News, and its Sunday paper, Sunday Mail, are both serviced by Willey.

Wide Representation

All major Australian dailies are directly represented there now either by their own men or by the comprehensive AAP-Reuter service.

The ABC employs four European journalists and two native cadets in its Port Moresby office and one European journalist and a native cadet at Rabaul.

New Guinea's Times-Courier maintains one European and two

natives in its Rabaul office and two Europeans and two native cadets at Lae.

South Pacific Post Ltd. employs three full-time journalists and one working part-time, all in Port Moresby.

In addition to these independent news-gathering organisations the Department of Information gathers news from Rabaul, Port Moresby and Wewak. Its operation will soon be extended to Daru when an administration broadcasting station is opened there.

The Department employs 11 European men and women plus a number of natives who are concerned with news gathering.

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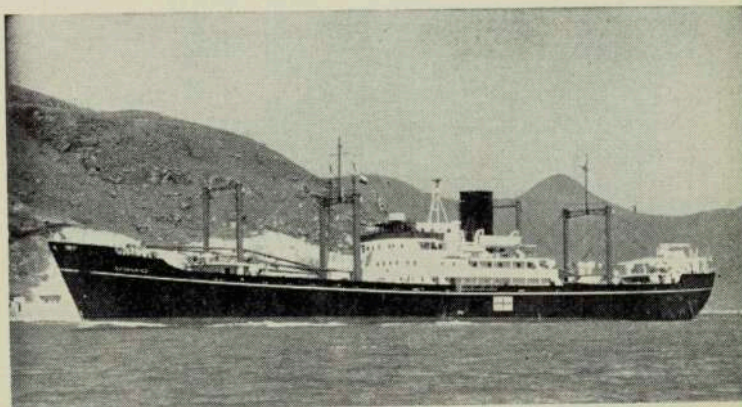
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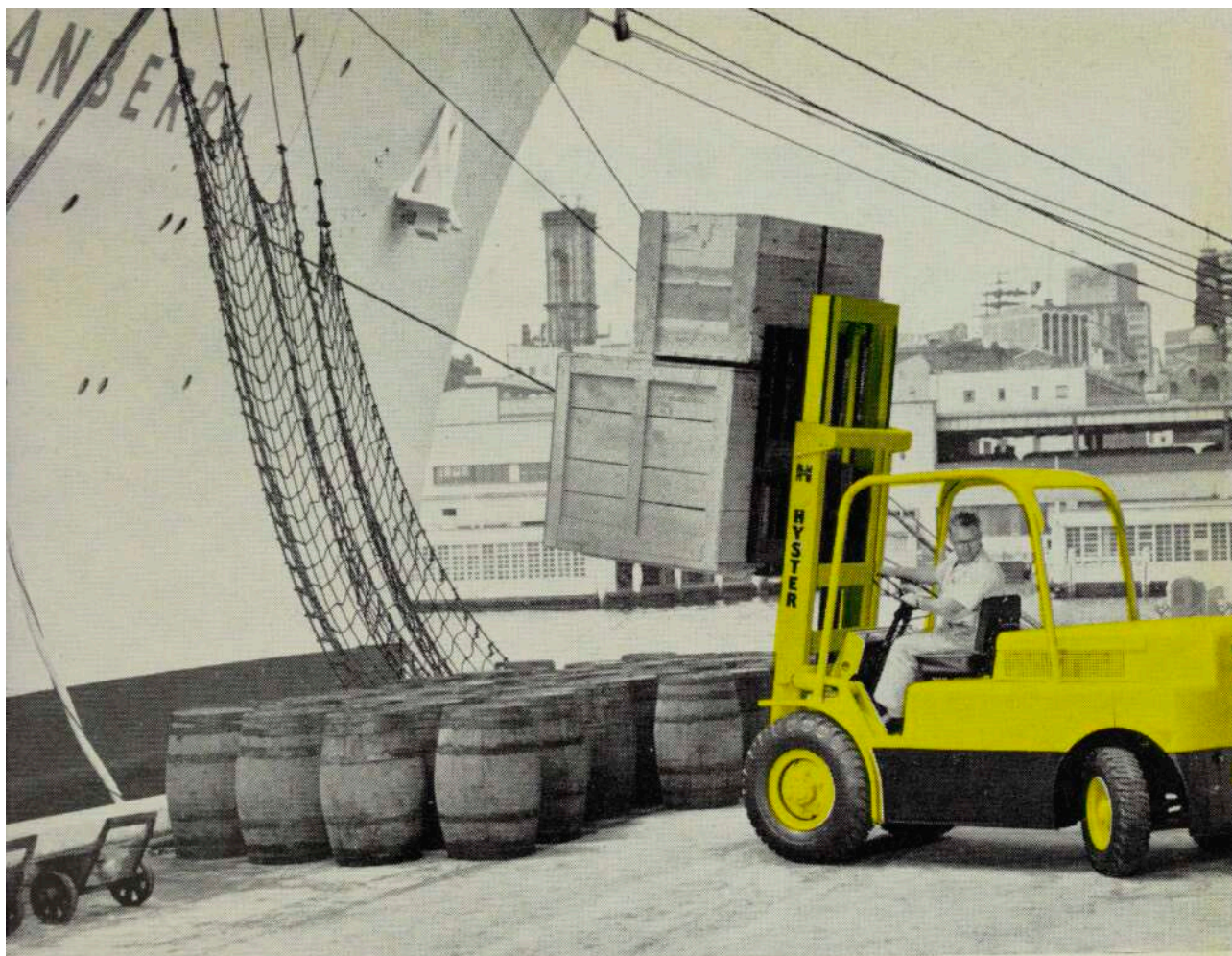
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KINI McPHERSON WAS NOT THE BRILLIANT TYPE, BUT HE WAS TOO SMART FOR COUNT VON LUCKNER

By J. McFadyen, in Suva.

Captain Kini McPherson was not the brilliant type when it comes to science or mathematics, but as a seaman he was second to none.

ONE glance at the sky, and he could tell you what the wind was going to do; a glance at the colour of the sea in the passages and lagoons, and he could tell you the actual depth.

Rain he could foretell with accuracy by the feel of the atmosphere

and humidity; while he never forgot the names of discharged crew.

I first met Kini in 1920 at Levuka, the old Fiji capital. He was shaking with laughter at the time, and tears were coursing down his cheeks from half-closed eyes. Even so his eyes struck me as the most "remembering" eyes I had ever seen.

This opinion was confirmed when we met again 12 years later, for he not only remembered my name, but he recalled the clothes I had been wearing, the name of the person who had introduced us and the circumstances of that first meeting.

For many years after that, Kini and I were shipmates—I being the engineer in the schooner he skippered. Those years were enriched with tales of his younger days, which I often made notes of—questioning him later when I wanted to verify any particular point.

Master of Cutter

Like all adventurers, he had a special favourite among his adventures, and although he would never admit it, I gathered that it was his battle of wits with Count von Luckner in 1917.

Kini was then 28 years old and was master of the cutter *Sunbeam* owned by Henry Palmer, of Levuka. The cutter ran to all parts of Fiji delivering cargoes and bringing copra



Count and Countess von Luckner, photographed in Papeete, Tahiti, in 1937 inspecting a gun from the German raider "Seeadler", which he commanded in World War I. The "Seeadler" was wrecked in a tidal wave at Mopelia Island.

and other tropical goods to Levuka for shipment overseas.

When Kini's adventures with von Luckner began, Kini was at Wakaya Island with Vili, a boyhood friend, who was skipper of a small boat called *Dakuiviti*, which was anchored nearby.

There was a strong wind and the seas were running high, and Kini and Vili were waiting to see if conditions would improve before they decided whether to go on to the Lau Islands.

They had just finished a plate of bully beef and rice on board the *Sunbeam* when they were surprised to see a small boat with montague rig enter Batimadari Passage and make for the anchorage near the shore. There were six white men and a Fijian on board.

Vili knew the Fijian and called out to ask where the strangers had come from.

The pilot replied: "They are from Suva where their steamer is discharging cargo. They went out sailing, but the wind became too strong. So they sailed before the wind, not knowing how to turn back, until

VON LUCKNER SANK 14 SHIPS BEFORE CAPTURE

Captain Felix von Luckner, commander of the German sea raider "Seeadler", sailed some 30,000 miles between December 21, 1916, and August 2, 1917, playing havoc with Allied shipping.

During those seven months, he captured and sank no less than 14 ships—11 in the Atlantic and three in the Pacific—without taking a single life.

On August 2, 1917, the "Seeadler" herself met disaster when she was wrecked by a tidal wave at uninhabited Mopelia Island in the Society Group.

Undaunted, von Luckner and six of his men set off in an open boat in the hope of capturing another ship in which to continue their harassing raids. On August 21, 1917, they reached Wakaya, Fiji, where Kini McPherson came into the picture.

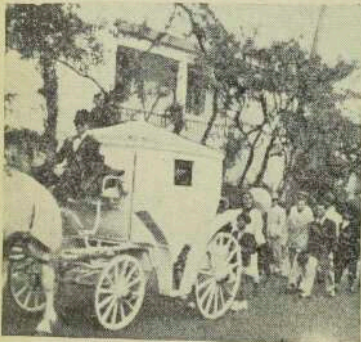
On February 21, 1944, simultaneously with a Japanese admission that the American Fleet had struck a devastating blow at Truk, in the Carolines, it was announced in Tokyo that the Japanese Army and Navy chiefs-of-staff had been relieved of their jobs. General Hideki Tojo, the Japanese Premier, took over the top Army post himself.

OTHER news items in PIM of 20 years ago included the following:

On March 2 American troops made a surprise landing on the Admiralty Islands, 240 miles north of Madang. This, PIM said, had tightened the Allied blockade of the remaining Japanese bases in the South-west Pacific, and had also relieved the Allied supply-line from the constant threat of a flank attack.

The appointment was announced of the Hon. Mata'afa as a third *Fautua* (Samoan adviser to the New Zealand Government). The two other *Fautua*, Tamasese and Malietoa, had held office for some years.

The death occurred on February 21, 1944, of Mr. O. F. "Fred" Nelson, leader of the Mau (Samoan National Movement).



Even as recently as the war years, many of the poorer families of Noumea could not afford to hire a motor hearse, and it was not unusual to see a horse-drawn hearse heading a funeral procession. These hearses, which looked like Elizabethan-period coaches, were in two colours—black for adults and white for children. This picture, showing a procession for a Chinese child's funeral, appeared in PIM for December, 1940.

Yesterday

In recognition of gallant and distinguished service in the South-west Pacific, Major David Trench, who served in Fiji and Tonga before going to the Solomons, had been awarded the Military Cross. (The recipient of the award is now Sir David Trench, Governor-designate of Hong Kong and British High Commissioner for the Western Pacific).

In Fiji, an Indian wholesale storekeeper, P. J. Patel, was sentenced to six months' imprisonment and fined £400 on a charge of having sold textile piecegoods at excessive prices, the excess profit being £78.

Two anthropologists from Sydney University, Miss Camilla Wedgwood and Dr. Ian Hogbin, were appointed to the Australian Army Directorate of Research with the rank of Lieutenant-Colonel to gather material in New Guinea on which the Australian Government intended to base its native educational policy.

An article signed with the initials W. M. E. spoke glowingly of the hospitality that a New Zealand Army garrison had received on Norfolk Island. To an island depleted by evacuees to Australia, the garrison had brought new life, the writer said.

In January and February, Tahiti had been in the throes of its longest, uninterrupted storm since the famous downpour of 1889 when Papeete became a veritable Venice. "During more than a fortnight", PIM's correspondent reported, "our roadways have been rivers, our rivers torrents and the countryside a quaking bog".

MAGAZINE SECTION

they reached Wakaya Lailai and entered the small passage.

"We (meaning the speaker) were out at Wakaya Lailai cutting copra and found them there. We have reported the matter to the overseer of the island, and he told me to pilot them to the homestead."

Kini was immediately suspicious because he thought they could not have made the rough seas at dangerous Nasilai reef between Suva and Levuka.

They must be survivors of a wrecked ship, he told Vili, and added that they looked like Dutchmen or Norwegians.

Kini suggested to Vili that they row over to get a closer look. They did so and one look convinced him that the crew were disciplined by habit, even though they wore no uniform. Their leader (von Luckner, as Kini later learned) and his deputy were in the cockpit, the other four for'ard. The boat was about 25 ft. long.

Kini saw that von Luckner was a powerful man. He had about a week's growth of beard, and was wearing black trousers with an open grey shirt which revealed a singlet with three buttons. On his head was a once-white cork helmet with a sea-gull feather in the band.

Von Luckner stood up, took down a small red-covered book, and thumbed through it until he came to a certain page. Then he unrolled a chart and asked Kini in very good English: "Where is Nukutubu?"

Questions

Kini indicated by signs that he knew nothing about charts but that Vili did. So von Luckner gave the chart to Vili and repeated his question.

A couple of other questions followed which Vili answered. Von Luckner seemed satisfied.

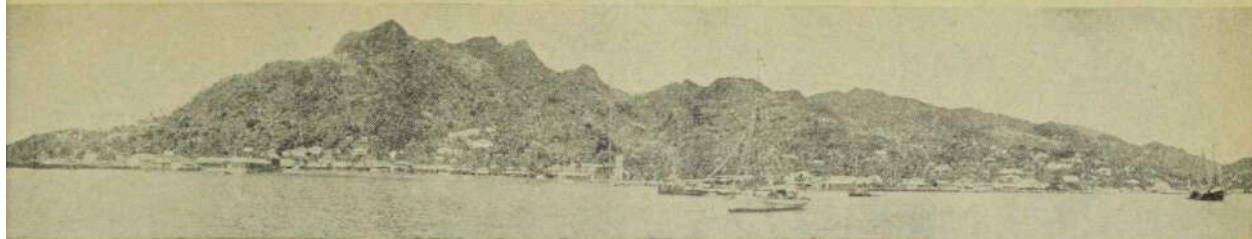
Meanwhile, Kini, who was familiar with English-speaking Germans in Levuka, noticed that von Luckner had the same accent; and he whispered to Vili in Fijian that he was certain the men in the boat were enemies.

At this, Vili said he was frightened and wanted to leave at once, but Kini urged him to stay a few minutes longer.

When they rowed back to the *Sunbeam* Kini told Vili that it was important to get word to Levuka as soon as possible, as he had seen arms covered over in the strangers' craft.

However, Vili refused to go because his sail was not strong enough

MAGAZINE SECTION



to withstand the strong wind and seas then running.

"All right, Vili, you give me an extra hand and I will go," Kini said.

Vili gave him a boy named Charlie to help his crew of three.

Meanwhile, Piufau Roberts, the Rotuman overseer of the Wakaya island plantation, and several Fijian workers had taken out the estate boat to ferry von Luckner and his men ashore.

Noticing this, Kini pulled over in his dinghy to tell Roberts of his intention to sail to Levuka.

"*A cava e sa lomomu e na ka ogo?*" Kini shouted as one of the Fijians carried von Luckner from the boat to the beach. "What's on your mind regarding this affair?"

Von Luckner pricked up his ears, and Kini continued (in Fijian): "I am going to Naova (a native name for Ovalau) but you tell him (von Luckner) that I am sailing for the Lau Islands."

Roberts promised to do this, and Kini returned to the *Sunbeam* to prepare for the run.

He left just after midday, sailing into rough seas and strong winds and heading towards the Wakaya light-house to make von Luckner believe he was trying to sail to Lau.

After sailing three or four miles, he headed for Levuka. It was then 12.50 p.m.

Rough Trip

It was a rough trip, requiring good seamanship with the tiller on Kini's part to prevent the *Sunbeam* from turning over or breaking her mast.

The cutter berthed at Levuka wharf at 2.05 p.m., which means that the *Sunbeam* made at least 13 to 14 knots on that famous day as the distance from Wakaya to Levuka is 17 to 18 miles.

In his excitement to get the news ashore to his boss, Mr. Palmer, Kini forgot to put his shoes on.

Mr. Palmer, however, was not in his office. So Kini went to Alf McGowan, the local sailmaker, who advised him to telephone the island's

owner, an old German trader in Levuka!

Another resident, Captain Kadd, told him to go to the police station. This Kini was in the act of doing when he met the Harbour Master, Captain Robbie, who told him he should report his news to the Customs.

By this time Kini was getting rather tired of the whole business, but he hurried back to the Customs near the wharf.

Levuka Startled

Mr. March, the Customs chief, listened to Kini's tale and told him to wait while he thought the matter out. Meanwhile, a large crowd had gathered, as enlarged versions of Kini's story had startled Levuka out of its wits.

Presently, a policeman came to Kini, puffing, and asked: "Are you the man who came from Wakaya?"

When Kini replied "yes" he was told that Inspector Hill wanted to see him at once at Totoga police station.

After Kini had told the inspector his story, the inspector rang Suva to "find out if those men are telling the truth".

This telephone call revealed that no ships had been in Suva for several days.

Inspector Hill also checked on the whereabouts of the steamer *Amra*, and was told she would be in Levuka the following night.

It was then arranged that Kini should return to Wakaya next day and that Inspector Hill would follow with an armed force in the *Amra* the morning after.

Blotted Out

On Kini's return to Wakaya, a rain cloud blotted the *Sunbeam* from sight from the shore, so that von Luckner, if he had been looking out, could never have suspected that the cutter had not come from the direction of Lau.

At 5 p.m. that day, the ketch *Gleana-A*, also owned by Mr. Palmer, put into the Wakaya anchorage. Kini and his cook rowed

The people of Levuka on the island of Ovalau were "startled out of their wits" when Kini McPherson brought the news that Count von Luckner was at Wakaya.

over to her to warn the captain, a Rotuman called Fred Gideon, that the Germans might try to take the ship.

Gideon, in turn, told Kini that he had sighted the *Amra* making for Levuka by the deep water way, and he added: "I hope to God she arrives in time to save us from these Germans".

About two hours later, Kini watched von Luckner come out to the *Gleana-A* in the *Dakuiviti's* dinghy.

Kini kept out of sight as von Luckner spoke to Gideon from the dinghy, eventually asking him to tow his (von Luckner's) boat to Levuka next day. Gideon, afraid to refuse, agreed.

After von Luckner had gone, Kini told Gideon that he should delay his sailing time as much as possible to allow the *Amra* time to arrive.

Not Much Sleep

"Reef all your sails, have the engineer stall his engines, slow down the hoisting of your anchor, do everything that will delay your tow," Kini said.

No one had much sleep that night, and next morning Kini was up early to see what von Luckner was up to. The Germans were already moving about, and presently one of the crew hoisted the anchor of their launch while von Luckner turned the vessel towards the *Gleana-A*.

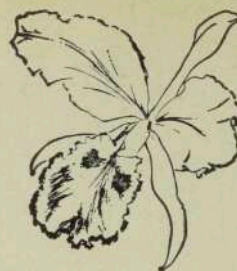
At that moment, almost as if it had been rehearsed, the *Amra* appeared from behind Batimadri Point steaming at full speed for the main passage.

Von Luckner could not see her for the moment, but Kini could, and he got into his dinghy and rowed towards her.

On the way, he passed a boat con-

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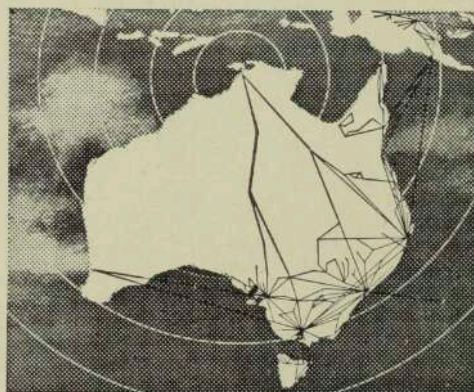
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aining Inspector Hill and several policemen. They were rowing quickly towards the *Gleana-A*.

When Kini told the inspector that the Germans were going to be towed by the *Gleana-A*, the inspector called out: "I have a better boat to tow them in."

Some time afterwards, Kini, with Mr. C. Ensore, a Taveuni planter, and the captain of the *Amra* watched from the *Amra's* bridge as von Luckner and his men were transferred, without a struggle, into the police craft.

Later, after von Luckner, with great surprise, had heard Kini reply in English to Inspector Hill's congratulations for his part in the German's capture, he (von Luckner) asked permission to speak to Kini.

Leaning over the *Amra's* rail, he said admiringly: "You're a fine fellow, but very lucky." Kini had equal admiration, when he heard the full story, for the unlucky von Luckner.

Rewarded

Over in Levuka, Kini was hailed a hero, and meetings were held at which his deed was often told. When he returned there himself, he was handed a cheque in the town hall as a token of appreciation from the Levuka people.

Three years later, he was given £21/10/- for his part in the capture of the famous sea raider.

When von Luckner came to the Pacific just before World War II, Kini prepared to greet him with fine mats, a tabua (whale's teeth), and other gifts. But their paths never crossed again as von Luckner did not visit Fiji on his trip.

Kini eventually died in the native ward at Suva Hospital among the Fijians he loved and sailed with.

Throughout his life his copper-brown complexion had always tricked strangers, but he had white blood in his veins.

RAIN, RAIN, RAIN!!!

More than 27½ in. of rain fell in 24 hours at Salialevu, on Fiji's Taveuni Island, several weeks ago, according to statistics issued by the Suva Meteorological Office. Salialevu is the wettest place in Fiji, but this was a record downpour there.

Other heavy falls recorded in Fiji are 26½ in. in Suva in 1906, when the rain gauge overflowed and could not record any more, and 35 in. at Rarawai in 1931. The Rarawai gauge stopped recording at 35 in. because it was submerged by floods.



One of the three tortoises that used to roam the grounds of Papeete's museum before the museum was shifted to its present temporary premises. The girl leaning over it is called Pepe.

Pleasant Legends —But How True Are They?

By a Staff Writer

One of the advantages (or penalties) of being very old is that you are always "good" for a newspaper story.

GEORGE BERNARD SHAW found this when he was in his 90's; Somerset Maugham is finding the same in his old age; and Tui Malila, of Tonga, is yet another who, now that he is old and venerable, is given "the treatment" by newspaper reporters.

Tui Malila, is the ancient tortoise that roams the palace grounds in Nukualofa. His shell is battered, he is apparently blind, and tradition says that he came to Tonga as a gift from Captain Cook.

One of the latest reporters to do a feature on Tui Malila is one Robert Gilmore, who, writing in the *Auckland Star*, in January, said: "When Tonga builds, soon, her first hotel and starts to seek tourists, her number one tourist attraction could be 'the world's oldest living animal'."

"That seemingly undisputed title attaches to a tortoise on whom the

MAGAZINE SECTION

Tongans officially have bestowed the rank of chief."

Gilmore went on to say that although Captain Cook was said to have left Tui Malila in Tonga in the 1770's, even Tongan official publications did not agree in their accounts of his arrival in the Group.

The official record of the British Royal visit to Tonga in 1953 states that Cook gave Tui Malila and a female mate to a chief called Sioeli Pangi, and that the chief gave the pair to the king's daughter.

But a current handbook on Tonga, published by the Government and sold to tourists, says that, "according to palace records", Cook gave the tortoises to the king.

Gilmore pointed out, correctly, that Cook made no mention of a gift of a tortoise to anyone in Tonga in his "voluminous papers"; and he might have added that there is no record of such a gift in the papers of any of Cook's companions, either. This has been pointed out in *PIM* articles from time to time, writers having thrown serious doubts on the validity of the Cook tradition.

More Old Tortoises

However, you really get suspicious when you find out that there are several other tortoises roaming the world today that are also reputed to have been left behind by Captain Cook.

In Sydney's Taronga Park Zoo, for example, there is an ancient tortoise that used to roam in the Botanic Gardens and which, years ago, is said to have been brought from Tonga where Captain Cook had left it as a gift.

The famous circumnavigator is also said to have left three of the creatures in Tahiti, where, in the years before the war, they used to wander in the grounds of the Papeete Museum.

And if that were not enough, Captain Cook is also credited with bringing an ancient tortoise to the South Atlantic island of St. Helena.

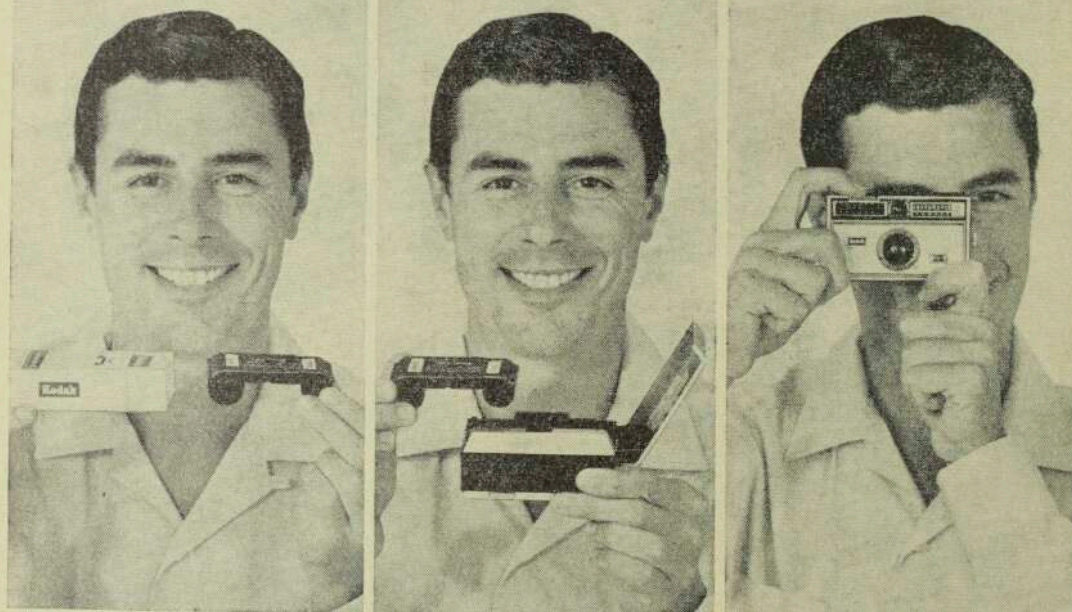
This tortoise is called Jonathan.

According to an article released by the United Kingdom Information Service in Australia, Captain Cook presented Jonathan to friends in St. Helena in 1775, and it adds that Cook brought it from the Galapagos.

And that bit about the Galapagos Islands shows how legends about tortoises—and Captain Cook—come to be made, for these islands were among the few in the Pacific that Cook did **not** visit.

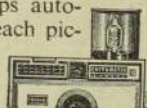
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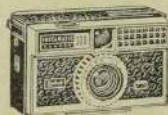


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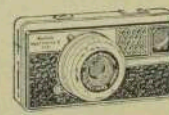
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MAGAZINE SECTION

Suwarrow's Crusoe Goes Back To Civilisation

from W. H. Percival, in Rarotonga

New Zealander Tom Neale is back again on Rarotonga after spending more than three years in almost total isolation on remote and uninhabited Suwarrow atoll. He has made plans to return there.

AS Tom, now aged 61, walked down the gangplank of MV *Godmer* on January 19 he looked fit and well. His few personal belongings included some poultry, and a 12 ft sailing boat.

Lonely and beautiful Suwarrow has fascinated Tom Neale from the day he first visited the atoll in mid-1945. He was then engineer on A. B. Donald Ltd.'s schooner *Tiare Taporo*.

A World War I veteran, Tom had been seaman, planter, storekeeper and beachcomber, with most of his working life spent in French Oceania and the Cook Islands when he resolved that he would return to Suwarrow to live in self-sufficient solitude as soon as possible. His chance did not come for seven years.

In October, 1952, he landed at Suwarrow with 50 lb of flour, a 70 lb sack of sugar, 40 lb of ship's biscuits and a small quantity of tea, coffee and baking powder, some fishing gear, tools and cats. This was to be his home.

He built a garden and killed off the wild pigs that threatened to destroy it. His cats severely reduced the large population of small native rats. He lived in a three-roomed wooden house which had been built during the war, and was plentifully supplied with water from three large tanks.

"Happy Exile"

Fish, crayfish and coconuts were part of his regular diet.

Tom led a happy exile's life of 21 months until July, 1954, when he decided to return to Rarotonga again to see what was happening elsewhere.

But in 1956, he was back at Suwarrow, this time on behalf of the Cook Islands' Administration. He took a census of the Manihiki pearl shell divers who had begun to work Suwarrow's vast lagoon and pre-

POPULAR SPORT: Roller-skating is at present a popular sport in Tonga, and one of the keenest exponents is Princess Pilolevu (white dress). She is seen with her friend Georgina Palu leading a "skate past" before her brother Prince Taufa'ahau at Vuna Hall, Nukualofa.—Photo: Hettig.



vented them from cutting down trees and burning off the land. He found that thousands of noddies, terns and frigate birds had made Suwarrow their home, and the atoll had been proclaimed a bird sanctuary.

Tom would have liked to stay on alone for a couple of years after the divers left, but he felt he was insufficiently equipped for such a venture, and he returned to Rarotonga to build up his resources.

He did that over the next few years and in November, 1960, he stepped ashore on Anchorage Island, Suwarrow's largest *motu*. This time he brought with him a 12 ft sailing boat he had built himself at Rarotonga, as well as all the essentials for survival on an atoll—matches, bush-knives, paraffin for his hurricane lamp, a fish spear, and soap.

Once again he set himself up in the three-roomed house, built an open air bathroom, a run for his 30 chickens, and planted another garden.

He Becomes Famous

This was to be the beginning of another long stretch of solitude. But a month later, on December 10, his peaceful existence was disturbed by a helicopter from the American Naval vessel, *Glacier*, an icebreaker bound for the Antarctic. The aircraft had landed to inspect "uninhabited" Suwarrow.

A much-garbled report of the American meeting with "hermit" Tom Neale appeared in New Zealand and Australian newspapers, and as a result in April, 1961, Tom had another visitor—Noel Barber, a correspondent for London's *Daily Mail*. Barber had specially chartered a schooner at Pago Pago to interview "The Crusoe of Suwarrow". The story he wrote was syndicated around the world.

Noel Barber arrived with plentiful

supplies and Tom enjoyed a glass of beer and his first cigarette since December. Barber gave him fresh bread, butter, a 4 lb joint of beef, tobacco, books and six bottles of whisky. Tom is not a heavy drinker but thereafter he enjoyed a nip of whisky after turning in at night.

Tom showed his guest over his house, which contained his "office", his bedroom, and a neat little kitchen.

He showed him the cookhouse he had built outside, his poultry, and his garden which produced bananas, kumara, breadfruit, papaw, tomatoes and Indian spinach.

Tom says he was utterly happy on his island.

His only fear was of hurricanes, or of breaking a limb and not getting medical attention for it.

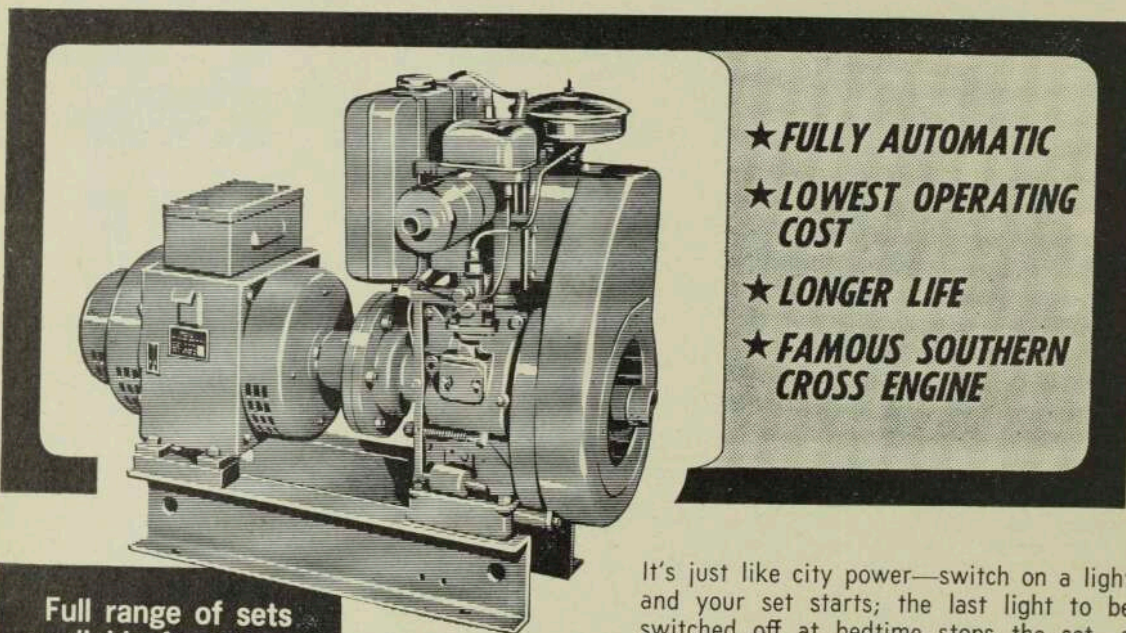
When the weather looked bad, he carefully buried his tools so he could retrieve them after the storm, for without tools, he would be lost. But no hurricanes hit the atoll, and he always avoided personal risks.

Never Lonely

He says he never felt lonely. There was always enough to keep him busy—jobs like feeding the fowls, caring for his cats, fishing, gardening, keeping the bush cut back from his house. The only time he felt "a little moody" was when he ran out of tobacco and had to live for months without a smoke.

After Barber's visit, Tom's subsequent visitors were few, although he often sighted yachts which passed Suwarrow bound from Rarotonga to Tonga, or New Zealand to Tahiti. They seldom stopped. In fact, no ships called for 14 months after Noel Barber's visit. Then a Cook Islands' trading schooner called en-route from Pukapuka to Rarotonga to check on

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MAGAZINE SECTION

a rumour that Tom Neale was dead. Tom was very much alive and still happy.

On October 11, 1962, the yacht *Yasme III*, with "ham" radio skipper Danny Weil and his wife on board, called at Suwarrow.

They had brought Tom some stores, books and seeds, although somebody had forgotten to put his mail on board.

Weil's yacht was equipped with three radio transmitters and five receivers so Tom Neale was able to make contact with his friends in Rarotonga over the air.

Misadventure

Tom had now been at Suwarrow for almost two years on this stay and had experienced only one misadventure. He was fishing in the lagoon in his boat when a sudden squall capsized him in about 100 feet of water.

He could have swum to the distant reef, but had no intention of abandoning his boat. After a long, exhausting struggle, he righted the boat, then discovered he had lost his bailer. He bailed out with his hands and finally made Anchorage Island after being all the morning in the sea.

Early in 1963, the 99 ft American yacht *West Wind* called at Suwarrow and her crew spent three days with Tom.

By this time, Tom was beginning to realise that he was getting a little old for his exile's life, so he regretfully decided he would return to Rarotonga when Suwarrow was again visited by pearl shell divers from Manihiki later in the year.

In May, 1963, the American yacht *Tiburón* anchored in the lagoon, with Mr. E. Vessey, the owner, his Samoan wife, and their 14-year-old adopted daughter.

They were bound from Pago Pago to Honolulu, but some days after their arrival at Suwarrow the yacht was wrecked in the lagoon when the wind shifted suddenly.

The Vesseys stayed with Tom for 20 days, then HMNZS *Pukaki*, visiting the northern Cooks, called in and took them off.

Just before Christmas, the local trading vessel *MV Bodmer* uplifted about five tons of pearl shell from Suwarrow and returned the divers to Manihiki. Tom was aboard when she arrived back in Rarotonga in January.

Now he faces the problems of finding somewhere to live and re-adjusting himself to the ways of modern civilisation.



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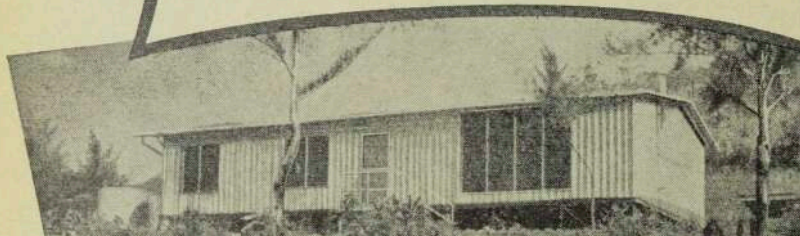
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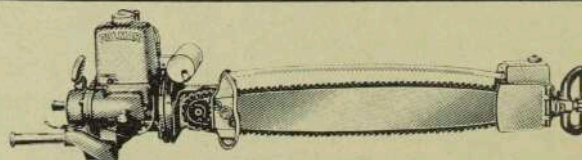
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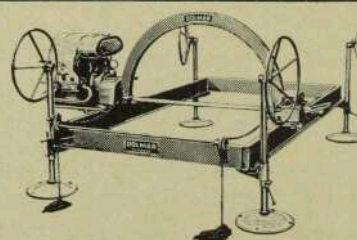
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NANDARIVATU'S 100,000 FISH EGGS

By R. A. Lever

The successful introduction of trout into the East African highlands was the inspiration, just over 20 years ago, of an attempt to do the same thing in the interior of Fiji.

THE decision to import the trout was made by the departmental head then responsible for Fijian fisheries, although a senior administrative officer, who had just arrived from Tanganyika, was against the project because he believed Fiji's temperatures were too high.

Batches of trout ova, numbering 100,000, were imported from New Zealand in muslin bags placed on ice and taken by car up to the hill station chosen for their hatching and release.

This was a place called Nandarivatu (meaning "the stone fish" in Fijian), a few miles inland from the northern coast of Viti Levu.

A Fijian was detached from the staff of the writer's laboratory to look after the eggs in the small hatchery built near a large timber company's site. The hatchery was about 2,000 ft up.

On the only occasion that I was able to visit the spot, in June, 1941, the temperature of the water at a depth of two feet was 66 degrees Fahrenheit.

Other Fish to Fry

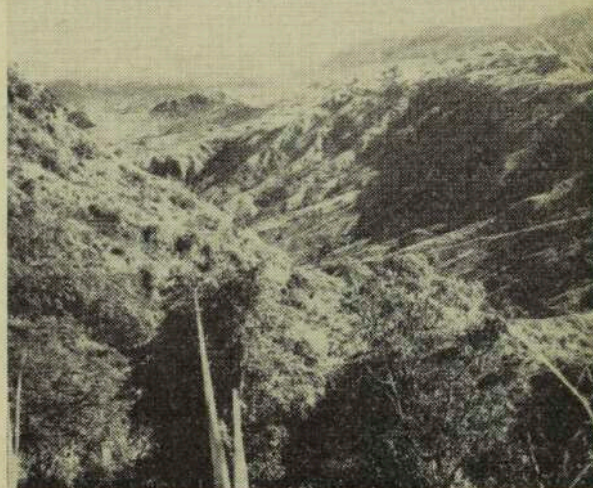
According to data from official sources in Tanganyika, the temperature of their trout streams is only 58 deg. to 65 deg. Fahr. so that the Fijian water was, as anticipated, too high.

Despite careful and conscientious work by the Fijian, the young fish did not thrive and failed to become established. Six months later, as a result of the Japanese raid on Pearl Harbour, people in Fiji had other things to concern themselves with than fish ova, and the matter has not, I believe, been followed up since.

In Malaya, in 1935, trout were successfully liberated in the Cameron Highlands at nearly twice the elevation of the Fijian experiment, but, unfortunately, they failed to breed.

Perhaps readers who are familiar with liberations of ova in Ceylon and elsewhere in the tropics might offer some comments as to the possibilities of trout acclimatisation in such places as Borneo, Sumatra or Madagascar. All of these places appear to have the necessary elevation, with water at a low enough temperature, for trout fry.

MAGAZINE SECTION



The trout ova released at Nandarivatu, on the northern coast of the Fijian island of Viti Levu in 1940, were received from New Zealand as shown in the top picture. Below is a view of Nandarivatu.—Photo: R. A. Lever.

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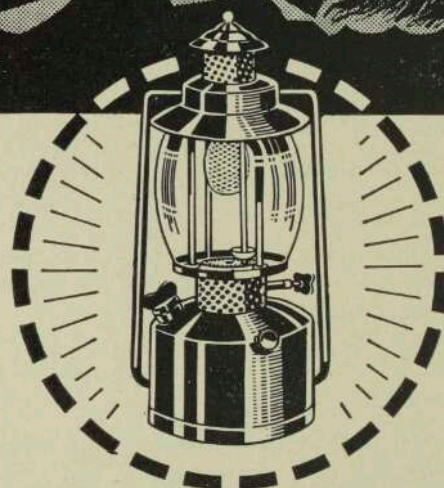
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THE MONTH'S NEW READING

A Helpful Compilation For South Pacific Planners

Another book by C. Hartley Grattan is an authoritatively-written historical survey of *The Southwest Pacific Since 1900*. Coming now, just when most of the countries of the Southwest Pacific are in the throes of far-reaching political change, and read in conjunction with the same historian's *The Southwest Pacific to 1900*, this new book could be of great help to scores of top administrators and politicians. The latter are trying to find answers to South Pacific problems which, literally every day, increase in number and complexity.

IF Hartley Grattan's new book should happen to lack value as a guide to our harried statesmen, it could be useful as a weapon of offence: one blow from its 800 pages of heavy paper could fell and fill any pesky commentator who demands that the bureaucrats come up with some really practicable plan for the future of the South Pacific territories.

Hartley Grattan, again, has done an enormous job of research. Some of it is indicated in the 46 closely-printed pages of "Suggested Readings", at the end of the book, wherein is listed, it would seem, every scrap of known printed matter bearing on the history of the South Pacific Islands.

More than a score of industrious writers have produced books on the

history and geography of the Pacific Islands in the last decade and, presumably, more such delvers into records will produce books in the next decade. The work of all such researchers will be simplified by Mr. Grattan's bibliography; here are *all* the Pacific Islands references, worthy and unworthy.

The new book is in four impressive sections — Australia; New Zealand; the Islands; and Antarctica. The history of the Islands is surveyed and summarised very competently in 150 pages, by a man who has a clear understanding of the commercial and political implications of hundreds of seemingly unconnected events. An index has been prepared, painstakingly, for the help of the harassed man in Canberra, or London, or Paris or Washington who might want to use this record in seeking more data on some of the international problems now crowding in on the South-west Pacific.

The summary of historical events in relation to Antarctica should be especially valuable.

This has not been done, in this way, previously, and something of the kind now is needed by the nations which are crowding into that ice-girt wilderness. It has just been announced, for instance, that Antarctica is likely to become a popular tourist resort!—RWR.

(THE SOUTHWEST PACIFIC SINCE 1900. Published by the University of Michigan. Our copy from Ure Smith Pty., Sydney. 80/-.)

Australian Poets

Angus and Robertson's new *Australian Poets* series comprises attractive books at the right price. Each poet is published separately, with a biography, bibliography, notes and introduction. The six in the current release are DOUGLAS STEWART, ROSEMARY DOBSON, ROBERT D. FITZGERALD, A. D. HOPE (all introduced by themselves), CHARLES HARPUR (introduced by Donovan Clarke) and HENRY KENDALL (introduced by T. Inglis Moore). The volumes on Stewart and Kendall are each 7/6d, the others are all 6/6d.

Grisly Deeds On Australia's West Coast

Two hours before daybreak on June 4, 1629, a big, richly-laden Dutch merchant ship, the *Batavia*, ran aground on a reef off the barren Abrolhos Islands, off the coast of Western Australia, while on her way from Holland to the Dutch East Indies.

SO began one of the greatest dramatic tragedies in Australian history, "beside which," one Australian historian once wrote, "the mutiny on the *Bounty* is an anaemic tale."

The wreck occurred when mutiny was brewing in the ship—this being directed against Francisco Pelsaert, the ship's non-seafaring *commandeur* (a sort of merchant commodore).

Long Boat Voyage

Of the 250 people aboard, 180 (including Pelsaert) were landed on a small, desolate island before bad weather prevented the ship's boat from going back for the rest. Meanwhile, those on board began looting Pelsaert's sea chest, throwing his papers overboard, and rioting over drinking water.

Less than 36 hours after the wreck, the *Batavia's* captain told Pelsaert that he was going to leave the island in the boat to search for water; and

CAN ANY EDITOR BEAT THIS?

Since the schoolmaster of Pitcairn Island School began publishing the roneoed monthly newspaper "Pitcairn Miscellany" on April 16, 1959, overseas requests for the paper have pushed up its circulation to 300 a month.

Commenting on this in the December issue, the editor said: "When one realises that Pitcairn's population is under 90, the paper must have one of the highest ratios of copies to population of any similar publication in the world."

MAGAZINE SECTION

as Pelsaert did not trust him to come back, he decided to accompany him.

Forty-six other people, two of them women, left with the captain and Pelsaert. Less than four weeks later, having covered 1,200 miles, the boat reached the Straits of Sunda where those on board were picked up by a Dutch merchantman and taken to Java.

There the high boatswain was hanged for his part in an assault on one of the *Batavia's* 30 women passengers. The skipper was arrested for negligence in wrecking the *Batavia*. And the Dutch Governor-General ordered the yacht *Sardam*, with Pelsaert on board, to go to the wreck site in the hope of rescuing those who had been left behind, and of salvaging the ship's cargo, which included a rich casket of jewels and four chests of cash containing 250,000 guilders.

Meanwhile, on the Abrolhos islands, a mutinous fellow called Jeronimus Cornelisz had assumed command, and a bloody reign of terror began that is probably without parallel.

Between July 4, 1629 (when a soldier was drowned as a punishment for tapping a keg of wine and getting drunk) and mid-September of that year (when the *Sardam* reached the Abrolhos from Java), Cornelisz was responsible for the murder of well over 100 of the *Batavia's* passengers and crew. Some of the victims, such as the sick, had their throats cut by night; others were killed while trying to escape from Cornelisz; others, again, were publicly decapitated, etc.

Put to Death

With a strong band of soldiers at his command, Pelsaert had no trouble in rounding up the murderers on his arrival at the Abrolhos, and they, in their turn, were put to death after being tried aboard the *Sardam*.

Cornelisz had both his hands cut off before being hanged on a gallows set up on one of the Abrolhos islands; others had one hand cut off before being hanged, etc.

Pelsaert later salvaged some of the *Batavia's* valuable cargo and took it back to Java, where other members of Cornelisz's band were condemned and executed.

Needless to say, the story of the *Batavia* has long interested Australian writers, yet it is only now that Pelsaert's account of the affair, as

set down at the time, has been translated into English and published.

The person responsible for its publication is Henrietta Drake-Brockman, a Western Australian novelist, who first became interested in the *Batavia* story as a girl, and who began to give serious thought to writing a book on the subject in 1938.

After locating Pelsaert's journals in The Hague, she had them translated into modern Dutch by a Dutch scholar, and later rendered into English.

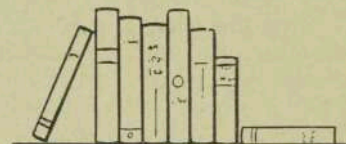
Mrs. Drake-Brockman used the journals and other material as the basis for a novel, *The Wicked and the Fair*, which was published a couple of years ago.

Now she has published a factual book, *Voyage to Disaster*, which,

comprises Pelsaert's journal, 100 pages on Pelsaert's life and times, and 10 appendices on related matters.

Mrs. Drake-Brockman's researches incidentally, led to the discovery by skindivers in 1963 of the remains of the *Batavia* in the Wallabi Group of the Abrolhos islands. It had previously been thought that the *Batavia* had been wrecked further south in what has erroneously become known as Pelsaert Group.—RL.

(VOYAGE TO DISASTER. Published by Angus and Robertson. 42/-.)



The Latest In Brief

SHIRLEY HAZZARD, an Australian living abroad, is a regular contributor to the *New Yorker*, and her first book of short stories, *Cliffs of Fall*, bears the unmistakable stigma of that magazine. There is the same precise attention to detail and a studied observation of the trivial. A gentle irony runs through these stories which despite the fine evocation of place, remain inconsequential. Miss Hazard's writing is, at times, not far removed from the clichés of the glossy women's magazines. But she has not inconsiderable talent, and one hopes that she may find a subject worthy of elaboration into a novel.—AF.

(Macmillan. 26/-.)

Sydney naturalist David Stead died shortly after finishing *SHARKS AND RAYS OF AUSTRALIAN SEAS*, but he leaves us a useful memorial. There are chapters on every kind of shark and ray and their habits, with plenty of clear photographs. It is not, as the dustjacket claims, a "lively, readable book"—those not interested in the subject are not likely to browse through it for long—but as an attractive reference book with information enough for the layman, cruising yachtsman, and the more scientifically-minded, it is good value. Some no doubt will consider it to be rather a high price for a book of only 200 pages.

(Angus and Robertson. 63/-.)

THE ROAD TO HARLEY STREET, by William Byam, is a report on a British way of life that has

gone with an Empire, and as such it is an interesting social document. As an interesting story it is, unfortunately, a disappointment. One would like to remain on side with Dr. Byam as he recalls his days in Egypt and the Sudan at the beginning of this century when he was attached to the Egyptian Army as a medical officer. In the first few chapters this octogenarian shows promise of taking the reader along with him, but his personal story begins to lose interest as he lays more and more stress on the glories of being a British officer and a gentleman, and the advantages of being a damn good shot at game hunting.

(Geoffrey Bles. Our copy from Collins, Sydney. 31/-.)

Recommended For The Youngsters

THE Silent Isles is the third (and last) of the Tambai Island series of adventure stories—the author, R. S. Porteous, having died early last year. Porteous wrote for adults as well as youngsters—originally stories of the sea, but his two novels, *Brigalow* and *Cattleman* were amongst some of the best stories ever written about Australian cattle-station life.

His Tambai Island stories are much more exotic affairs—and this one is no exception—with a missing schooner, wandering junks and hi-jacking on the high seas.

(THE SILENT ISLES. Published by Angus & Robertson Ltd. 18/6.)

MAGAZINE SECTION

Best Of The Paperbacks

Novels:

Three by Morris West, *DAUGHTER OF SILENCE*, *THE BIG STORY* and *THE SECOND VICTORY*, are in this author's minor league and never became world best-sellers (like *The Devil's Advocate*, etc.). The first two have the Italian background in which this author is most at home; but the last of the trio is a departure from West tradition and is a story of the immediate post-war occupation of Austria. (All Pan.)

A HOUSE FOR MRS. BISWAS, by V. V. Naipaul, is the hilarious, brilliant and poignantly pathetic account of how Mr. Biswas, an East Indian journalist in Port of Spain, Trinidad, escaped from the octopus-embbrace of his in-laws. Although it as a West Indian colonial background it could be about a poor but spiring Indian family almost anywhere. (Fontana Library.)

CAPTAIN FROM CONNECTICUT is in the Hornblower tradition by Hornblower's creator, C. S. Forester, but Captain Josiah Teabody is the hero of this one. (Four Square.)

In SHIPMASTER, by Gwyn Griffin, the first mate of an Italian ship on a voyage to Australia literally ops the lot. He suddenly finds himself acting as captain, he runs into a hurricane, he has to put down a mutiny and slap down a Royal Navy commander, a psychopathic pinster and a sadistic widow. (Fontana.)

SOMETHING LIGHT, by Margery Sharp, is just what the title says—an amusing, pleasant change from the hard-going of much current fiction. (Fontana.)

Fact:

THE HELL-FIRE CLUB, by Daniel P. Mannix, takes a look at the morals of 18th century London, particularly those of the so-called Hell Fire Club, dedicated to black magic, sexual orgies and political conspiracies. What the book might lack in accuracy the author makes up with droll stories on a wide canvas. (Four Square.)

QUEST IN PARADISE is David Attenborough's readable account of two journeys he made in the South Pacific during which he visited Tonga, New Hebrides, the New Guinea Highlands and Fiji. In the New Hebrides he saw the sensational land-divers of Pentecost; in New Guinea he recorded the dance of the birds of paradise; and in Fiji saw fire-walking and turtle calling. We reviewed the hard cover a few years ago. (Pan; illustrated.)

THE DIAMOND SMUGGLERS, by Ian Fleming, is not a James Bond thriller but almost as fantastic, though true. It is the account of how the vast smuggling racket that was siphoning-off about £10 million worth of African diamonds per year in the early 1950's was smashed, with the help of MI5. (Pan; illustrated.)

Thrillers and Crime:

THE MARCH HARE MURDERS, by Elizabeth Ferras, is murder among the English upper middle classes. (Four Square.)

A MAN CALLED JONES, by Julian Symons, is the story of another perfect murder, that wasn't. (Fontana.)

THE DANCE OF DEATH, by Algernon Blackwood, is a collection of six spine-chillers for those who like weirdies. And Frank Edward's STRANGER THAN SCIENCE is based on a US radio series of the same name and presents some of the greatest unsolved riddles of the world. (Pan.)

Self-Improvement Dept.:

BRIDGE FOR BEGINNERS, by Victor Mollo and Nico Gardener, consists of 12 concise lessons that have served as the basis for tuition at the London School of Bridge. With charts and diagrams. (Pan.)

HOW TO WRITE ENGLISH, by Hugh Jarrett, principal of the Jarrett School of English at Cambridge, explains the basic principles of good English, how to choose the right words and correct idiom and how to write letters, speeches and reports. It is of particular interest to foreign students as well as to the home-grown product whose mother-tongue is a little shaky. (Fontana.)

Paperback Of The Month

A gripping and extraordinary story among recent paperbacks is Alexander McKee's "The Golden Wreck" (Four Square, 5/6), which tells of the wreck of the big auxiliary steam clipper "Royal Charter" on the coast of Wales in 1859.

Although the wreck occurred only a few yards from the shore, 450 men, women and children lost their lives—some of them drowning when they tried to escape with gold that they had brought from the Australian gold diggings.

On the day and day after the "Royal Charter" was wrecked, 133 ships were sunk, 90 were badly damaged, and about 800 lives were lost in British waters as unprecedented winds, of 100 mph and more, howled across Britain.

THE FRENCH COOKERY BOOK is by internationally known chef, Jean Conil, who has divided his life between cooking in France, cooking on luxury liners and cooking in England—and writing about it. His book has everything for turning you into a *cordon bleu* genius. (Pan.)

WHAT TO LISTEN FOR IN MUSIC, by Aaron Copland, is a revision of a 20-year-old discourse on music, bringing the subject up to date. The author, a noted composer, is most interesting when he deals with the art of composition and when he gives his opinions on other composers. The straightforward style might well be followed by other writers on music. (Mentor.)

THE WISDOM OF CHINA, edited by Lin Yutang (Four Square) and THE SAYINGS OF CHUANG CHOU, translated by James R. Ware (Mentor Classics) put the Chinese philosophers in handy form. Better value of the two is Lin Yutang's.

ASIA IN THE MODERN WORLD, edited by Helen G. Matthew, is designed to give general readers a background on Asian (and SE Asian) art, religion, geography, resources and politics, and does it well enough if you allow for the American outlook, which sees things differently. Includes a bibliography and index. (Mentor.)

Pan and Fontana are distributed by William Collins (Overseas) Ltd.; Four Square and Mentor by Tudor Distributors Pty. Ltd., Sydney. Prices vary from 4/- to 12/-. All prices quoted in "PIM" reviews are in Australian currency unless otherwise stated.

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THE CLEAN CIGARETTE . . . WITH THE FRESHER FLAVOUR

V244-9/63

From the Islands Press

FOR some time a Government agency in Western Samoa, Radio Station 2AP, has been advertising cigarettes and tobacco, but according to official sources in spite of their proven health hazards the Government intends to continue encouraging the consumption of these products by advertising them over the air.

"Our interest is in making money as a commercial broadcasting station," said one official. "Church leaders are among the heaviest smokers here. Coffee is just as bad as cigarettes. We do not intend to stop advertising cigarettes," reportedly said a Cabinet Minister.

Rightly so, people should have freedom to choose their own way of living but it hardly seems proper that a Government agency should actively encourage them towards ill health and suffering.—*Editorial in "Samoana", Apia.*

WHILE the announcement of a reduction of the government budget for 1965 by four million dollars has not caused people here to panic, it should be a cause for setting a clear-cut economic policy for these islands.

All of us who have lived here through the past 20 years will readily understand the difference and the changes brought about with 30 million dollars. But like dry land that has gone without water for a long, long period, the first rainfall is insufficient to get it to bear vegetation. . . .

It takes years to prepare an economy for the "take off" stage. It will take decades and generations if the preparation is slow, and investment—both government and private—comes in doses. There must be a constant flow of a sufficiently large amount into the economy in order to get it to "take off" and carry on under its own power. That is why any more cuts in government spending inside the territory should be a matter of concern. It should be pointed out at this instance that not all, and perhaps not even the largest portion of the 30 million dollars, was left to circulate and multiply in the islands.—*Editorial in "Samoa News", Pago Pago.*

IT seems that in spite of the emergence many years ago of Japan as a world Power on Western lines, the survival of the legend of a wholly charming "rickshaw and kimono" life is disturbing to the Japanese people who have to face facts.

The same thing happens in other countries. Britons are often exasperated by the false picture created by tourist folders and travel posters of a country of medieval castles, "olde worlde" villages and Yeomen of the Guard. And in the South Pacific a good deal of damage is done by the legend of a South Sea Island paradise of boundless abundance—where nobody would ever dream of working.—*Editorial in "The Fiji Times".*

AFTER my fairly extensive travels in the South Pacific during 1963, I feel I am justified in making comparisons of the islands.

Without doubt, I would say that my short stay in Rarotonga has been by far the happiest of my island holidays. The abundance of the island's own variety of entertainment—items, dances, *nukus*, etc.—was a delightful and absorbing experience.

The beauty of the trees, the flowers, and the people decorated with *eis* far surpassed what I have seen in other South Pacific islands. And finally, the friendliness and happiness of the islanders—with whom I was fortunate to spend all my time—made my stay a very memorable experience.—*Letter from Michael J. Brown in the "Cook Islands News".*

WE did not think it was proper for the [Acting] Governor of American Samoa to be best man at a local wedding. It is the agreement among all who cared that he exercised poor judgment when he elected to serve as second man. . . .

Samoans have laid down their weapons and put aside their quarrels and have come together to support a central government under a United States administration. Those who considered

themselves kings no longer do so. They have taken second place in their desire to make their US chosen leader the first—and never the second—man on the islands.—*Editorial in "Samoa News", Pago Pago.*

FREE. . . . Two bull-kittens and three shemales, all extremely beautiful ship-trained kittens sired by handsome pedigree Fijian wharf-cat. Ideal present for kind-hearted child (if such exists) or would make good Madras curry. Contact Moanaraoi.—*Advertisement in Gilbert and Ellice Islands "Colony Information Notes".*

IF Tahiti had not existed, it would have been necessary to invent it for literature.—*News item in "Le Journal de Tahiti".*

IT is unwise to generalise from one year's statistics, but the 1963 population figures offer distinct hope that the potentially disastrous steepness of Fiji's population increase has begun to flatten out.

Immigration restrictions and the progressive "localisation" of jobs in the Colony must have played some part in reducing the overall increase, but in the case of the Indian and Fijian communities, there has been a distinct drop in the birth rate.

The results will, to the great advantage of Fiji and the happiness of a great many of its people, show themselves in future years in lessened pressure on the Colony's land and resources, in greater ability to match demand with availability of rewarding work and of schools and medical services, in better health of many mothers and children, and in relief of the crippling financial burden now borne by parents of large families anxious to give their children good food, good education and a decent upbringing in comfortable surroundings.

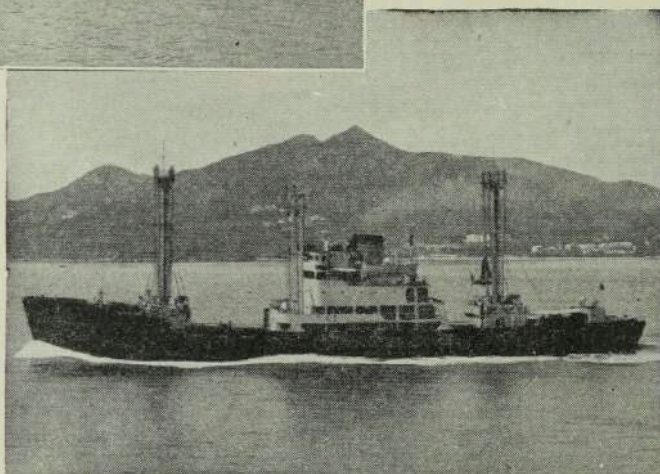
The pity is that the Colony-wide family planning campaign now becoming effective did not start long ago.—*Editorial in "The Fiji Times".*

TAIKOO DOCKYARD HONG KONG



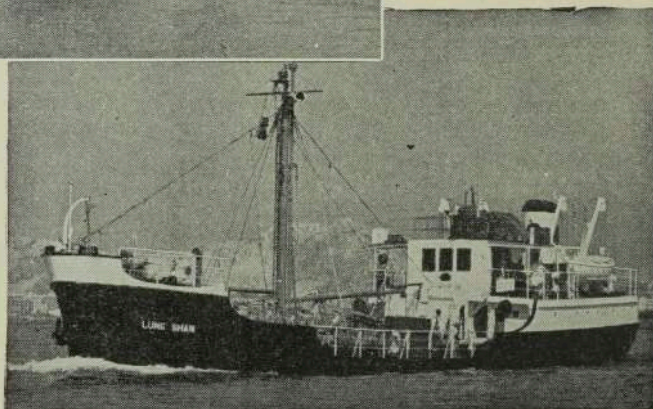
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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French Line To Put New Ships Into Service Soon

Messageries Maritimes, the French shipping line in which the French Government has a 78 per cent. interest, will put four new ships into service on the Europe-Australia run in the next two years and will begin a service to New Zealand.

THE new ships are the 19,000-ton liner *L'Australien* and three modern cargo ships of 10,000 tons each. *L'Australien*, expected to cost £6 million, and the three cargo ships are now being built.

The cargo ships will replace the *Euphrates*, *Iraoudy* and *Godavery* which Messageries Maritimes now charters. They will be capable of 19 knots, will have limited passenger accommodation and de luxe quarters for the crew.

L'Australien will carry 400 passengers and will have a top speed of 21 knots. Another vessel of the same type will eventually be built to replace the *Tahitien*, which was recently refitted. The refit involved fusing the 1st and tourist classes and the 3rd and 4th classes. The Messageries Maritimes ship *Caledonien* is to be similarly refitted.

The president of Messageries Maritimes, Rear-Admiral Guillaume le Bigot, announced these plans during a tour of the South Pacific in February

during which he visited Noumea, Sydney, Manila and Hong Kong.

Admiral le Bigot added that his company would inaugurate a service of six ships a year to New Zealand to load wool and general cargo, and that it would station a vessel in the Pacific to carry cargo for the islands which was too heavy for local schooners to carry.

● **TRADER AGROUND:** The Cook Islands trading ketch *Taveuni* went aground at Rarotonga on January 17 after her bow lines (thought to have been untied by children diving from her decks) were loosened. The vessel was slewed round by the current broadside to the wharf and dug her bow into the gravel. A few days later, she was further embedded, her holds were flooded, and she was listing badly.

● **BONANZAS FOR FISHERMEN:** Fishermen at Nauru have been really "getting amongst 'em"

In The News This Month

Aegaeon	Jovilisi
Argo	Koae
Asahi Maru No. 8	Malawai
Atom	Melbourne
Australien	Moana Raoi
Barlovento	Mocambo
Carla Manus	Myonic
Casco	New Zealand Star
Cook	Nivanga
Crewcut	Oriental Queen
Dunkerquoise	Ra Marama
Equator	Rob Roy
Euphrates	Saint Gabriel
Fjord III	Siga Wale
Godavery	Taveuni
Heather	Ulapatur
Iraoudy	Valrosa
John Hanna	Voyager

lately. They have been particularly severe on what are known locally as "wee tuna".

Akiko and Company recorded a haul of 74 on one day in early December. Not long afterwards, Daroa and Company caught 77 tuna in one day; then Derangatamo Akubor and Frank Dorubenang set a record that looked as though it would be hard to beat for a while—117 in a day.

● **RAROTONGA HARBOUR:** The Cook Islands Administration has agreed to complete the development of Avatiu Harbour, Rarotonga. A loan of £10,000 from the Economic Fund will be granted without interest.

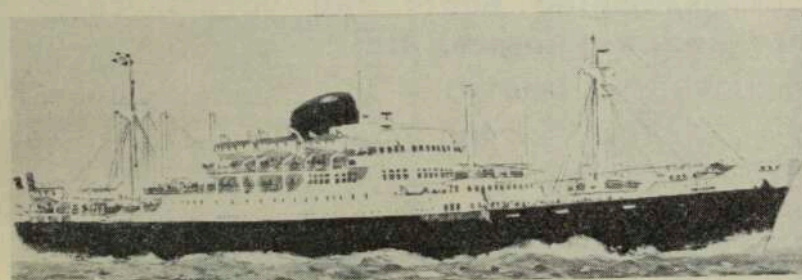
Currently sheet-piling is being driven along the eastern bank and along the waterfront through a coral shelf. Soon the coral adjacent to the new pile wall will be blasted, to give a clearance of at least 12 feet at the edge.

● **SUBMARINE VOLCANO ERUPTS:** The Gatokai people in the Western Solomons have reported the eruption of a submarine volcano south of Vangunu on January 2 and 3. They say the volcano rose above sea level, and there was a red glow above it in the night sky.

Since then fish in the southern New Georgia area seem to have vanished.

Mr. Bruce Palmer, master of the *Rob Roy*, reports that he saw thousands of porpoises and big shoals of fish going into the Marovo Lagoon, possibly to escape from the volcanic disturbance.

In mid-December, HMS *Cook*



When we published this artist's impression of the 10,000-ton Messageries Maritimes liner "Caledonien" in July, 1952, we said that when she came into service at the end of that year she would be "the most important post-war addition to trans-Pacific passenger shipping". Now, Messageries Maritimes plan to put a bigger and better liner on the Europe-Australia run, and the "Caledonien" is to have a major refit.



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iled past the submarine volcano and observed an eruption with a column of water rising hundreds of feet before falling back into the sea. About six miles from Munda Bar, the Cook discovered a new submarine volcano and noted a least depth of 10 fathoms.

The BSIP's Chief Geologist, Mr. C. Grover, says the seismograph of the Geological Survey Department showed noticeable variations on the morning of January 2, and that considering the new volcano near Munda Bar, a recent earth tremor at Munda, and the eruption south of Vangunu, volcanic activity in the eastern Solomons could be increasing.

● **OLD ANCHOR RECOVERED:** An old anchor, which is believed to have been used in 1818 to refloat the Burns Philp ship *Mocambo*, was recovered from the sea at Lord Howe Island in January. The *Mocambo* was run ashore at the Malabar end of Ned's Beach after hitting a rock between Soldiers Bay and the Admiralty Islets.

The anchor was recovered by a party organised by Mr. Alan Williams, and which included Mr. Frank Ransome, an expert skin diver.

The party also recovered two other anchors from the "ship's anchorage" area. These are believed to have been lost from cargo ships in the past 10 or 12 years.

Mr. Williams proposes to use two of the anchors to make a mooring for a boat he is building. The third will probably be placed in Sylph's Hole in the lagoon to make a safe anchorage for visiting yachts.

● **NOT ENOUGH SLEEP:** In an inquiry in late January into the stranding of the inter-island cutter *Malawai*, the Fiji Marine Board heard a story that is becoming familiar at its inquiries—that the master was working long hours without sleep.

The master in this case is Luke Matemaitautoka whose ship hit the reef near Suva Passage about 3.30 a.m. on January 10.

Luke told the board that the *Malawai* stranded because he must have fallen asleep at the helm.

He said the ship had left Naikorokoro, Kadavu, about 7 p.m. on January 9 and about 7.30 p.m. he was relieved at the helm by one of the crew.

But from that time till 1.30 a.m. on January 10 when he went to relieve the man at the helm, he was on deck. He had no sleep in that

time because they were sailing at night and he did not trust his crew very much.

Detailing his activities in the ship between January 8 and January 10, Luke said that between 10 p.m. on January 8 and the time the *Malawai* hit the reef at 3.30 a.m. on January 10, he had about two hours' sleep. He added that he had no proper sleep between January 2 and January 10.

He had never complained to the owner, Mr. Tim Hurley, about lack of rest. On the other hand, Mr. Hurley told him several times that he should give himself a rest.

Luke also told the board that he

PACIFIC SHIPPING

did not have a look-out man on deck when he resumed duty at 1.30 a.m. He could see the two leading red lights at Suva, and did not think he needed a look-out.

Joeli Veileti, the engineer in the *Malawai*, said the only damage the *Malawai* suffered when she hit the reef was to her keel.

The board found that the long hours worked by the master and crew had contributed to the stranding of the *Malawai* and that a formal inquiry was "neither requisite nor expedient".

In another inquiry—into the

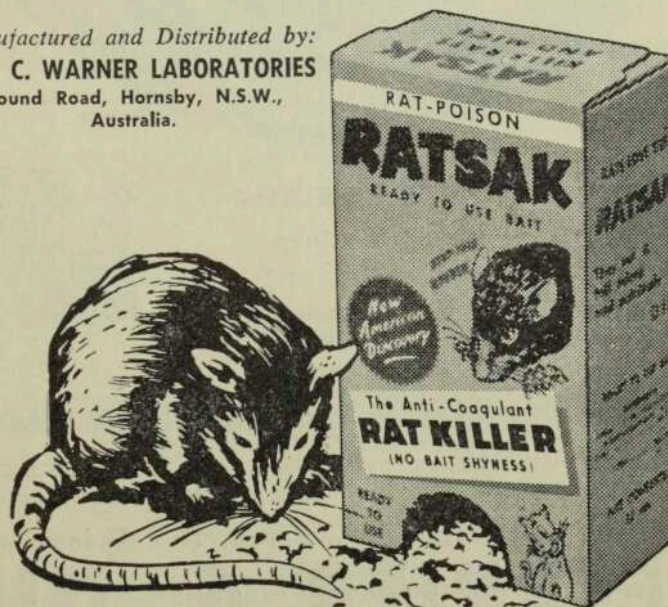
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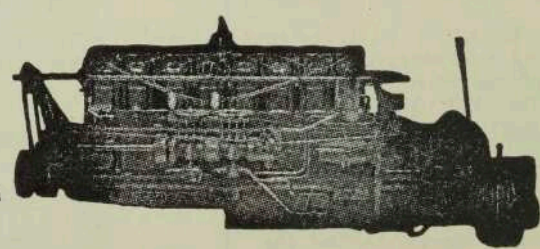
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randing of the Government vessel *a Marama*—the board decided that formal inquiry should be held.

The *Ra Marama* hit a reef in a passage at Ono-i-Lau on November 5, 1963.

The master, Jovilisi, told the board that he had twice hit the same reef in the same place in the *Ra Marama*. The first incident was in February 20, 1962.

Jovilisi said that on the latest occasion, he was going through at half-speed. He considered his ship hit the reef because she was meeting a 2 mph current and was travelling too slowly.

● **SUVA BERTH TO BE MODIFIED:** The new Suva ship repair berth, which has been the subject of debate between the Suva Chamber of Commerce and the Government since the berth was finished a couple of years ago, will be modified. The main complaint of Chamber of Commerce shipping interests was that the berth was not deep enough and could not take some ships.

Early estimates of the cost of deepening the berth ranged as high as £42,000, a figure which caused the Government, always preaching the need for economy, to shudder.

Now it has been agreed that the facilities can be extended at a cost of about £3,000. The Public Works Department suggested the extension of the berth by about 100 ft but that would have provided only one berth and would have partially blocked the entrance to Walu Bay.

Now it has been decided to provide a catwalk joining three existing dolphins which flank the southern approach to the slipway. The catwalk will not carry heavy traffic, but will enable electric welders and other light gear to be placed beside ships.

The provision of a catwalk will allow two ships, each of about 1,000 tons, to be accommodated.

Present estimates are that between 90 and 115 ships use the repair facilities at least once a year, and a lot of them use them twice a year.

● **VISIT TO MATTHEW ISLAND:** The French Naval vessel *Dunkerquoise* took Mr. Roland Priam, of the New Hebrides Condominium Mines Department, and Mr. Andrew Mitchell, of the British Geological Survey in Vila, on a visit to Matthew Island on January 23. But a heavy swell made it too dangerous for them to land.

STORM DAMAGE: A 40-knot westerly gale broke about 30 ft. of concrete near the end of the eastern mole at Betio Harbour, GEIC, in December (see below) and gave Public Works Department labourers a big repair job. The gap was patched with drums and stones.—Photo: David Lopian.



Matthew Island is about 150 miles south-east of Aneityum, the southernmost island in the New Hebrides. It is actively volcanic and is rarely visited—the last visitor being the *Dunkerquoise* in July, 1962 (*PIM*, Sept., 1962, p. 126).

Mr. Priam, who was aboard the *Dunkerquoise* on the last occasion, has reported that the island still looks pretty much the same now as it did then, but that the number of birds nesting on the island has dropped considerably. He added that sulphureous steam was still rising from the crater of the western peak.

● **MINIATURE UNITED NATIONS.** The Scripps Oceanographic Institute's research vessel *Argo* paid a call at Rarotonga in January in the course of a cruise of the South Pacific to study volcanic

action in the area. She carries a crew of 33, plus 14 scientists from the United States, USSR, West Germany, and East Germany.

The scientists are collecting rock samples from the various islands and are taking a complicated series of heat measurements which will eventually enable them to determine such things as how long ago Rarotonga was an active volcano.

The *Argo*, formerly a US Navy submarine vessel, can cruise for up to 60 days without putting into port.

● **GEIC HARBOURS DAMAGED:** The harbours at Bairiki and Betio were seriously damaged in December during a 40-knot westerly gale which blew throughout the Gilbert and Ellice Islands Colony for almost seven days.

At Betio, high waves broke about

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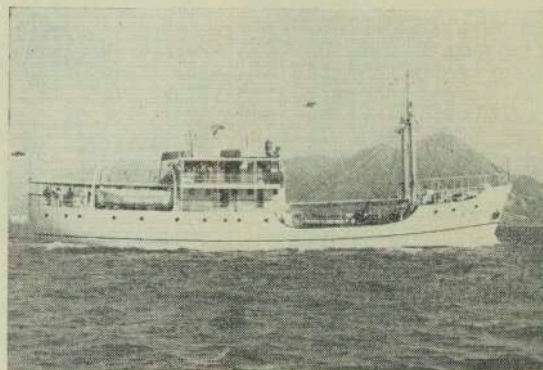
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0 ft of concrete near the end of the eastern mole; and at Bairiki, there was a break on the eastern arm—about 20 ft of concrete being damaged.

Further trouble caused by the weather, which began on December 15, was the suspension of the runs of scheduled mail launches between Bairiki and Betio. These mail launches are the only links between these two headquarters islets of Tarawa Atoll, apart from walking on the reef at low tide.

The two Colony ships RCS *Nivanga* and *MV Moana Raoi* were compelled to drift off Tarawa on account of the gale, as surf breaking across the entrance made it impossible for them to enter the harbour. Both ships were returning from voyages to the Ellice Islands, and South and Central Gilberts.

The *Moana Raoi* managed to enter Tarawa lagoon on the morning of December 20 after sheltering from the gale on the eastern side of Laiana. The *Nivanga* got in on the afternoon of the same day, having drifted off Temaiku.

Many coconut palms were blown down at Bairiki and Betio during the storm. One palm tree at Betio fell on the main power lines causing a

temporary power shortage. Another fell on top of a house—no one was inside—and completely crushed it.

At Bairiki, the London Missionary Society church was blown down on the third day of the storm.

● **TRADING SHIP ON REEF:** The 300-ton island trader *Karu*, with about 50 people on board, ran aground on a reef close to shore near the northern tip of Buka Island on January 24.

Early in February it was still uncertain whether she could be salvaged.

JAPANESE "INVASION"

Nine Japanese fishermen who landed on the weather coast of Fanning Island on January 9 were chased off by the plantation manager.

Their ship then went on to Christmas Island where the captain and 12 men landed from a dinghy before the port officials were able to board the ship. The party was looking for medical attention for a man with a lacerated elbow.

PACIFIC SHIPPING

The *Karu* was bound from Rabaul to Bougainville when she struck the reef shortly before daylight.

The passengers were taken ashore for safety while two ships, the *Michael* and *Saposo*, sped from Sohano to try to tow the *Karu* off. They reached the scene that afternoon, but could not shift the stricken ship.

The skipper, Captain B. M. "Jim" Ritchie, of Rabaul, was later reported as saying that there was no hope of saving the ship.

Karu, owned by G.&M. Shipping Co. Ltd., of Rabaul, was originally an Army supply vessel. She was built during the war.

● **CARLA MANUS RE-FLOATED:** The island trading vessel *Carla Manus* was refloated on February 5 from a reef five miles from Rabaul, New Britain.

The ship, valued at £25,000, ran aground on December 20 while trying to free another vessel from a reef closer inshore. (PIM, Feb. p. 99.)

The *Carla Manus*, of 78 tons gross, is owned by Mr. Jack Thurston, of Rabaul.

One of the salvagers, Mr. W.

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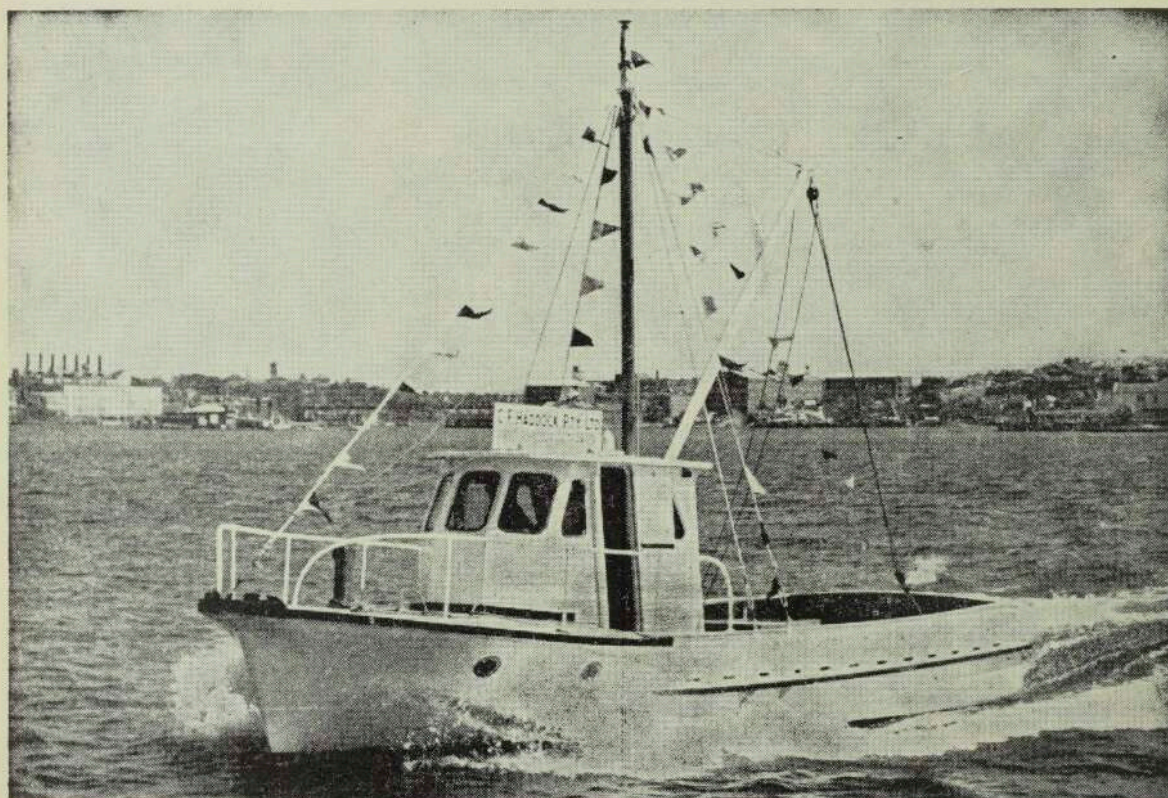
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Two Ships Lost

The 24 ft New Caledonian cutter "Saint Gabriel", with an all-native crew of five, was lost in heavy seas in January between Poum, in northern New Caledonia, and the Belep Islands, some 50 miles north. Owner-skipper was Robert Bouedoua, mayor of Belep. "Ulapatur", a 30 ft workboat formerly owned by Karlan Plantation (pictured) sank at its moorings off New Ireland and eight natives sleeping on board had to swim ashore in darkness.



ward, reported that the vessel was badly damaged during the nearly six weeks she was aground, and that repairs would be "pretty expensive". Early in February, the *Carla* was on a slipway in Rabaul that strong patches could be put over the holes in her hull until she could be properly repaired.

● **HIGH SEAS MURDER:** An English seaman, John Vincent, aged 35, has been charged in New Zealand with the murder of David Alan Lowe, chief steward of the Blue Star line freighter *New Zealand Star* while the ship was bound from Suva to Suva.

Superintendent W. W. T. Caldwell and Detective Corporal S. Naidu, both of the Fiji Police, travelled with the *New Zealand Star* when she sailed from Suva for Napier at the end of January.

● **NEW WHARF FOR DARU:** A new £80,000 wharf being built at Daru in the Western District of Papua-New Guinea is expected to be completed in July. It will be able to take ships up to 250 ft long. A slipway to be built next to the wharf will be able to accommodate ships of up to 600 tons.

● **KEEN BOATBUILDERS:** The South Pacific Commission Boatbuilding School at Auki, BSIP, has now completed seven 26-ft ships since the courses began in July, 1960. The Islanders who have enrolled for the courses have come from many places in the Pacific.

Twenty-one out of the first 22 pupils are now working as boatbuilders.

The workshop is big enough for our large cutters to be built at the same time, as well as the power machines and tools needed. It was self built by the first trainees.

The director-instructor of the school, Mr. C. R. Fisher, is patient

and tireless in his work, and this seems to have brushed off on to the Islanders.

The first jobs to be completed were three fishing boats. The last four were touring launches. One of the touring launches was allocated to the BSIP Department of Agriculture last November.

The training system is based on practical tuition from the very first day so that the trainee immediately feels interested, and day by day can see the result of his labour.

This system was first tested at two small schools in Papua when the late

Sir Hubert Murray was Lieutenant-Governor. Mr. Fisher was in charge of one school and Mr. Swinfield of the other.

Mr. Swinfield, who is an Australian naval architect, designed the ships being built at Auki.

The keel of a 52-foot vessel now under construction was laid in October.

● **VILA WHARF RAISES POSER:** The enlargement of wharf facilities at Vila and possible changes in the orientation of the town if the wharf should be moved from its

MOVE TO SALVAGE SCHOONER OF R.L.S. FAME

Captain Fred K. Klebingat, research associate of the San Francisco Maritime Museum, has written to PIM seeking help in tracking down pictures and plans of the schooner "Equator" which took Robert Louis Stevenson to Samoa.

Captain Klebingat tells us that he wants these because Mr. Karl Kortum, director of his museum, is trying to salvage what is left of the vessel to restore as a museum exhibit. The Kiwanis Club in Everett, Washington State, USA, is also interested.

Captain Klebingat says that the "Equator" was lost "a few years ago" at the mouth of the Quialute River, near the Cape Flattery entrance to Juan de Fuca Strait, Washington State, after having served for years as a towboat.

"Although I have collected data on Stevenson and his stay in the Pacific for years," Captain Klebingat goes on, "so far I have turned up no photos or plans of the 'Equator'.

"The former owners of the 'Equator', now Whiteman, Crane and Stuart, lost all they may have had in the San Francisco earthquake and fire of 1906. A letter of thanks they had from Robert Louis Stevenson addressed to John Whiteman, Jr., was also lost in the conflagration.

"One thing I am sure of is that Stevenson's skipper, Captain Reid, married a daughter of Mr. Greig, who then owned Fanning Island, and that they settled in Sydney.

"There is a chance that some of their descendants are still living there and may possess photos of Stevenson, his family, Captain Reid, Mrs. Reid (the former Miss Greig), and the schooner, and documents pertaining to the crew. If so Mr. Kortum or I would like to hear about it.

"I am also on the look out for photos of the 'Casco' in the South Pacific, and would like to know more about Captain Otis of that vessel."

[The "Casco" was the schooner in which Stevenson first entered the South Pacific. She sailed from San Francisco on June 27, 1888. Captain Otis was her skipper.]



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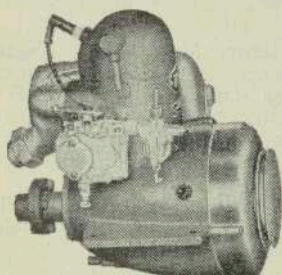
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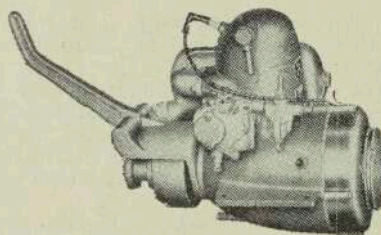
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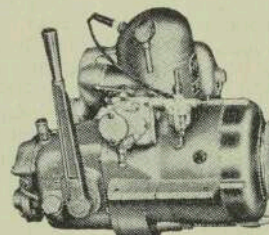
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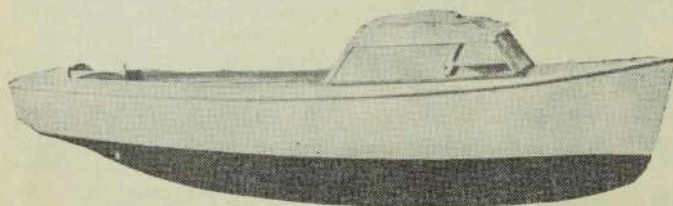
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present position were discussed at the Vila Cultural Centre in January following lectures on town planning by Professor Kennedy and Mr. Dart, of Auckland University's department of town and country planning.

Their visit to Vila was arranged by the South Pacific Commission. About 60 British, French and New Hebridean residents attended their lectures.

In the discussions after the lectures, it was also stated that traffic on the Vila waterfront was rapidly becoming a problem and would have to be looked into soon, and that there may be a need for such buildings as a town hall and market.

● **FAMOUS SCHOONER UP FOR SALE:** The well-known 50-year-old Islands trading schooner *Tiare Taporo* is up for sale in Auckland.

Her former master for more than 40 years, Captain Andy Thomson, came out of retirement at his Cook Islands plantation to bring the vessel to Auckland from Rarotonga.

The *Tiare Taporo*, of 173 tons, has always been owned by A. B. Donald Ltd., who have replaced her with the motor vessel *Akatere*.

● **BIG P-NG SHIPBUILDING CONTRACT:** The P-NG Administration has awarded an £80,000 shipbuilding contract to Rabaul's Toboi Shipbuilding Company, which



FROM NEW ZEALAND: Yvonne Dahl, 20, and Dennis Lobb, 21, hit the headlines in New Guinea newspapers in January when they reached Rabaul from New Zealand in the 23 ft. cutter "Crewcut". They were then planning to return to NZ via the Solomons and possibly the New Hebrides and New Caledonia. But shortly afterwards "Crewcut" was put up for sale at £1,800 or the nearest offer.

secured it in competition with Australian tenderers.

This is the first time the Administration has let such a substantial contract to a local shipbuilding company.

The contract calls for the building of four general purpose wooden vessels of from 46 to 56 ft in length.

Sydney Naval architect, Mr. Arthur Swinfield, designed the vessels. They will form part of a five-year shipbuilding programme to provide replacements for vessels which will eventually become unsuitable for use.

● **NO BUYER YET:** Fiji businessman Mr. Barry Philp has not yet found a buyer for the Japanese fishing ship *Asahi Maru No. 8*, which went aground and was abandoned on a reef near Sigatoka in February, 1962. A syndicate headed by Mr. Philp bought the wreck and salvaged it after nine months' effort.

The *Asahi Maru No. 8* was built in Japan in 1961. Of 280 gross tons, she has a 6-cylinder diesel engine which has done less than 6,000 hours. The asking price is £22,500 Fijian currency.

● **WORK STARTS ON APIA HARBOUR:** Four American supervisors, up to 20 New Zealanders and about 100 Samoans will be employed for the next two years on the new harbour project at Apia, Western Samoa. The works project manager is Mr. H. C. Washburn, a graduate of the University of Idaho,

PACIFIC SHIPPING

who has had experience in the construction of several big dams.

Material for the project will come from New Zealand, Australia, the United States and possibly Japan.

Preliminary work began in mid-January.

● **VISIT TO NORFOLK:** The cruise ship *Oriental Queen* (which has a duty-free shop operated by K. A. Prentice, of Norfolk Island, on board) arrived at Norfolk on February 2 for a two-day visit. She carried 11 motor vehicles for delivery at the island.

On February 2, 200 of the 400 passengers landed for a tour of the island and four cars were unloaded. However, heavy weather set in later that day and no further cars could be unloaded.

The *Oriental Queen* left for Auckland at 1 p.m. next day with a number of disappointed passengers.



● **YACHTSMAN DROWNED:** Dr. George Lapin, a 42-year-old cruising yachtsman and dentist, of Long Beach, California, was drowned while spearfishing on the reef off Korotoga,

Fiji, on January 27. Dr. Lapin arrived in Fiji on December 5 in his yacht *Fjord III*.

On the night of the yacht's arrival in Fiji waters, she went aground on Narai Reef. Dr. Lapin and his three crew members were rescued by the Royal Navy survey ship *HMS Cook*, which also helped to refloat *Fjord III*. (PIM, January, p. 109).

The three members of Dr. Lapin's crew left for New Zealand in December. Dr. Lapin remained while his yacht was repaired.

On the day he was drowned, Dr. Lapin was spearfishing with two others about a mile from the new Reef Lodge. He and his companions had reached a deep gully, known as Ousey's Gully, on the edge of the reef which local people say is one of the most dangerous stretches of the Korotoga Reef area.

Dr. Lapin was caught in a vicious tidal rip and swept into a corner. His companions tried to reach him, but the current was too strong.

After his companions raised the alarm, Fijian villagers and police spent 16 hours searching for his body, which was finally found in 65 ft of water, not far from where he had disappeared.

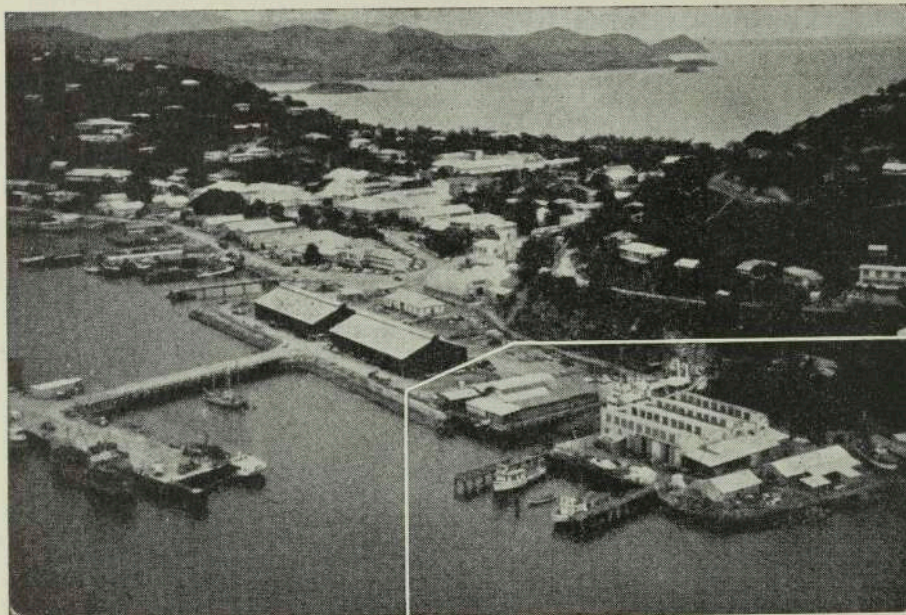
DESTROYER DISASTER MAY CUT NAVAL VISITS

The Royal Australian Navy may have to curtail exercises by its ships in the South Pacific this year as a result of the loss of the destroyer HMAS "Voyager" on the night of February 10 in Australia's worst peace-time naval disaster.

The "Voyager" sank after she was cut in two by the aircraft carrier HMAS "Melbourne" off Jervis Bay, about 100 miles south of Sydney. Eighty-two men in the "Voyager" lost their lives and 239 were saved. There were no casualties in the "Melbourne" although the ship was badly damaged. The two ships were exercising together when the disaster occurred.

The Australian Government has appointed a Royal Commission to inquire into the loss of the "Voyager" and "to bring to light all the facts relating to this most tragic event". The Royal Commissioner is Mr. Justice Spicer, Chief Judge of the Commonwealth Industrial Court.

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● **VALROSA**, beautiful 32-metre ketch schooner, which has been making underwater film in the Perlas Islands of the Gulf of Panama, will return to Balboa, Canal Zone, soon for provisioning before sailing for Acapulco, Mexico, and then Tahiti, on a round the world cruise. The yacht, which is French-owned, left Marseilles about three months ago with a crew of 12.

● **MYONIE**, 36 ft ketch with Dr. Albert Gehrman and his wife "Mike," was due to leave Durban for Cape Town in January on the last legs of a round-the-world cruise in November, 1961, and spent several months of 1962 in the Pacific.

The Gehrman's hope to be home by June of this year. Dr. Gehrman says the trip so far has given him material for three books: an adventure story; a book on the technical side of yachting for future round-the-world yachtsmen; and a cookery book for yachtsmen.

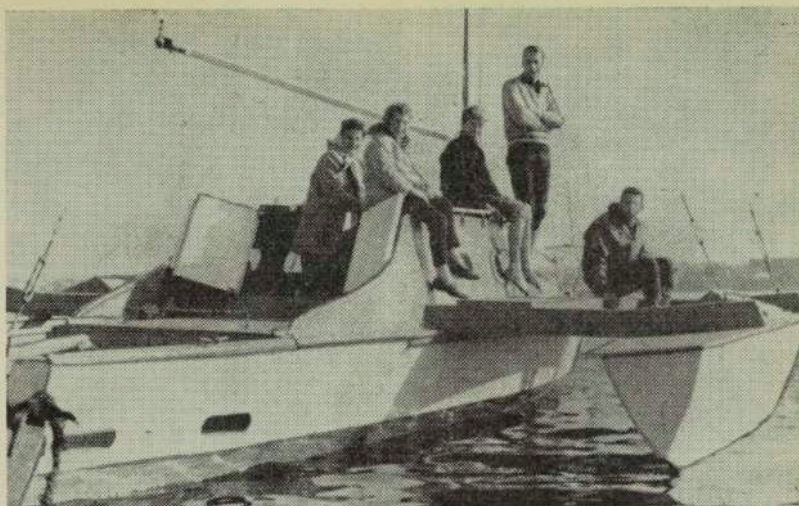
● **HEATHER**, 28 ft cutter, single-handed by Larry Nilsen, reached Durban on December 11. Nilsen has completed a four-year yacht cruise round the world.

Nilsen left South Africa in 1960 for the West Indies to join the crew of the yacht *Phoebe*, which took him to Tahiti.

He sailed from there in an American luxury schooner to New Zealand where he bought the *Heather*.

From NZ he sailed back to Durban solo via Brisbane, and the Barrier Reef, Timor, the Cocos Islands, Rodriguez and Mauritius.

● **AEGAEAN**, 38 ft ketch with Mr. C. D. Nordlund, of Vancouver, is wife and two young daughters, which spent some time in Brisbane recently, has sailed north for the Barrier Reef. The Nordlunds were seen in many South Pacific ports last year. They left Suva in the last week of July (*PIM*, Sept., p. 105) and later visited Kadavu, the Great Astrolabe Reef and New Caledonia before pushing on to Brisbane where Mr. Nordlund got a job in a boat shop.



Hope Still Held For Missing Yachtsmen

Parents of two Sydney men who sailed into the South Seas in a trimaran on June 28 last year and have not been heard of since have not given up hope that they are still alive. The men are Paul Cronan, 20 (extreme right), and Richard Sedgeman, 26 (second from right), photographed on the trimaran with relatives just before their departure.

"They may be stranded on some remote island somewhere and we could still hear from them," Cronan's father told *PIM* in February. But Mr. Cronan said he realised that with every passing week there was less hope that the two young men had survived.

Experienced yachtsmen hold out far less hope than Mr. Cronan. They say it would be a miracle if Cronan and Sedgeman are still alive.

The two men had had no deepsea yachting experience when they took their home-made trimaran out of Sydney Harbour in the depth of winter and headed east. Their parents are not sure of their intended destination, their boat had not been tested for seaworthiness, and its only auxiliary power was an outboard motor.

No attempt to locate the men was made until Mr. and Mrs. Cronan notified the authorities six months after their departure. The RNZAF then made a fruitless radio check to Tonga, Pago Pago, New Zealand, Norfolk Island, the Kermedecs, Rarotonga, Apia, Aitutaki and Tahiti.

Australian laws do not require yachtsmen to report their departure or to submit their vessels to official seaworthiness tests. So there is nothing to stop inexperienced crews in unseaworthy boats heading for what is virtually certain death.

● **ATOM**, a Tahiti ketch from New York, is due to leave Balboa soon with Jean Gau, a French-born single-hander. Now a US citizen, Gau is chef de cuisine at New York City's Taft Hotel.

For over a quarter of a century, he has been working in the kitchen for four years, then voyaging under sail for four years. He has already been around the world once, and back and forth across the Atlantic six times.

On this circumnavigation, he plans, in the next few weeks, to call at Pitcairn, Mangareva and Tahiti.

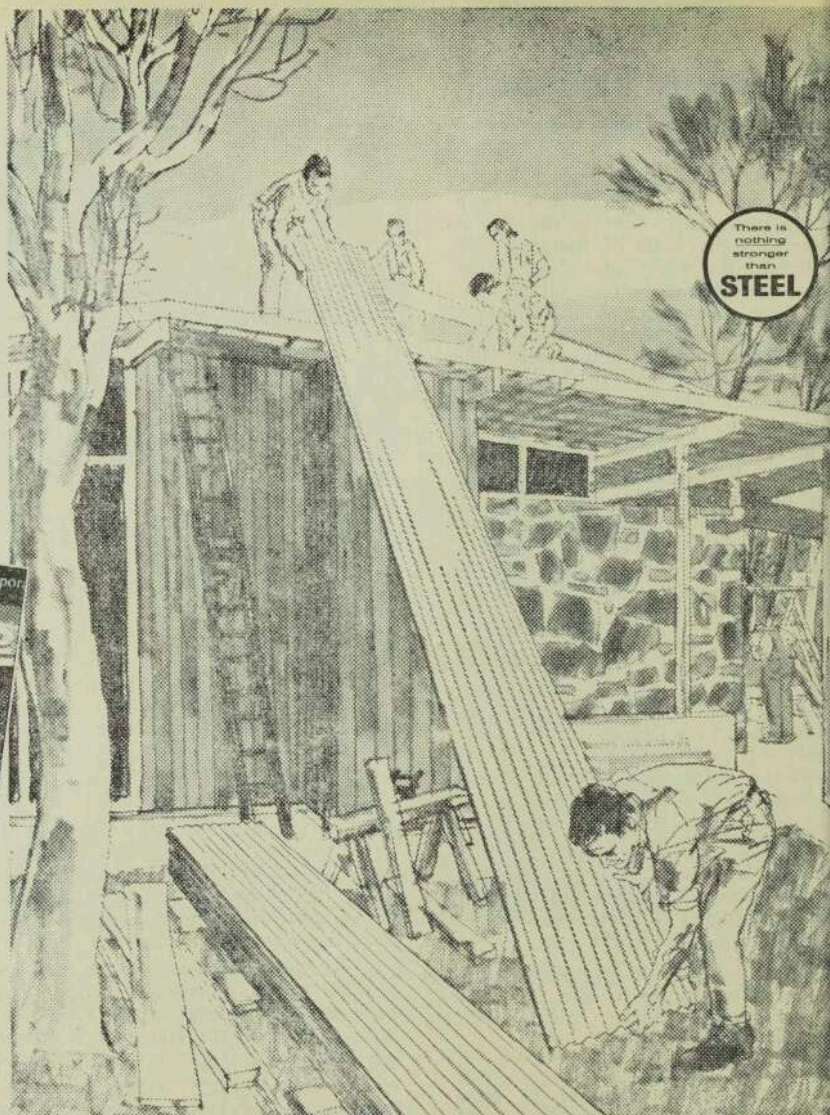
On her first circuit, tiny *Atom* weathered the hurricane in which

the famous German windjammer *Pamir* was lost.

● **JOHN HANNA**, 30 ft ketch, with Klee Wing, 41, of California, J. Counterman, 40, of Michigan, and Isaia Koroi, 21, of Fiji, is still going strong on her round-the-world voyage which has taken her to many ports in the South Pacific. On February 7, she left Lae for a cruise along the New Guinea coast.

The *John Hanna* left San Pedro, California, on May 4, 1962, and has figured in *PIM's* yachting columns many times since then. The last time was in December after she

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arrived in Rabaul on October 9 from the Solomons.

From Rabaul, the ketch pushed along the New Britain coast to Sandrian, where she stayed for two months. She moved on to Lae late in January.

Plans on leaving Lae were to call at Madang, Wewak, Kota Baru (Hollandia) and Singapore, and then to head for home (San Pedro) via the Mediterranean, Atlantic, Caribbean and Panama Canal. The yachtsmen reckon on reaching San Pedro in about two years.

● **KOAE**, 30 ft ketch from Seattle with Mr. and Mrs. C. B. Taylor, has reached Townsville, North Queensland, after a leisurely cruise up the Barrier Reef. *Koae* was in the South Pacific last year.

Writing to us from Townsville, Mr. and Mrs. Taylor say that they have enjoyed reading *PIM* for the past 20 months and that it has enabled them to know the whereabouts of many yachts they have travelled with.

They go on: "Since leaving Suva in September 14, we cruised to Auckland, stayed there one month, then on to Russell in the Bay of Islands, across the Tasman Sea to Brisbane, leaving fair weather across.

"We were held up in Brisbane due to the holidays, then we went up through the Sandy Cape Strait, on to Mackay, stopping at Pearl Bay, Lindeman Island, Prudhoe Island, inside the Barrier Reef, to Townsville. We will stay here until mid-April due to the cyclone season. Then we will

Where Are You?

Where are you, yachtsman? How long will you be there? Where are you headed for next? What are the names of your crew? "PIM's" yachting columns are for the convenience of yachts cruising the South Pacific. For years they have been a post office in which cruising yachtsmen keep in touch with each other's movements. The best way to have the movements of your yacht listed in "PIM" is to drop us a line regularly yourself. Do it from port to port. A few lines on a card will do.

Tell others, through "PIM"!

go on to Cairns, Port Moresby, Indonesia, Singapore, and on home.

"As crewmen, we have John Burgess and Graeme Morton, of Auckland. They plan on going all the way with us. At present they are looking for work down south until we leave Townsville.

"We met the *Aegean*, of Vancouver, with the Nordlunds, in Brisbane and cruised with them through the Sandy Cape (See p. 107). Last time we saw *Aegean*, we believe she was heading for Maryborough."

● **SIGA WALE**, 30 ft launch, which left Kadavu, Fiji, for New Zealand in November with a crew of three, appears to have been lost. The

PACIFIC SHIPPING

RNZAF made a search for the vessel from Auckland in January, but because of lack of details about her possible whereabouts soon called it off.

The *Siga Wale*, which was 30 years old, and had an open cockpit, had no navigational equipment apart from a compass. She carried enough food for 40 days and water for a month. Although she had a radio receiver, she had no transmitting gear.

The *Siga Wale's* crew comprised William James Ewins, 61, the owner-skipper; his son Robert Ewins, 22; and John Caine, 16, a nephew. They sailed from Suva on November 4, and were last seen leaving Kadavu on November 18.

There was a tropical storm in the area between November 20 and 25.

The harbour authorities in Suva did their best to dissuade Ewins from attempting the voyage. They were supported by several of Ewins' friends.

But Ewins, who had a reputation for stubbornness, refused to listen to their advice.

A senior police officer at Auckland said in mid-February that there appeared to be no chance now of finding the three men alive.

● **BARLOVENTO**, 70 ft American staysail schooner, with 11 people on board, called at Pitcairn in December. She is on a world cruise extending over five to seven years.

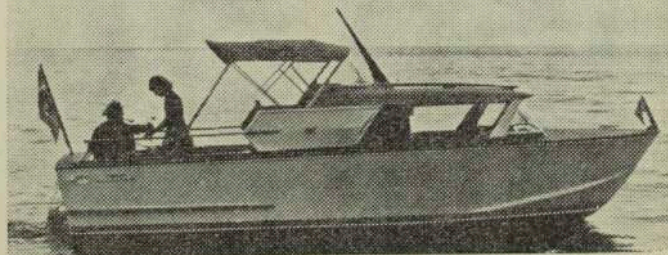
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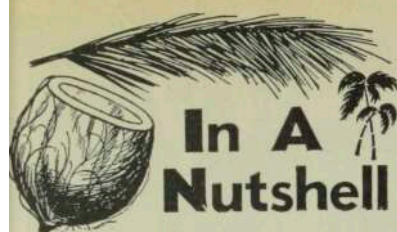
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In A Nutshell DROP IN FIJI'S BIRTHRATE

FIJI's population "explosion" shows signs of at least a temporary halt in figures issued recently by the Colony's Registrar-General.

The estimated population at the end of 1963 was 441,301—an increase of 13,450 during the year, compared with an increase of nearly 14,000 in 1962.

Indians are still the major race in the Colony, but are still not quite 50 per cent. of the population. At the end of 1963 there were 220,175 Indians—7,346 more than in 1962. The indigenous Fijians totalled 183,383, an increase of 5,613.

Part-Europeans at 9,449 showed an increase of 223, Chinese at 5,294 were up 117, and other Pacific Islanders at 12,469 rose by 290. Europeans were the only ones to show a drop. From 10,553 in 1962 they fell to 10,418.

The Indian birthrate of 39.48 per 1,000 was the lowest since 1939, and compared with 41.86 in 1962 and the peak of 47.93 in 1953. The Fijian birthrate was 37.17 per 1,000 in 1963, compared with 37.84 in 1962, and the European rate was 11.81 per 1,000 for 1963.

● The recent US Government report on the dangers of smoking has not been publicised in New Caledonia, and PIM's Noumea correspondent says it is unlikely that it will be. This, he says, is because the wholesaling of tobacco in New Caledonia—as in France—is a Government monopoly, from which the Government reaps a terrific profit.

In 1963, New Caledonians consumed tobacco products to the value of £800,000.

● Some people in the Solomons, including Melanesians, are of the opinion that too much thieving goes on in the Protectorate mainly because the penalties imposed on the wrongdoers are, in Island language, "something nothing".

These people had reason to think their opinion was justified at the

employee of the British Solomons Trading Company was found guilty in the Central District Court, Honiara, of stealing £40 and was fined only £7, or four weeks' imprisonment in default.

The £40 was in a box containing a large sum of money that was air freighted from Honiara to Yandina. On arrival the box was found to be broken, and after everyone who had handled the box had been questioned, the Trading Company employee was arrested. He had £34/18/- of the money in his pocket.

● The Area Redevelopment Administration (ARA) of the United States Department of Commerce has announced approval of a \$1,010,945 loan to help build a luxury hotel at Pago Pago, on a site at Goat Island.

The hotel, which will be built by the American Samoan Development Corporation, will cost a total of \$1,555,300. The Bank of Hawaii will lend the corporation \$250,000, and the Bank of Samoa will put up \$61,060.

The corporation, which will provide \$233,295 in equity, raised this sum through sale of stock to 1,200 local investors, none of whom may own more than one per cent. of the organisation's total capitalisation of \$500,000.

● The Pitcairn Island Council recently named one of the island's headlands after Captain A. C. Jones

—recently-retired Commodore of the Shaw Savill Line, who used to call at Pitcairn in the liner *Corinthic*.

Captain Jones was awarded the CBE in the New Year's Honours List.

● The Royal Akarana Yacht Club, of Auckland, plans to organise an Auckland to Suva ocean race in April or May of 1966. The Royal Suva Yacht Club will do all possible to help.

A similar race to Fiji was held in 1956.

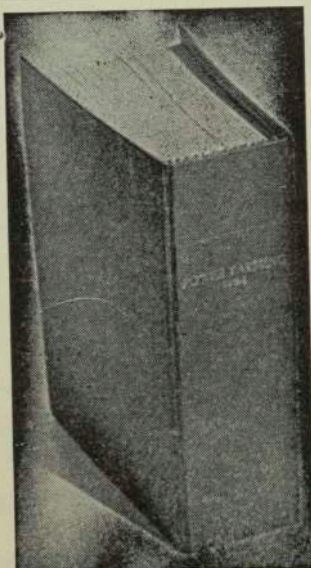
The Royal Akarana Club commodore says the race to Fiji will be held instead of a trans-Tasman race.

● The Education Department on Niue plans to buy two buses to take children to school. At present, the children use bicycles or walk—in some cases, many miles—as there is no public transport system on the island.

However, there is a growing number of trucks available for hire as each *Tofua* seems to bring one for a local trader.

A correspondent on Niue writes: "I've always thought that some enterprising person in the island should import a bus and start a regular scheduled service around the island, but apparently it is not thought to be economic".

(Over)



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FIRST OF ITS KIND: This three-storey cement brick building stands out like a monument among all the fibro, tin and timber buildings at Konedobu, Port Moresby, the P-NG administration centre. When completed, it will be the first fully air-conditioned building at Konedobu.—Photo: Papuan Prints.

● A United Nations Visiting Mission was due in Saipan on February 10 to begin a month's inspection tour of the United States Trust Territory. The mission, the sixth since 1951, will be headed by Trusteeship Council vice-president, Mr. Frank H. Corner, of New Zealand. Other members include Mr. Cecil E. King, of the United Kingdom, Mr. Chiping H. C. Kiang, of Nationalist China, and Miss Angie Brooks, of Liberia.

● Visitors to Fiji last year numbered nearly 24,500—an increase of 32.8 per cent. over 1962. In addition, nearly 108,000 people passed through the Colony—31 per cent. more than in 1962.

● The Queen has given her consent to the barracks of the Fiji Military Forces at Lautoka, second largest town in Fiji, being named Duke of Edinburgh Barracks. The headquarters of the FMF, near Suva, are called Queen Elizabeth Barracks.

● With Niue's rehousing scheme almost completed following the 1959 and 1960 hurricanes, some of the villages on the island are preparing to repair or rebuild the churches that were damaged in the hurricanes. "This," a Niue correspondent says, "means that the heaps of rubble and gaunt walls without windows and roofs that now denote the churches of Niue will soon disappear."

● Orofara, Tahiti's leper colony, celebrated its 50th anniversary on February 4.

● A Papua-New Guinea Forestry officer, Mr. E. D. Shield, left Port Moresby in January to establish teak plantations in the Trobriand Islands to prevent existing stands of kwila and ebony being cut out. For many years the Trobriand Islanders have been cutting kwila and ebony to make

tables, bowls and artifacts for sale. Their artifacts have been becoming smaller as the larger trees are cut out.

● Vietnamese living in New Caledonia and the New Hebrides have been officially informed that the British liner *Eastern Queen* will make no more repatriation voyages to North Vietnam after the one scheduled from Noumea at the end of February. Unless they take advantage of this voyage, those wishing to be repatriated will lose any claim to be repatriated at the expense of the French Government.

When the *Eastern Queen* leaves on her last trip, only about 600 Vietnamese are expected to remain in New Caledonia. The liner will have repatriated about 4,400 Viets from New Caledonia and the New Hebrides in seven months after she completes her last voyage.

The Viets were brought into the two territories before the war as indentured plantation workers.

● A Pacific Theological College will be opened in Fiji in 1966. This was approved at a meeting in Suva in February of representatives of the Anglican, Congregational, Methodist, Presbyterian and French-speaking churches in the Pacific.

Nine Pacific churches have formally approved the establishment of the college and others are expected to do so this year. The primary purpose of the college is to train leaders for Pacific churches.

A budget of £65,000 for building and establishing the college has been approved and the money is assured.

● A new variety of sugar cane bred in Fiji is being released by South Pacific Sugar Mills Ltd., for general planting this year by farmers in the Lautoka area. Named Spartan, it is particularly suitable for sandy soils.

BIG LAND DEAL SETTLED—AFTER 20 YEARS

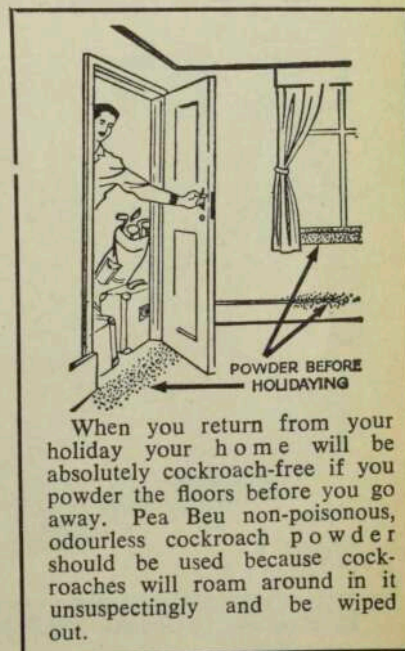
Twenty years after American forces freed Kwajalein Atoll from the Japanese, the US Trust Territory Government has signed a lease agreement with Marshallese landowners for the use of 682 acres in the Marshall Islands.

The land involved includes Kwajalein Island, presently used by the Pacific Missile Range, and land used by the Trust Territory Government as an airfield on Dalap Island, Majuro Atoll.

The lease agreement covered payment for past use rights dating to February, 1944, as well as future payments amounting to \$750,000.

Since land in the Marshalls is not individually owned, but is held jointly by clan members, many hundreds of individuals have a stake in land rights. Protracted negotiations were thus needed to arrive at an agreement which would satisfy present landowners and provide for future inheritors.

● The British Council which gave Fiji £20,000 towards the cost of a public library at Lautoka, the Colony's second largest town, has now given another £6,000 for the library.



WHAT IS NEW IN SHAVING ?

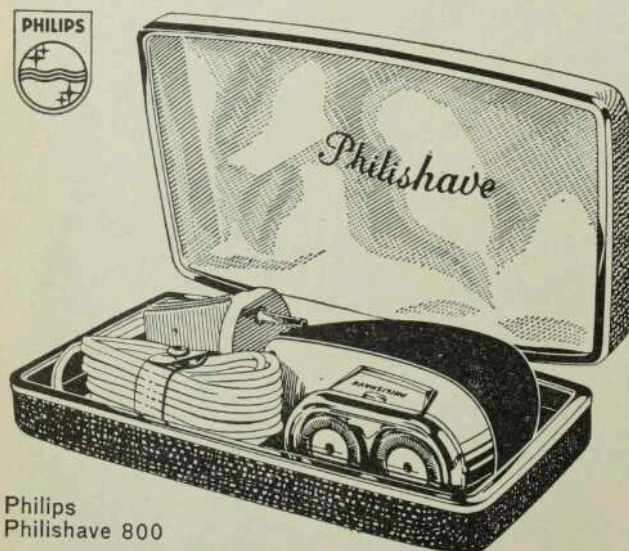
Dryshaving itself is not new. Philips developed their first Philishave 25 years ago.

But what **is** new is the general opinion that dryshaving is now in practically all respects better than the old-fashioned soap-and-razor shaving. Public opinion changed when Philips came out with the Floating-Head Philishave. It is a **fast** shaver. It gives you a **comfortable** shave. It gives you a really **smooth** shave. It is so gentle to your skin, that there is no injury whatsoever, as a result of which this Philips Philishave gives you a most **hygienic** shave.

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PHILIPS PHILISHAVE



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For Philips' Agents/Distributors, see page 52.

● Fiji Airways' service between Nausori and Honiara, BSIP, via Vila and Santo, New Hebrides, is to be stepped up from three flights fortnight to two a week as soon as the airline takes delivery of a new Series 2 Heron aircraft. The plane will also be used on the proposed service from Nausori to Vanua Levu and Tarawa, Gilbert and Ellice Islands Colony.

The manager of Fiji Airways, Mr. D. Ritchie, bought the aircraft in Bombay in January from Hindustan Co. Ltd., which recently acquired it from India Airlines Corporation. India Airlines bought it in 1956 for VIP work.

The purchase has increased Fiji Airways' fleet to two Series 2 Herons, three Series 1 Herons, one Drovver and one Piper Caribbean.

● Pitcairn Island's population, which has been declining rapidly over the past two years, was down to 83 at the end of January. Of this number, there were only 15 men between the ages of 15 and 60—insufficient to man their long boats.

● Eighty new teachers from Australia took up appointments in Papua and New Guinea during January. They came from all States of Australia and many were on loan from State Education Departments. After a four-week orientation course in Port Moresby, they were posted to primary, secondary and technical schools throughout the Territory.

● The Western Pacific High Commissioner, Sir David Trench, laid the foundation stone of the new King George VI School at Kukum, BSIP, in February. It is expected that the school will open in January, 1966, with 210 students, and that it will expand later to take 300.

Sir David said he had always felt a particular interest in the school, both because of his close connection with the original proposals for starting it at Auki, and because, with its companion girls' secondary school, it would be the pivot around which much of the educational system and the future of the Protectorate would revolve.

● The P-NG Department of Native Affairs is to establish a patrol post at Guasopa, on Woodlark Island, in the Milne Bay District. This will be the first Government station on the island since World War II.

Woodlark and the surrounding islands, with about 2,500 people, lie

some 150 miles south-east of the Trobriand Islands.

Woodlark is an old gold mining centre which enjoyed boom periods in the pre-war years. During the battle of the Coral Sea, in 1942, American planes operated from the island's Guasopa airstrip.

At present the Woodlark Island people are doing some alluvial gold mining. They also have a limited output of copra.

● A study in French of Nenemas, one of the little known languages of New Caledonia, has just been published by the Linguistic Society of

New Zealand with the assistance of the South Pacific Commission. It is the work of Professor Andre-G. Haudricourt, Directeur de Recherches au Centre National de la Recherche Scientifique, Paris.

Nenemas, which is spoken in the extreme north of the west coast of New Caledonia, was practically unknown until 1946 when Maurice Leenhardt published the results of some studies he had made in 1938.

● The *Niuvakai* arrived at Wagina on February 15 with more than 400 Gilbertese settlers from the Phoenix Islands. They were the second batch of Gilbertese to arrive at Wagina.

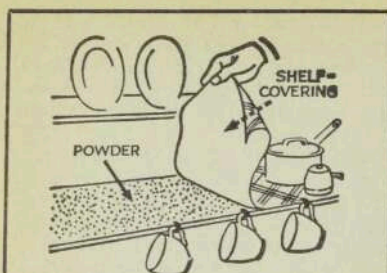


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176th ANNIVERSARY: This year, for the first time, Lord Howe Islanders celebrated the anniversary of the discovery of their island by Lieut. Henry Lidgbird Ball on February 17, 1788. At a carnival on the night of February 17, they re-enacted the landing by Ball's party to take possession of the island.—Photo: Clive Wilson.



● Nabavatu Estate in Vanua Balavu, Northern Lau, Fiji, is to be developed as a private, "away from it all" holiday resort.

The estate has been bought by an American syndicate comprising members of the Matson-Roth family, founders of the Matson Navigation Co.; Mr. William Swinerton, president of a construction company in California and Hawaii; Mr. Philip E. Spalding, president of the Hawaiian Western Steel Co., of Honolulu; Mr. Warren Lemmon, manager of Roth Properties Inc., San Francisco; and Mr. Walter K. Collins, president of Belt Collins and Associates, a Honolulu planning and engineering firm.

● A Seventh-day Adventist medical group arrived in Wabag in the Western Highlands of New Guinea in February to establish a preventive medicine programme and inaugurate a training centre in public health. Students will be mainly those from Adventist colleges in the Territory of New Guinea.

● Construction of a naval base for the maintenance and repair of vessels attached to France's atomic testing project in the Pacific is to begin in Tahiti in April. A crew of technicians and engineers from France's Lorient naval base will arrive in Tahiti soon to work on the base.

● On May 1, an ordinance will come into operation in the BSIP which will give the Agricultural Department power to control the introduction of fruit, cuttings and plants into the Protectorate. The object of the ordinance is to prevent pests, diseases and weeds from being introduced from infested places overseas.

● Air-India will extend its New York-London-Sydney service to Nadi, Fiji, on August 3.

● New Caledonia had its first shark fatality for many years early in February when a 15-year-old boy, Bernard Taye, was fatally attacked while diving for trochus shell on a reef off Poum in the northern part of the island. The shark bit off a large part of his leg while he was rising from a dive. He died in hospital next day.

● A party of 14 bowlers from Lord Howe Island will go to Norfolk Island in late April or early May in the *Colorado del Mar*. This will be the first visit by a large party from Lord Howe since a team of cricketers visited Norfolk in March and April, 1937.

● The French artist Nicolai Michoutouchkine, who has been working in the Pacific for the past seven years, held an exhibition of his paintings in the foyer of UTA-Air France's Sydney booking office from February 19 to March 6.

His paintings, which have been displayed recently in Noumea, Papeete, Vila and Honiara, included canvases of New Guinea, Solomons, New Hebrides, Tahitian and Wallis Island subjects.

Also on display were paintings and embroidered cloths by a Wallisian artist, Aloisio Pilioko, whom Michoutouchkine discovered in Noumea in 1959 and has since encouraged. Michoutouchkine describes Pilioko as "a Polynesian Albert Namatjira".

● A refresher course for former students of the British Solomons Training College who have become teachers was held at the College in Honiara in the first half of January.

Twenty-two Grade III teachers and head-teachers attended—14 from Melanesian Mission schools, seven from Catholic Mission schools, and one from a Malaita Council school.

People

TAHITI's Catholic bishop, Most Rev. Paul Maze, recently presided at a ceremony in Tahiti in which two Tahitian girls took their final vows as nuns. The two girls, who will use the names of Sister Veronique and Sister Heine, are the first Tahitians to enter Catholic orders. The Roman Catholic church has been established in Tahiti for more than 120 years.

Dr. Richard Shutler and his wife, who are seeking and excavating archaeological sites in the southern islands of the New Hebrides, recently discovered a large rock shelter used by early inhabitants on Aneityum.

The shelter has 5 ft of solidly-packed midden deposits inside it. Samples from the deepest level have been sent to the US for radio-carbon dating. This is believed to be the first time that anything has been sent or dated from the New Hebrides.

After investigating another rock shelter on Aneityum, the two archaeologists will work on Tanna, Futuna, Aniwa, and Erromanga for five months.

Mr. Ronald A. Peterson, 34, has taken up the post of Comptroller for the Government of American Samoa. He is attached to the Administrative Services Department.

Mr. Geoffrey Matthews, an Australian crocodile hunter, shot three crocodiles measuring approximately 16, 10 and 8 ft to the north of Port Patteson, in the Banks Group of the New Hebrides, in mid-January. But he had no luck when he searched for the beasts in Big Bay, Espiritu Santo.

Mr. Matthews, who is on a crocodile-hunting expedition in his Thursday Island lugger *Toriana*, later sailed for Vanikoro, in the southern Solomons. Mr. Matthews and his wife arrived in the Solomons last October (PIM, Dec., p. 47).

Mr. Bruce Palmer, Curator of the Fiji Museum, unearthed ancient bones and pottery in a cave near Walu Bay in February.

Suliana Kaloumaira recently became the first Fijian woman to obtain the degree of Master of Science. She graduated with honours in botany from Auckland University.



It was a Fiji honeymoon for Miss Susan Maxwell, who was married in Sydney on January 22 to Mr. Colin MacLeman. The bride was born in Suva, the daughter of Dr. and Mrs. Richard Maxwell, now of Sydney. Her family ties with Fiji go back over four generations, for her great grandfather, Dr. David Blyth, was in medical practice in Levuka and Suva; her grandfather, Gerald Maxwell, held various senior Fiji Government posts; and her father was Deputy Director of Fiji Medical Services until 1956, when he was appointed Director of Health in Western Samoa for three years. The couple will live in Sydney.

Suliana obtained the degree in a year instead of the normal two years. She intends to return to Fiji to teach chemistry and biology at the Adi Cakobau School for Girls, her old school.



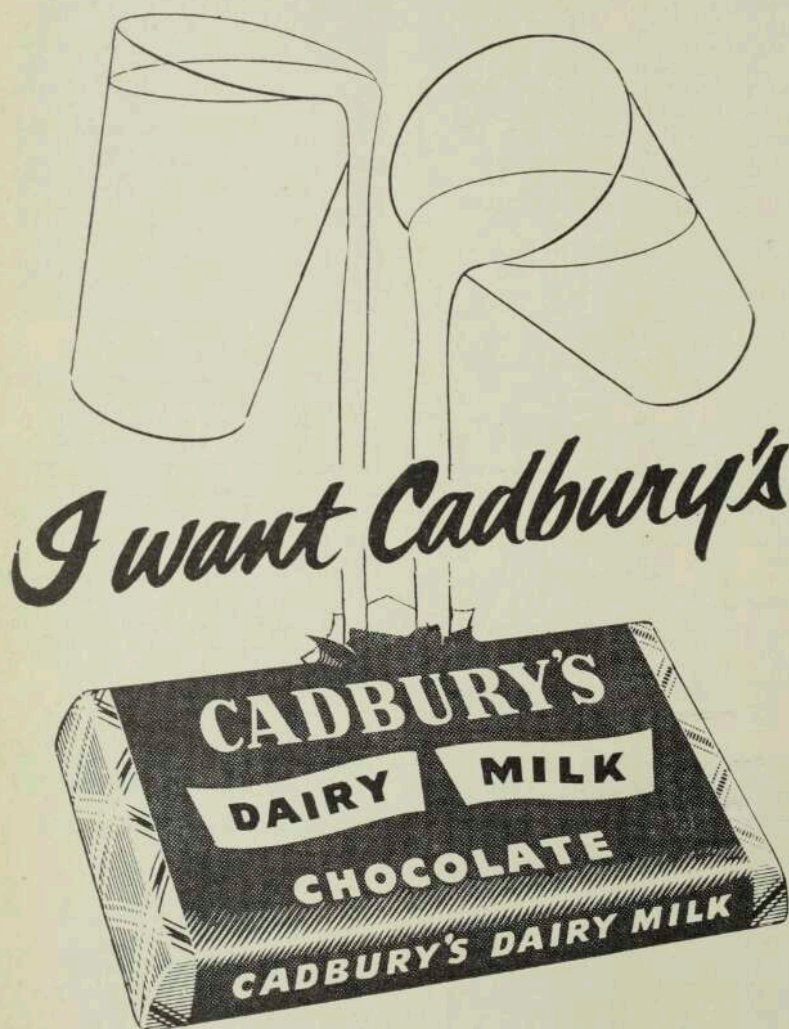
Mrs. Jean Maron, and her children, Michele, 7, Alain, 5, and Patrick, two months, left Sydney for Noumea in the Matson liner "Monterey" recently. Mr. Maron has been working as an industrial chemist in Melbourne for the last two years and is returning to Noumea to work for a soft drink company. In this picture he is farewelling his family—he followed later in the "Mariposa".

One of the most remarkable sights on Niue recently has been watching Percy Walsh, who is in charge of the local sawmill, cycling along the coral roads on a bicycle.

Nothing very remarkable in that, you say. Well, this bicycle has a small wheel in front and a big basket over it—the sort of thing that grocery delivery boys once used—which in itself is quite unusual on Niue.

But that's not all. In the basket, Percy has been carrying two crutches while he pushed the cycle along with one leg. The other leg is encased in plaster because of a severe wound from a portable saw.

In Sydney in February from Mini on leave for a few months was long-time New Guinea resident Mrs. Lilian Millar.



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MD25/2FC/6



Pretty West Samoan girl Miss Honey Crawley was visiting Sydney recently from Wellington, NZ, where she is attending business college on a Samoan Government scholarship. When she completes her course she plans to return to Apia to fill a post in the Samoan Public Service.—Tele-Photos.

Mr. P. R. Noakes, head of the Information Department at the Colonial Office, is to make a tour of the Pacific to get first-hand knowledge of the area and to discuss information services. His itinerary is: Arrive Nadi from London on February 23; leave next morning for Vila and Honiara; return to Fiji on March 7; leave for Australia about March 21.

The new Commissioner for India in Fiji, Mr. Krishna Nilakanta Sharma, arrived in Suva in February. He has succeeded Mr. J. K. Ganju.

The Rev. George G. Carter, head of the Methodist Mission in the BSIP for the past five years (his title is chairman of the Solomon Islands Methodist District), will return to New Zealand at the end of the year to become general secretary of the overseas mission department of the Methodist Church of NZ. He will live in Auckland.

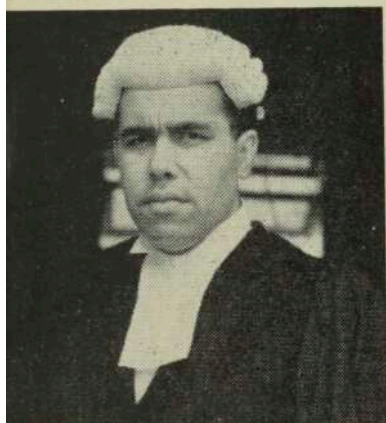
The Anglican Bishop in Polynesia, the Rt. Rev. J. C. Vockler, has announced that he has decided to give up cigarette smoking and return to a pipe and that cigarettes will no longer be offered to guests at Bishop's

ouse. This follows American and British reports on the dangers of cigarette smoking.

A Royal New Zealand Air Force mercy flight left Tarawa on January with the GEIC works foreman, Mr. David Murdoch, and the Wholesale Society's master boatbuilder, Mr. Martin Wilder, for urgent surgical treatment in Suva.

Mr. Murdoch is the son of Mr. George Murdoch, who was a trader in the Central Gilberts when Robert Louis Stevenson lived at Abemama, and who was appointed Resident Commissioner in the early 1920's.

Former Lae resident Mrs. B. L. Smith, who won prizes in the art section in the Lae Show in 1962, held her own art exhibition in a parlour at Paradise, Queensland, art gallery in January. Under her maiden name of Anna Collins, she showed more than 40 works, including many done in New Guinea.



Senior partner in the Auckland law firm of Edwards and Aubin is Mr. William Edwards, formerly of Nukualofa, Tonga, the son of Mr. Edwin Edwards, who is now retired on his plantation at Kolonga, Tonga, after many years as skipper of Tongan inter-island ships. William Edwards was an outstanding student at the Tonga High School before taking his law degree at Auckland University. He is a keen sportsman and represented NZ Universities at Rugby. —Photo: August Hettig.

Mr. W. D. Forsyth, Secretary-General of the South Pacific Commission, is expected to arrive in Saipan, Mariana Islands, on March for a series of conferences with High Commissioner M. Wilfred Goddard on progress and problems in the United States Trust Territory of the Pacific Islands.

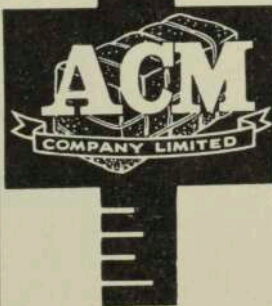
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Pacific Commerce and Produce

P-NG Timber Exports to Japan Not All Plain Sailing

Nowhere in the South Pacific has Japan's recent interest in Islands timber had such a startling effect as in New Guinea. After years of virtual hand-to-mouth operations in which many mills could hardly earn a crust, the New Guinea timber business is now looking forward to a boom—thanks to guaranteed markets in Japan.

THE Japanese are pleased too, for the Territory's commercial forests of 120,000 square miles, containing more than 100,000 million super feet of merchantable logs, are a substantial account on which to draw if South East Asian resources are placed in jeopardy because of political trends, as some of them now are. Japan, which imports 60 per cent. of its needs from the Philippines and 35 per cent. from North Borneo, realised before anybody else that it would require new sources, and thus she has been active in the South Pacific timber areas while other suppliers, particularly in Australia, have hardly more than pondered the question. New Guinea and the Solomons have

been the special targets of the Japanese.

In the last 12 months New Guinea timber has supplied one per cent. of the Japanese market whereas before it supplied virtually nothing. Fifteen months ago only five per cent. of New Guinea timber exports went to Japan, but today 70 per cent. goes there, and the share is growing.

New Guinea timber men hope that New Guinea eventually will supply five per cent. of the Japanese home market.

The Japanese have given the New Guinea industry its first big expansion. At the end of the war there were only two sawmills working in the Territory, and timber production



Mr. Norman Payne, one of the directors of Thompson and Wright, was in Sydney in January on a rather special occasion—his marriage with Sydney girl Miss Beverley Dalton. The bride will live on New Britain. —Photo: Les Senior

in 1950-51 was only 18 million super feet of log. Today, more than 700 sawmills produce more than 80 million super feet a year. The Administration planned for an annual log cut of 120 million super by 1966, but this will be exceeded thanks to the Japanese effect on the industry.

The trade mostly is in the hands of three New Britain mills exporting through Japanese companies. One of the biggest exporters is New Britain's Thompson and Wright Limited, off Cape Hoskins, which sells through as



The main exports of New Guinea timber to Japan come from this area of Cape Hoskins on New Britain. In the picture at left can be seen the Government station, plantation interests and the Cape Hoskins airstrip. Thompson and Wright Ltd.'s mill, with its adjoining wharf, are a short way down the coast, seen from the air at right.—Photos: Australian News and Information Bureau.

contract with the New Guinea Lumber Development Company Limited, of Rabaul. This latter company is responsible for handling 90 per cent. of the present New Guinea exports to Japan.

Thompson and Wright is an Australian company—a subsidiary of Clarke Bros. Holdings—but New Guinea Lumber Development is a joint Australian-Japanese venture with an Australian manager, Mr. A. J. McGhie, in Sydney, and two Japanese representatives in Rabaul. It is a subsidiary of the Southern Trade and Industry Co. Ltd., Tokyo, which in turn is a subsidiary of the big Japanese Nitto Co. Chairman of Nitto, Mr. O. Kenaka, is also chairman of Southern Trade.

Southern Trade handles the marketing arrangements of New Guinea timber to Japan, and the Nitto line applies the shipping.

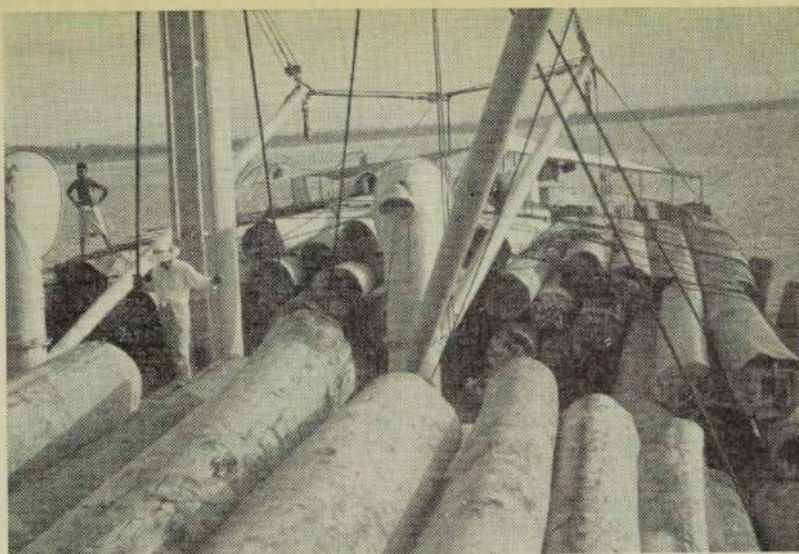
The Nitto Line fills one ship every month to six weeks with New Britain timber, sailing direct between New Britain and Japan. The ships come close where other ships have resided, often making use of Japanese port charts.

In December the Line launched the 1000-ton *Austral Maru* especially for the NG trade and has decided in principle to build three others. In late February a big team of Japanese businessmen sponsored by the Southern Trade Company, including the company's managing director, Mr. T. Ogawa, was in New Guinea taking a first-hand look at the situation to plan future expansion.

The Japanese are regarded as good people to do business with. They will supply any kind of supporting service quickly and they buy timbers that the selective Australian trade says it doesn't want, because they have evolved special processes to put timber to greater use.

The Japanese business has been a hot item in the arm for Thompson and Wright Limited, which got into the timber business only about six years ago. Max Wright, now managing director, went to New Guinea in 1949 with a heavy equipment operator with whom he later started out on his own with Allan Thompson, working in the Wau area and later contacting with Jack Chipper in Rabaul. When the company started out on timber it was joined by young Norman Payne, as engineer.

The small company found it hard going even after it got a lease of about 140,000 acres at Cape Hoskins about four years ago. As recently as three years ago it could hardly sell



NG logs head for Japan aboard a Japanese ship. The logs are floated out to the ships, which now run a regular direct service from Japan.—Photo: Australian News and Information Bureau.

any timber because of a big fall in demand for the local market.

But Max Wright and his team are sound, hard-working men who know the timber business is a tough game and that the boom won't continue for them unless they continue to run their growing organisation efficiently.

"It's easy for people to get the idea that we are on top of the world," says Mr. Wright. "They have us all driving around in Mercedes Benz. But this is a business where you need capital and where machinery break-downs can eat you up overnight. There are big bills for fuel, food, air charters, housing—everything. We have to train staff. The Japanese are still experimenting themselves to try to use as many species as possible, and none of us can run off with the idea that it is plain sailing ahead."

To underline Max Wright's point was a case heard in the P-NG Supreme Court in Port Moresby in February, when Mr. Justice Smithers issued an order winding up the NG timber company of Pacific Lumber and Development Limited, with debts of nearly £51,000. It had been formed only eight months previously. This company had tried to cash in on the Japanese market.

Japanese Tuna Project In Fiji To Start Soon

SEVENTEEN Japanese tuna fishing boats will arrive in Fiji in June to begin fishing for the Pacific Fishing Co. Ltd.'s freezing works at

Levuka, which are expected to start operating on July 1.

Machinery for the freezing works will arrive at Levuka in March, and a group of experts will come from Japan to install it.

Officials of the fishing company told a PIM correspondent in February that when the freezing plant is in full production, the fishing fleet will be built up to about 30 ships.

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. . . . Margaret Merril.

Lively Buying of New Guinea Sangara Stock

REMARKABLE liveliness in the shares of Sangara Ltd. during the past month has given rise to reports that rival groups are trying to get possession of the Sangara corporation, with a view to securing some important interest in Morobe Hotels Ltd. (the New Guinea corporation which is the nominal owner of the hotels at Lae, Wau and Goroka).

Back in early January, the 5/- shares of Sangara were quoted at around 6d each on the Sydney Stock Exchange. Soon after that, it was noted that thousands of Sangara shares were changing hands on the Stock Exchange almost every working day, and the quotation gradually moved up, penny by penny, until in mid-February the price was around 1/6 per share. It then dropped.

Morobe Hotels Ltd was part of the structure of Hamac Ltd., the big holding company which in 1962-63 passed into the control of McEachern interests.

As the result of a series of complex proceedings which had sequels in the Territory's Supreme Court, the control and management of Morobe Hotels Ltd. were placed in the hands of a receivership, directed by Messrs. Burns Philp (New Guinea) Ltd.

At about the same time Hamac interests became associated with the New Guinea companies of Sandy Creek Ltd. and Sangara Ltd.—the one originally a mining company and the other a plantation owner.

Morobe Hotels Ltd. under the receivership is reported to have made good profits and the profits in turn are said to be near to discharging the debt which brought the company under the receivership.

Report has it that the interests which ultimately control Sangara will have an important voice in the future control of Morobe Hotels Ltd.; and it is believed that the expected removal of Morobe Hotels Ltd. from the receivership has stimulated active buying of Sangara shares.

The identity of the new buyers of Sangara shares has not been disclosed; but some interesting developments are expected within the next few months.

Favourable Trade Balance For Fiji

FIJI had a record favourable visible trade balance of £1,400,000 for 1963, according to provisional figures from the Colony's Commerce and Industries Office. It was the first

favourable trade balance since 1957, and was only the third year in the last 10 or 12 that the value of exports has exceeded that of imports. In 1957 the favourable trade balance was about £500,000.

The imports for 1963 were worth about £20,100,000 while exports were valued at £21,500,000.

A record sugar crop on a seller's market was a major factor in the record exports. Fiji exported 269,191 tons of raw sugar, provisionally valued at £13,717,000, compared with 200,403 tons worth £8,332,000 in 1962. Coconut oil exports also ran at a high figure with 1963 exports of 19,968 tons valued at £1,869,683, compared with 18,188 tons worth £1,452,918 in 1962.

Gold also rose sharply—from 84,926 oz worth £1,189,000 in 1962, to 111,260 oz worth £1,558,000 last year. Bananas, coconut meal and molasses also rose, but there was a slight decrease in copra.

The breakdown of imports by commodity and country of origin for 1963 has not been completed, but it was expected that the pattern of previous years would be the same, with Australia selling most to the Colony, followed by the United Kingdom, and with Far East countries and territories getting a bigger share of the market.

Three Years Left For Vanikoro's Kauri

AT the present rate of logging, all the commercially exploitable kauri on Vanikoro, southern Solomons, will be cut out in about three years, according to Mr. Bill Powell, who left the island in January after several years as manager of the Kauri Timber Company.

The Kauri Timber Company, a Melbourne concern, has been exploiting Vanikoro's kauri since 1924.

Mr. Powell, who spent a total of 7½ years at the island, told *PIM* in Sydney that he did not think it would be worth trying to log any of the other hardwoods on Vanikoro when the kauri was finished.

"Those hardwoods are in some of the roughest terrain imaginable, and the terrific rainfall—about 300 inches a year—would make the extraction of them very expensive," he said.

Mr. Powell added that Vanikoro's local population of about 150 natives would have to "scrape for themselves" after the Kauri Timber Company pulled out, as there was no other source of wealth there that could be exploited.

At present, the local population is

augmented by about 200 Rees Islanders, some of whom work for the Kauri Timber Company and some for the BSIP Forestry Commission. There are also six Europeans with the KTC.

Mr. George Dixon, an Englishman, has taken over from Mr. Powell as KTC manager.

Crocodile Skin Prices Are Rising

A COMBINATION of political unrest in some of the world's major crocodile skin supply areas and increased interest in crocodile skins for the manufacture of football wear and leather goods is causing a steady rise in skin prices on the Australian and world markets.

One veteran hunter, Mr. Roy Moffat, of Darwin, who retired recently to manage the skin-buying agency of A. C. Galstaun (Aust.) Pty. Ltd., said in February that strife in Africa had caused a shortage of supplies from that region and consequently many skin prices rose from 16/- to 26/- an inch last year.

Mr. Bruce Perdriau, Sydney director of A. C. Galstaun, said skins of the *johnsoni* variety were considered to be rather inferior due to the presence of a bone-like, calcium substance under the scales of the belly skin which made the skin difficult to work.

This substance was not present in skins of the New Guinea freshwater species and therefore their value was improved to the extent that they brought about 16/- an inch.

Mr. Perdriau said skins of the Australian and New Guinea salt-water or estuarine crocodile, which were probably the best in the world, were bringing 26/- an inch at present and a steady rise in price was expected in the near future on all skins.

A Darwin report in February said overseas buyers were then paying as record 27/- an inch for crocodile skins. An average skin 18 in. wide was worth nearly £20.

Darwin agents predicted a continued rise in prices.

Australian Firm Still Interested in Fiji TV

ELECTRONIC Industries Ltd. of Australia say they are pushing ahead with plans for establishing two television transmitters in Fiji, one at Suva and one at Lautoka. Mr. Graham Warner, general manager of the company, visited Fiji about the middle of February for further dis-

UGARCANE EXPERIMENT FOR SAMOA



Aimed at cutting out West Samoa's £100,000 annual imports of sugar, the first experimental planting of sugarcane under the direction of UN sugar expert J. J. Van der Goes is growing to expectation. A small mill capable of processing 25 acres of cane has been given the Government by FAO, and if the initial planting is successful, Samoa will get more mills to make it self-sufficient in sugar. Pictured with Mr. Van der Goes (centre) are Agriculture Department employees Suauu Afioa and G. Duseigneur.—Photo: "Samoana".

ussions with the Government. There have been no decisions made.

Mr. Warner said that his company agreed in January, 1963, to give full technical assistance to Fiji television. An application to the Government for a television transmitting licence granted, two-thirds of the shares would be offered to residents of Fiji. So far no company has been formed, but provisionally a number of prominent Fiji men have agreed to appointment to the board when the company does come into existence.

Sir Arthur Warner, of Melbourne, former Minister in the Victorian Government who is chairman of Electronic Industries Ltd., will be chairman. Mr. R. L. Munro, a Suva barrister and solicitor, will be vice-chairman.

The other directors will be Ratu George Cakobau, paramount Fijian chief; Mr. Shri Dhar Maharaj, a leading bus transport operator; Mr. G. Kermode, a barrister and solicitor, and MLC; Mr. C. A. Stinson, Mayor of Suva and leading photographic equipment merchant; and Mr. Peter Warner, a son of Sir Arthur.

Mr. Graham Warner said it was envisaged that television receivers could be locally made. That would provide local employment.

Sir Arthur Warner and Mr. Peter Warner visited Suva in August. Peter

had sailed the *Astor* from Honolulu to Suva, and his father flew to the Colony to join him. It was soon after that visit that a formal approach was made to the Government.

Whether or not an application is granted is liable to hinge on the terms and conditions which the company may ask the Government for.

There are no transmitters operating in the South Pacific Islands, although a Government station is now being built at Pago Pago, American Samoa, mainly designed for educational TV for schools. The signal should be received in Western Samoa and perhaps part of Tonga.

Cultured Pearls

MR. MUROI CHUROKU, a Japanese cultured pearl expert, was in Tahiti on his third visit in January in connection with attempts to establish cultured pearl industries at Bora Bora and Hikueru Atoll in the Tuamotus.

The attempts to cultivate pearls in

French Polynesia have been under way since July, 1962. Their object is to create a new source of income for the territory, whose pearl shell industry has been hard hit since plastics began ousting pearl shell as material for buttons.

The cultivations of culture pearls and associated pearl oyster products has been established in Fiji by a Japanese firm, Pacific Holdings.

The company has selected an area of off-shore water a thousand yards long and eight hundred yards wide off the Ovalau Island village of Bure-sala.

At the outset, Pacific Holdings is cultivating the MOP Black Lip and Melamela species of pearl oyster, both of which are plentiful in Colony reef waters.

The Stock Market

SYDNEY SALES PRICES

	Jan. 20	Feb. 21
Ball Plantations . . .	6/3	6/5
Burns Philp . . .	99/-	98/-
Burns Philp (SS) . . .	61/-	63/-
Choiseul Plntn. . .	89/-	89/-
C.S.R. Co. . . .	80/-	79/9
Dylup Plantations . . .	10/-	8/9
Fiji Industries . . .	17/1	17/3
Hackshall's . . .	19/6	18/9
Kerema Rubber . . .	3/9	4/1
Koitaki Rubber . . .	17/6	17/-
Lolorua Rubber . . .	8/9	10/6
Makurapau Plntn. . .	4/6	5/-
Mariboi Rubber . . .	6/6	6/10
Pacific Is. Timbers . . .	2/4	3/3
Palgrave . . .	2/6½	2/7
Plantation Holdings . . .	3/6	3/10
Queensland Insurance . . .	107/6	100/-
Rubberlands . . .	3/6	5/1
Sandy Creek . . .	6d	6d
Sangara . . .	9d	11d
Sogerl Rubber . . .	7/6	7/6
Sthn. Pac. Insurance . . .	33/6	32/-
Steamships Trading . . .	14/9	14/10
W. R. Carpenter . . .	36/-	36/-
Watkins Consolidated . . .	3/1	3/-

OIL AND MINING SHARES

	Dec. 4, 1958	Jan. 20, 1964	Feb. 21, 1964
Emperor . . .	b9/-	s7/6	s7/1
Loloma . . .	b30/-	s20/6	b19/6
Bulolo G.D. . . .	b32/-	s62/-	s52/-
N.G.G. Ltd. . . .	b2/3	s3/-	s3/-
Oil Search . . .	b9/9	s2/1	s2/1
Ent. of N.G. . . .	s11d	s3d	s6d
Pac. I. Mines . . .	—	s6/-	s5/1
Ditto Opt. . . .	—	s3/7	s2/6
Papuan Apin. . . .	b4/6	s6/-	s6/-
Placer Dev. . . .	b91/-	s235/-	s265/-
Timor Oil . . .	n.q.	s10d	s9½d

Sydney Stock Exchange share price index for "Ordinaries" on Feb. 21 was 376.40, on January 20, it was 374.46.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £61/10/- per ton; FMS, £60/-/- per ton; Smoke-Dried, £59/-/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Feb. 17 prices were: HAD £F53/5/-, FM £F50/15/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in February was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production

marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade £6/4/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—The latest copra price available was approximately £35/10/- (7,100 Pac. francs). French price at that time was 860 francs per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Price for first quarter, Jan.-Mar., 1964, is £NZ61/0/1 1st grade, £NZ59/15/1 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Feb. 21 was £Stg.187/6/- per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on Feb. 21 reported: Quote No. 1: In store, Rabaul, export quality £190 per ton, or on wharf Sydney, according to quality: £208; quote No. 2: Best quality, on wharf Syd., £200-£215, in store, N.G. ports, £180-£185 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Feb. 18, were: Grade 1, £Stg.195; grade 2, £Stg.187/6/-, f.o.b., Apia.

COFFEE:—P.-N.G.: February 21, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/6, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on January 21 as Kenya AA £St.397-£St.518, A £St.376-£St.480, B £St.380-£St.452, C £St.376-£St.389; Bugisu AA £St.375, A £St.375, B £St.360; Tanganyika AA £St.380, A £St.375, B £St.360. On February 7 Uganda Robusta (standard) was £St.330.

PEANUTS.—P.-N.G.: Sydney agents reported Feb. 21—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/7 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Feb. 19 was: No. 1, RSS, Spot, 66¼ Straits cents per lb (23.10d Aust.).

VANILLA BEANS.—Victor Karp Tulk Co., Sydney, reported Feb. 20: White and yellow label processed, standard pack 34/-, green label 33/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 1964—P.-N.G.: Dry brown and dressed 112 lb bags, 5 tons and over £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/-/- f.o.w. Other Pac. 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 February 21: Sydney independent shell agents were: Sound £750, D £500, E £300, H £190 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Feb. 21 indicated the following quotations: Islands producers: No. 1—Papua—nominally £90-£95 per ton, f.o.b., Papua ports; N.G.—£90, c.i.f., Sydney; B.S.I.—£90-£95, f.o.b., Honiara. No. 2—Papua—£110 per ton; N.G., B.S.I.—£100 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Feb. 21: No. 1: £283 per ton, f.o.b., Islands port. No. 2: £300 (best quality), on wharf, Sydney; or £300 f.o.b., Islands port.

CROCODILE SKINS.—On February 21 Sydney buyers quoted for 12 in. and over first grade quality as follows: P.-N.G.—24/6 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 16/- per in. B.S.I. 24/6 (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port, £95 del. Sydney or Melbourne.

BECHE-DE-MER: Chang Sing Loong Co. Suva, quote F2/- (4 in. to 7 in.) to F3A (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 6/10 to 8/6 lb, ex-store Sydney, according to quality.

London and US Quotations

Copra: LONDON, Feb. 19, Philippines: 1% in bulk £Stg.184.50 US (equal to) £Stg.65/19/9 per long ton, c.i.f. UK/Nth. European ports. Malayan: FMS, NQ, UK/Nth. European ports. NEW YORK: Feb. 19, Philippines: \$163.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 910 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Feb. 19, Ceylon: 1% in bulk £Stg.97/10/- per ton, c.i.f. UK/Nth. European ports. Straits, 3½% NQ c.i.f.

Rubber: LONDON, Feb. 19, c.i.f., RSS: No. 1 Spot, 19-15/16d Stg. lb, April c.i.f. 20-5/16d Stg. lb, Mar. c.i.f., 20d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

Trading Notes

SURVEY: The P-NG Business and Advisory service of the Department of Trade is currently surveying native business enterprises in Port Moresby.

PYRETHRUM TESTS: Tests on the growing of pyrethrum in the NG Highlands have been "most encouraging" says a NG Administration report. The Administration hopes it may develop into a useful cash crop. Australia imports from overseas about £200,000 worth of pyrethrum extracts per year.

TUNA: Van Camp Sea Food Company's representatives were in Saipan, US Trust Territory in February to discuss construction of a tuna freezer plant to be operational on Malakal Island by July 1.

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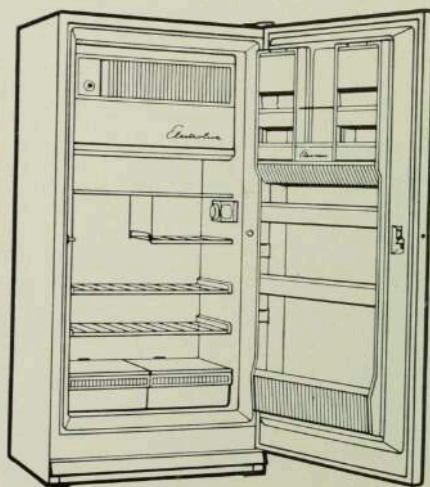
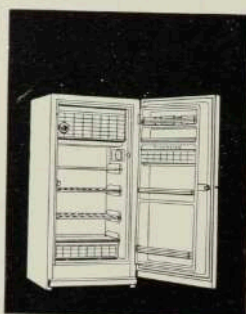
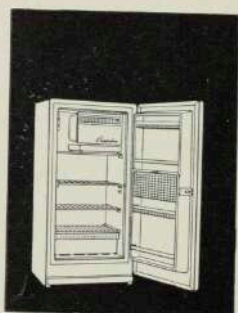
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NG Elections

(Continued from page 11)

down the paper. Native voters generally didn't bother; they voted for their first and second preference and let the rest go hang.

In the Australian system all candidates must be given an order of preference; in P-NG the figure 1 in any square makes the vote valid.

Voting is not compulsory.

Some thought might also be given to a bit more real secrecy in the actual voting. Because it was the first attempt, facilities were given to observers and Press which will never be tolerated again, and probably in publicity value for the Territory it has paid handsome dividends.

It was not necessary to be clairvoyant, however, to see that although local voters could vote in privacy, those who could not mark their papers themselves and had to vote absentee could do so only by calling out the name of their preference to the returning officer.

As there were always at least two dozen other voters within hearing, it is a ready-made opportunity for mob-voting and for pressure tactics.

Islands Deaths

Mr. Ronald George Maclean

Mr. Ronald George Maclean, a Territorian, who retired some time ago to live at Leura, New South Wales, died at Leura recently.

Mr. Maclean went to New Guinea after the war as an officer in the Agriculture Department at Keravat. He later became part-owner of Klein-water Plantation and manager of the adjoining property, Vunalama.

Before the war, Mr. Maclean lived in Malaya. When war broke out, he joined the AIF, and he was imprisoned at Changi.

He is survived by his widow, Helen and married son, Ian, who now manages Vunalama.

Harry Raeno

Harry Raeno, a Solomon Islander, who served on Methodist mission boats in the BSIP for about 50 years, died on his home island of Mono recently. He was about 94. Harry was at Munda when the first Methodist missionaries arrived in 1902, and he helped to rig the first Methodist mission vessel. He captained the mission vessel *Tandanya* for 27 years in close association with the Rev. J. F. Goldie.

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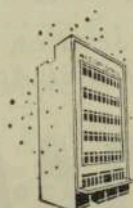
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- HAWAIIAN SONG FOLIO No. 4—Lazy Honolulu, My Hawaiian Flower, Sweet Lei Lehua, etc. 4/6

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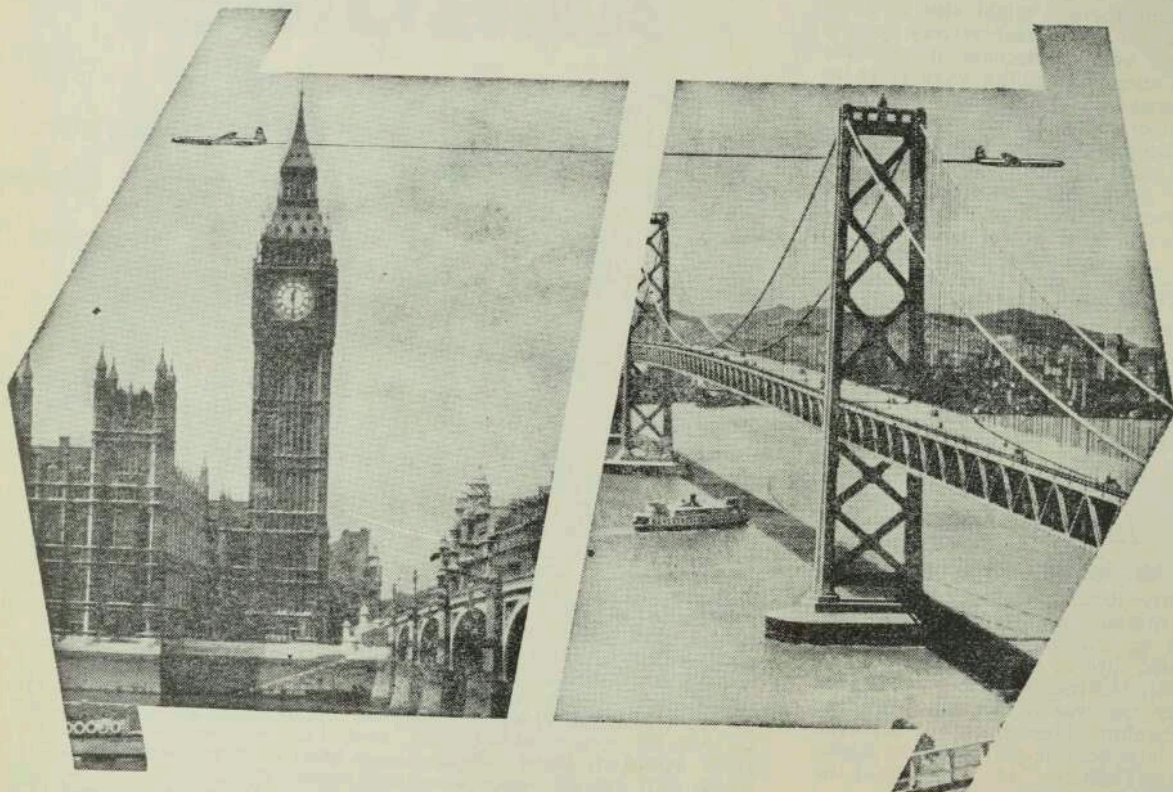
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MARCH, 1964 — PACIFIC ISLANDS MONTHLY



TRAVEL TALK

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"Pacific Islands Monthly" is
a member of the Australian
National Travel Association and
the Pacific Area Travel
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☆

Some 10 years ago, an American yachtsman who cruised through the islands of French Polynesia, described Moorea, Tahiti's craggy, picturesque sister island, as "just part of the Tahiti sunset, nothing more".

"ALTHOUGH Moorea is the only land in sight of Tahiti," he said, "it is an isolated and forgotten land."

Nowadays, with thousands of tourists flocking to Tahiti each year, those words are no longer true. But it is a fact that only a small fraction of them make the 12-mile excursion from Papeete to Moorea, and those who do seldom stay longer than overnight.

Because of this and because it has only a tenth (4,200) of Tahiti's population and a sixtieth (300) of its vehicles, Moorea still has much of the unhurried, unc cosmopolitan, away-from-it-all charm that travellers used to find in Tahiti a century ago.

To get there, once you have reached Tahiti, is not difficult. A diesel launch, about the size of a small Sydney Harbour ferry, leaves Papeete every day except Tuesdays at about 9 a.m., and returns to Papeete about 6 p.m. The crossing takes about two hours.

Those wishing to stay on Moorea overnight or longer have a choice of three hostels—the Hotel Aimeo on Paopao Bay, the Bali Hai (formerly the Matiehani) at Maharepa, and the Tohivea Inn at Afareaitu. All these hotels have bungalow-style accommodation. Their approximate rates are:

Hotel Aimeo—2,000 to 2,500 Pacific francs for single rooms; 2,950 to 3,500 francs, double (American plan).

Hotel Bali Hai—600 to 900 francs (European plan).

Tohivea Inn—400 francs, single;

● Donald McCallum, of the Hotel Bali Hai, demonstrates three carefree ways of spending the time on Moorea—dancing the "Tamure", messing about with a boat, and talking to the Bali Hai's tame albatross.

500 francs, double (European plan).

Exchange rates are roughly 196 francs to the Australian £, and 96.5 to the U.S. \$.

The Hotel Aimeo, which stands in sight of some of the most romantic scenery in the world, is run by a Frenchwoman, Mrs. Christa Winkelstroeter, who settled on the island with her German husband about 35 years ago. Mrs. Winkelstroeter is assisted by her daughter Jeanne. Both speak excellent English, but the hotel also employs an

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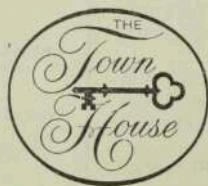
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American "host," Jim Smith, especially for the benefit of English-speaking people.

The hotel is noted for its Tahitian feasts (*tamaraa*) which are held on Wednesday and Friday nights to the accompaniment of Polynesian music. After the feasts, open-air dancing by torchlight is staged by dancers from the village of Temae.

The hotel Bali Hai, which is a mile or so from the Aimeo and faces the open sea, is run by three lively young Americans, Hugh Kelley, Donald McCallum and Jay Carlisle, who decided to go into the hotel business after Kelley discovered Moorea's charm during a yacht trip four or five years ago.

Kelley was formerly a lawyer in Los Angeles, McCallum was a manufacturer's representative, and Carlisle was a stockbroker in southern California. They have built much of their hotel with their own hands; and they grow many of their own vegetables.

The Tohivea Inn is run by a Tahitian woman, Pauline, and is also known as Chez Pauline.

Package Tours

Tahiti Tours, a tourist agency situated on the waterfront at Papeete, sells several package tours to Moorea.

One, lasting 24 hours, covers the launch trip over and back, meals and overnight accommodation at the Hotel Aimeo, and a visit to neighbouring Papetoai Bay. One of the interesting sights at Papetoai is the eight-sided Protestant church, which was built by the LMS missionaries and opened for worship in 1829. It is the oldest church in the South Pacific.

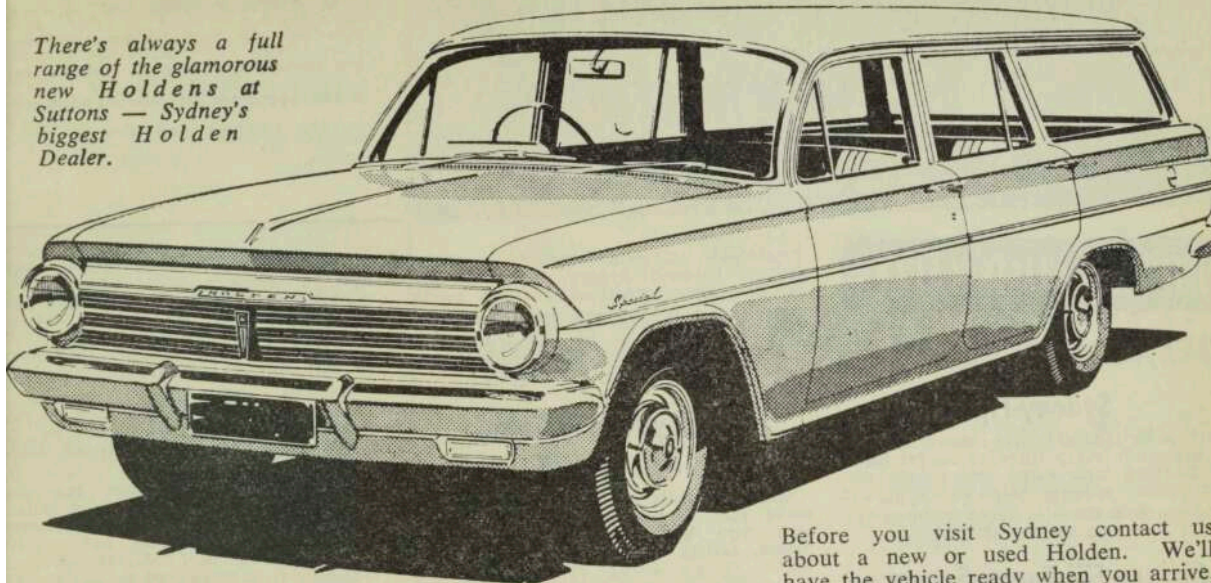
A 48-hour package tour sold by Tahiti Tours is the same as the foregoing on the first day. On the second day, there is a tour around the island by jeep or local bus, with lunch at Afareaitu at the Tohivea Inn.

On Sundays, the Bali Hai offers a package tour for \$18, which begins in Papeete at 8.30 a.m. and gets you back there at 11 p.m.

For your \$18, you get a snack of fresh fruit after your arrival by launch; then you can relax, swim or go for a canoe ride until lunch is served at noon. After that, a programme of dancing is staged especially for the benefit of photographers. This is followed by a sightseeing trip to Paopao Bay, and a visit to a vanilla plantation. In the evening, there's a *tamaraa* and a singing-dancing exhibition by the Temae dancers.

HOLIDAYS IN SYDNEY?

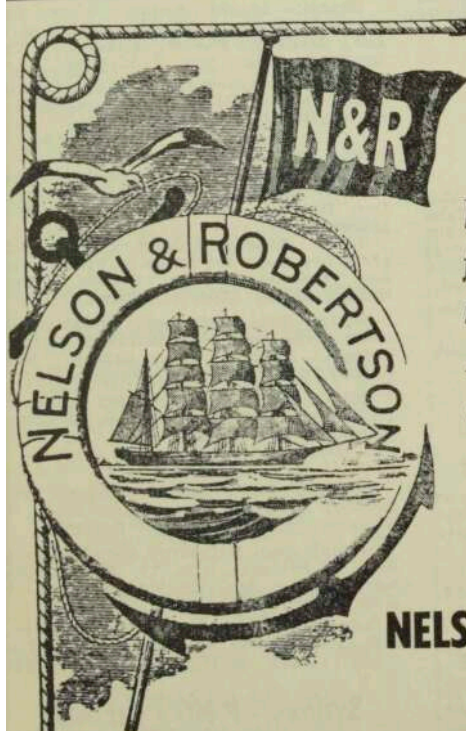
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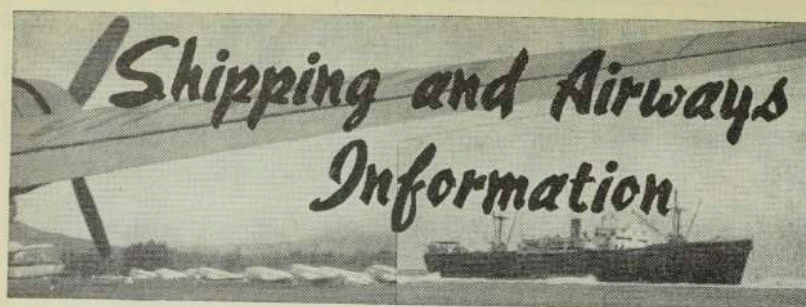
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SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailing: Mar. 24 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana Mar. 18 (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: March 13 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Talohoe, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Oceanien: Papeete Apr. 15-18, Vila Apr. 25-26, Noumea Apr. 27-30, arr. Sydney May 3.

Tahiti: Papeete May 20-23, Vila May 30-31, Noumea June 1-4, arr. Sydney June 7.

Next outwards voyages, ex-Sydney: Oceanien: Dep. Sydney May 6, Noumea May 9-12, New Hebrides May 13-21, Noumea May 22, Papeete May 28-June 1, Talohoe June 4.

Tahiti: Dep. Sydney June 10, Noumea June 13-16, New Hebrides June 17-25, Noumea June 26, Papeete July 2-6.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Mar. 20, Apr. 17.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-NZ-Fiji-Tahiti-Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Southampton (UK), via Panama, Tahiti Mar. 27-28, Fiji Apr. 2, Wellington Apr. 6-8, arr. Sydney Apr. 11, thence via South Africa to Southampton, arr. May 18.

Northern Star: From Southampton (UK) via South Africa at Sydney May 27-29, Wellington June 1-3, Fiji June 7, Papeete June 11-12, thence via Panama to Southampton, arr. July 6.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar and Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) carrying cargo only, make a regular three weekly voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailing: Colorado del Mar from Sydney Mar. 31 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-8311).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports. Next Sydney sailings: Mar. 12, Apr. 24 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-Papua-New Guinea

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: May 2 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai,

● 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.

Brisbane, Sydney. Next Sydney sailing: Apr. 14 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: May 15 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Apr. 7 (approx.).

Braeside sails about every four weeks from Sydney for Singapore and calls (if cargo inducement offering) at Pt. Moresby (Papua) and Indonesian ports. Next Sydney sailings: Mar. 11, early June.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Soochow: Leaves Sydney about every four weeks for Brisbane, Pt. Moresby, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Mar. 20 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailing: Apr. 3 (approx.).

Details from New Guinea Australia Lines (Swire and Yull Pty., Ltd., agents), 88 Spring Street, Sydney (BU 4701).

Elizabeth Boye: Next voyage leaves Sydney Mar. 13 (approx.) for Rabaul, Lae, Honiara, Gizo, returning direct to Melbourne.

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Apr. 3 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Mar. 27 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: Dep. Melbourne Apr. 1, Sydney Apr. 8, Brisbane Apr. 12, Pt. Moresby Apr. 17, Lae Apr. 22, Madang Apr. 24, Rabaul Apr. 27.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's Motor-vessels maintain services between Australia and Hong Kong via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly),

Australian ports. Northbound vessels
a Sydney call regularly at NZ ports.
Filos: From Adelaide and Melbourne,
Sydney Mar. 18, Brisbane Mar. 20,
Rabaul Mar. 24-25, Lae Mar. 26-27,
iang Mar. 28-29, thence Hong Kong
Manila.
elos: From Hong Kong and Manila,
Rabaul Mar. 12, Madang Mar. 14,
Mar. 17, arr. Brisbane Mar. 21.
ney Mar. 25, thence to Adelaide and
bourne.
etails from Wilh. Wilhelmsen Agency,
Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels
sing and Anshun call at Pt. Moresby,
ua, on their way north from Sydney
Hong Kong. Next vessel:
Anshun: Dep. Sydney Mar. 24 for Bris-
e Mar. 26-27, Pt. Moresby Mar. 31-
r. 1, thence Manila and Hong Kong.
Details from Swire and Yuill Pty. Ltd.,
ents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK)
ssels maintain monthly service between
dney and Japan (via Manila, Hong
ng and Keelung), return via Guam
d Rabaul.
Francis Drake: Dep. Sydney Apr. 8,
r. Brisbane Apr. 10, Manila Apr. 22,
ng Kong Apr. 25, Japan May 4,
am May 15, Rabaul May 20, Sydney
ay 27.
George Anson: Dep. Sydney May 9,
r. Brisbane May 11, Manila May 23,
ng Kong May 26, Japan June 4,
am June 15, Rabaul June 20, Sydney
ne 27.
Details from H. C. Sleigh Ltd., 115
ork Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's
range sails irregularly from Sydney for
urope, via NZ, Papeete and Panama
anal; occasionally calls are made also
Suva.
Next northbound Tahiti call: From
ydney, at Papeete June 13-14.
Last voyage, to be removed from
ervice.

Details from Royal InterOcean Lines, 261
George St., Sydney (2-0573).

Europe-Tahiti-New Caledonia BSI-P-NG-West NG

A regular service from the Continent
and UK, via Panama, to Tahiti, New
Caledonia, BSI, P-NG and West NG is
operated jointly by Nederland Line Royal
Dutch Mail and Royal Rotterdam Lloyd.
Bengkalis (SMN): From Continent and
London, arr. Papeete Apr. 13, Noumea
Apr. 21, Tarawa (Betio anchorage) Apr.
26, Honiara Apr. 28, Pt. Moresby May
7, Rabaul May 3, Lae May 5, Madang
May 7, Alexishafen May 8, Wewak May
9, Kota Baru May 10, Biak, Manokwari,
Sorong.

Details from Royal InterOcean Lines,
261 George St., Sydney (2-0573).

Europe-Tahiti-New Hebrides- New Caledonia-Australia

Messageries Maritimes cargo vessels run
monthly between France and Noumea via
East Africa and Australia. From Sydney,
vessels go to Brisbane and Noumea; re-
turn to France via Australian coastal
ports.

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APIA April 13-14
PAGO PAGO April 15
†NUKUALOFA
SUVA April 19

*LEVUKA April 20
LAUTOKA April 22-26
NOUMEA April 30
VILA May 3
SANTO May 4
HONIARA May 8

* Subject to inducement.

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PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Corp.

● PIM's shipping and airways timetables are correct to time of publication.

Next sailings from Sydney: Velay Mar. 12 (Noumea Mar. 18); Ventoux Apr. 6 (Noumea Apr. 12).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Godavery (Papeete June 11, Vila June 23, Noumea June 27, Australia July 5).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

Far East-Fiji-NZ-Sydney

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Noort calls at Lautoka Apr. 2, Suva Apr. 3; Van Neck calls at Lautoka Apr. 21, Suva Apr. 22.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New

Hebrides, Fiji and N. Caledonia, usually return to Japan direct.

Chungking: From Japan and Hong Kong, due Kavieng Mar. 19, Rabaul Mar. 22, Madang Mar. 25, Lae Mar. 28, Pt. Moresby Apr. 4, Suva/Lautoka Apr. 8, Noumea Apr. 14, thence to Japan, arr. May 3.

Chengtu: From Japan and Hong Kong due Rabaul Apr. 7, Madang Apr. 11, Lae Apr. 15, Samarai Apr. 19, Pt. Moresby Apr. 25, Santo Apr. 29, Vila May 2, Suva/Lautoka May 5, Noumea May 12, thence to Japan, arr. June 1.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

Japan-Samoa-Tonga-Fiji-N. Cal.-N. Heb.-BSI

The Daiwa Navigation Co. Ltd. runs a regular service from Japan, calling at Guam, Kota Baru (opt.), Apia, Pago Pago, Nukualofa (opt.), Suva, Levuka, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Current voyage: Daisen Maru dep. Japan Mar. 12.

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Apr. 7, May 5.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Mar. 24, Apr. 2.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG-Far East

Crusader Shipping Co.'s cargo vessel running between NZ and the Far East call at New Caledonia and Papua, and, in some instances, Guam. Next voyages:

Port Adelaide: Dep. Auckland Mar. 1 for Nouea Mar. 16, Port Moresby Mar. 28, thence Singapore, Pt. Swettenham, Manila, Hong Kong and Shanghai (inducement), returning to Auckland Apr. 30.

Port Montreal: Dep. Auckland May for Guam (arr. May 16) and thence on to Japan.

Details from Shaw, Savill Line, agents 101 Queen St., Auckland. (Tel.: 30-310)

New Zealand-Tahiti

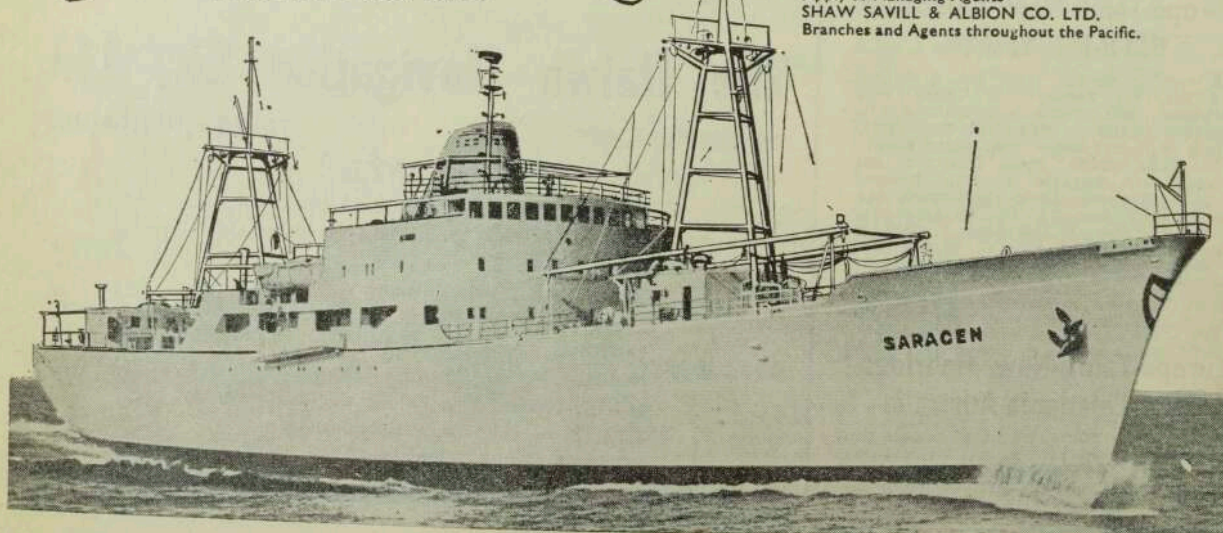
New Zealand Shipping Co. Ltd. vessels operating between NZ and UK, via

The Pacific's Most Modern Cargo Fleet . . .

23

CRUSADER

SHIPPING CO. LTD.



Consign refrigerated and general cargo by Crusader, for fast, efficient delivery to leading Pacific Ports.

Regular services connect
NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA,
JAPAN, SINGAPORE, MALAYA, INDONESIA,
HONG KONG, MANILA.

Apply to Managing Agents—
SHAW SAVILL & ALBION CO. LTD.
Branches and Agents throughout the Pacific.

ma, make a call every two months
Tahiti, northbound and southbound.
Next northbound voyage: Rangitoto,
Wellington Apr. 11, due Papeete
17.

Next southbound voyage: Rangitane
London, due Papeete Apr. 22.
Details from NZ Shipping Co. Ltd.,
Whomhouse Quay, Wellington, NZ.

usader Shipping Co. Ltd., Wellington,
makes a call every two months
rox.) at Papeete on north-bound
ges of its West Coast Nth. American
ce. Next voyage: Knight Templar
Auckland Mar. 14 (approx.), at
Papeete Mar. 20 (approx.).

Tonga-Fiji-Samoa

onga Shipping Agency operates a
o and passenger service between
alofa and Fiji (Suva, Lautoka,
gton, Rotuma) with MV Aoni. Calls
also made as required at Apia (W.
oa) and Pago Pago (Am. Samoa).
round in Suva is usually two days,
the Agents there are W. R. Carpenter
) Ltd.

UK-Panama-Samoa-Fiji

he Fiji Direct Service is maintained
Conference vessels, sailing at regular
thly intervals out of London, via
ama, for Apia, Suva and Lautoka,
ell, Gwyn and Co., Ltd., act as Load-
Brokers in London.

Next sailings, ex-London: Mar. 26, Apr.

UK-Papua-NG-BSI

ank Line operates a direct service from
ope to P-NG and BSI, vessels going
to Australia for cargo-loading and
rning to UK via Suez. Next vessels:

arabank: From Continent and
don, arr. Pt. Moresby Mar. 20,
aral Mar. 23, Lae Mar. 24, Madang
, 27, Wewak Mar. 29, Kavieng Apr.
Rabaul Apr. 4, Honiara Apr. 8.

archbank: From Continent and
don, arr. Pt. Moresby Apr. 29,
aral May 2, Lae May 4, Madang
, 7, Wewak May 9, Rabaul May 11,
iara May 15.

etails from Bank Line (A/asia.) Pty.
, 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji- Australia

Matson-Oceanic Line operates a five-
ks passenger-cargo service from Los
eles with the Sonoma, Sierra and
tura. Terminal ports, in Australia,
y with cargoes offering. Vessels call
Papeete, Pago Pago, Suva, Sydney,
bane, etc.

Next trans-Pacific sailing: From Bris-
e, Ventura Mar. 30 (approx.).

etails from Matson Lines, 82 Elizabeth
Sydney (BU 4272).

merican Pioneer Line ships on US
antic Coast-Panama-Sydney service
ke periodical calls at Tahiti on south-

Australia-NZ-Fiji-Canada-USA

	ORCADES	ORIANA	CANBERRA	ORIANA
SYDNEY	depart Feb. 19	Mar. 6	May 3	June 21
AUCKLAND	arr/dep Feb. 22	Mar. 9	May 6	June 24
SUVA	arr/dep Feb. 25	Mar. 12		June 27
HONOLULU	arr/dep Mar. 1	Mar. 16	May 12	July 1
VANCOUVER	arr/dep Mar. 6-7	Mar. 20-21	May 16-17	July 5-6
SAN FRANCISCO	arr/dep Mar. 9-10	Mar. 23-24	May 19-21	July 9-10
LOS ANGELES	arr/dep Mar. 11	Mar. 25	May 22	July 11
HONOLULU	arr/dep Mar. 16	Mar. 29	thence via	thence via
SUVA	arr/dep Mar. 23	thence	West Indies	West Indies
AUCKLAND	arr/dep Mar. 26	to UK*	to UK	to UK
SYDNEY	arrive Mar. 29			

* Via Far East and European ports, arr. Southampton May 3.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

	MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart Feb. 27	Mar. 18	Apr. 12	May 3
LOS ANGELES	arr/dep Feb. 28	Mar. 19	Apr. 13	May 4
BORA BORA	arr/dep Mar. 7	Mar. 27	Apr. 21	May 12
PAPEETE	arr/dep Mar. 8-10	Mar. 28-31	Apr. 22-24	May 13-15
RAROTONGA	arr/dep Mar. 11	Apr. 1	Apr. 25	May 16
AUCKLAND	arr/dep Mar. 16-17	Apr. 6-7	Apr. 30-May 1	May 21-22
SYDNEY	arr/dep Mar. 20-23	Apr. 10-13	May 4-7	May 25-28
NOUMEA	arr/dep Mar. 26	Apr. 16	May 10	May 31
SUVA	arr/dep Mar. 28	Apr. 18	May 12	June 2
NIUAFOOU	arr/dep Mar. 29	Apr. 19	May 13	June 3
PAGO PAGO	arr/dep Mar. 29	Apr. 19	May 13	June 3
HONOLULU	arr/dep Apr. 3-4	Apr. 24-25	May 18-19	June 8-9
SAN FRANCISCO	arrive Apr. 9	Apr. 30	May 24	June 14

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

bound voyage. Next Papeete calls:
Pioneer Glen Mar. 16; Pioneer Surf Apr.
7.

Details from Wilh. Wilhelmsen Agency,
13 Bridge St., Sydney (BU 6301).

Thor I: Dep. San Francisco Mar. 28,
Los Angeles Apr. 1, arr. Papeete Apr. 11,
Pago Pago Apr. 17, Apia (open) Apr. 21,
Suva Apr. 25, Noumea Apr. 28, dep. Pago
Pago May 5 for Los Angeles, arr. May
18, San Francisco May 21.

Thorsisle: Dep. San Francisco May 4,
Los Angeles May 8, arr. Papeete May 19,
Pago Pago May 25, Apia May 29, Suva
June 3, Noumea June 6, Apia (open),
dep. Pago Pago June 11 for Los Angeles,
arr. June 25, San Francisco June 28.

Details from General Steamship Cor-
poration Ltd., 1 Bush St., San Francisco.
USA and Islands Agents.

USA-Tahiti-Samoa-Fiji- New Caledonia

Pacific Islands Transport Line's vessels
Thorsisle and Thor I maintain approx-
imately six weeks service from West Coast
Nth. American ports to Pacific Islands.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to
Lautoka, Suva (including transshipments for Vavau and
Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau,
Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

AIRWAYS TIME-TABLES**TRANS-PACIFIC SERVICES****Australia-Fiji-Hawaii-USA**

BY QANTAS EMPIRE AIRWAYS

(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco.
 Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco, New York.
 Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.50 a.m., dep. 1.35 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, Mar. 13, 27, Apr. 10, 24, May 8, 22, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).
 Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).
 Sat.: San Francisco (service begins from Vancouver alternate Sats.: Mar. 14, 28, Apr. 11, 25, May 9, 23, etc.), Honolulu, Nadi (arr. 4.10 a.m., dep. 5 a.m.), Sydney (arr. 7.05 a.m.).
 (International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES

(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Mar. 21, Apr. 4, 18, May 2, 16, 30, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).
 Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).
 Alt. Tues. (Mar. 24, Apr. 7, 21, May 5, 19, 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

Sat., Thurs.: Dep. Sydney 5.30 p.m. for Nadi (arr. 11.20 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles, arr. Sat., Thurs., 5.15 p.m.
 Mon.: Dep. Sydney 5.30 p.m. for Pago Pago (arr. 1.50 a.m., dep. 2.35 a.m.), Honolulu and Los Angeles (arr. 5.15 p.m.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 8 p.m. for Honolulu, Nadi (arr. 4.45 a.m., Thurs., Sat., dep. 5.30 a.m.), and Sydney (arr. Thurs., Sat. 7.45 a.m.).

Sat.: Dep. Los Angeles 8 p.m. for Honolulu, Pago Pago (arr. 4.45 a.m., dep. 5.30 a.m.), and Sydney (arr. 8.20 a.m. Mon.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

AUSTRALIA-NEW ZEALAND**Auckland-Brisbane**

QANTAS-TEAL with Electra Mk. II's

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.20 p.m.
 Sun.: Dep. Brisbane 1 p.m., arr. Auckland 6.55 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Mon., Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.
 Tues., Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's

Tues., Thurs.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.m.
 Sat.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.
 Mon., Wed., Sun.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
 Daily: Dep. Sydney 1 p.m., arr. Auckland 6.45 p.m.
 Wed., Thurs., Fri., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.
 Wed., Fri., Sun.: Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m.
 Sat.: Dep. Sydney 9.45 a.m., arr. Auckland 3.30 p.m.
 Sat.: Dep. Auckland 4.30 p.m., arr. Sydney 6.35 p.m.
 Thurs.: Dep. Auckland 8 p.m., arr. Sydney 10.05 p.m.
 Thurs., Fri.: Dep. Sydney 12.30 a.m., arr. Auckland 6.15 a.m.

BOAC, with Comet IV's.

Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.
 Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's

Daily, except Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.
 Daily, except Sat.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m.
 Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

Tues., Sat.: Dep. Sydney 12.30 a.m., arr. Wellington 6.25 a.m. Dep. Wellington 8 a.m., arr. Sydney 10.20 a.m.

Wellington-Brisbane

TEAL, with Electra Mk. II

Sun.: Dep. Wellington 9.15 a.m., arr. Brisbane 12.05 p.m.
 Sat.: Dep. Brisbane 2.15 p.m., arr. Wellington 8.35 p.m.

Wellington-Melbourne

TEAL, with Electra Mk. II

Sat.: Dep. Wellington 8.45 a.m., arr. Melbourne 11.45 a.m.
 Fri.: Dep. Melbourne 12.30 p.m., arr. Wellington 7 p.m.

AUSTRALIA-PACIFIC ISLANDS**Sydney-Brisbane-Honolulu**

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. every Sat., arr. Brisbane 6.15 p.m., dep. Brisbane 7 p.m., arr. Honolulu 7 a.m. Sat.

SOUTHBOUND

Weekly from Honolulu, dep. 2.30 p.m. every Sat., arr. Brisbane 7.30 p.m., Sun., dep. Brisbane 8.15 p.m., arr. Sydney 9.35 p.m.

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying boats).

Return flight from Rose Bay base every Tues. and Sat. Departure time from Sydney is dependent on time of high tide at Lord Howe Is.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Fri.: Dep. Sydney 8 a.m., arr. Norfolk 2 p.m. Flight extends NI-Auckland-Norfolk (See "Inter-Territory Services").
 Sun.: Dep. NI 2.15 p.m., Sydney arr. 6 p.m.

Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Fridays and Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 9.4 p.m., arr. Brisbane 11.50 p.m. Dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., arr. Brisbane 11.35 p.m., dep. Brisbane 12.25 p.m. Sat., arr. Pt. Moresby a.m., dep. Pt. Moresby 6.45 a.m., arr. Lae 7.45 a.m.

Ansett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 9.45 p.m., arr. Brisbane 11.45 p.m., dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sat. Sun., 9.15 a.m., arr. Pt. Moresby 10.15 a.m.

PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.10 p.m., dep. Brisbane 4.50 a.m., arr. Sydney 6.55 p.m.

Tues., Thurs., Sun. dep. Lae 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 1.15 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

Sat.: Dep. Lae 9.30 a.m., arr. Pt. Moresby 10.30 a.m., dep. Pt. Moresby 1.15 a.m., arr. Brisbane 4.30 p.m., dep. Brisbane 5.05 p.m., arr. Sydney 10 p.m.

Qld.-Papua-New Guinea

with Fokker Friendship Prop-Jet

Mon.: Dep. Townsville 12.50 p.m., arr. Cairns 1.45 p.m., dep. 2.50 p.m., arr. Pt. Moresby 5.10 p.m. (Mar. 16, 20, Apr. 13, 27, May 11, 25, etc.).

Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., arr. Cairns 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (Mar. 18, Apr. 1, 15, 29, May 13, 27, etc.).

CAIRNS-PT. MORESBY-CAIRNS

with Fokker Friendship Prop-Jet

Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Mar. 21, Apr. 4, 8, May 2, 16, 30, etc.).

Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Mar. 22, Apr. 5, 19, May 3, 17, 31, etc.).

INTER-TERRITORY SERVICES

Fiji-Am. Samoa

PAA, with DC7C Aircraft

: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 p.m. Sat.

: Dep. Pago Pago 4 p.m., cross International Dateline, arr. Nadi 6.10 p.m. Tues.

Fiji-Am. Samoa-NZ

TEAL, with Electra Mk. II.

: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m. Mon. Dep. Nadi 2 a.m., cross International Dateline, arr. Pago Pago Sun. 5.45 a.m.

: Dep. Pago Pago 10 a.m., cross International Dateline, arr. Nadi Mon. 11.40 a.m. Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

and alternate Thurs. (Mar. 19, Apr. 2, 16, 30, etc.): Dep. Suva 9 a.m., Nadi arr. 9.40 a.m., dep. 10.25 a.m., Vila arr. 1 p.m. Next day (Tues. or Fri.) dep. Vila 8 a.m., Santo arr. 9.15 a.m., dep. 9.45 a.m., Honiara arr. 1.40 p.m.

d. and alt. Sat. (Mar. 21, Apr. 4, 18, etc.): Dep. Honiara 6.45 a.m.,

Santo, arr. 10.40 a.m., dep. 11.10 a.m., Vila, arr. 12.25 p.m., dep. 1.10 p.m., Nadi, arr. 5.45 p.m., dep. 6.30 p.m., Suva, arr. 7.15 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft

Sat., Thurs.: Dep. Nadi 6 a.m. for Auckland, arr. 10.45 a.m.

Sat., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

Tues., Thurs., Sat.: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.

Sun., Wed., Fri.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.

Mon.: Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

* Wed., Fri., flights ex-Auckland, and Thurs., Sat., flights ex-Nadi are operated by Qantas under charter to TEAL.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Mar. 19, Apr. 2, 16, 30): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Mar. 21, Apr. 4, 18): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Mar. 14, 28, Apr. 11, 25): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m., dep. Nukualofa 12 noon, arr. Suva 2.15 p.m.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Mar. 26, Apr. 9, 23, May 7, 21, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Mar. 25, Apr. 8, 22, May 6, 20, etc.).

Alt. Thurs. (Mar. 26, Apr. 9, 23, May 7, 21, etc.): Dep. Apia 10 a.m., cross

International Dateline, arr. Suva 1.40 p.m., Fri. (Mar. 27, Apr. 10, 24, May 12, 26, etc.).

New Caledonia-Fiji-Tahiti-USA

UTA-Air France with DC8 Jet

Wed.: Dep. Noumea 9.25 a.m. for Nadi (arr. 12.10 p.m., dep. Thurs. 1.50 a.m.) cross International Dateline, Papeete (arr. Wed. 7.55 a.m., dep. Fri. and alt. Wed. 8.15 a.m., Los Angeles, arr. 6.10 p.m.). Immediate connection by Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. and alt. Thurs. 7.30 a.m., dep. Sun. 1 a.m.), cross International Dateline, Nadi (arr. Mon. 3.45 a.m., dep. 5.25 a.m.), Noumea, arr. Mon. 6.30 a.m.

New Caledonia-New Hebrides

UTA, with DC4 Aircraft

Mon., Thurs.: 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

UTA, 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 Island

UTA, with DC4 Aircraft

Monthly service (second Saturday)

Sat. (Mar. 14, Apr. 11, May 9, etc.): Dep. Noumea 11 p.m. for Wallis Is. (arr. Sun. 6.30 a.m.).

Tues. (Apr. 7, May 12, etc.): Dep. Wallis Is. 4.45 p.m., Noumea arr. 10.15 p.m.

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)

Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

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Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO
NUKUALOFA - VAVAU - NIUE

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(SOUTH SEA) CO. LTD.
Suva

Sat., Mar. 21: Dep. NI 2.15 p.m., arr. Auckland 6 p.m.
Sun. and alt. Sat. (Mar. 21, Apr. 4, 18, etc.): Dep. Auckland 10 a.m., arr. NI 1 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Mar. 23, Apr. 6, 20, May 4, 18, etc.).
Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Mar. 25, Apr. 8, 22, May 6, 20, etc.).
Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Mar. 17, 31, Apr. 14, 28, May 12, 26, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae, arr. 12 noon (Mar. 18, Apr. 1, 15, 29, May 13, 27, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Mar. 17, 31, Apr. 14, 28, May 12, 26, etc.): Dep. Lae 10 a.m. for Madang, Wewak, Kota Baru, arr. 2.35 p.m.
Alt. Wed. (Mar. 18, Apr. 1, 15, 29, May 13, 27, 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. (Mar. 24, Apr. 7, 21, May

5, 19, 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. (Mar. 25, Apr. 8, 22, May 6, 20, etc.): Dep. Lae 9.15 a.m., Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-Hawaii

UTA, with DC8 Jet Aircraft

Alt. Thurs. (Mar. 19, Apr. 2, 16, 30, May 14, 28, etc.): Dep. Papeete 4 p.m. for Honolulu, arr. 9.35 p.m.

Alt. Thurs. (Mar. 19, Apr. 2, 16, 30, May 14, 28, etc.): Dep. Honolulu 11.55 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

Tahiti-USA

UTA, with DC8 Jet Aircraft

Fri. and alt. Wed. (Mar. 25, Apr. 8, 22, May 6, 20, etc.): Dep. Papeete 8.15 a.m. for Los Angeles, arr. 6.10 p.m.

Sat. and alt. Thurs. (Mar. 26, Apr. 9, 23, May 7, 21, etc.): Dep. Los Angeles 1 a.m. for Papeete, arr. 7.30 a.m.

Pan American Airways, with Intercontinental Jet Clippers

Sat.: Dep. Los Angeles 9 a.m., dep. Honolulu 1.45 p.m., arr. Papeete 7.10 p.m.

Sun.: Dep. Papeete 9.15 a.m., dep. Honolulu 4.15 p.m., arr. Los Angeles 11.15 p.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and American Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 8 a.m., Mon. 8 a.m., 2 p.m.; Wed. 8 a.m., Thurs. 3 p.m.; Sat. 3 p.m.

Dep. Pago Pago (American Samoa): Sun. 9.15 a.m.; Mon. 9.15 a.m., 3.15 p.m.; Wed. 9.15 a.m.; Thurs. 4.30 p.m.; Sat. 4.30 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).

Dep. Faleolo 8 a.m. each Friday, Aitutaki 2 p.m., dep. 2.30 p.m., Rarotonga 3.35 p.m.

Dep. Rarotonga 7 a.m. every Sat., Aitutaki 8.05 a.m., dep. Aitutaki 8.05 a.m., arr. Faleolo 1.20 p.m.

W. Samoa-Fiji

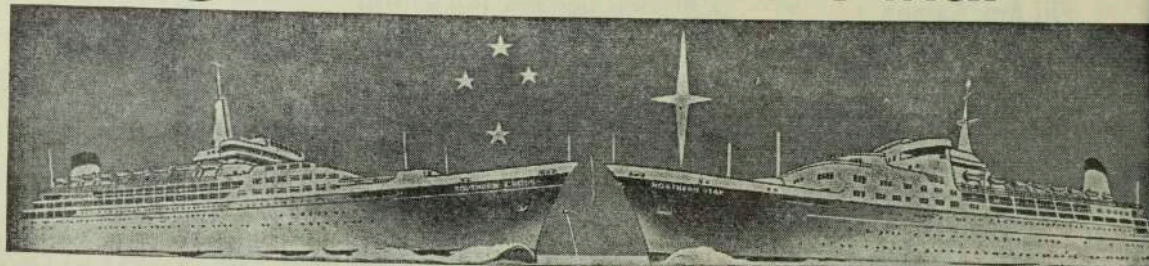
Polynesian Airlines Ltd., with DC3 Aircraft

Alt. Wed. (Mar. 18, Apr. 1, 15, 29, etc.) Dep. Faleolo 11 a.m., arr. Nausori (Suva) next day 2.10 p.m.

Nausori alt. Fri. (Mar. 20, Apr. 17, etc.) 8 a.m., arr. Faleolo 8 a.m., Thurs. (Mar. 19, Apr. 2, 16, etc.) 1 p.m.

Agents: Gold Star Transport Co. Ltd. Apia; R. E. Pritchard, Pago Pago.

Linking the PACIFIC ISLANDS with



EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA and SOUTH AFRICA

One Class (Tourist) liners, Southern Cross (20,000 Tons) and Northern Star (24,000 Tons) — air-conditioned with the latest in amenities.

For full particulars apply:—

Fiji—Any branch or agency of Burns Philp (South Sea Co. Ltd.)
Cable Address: Burphil.
Tahiti Messageries Maritimes Papeete.
Cable Address: Messagerie Papeete.

Around the world east or west bound via Panama and South Africa calling Fiji, Tahiti, Balboa, Curacao, Trinidad, U.K., Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Sydney, New Zealand. Occasional calls, Miami (Pt. Everglades), Bermuda, Lisbon.

SHAW SAVILL LINE

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. (Mar. 25, Apr. 8, 22, May 6, 20, etc.).

Nadi-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 p.m. (Mar. 26, Apr. 9, 23, May 7, 21, etc.).

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m. Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m., Wed. Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Mon., Sat.: Dep. Papeete 8 a.m., Raiatea, arr. 8.55 a.m., dep. 9.20 a.m., Bora Bora, arr. 9.40 a.m.

Tues.: Dep. Papeete 7 a.m., Raiatea, arr. 8 a.m., dep. 8.20 a.m., Bora Bora, arr. 8.40 a.m.

Wed.: Dep. Papeete 8 a.m., Huahine, arr. 8.50 a.m., dep. 9.10 a.m., Raiatea, arr. 9.30 a.m., dep. 9.50 a.m., Bora Bora, arr. 10.10 a.m.

Thurs.: Dep. Papeete 8 a.m., Bora Bora, arr. 9.10 a.m.

Fri.: Dep. Papeete 8.45 a.m., Raiatea, arr. 9.40 a.m., dep. 10.50 a.m., Bora Bora, arr. 10.25 a.m.

Sat., Fri., Sat.: Dep. Bora Bora 4 p.m., Raiatea, arr. 4.20 p.m., dep. 4.45 p.m., Papeete, arr. 5.35 p.m.

Sun.: Dep. Bora Bora 9 a.m., Rangiroa, arr. 11 a.m., dep. 3.15 p.m., Papeete, arr. 4.45 p.m.

Mon.: Dep. Bora Bora 2.45 p.m., Raiatea, arr. 3.05 p.m., dep. 3.20 p.m., Huahine, arr. 3.40 p.m., dep. 3.55 p.m., Papeete, arr. 4.45 p.m.

Tues.: Dep. Bora Bora 5.30 p.m., Papeete, arr. 6.40 p.m.

Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

New Caledonia

TRANSPAC, with Herons and/or Dragons

Noumea-Mare: Tues. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m. Fri. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea,

arr. 10 a.m. Sat. dep. Noumea 8.15 a.m. for Lifou, Noumea, arr. 10.15 a.m.

Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Tues., Thurs. dep. Noumea 8.15 a.m. for Isle of Pines, Noumea, arr. 9.55 a.m. Sun. dep. Noumea 8 a.m. for Isle of Pines, Noumea, arr. 5.30 p.m.

Noumea-Ouvea: Tues. dep. Noumea 10.45 a.m., Noumea, arr. 2 p.m. Sat. dep. Noumea 8 a.m., Noumea, arr. 10 a.m.

Noumea-Houailou-Poindimie: Wed., Fri. dep. Noumea 1 p.m. for Houailou and Poindimie, Noumea, arr. 4.10 p.m.

Noumea-Kone-Koumac: Mon., Thurs. dep. Noumea 1.15 p.m. for Kone and Koumac, Noumea, arr. 4.15 p.m.

New Hebrides

New Hebrides Airways, with Drover.

Mon., Fri.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.15 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aniwa or Erromanga before the scheduled departure for Vila).

Tues.: Dep. Vila 8.30 a.m. for Tongoa, arr. 9.05 a.m., dep. 10 a.m., Vila, arr. 10.35 a.m. (with extension to Pentecost and Santo on demand).

Details from New Hebrides Airways, Vila.

Papua-New Guinea

Operated by TAA

PT. MORESBY-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Mar. 17, 31, Apr. 14, 28, May 12, 26, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Mar. 17, 31, Apr. 14, 28, May 12, 26, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Mar. 18, Apr. 15, 29, May 13, 27, 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. (Mar. 20, Apr. 3, 17, May 1, 15, 29, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Alberts Junction, Lake Murray, arr. 1.25 p.m. (Mar. 26, Apr. 9, 23, May 7, 21, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.40 a.m. (Mar. 13, 27, Apr. 10, 24, May 8, 22, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (Mar. 23, Apr. 6, 20, May 4, 18, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Mar. 30, Apr. 27, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Mar. 16, Apr. 13, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

Mon., Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, arr. 12.50 p.m.

Sat.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Sun., Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 6.30 a.m. for Rabaul, arr. 7.35 a.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.50 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.

Sun.: Dep. Mt. Hagen 7.20 a.m. for Banz (opt.), Lae, arr. 9 a.m.

Sun.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Mt. Hagen, arr. 12.45 p.m.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Dep. Pt. Moresby 11.30 a.m. for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 2.05 p.m.

Sat.: Dep. Lae 7.40 a.m. for Garaina, Popondetta, Kokoda (opt.), Pt. Moresby, arr. 10.15 a.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.

Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.

Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAU-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.

Thurs.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFFEN-LAE (Cessna)

Tues.: Dep. Lae 7 a.m. for Finschhafen, Lae, arr. 8.15 a.m.

RABAU-BUIN-RABAU (DC3)

Wed., Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.20 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 Maprik, Yangoru, Wewak, arr. 2.45 p.m.
 Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.
 Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.
 Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
 Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
 Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.
 Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
 Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.
 Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
 Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
 Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
 Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
 Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
 Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
 Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.

Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
 Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
 Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
 Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
 Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
 Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
 Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
 Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
 Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

Papuan Airlines Transport Ltd. ("Patair")

Local services operated in Papua by Papuan Airlines Transport Ltd.:

Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Woi tape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.
 Dep. (Piaggio) Pt. Moresby 6.30 a.m. for Tapini, Woi tape (opt.), Pt. Moresby, arr. 8 a.m. (20 min. later if call made at Woi tape).

Tues.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.
 Dep. (DC3) Pt. Moresby 7.30 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 1.50 p.m.

Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Palli (opt.), Pt. Moresby, arr. 12.50 p.m. (20 min. later if call made at Palli).
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woi tape, Tapini, Pt. Moresby, arr. 10.30 a.m.
 Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

PACIFIC AIR FARES

(APPROX. FIRST CLASS)

FROM SYDNEY (Aust. currency) TO—

	Single £ s. d.	Return £ s. d.
Moresby	48 14 0	92 5 0
Lae	60 4 0	115 5 0
Rabaul	70 9 0	135 15 0
Noumea	56 18 0	108 3 0
Honiara	92 4 0	179 5 0
Norfolk Is.	27 10 0	52 5 0
Lord Howe	16 9 0	32 18 0
Nadi	85 9 0	162 8 0
Suva	91 5 0	175 0 0
Auckland	54 10 0	103 11 0
Pago Pago	121 4 0	278 4 0
Honolulu	282 12 0	536 19 0
San Francisco	350 9 0	665 18 0
Papeete	181 5 0	344 8 0

FROM AUCKLAND (NZ currency) TO—

Nadi	43 0 0	81 4 0
Norfolk Is.	20 15 0	39 9 0
Papeete	114 10 0	217 11 0
Noumea	45 10 0	86 19 0

FROM SUVA (Fiji currency) TO—

Nadi	5 16 0	12 12 0
Nukualofa	18 10 0	45 3 0
Apia	25 0 0	47 10 0
Honiara	67 10 0	128 5 0
Vila	30 13 0	58 5 0
Santo	39 14 0	75 9 0

FROM NADI (Fiji currency) TO—

Pago Pago	31 15 0	60 7 0
Noumea	35 11 0	67 11 0
Papeete	87 5 0	165 16 0

Wed.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woi tape, Pt. Moresby, arr. 10.30 a.m.
 Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.
 Dep. (DC3) Pt. Moresby 11.15 a.m. for Bereina, Pt. Moresby, arr. 2 p.m.
 Thurs.: (Piaggio) Dep. Pt. Moresby 8.30 a.m. for Woi tape, Tapini, Pt. Moresby, arr. 10.30 a.m.
 Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

Alt. Thurs. (Feb. 10, 27, Mar. 12, 26, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embi, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1.45 p.m.

(Feb. 20, Mar. 5, 19, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Pt. Moresby, arr. 9 a.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.

Dep. (DC3) Pt. Moresby 10.30 a.m. for Gurney, Pt. Moresby, arr. 2 p.m.
 Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Palli, Pt. Moresby, arr. 1.10 p.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woi tape, Pt. Moresby, arr. 10.30 a.m.
 Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.

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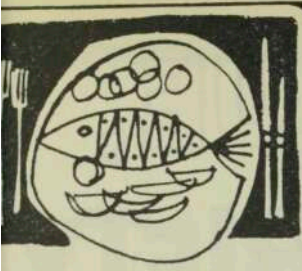
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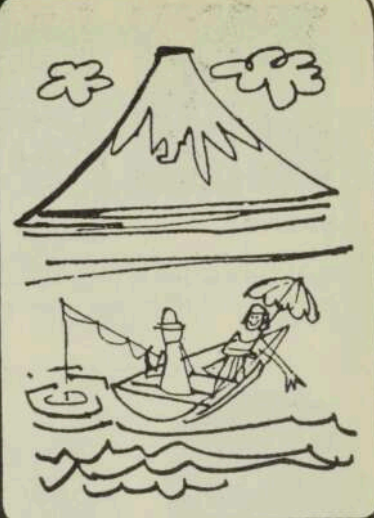
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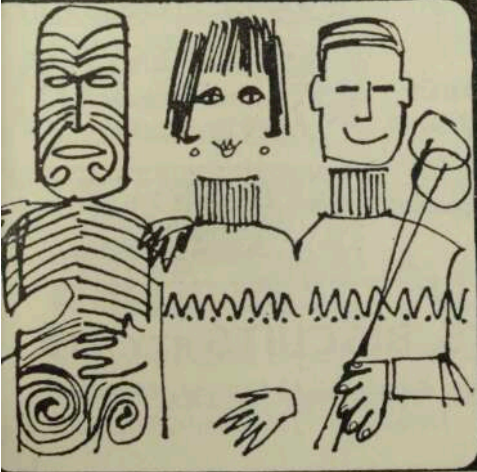


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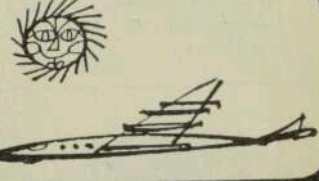
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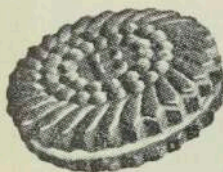
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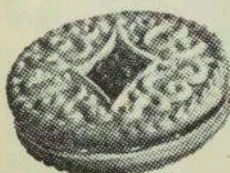
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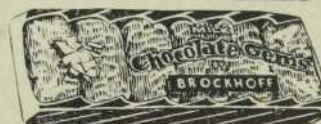
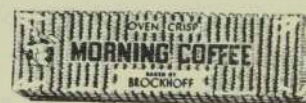
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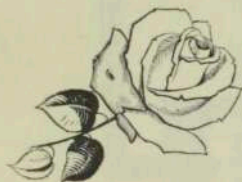
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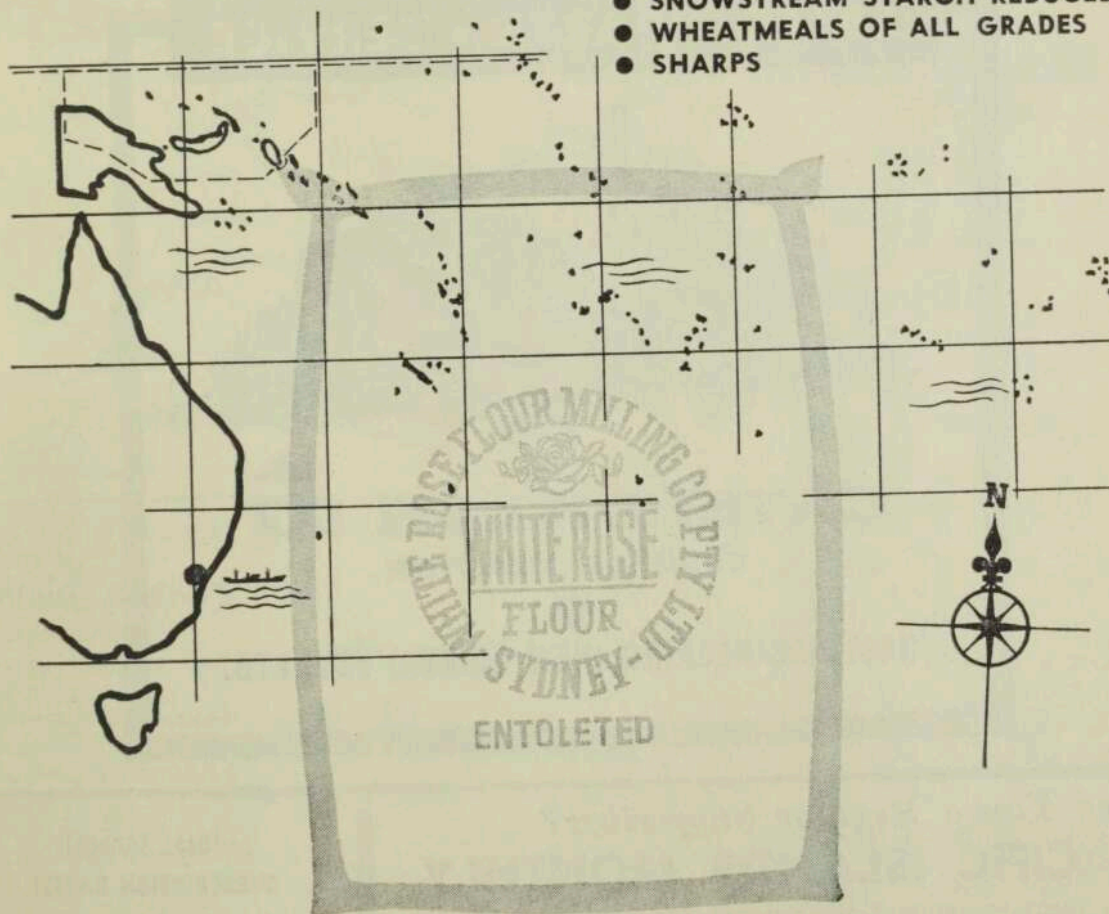
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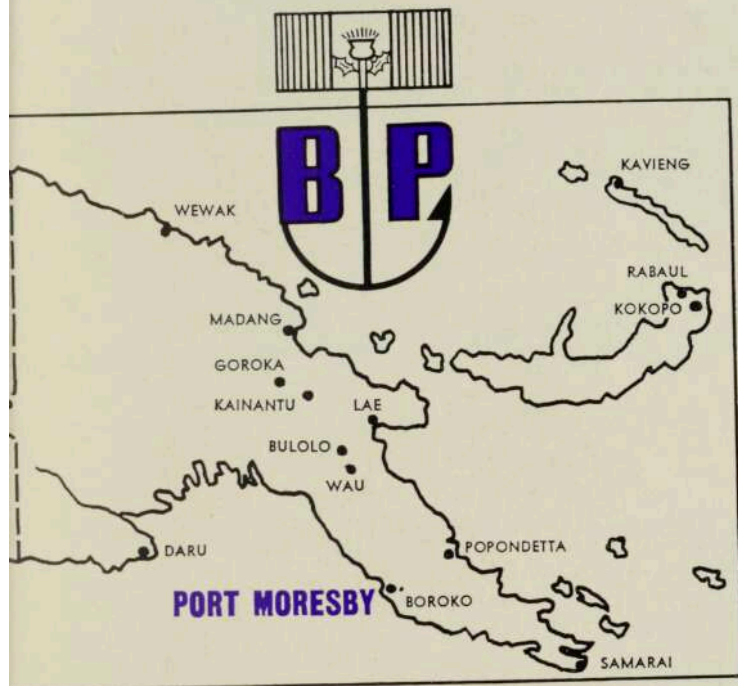
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