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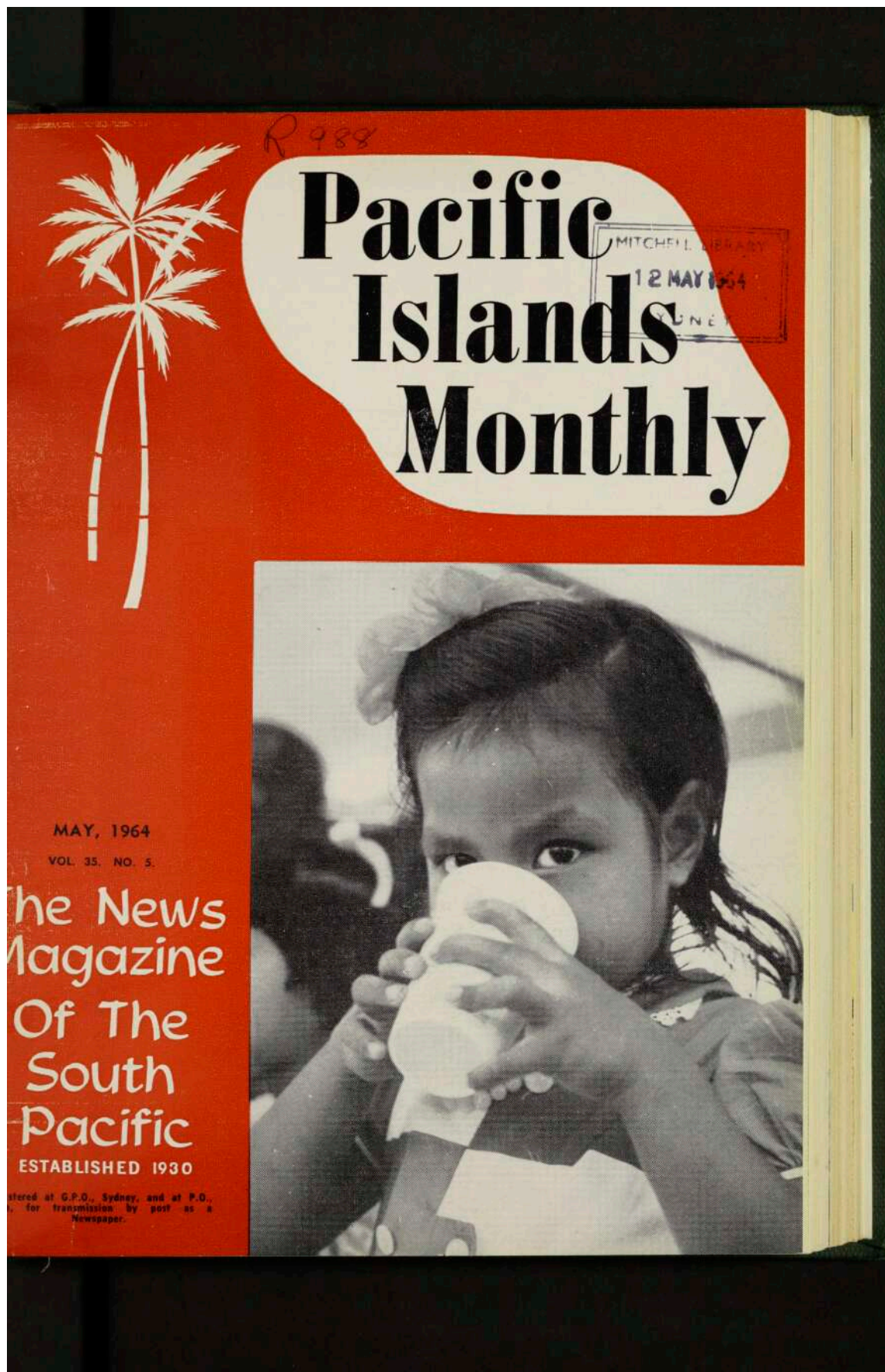
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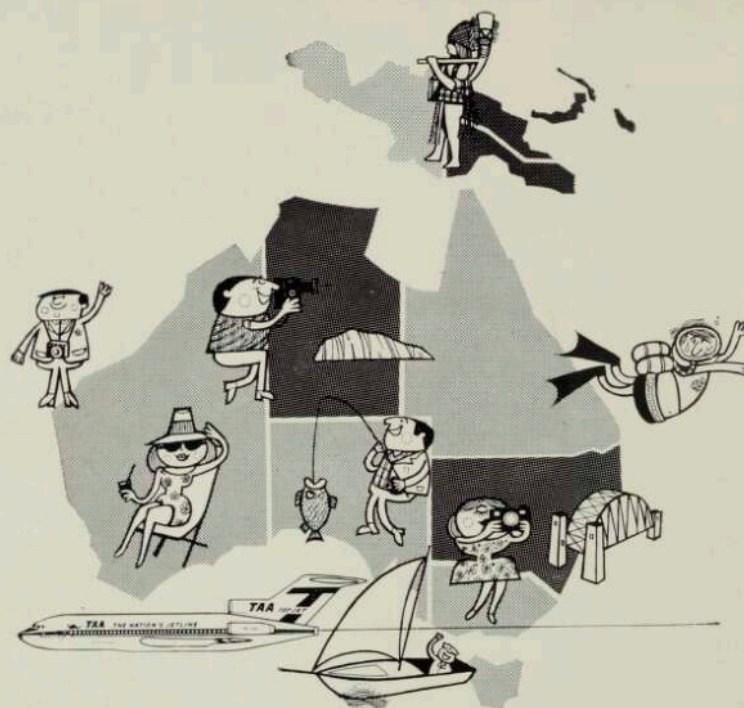
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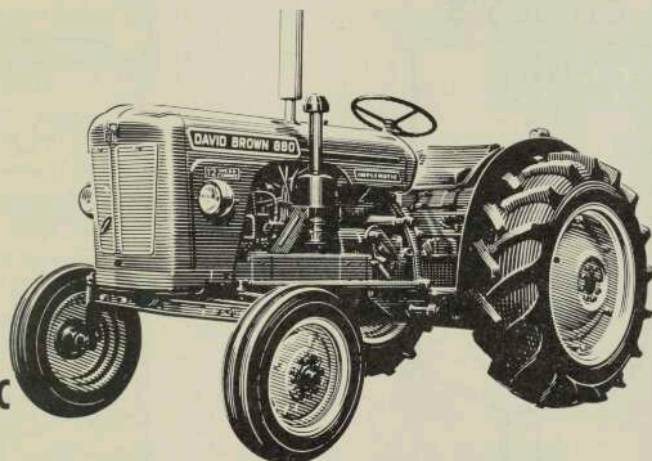


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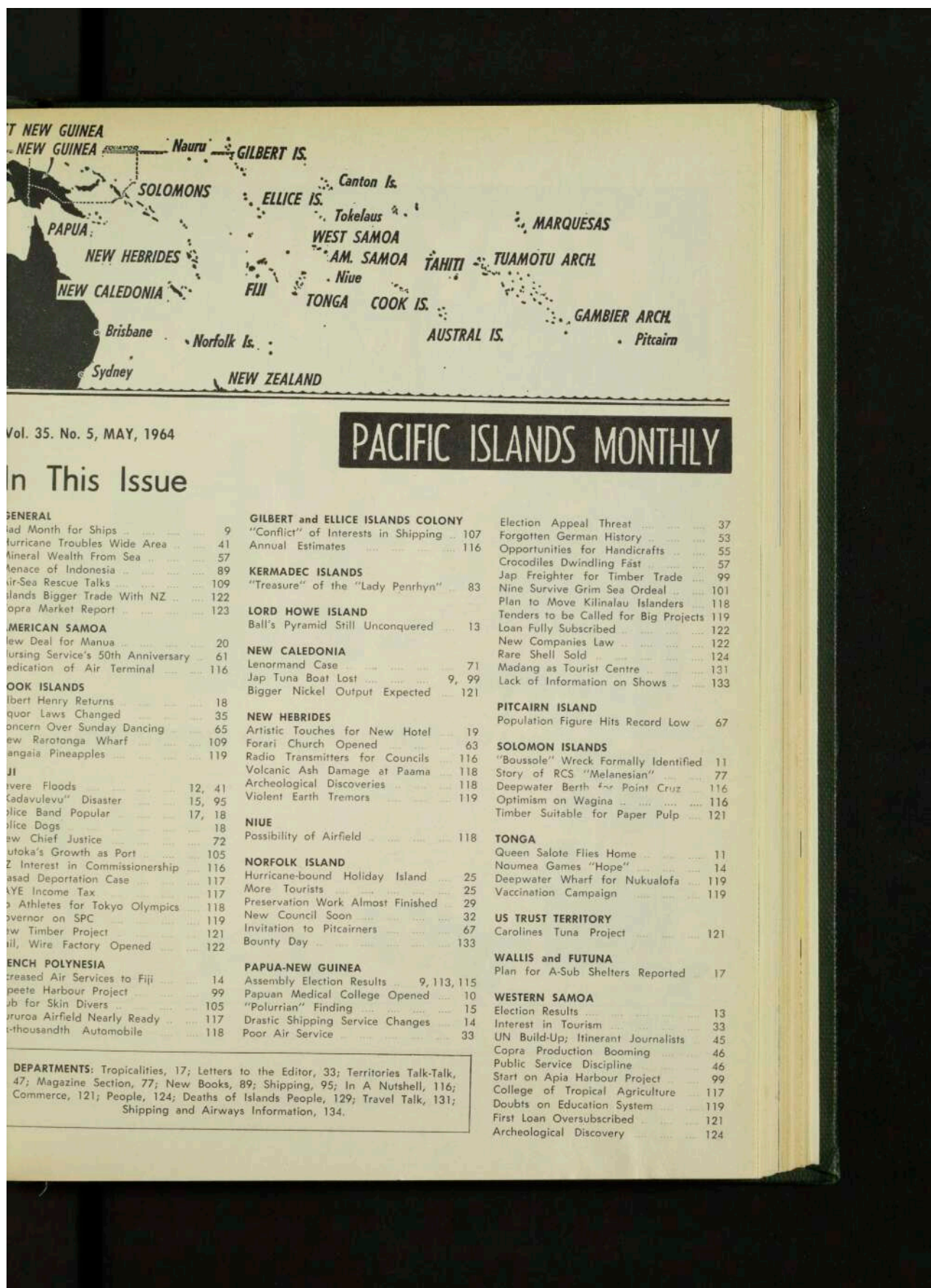
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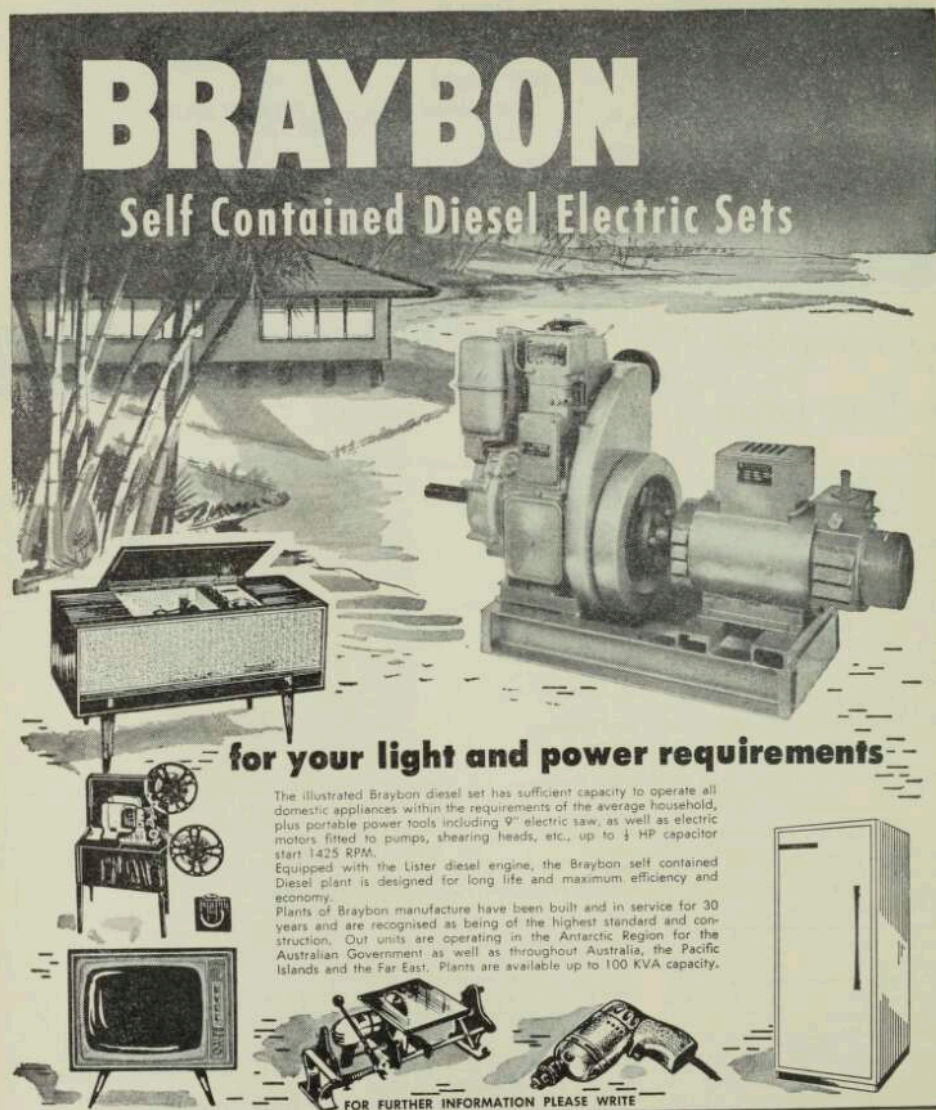
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SURPRISES TO THE LAST IN P-NG ELECTION

By Judy Tudor

The Papua-New Guinea election results continued to be full of surprises right up to the last declaration of the polls in the second week in April, although the numerical composition of the new legislature was apparent at a much earlier stage.

THE House of Assembly will have 38 native members and 26 non-native members of whom 10 will be official members; 10 will be those elected from special, non-native electorates; and six will be non-natives who won seats from native opponents in the 44 open electorates.

Distribution of preference votes—where there were preferences to distribute—began after April 1, and covered as erratic a course as the primary vote. But only in a minority of cases did preferences alter the final result.

Bill Bloomfield, a driller and tester from Wau, in the primary count, was almost 1,000 votes behind David Iri, a local native interpreter, but beat him by about 2,500 votes when preferences were allocated.

Tom Leahy, on the other hand, who was expected to win the open

Markham electorate, was beaten by 300 votes on preferences that went to Gaudi Mirau, a native clerk from Kaiapit.

Lloyd Hurrell, who had been having a see-saw fight in the South Markham special electorate throughout the voting, finally lost out to Graham Gilmore by about 400 votes.

Preferences saved the day for Simogun Pita of Wewak-Aitape open. He was a nominated member of the Legislative Council from 1951 to 1961 but when the council was re-constituted in 1961, with six of the native members elected, Simogun was defeated at the polls.

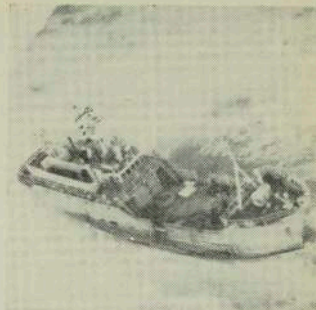
His re-entry into P-NG politics is just one of the many things that have confounded the *quid nuncs* in this election. They felt that he had had his day and that the brave new world of the House of Assembly would have no place for members of the old guard.

Preferences No Help

Preferences did nothing, however, to extricate Port Moresby's Oala Oala Rarua from the hopeless position in which the bloc Goilala vote had placed him in the Moresby electorate. Victory went to Eriko Rarupu, a storeman of Woitape, with 8,867 votes after distribution of preferences from the rest of the field.

Of the 38 native members who will sit in the new House, only two members sat in the last Legislative Council—John Guise of Milne Bay and Nicholas Brokam of New Ireland. Taking Simogun into consideration, this means that there will be 35 new native faces in the House when it meets on June 8; and behind those 35 faces there will be 35 unknown quantities.

Of the 16 elected European members four have appeared in Legislative Councils of the past: Ian F. Downs, of the Highlands; John Stuntz, of East Papua; H. L. Niall,



BAD MONTH FOR SHIPS

The last fortnight of March and the first two weeks of April added up to the worst month for Pacific shipping for a long time.

In New Caledonia, the 100-ton Japanese tuna fishing vessel "Kurenai Maru" (upper picture) became a total loss when she ran aground on a reef near Noumea. In Fiji, nearly 100 people lost their lives when the 23-ton trading schooner "Kadavulevu" overturned in the Koro Sea, and the inter-island trader "Cakaubalavu" (lower picture) was wrecked when she struck a submerged coconut tree in the Wainibokasi River.

Other shipping accidents occurred in New Guinea and Western Samoa. (See also p. 13 and Shipping Section.)

Photos: Courtesy of "Corail" (top) and Union Studios.

who was an official member of every Legislative Council from its inception in 1951, and who resigned in January to enter local politics as a private member; and Don Barrett, a former MLC who had two terms as a MLC but who was defeated in 1961.

While the native unknown quanti-

"Anxious For Partnership"

The P-NG election result indicated that the Territory's native people were anxious to continue in partnership with Australians, said Australian Minister for Territories, Mr. C. E. Barnes, in April.

Speaking in Port Moresby, when he arrived to officially open the Lae Base Hospital and the Papuan Medical College, Port Moresby, Mr. Barnes said he was hopeful for the future of the Territory under these conditions.

He added that the first general elections had done a great deal to promote goodwill towards Australia overseas. The elections were seen as a sincere attempt by Australia to promote independence among Territory people.

ties are finding their feet, most of the real business of the House will be carried on—as it was in every Legislative Council that went before it—through the opposing interests of the official members, on the one hand, and the non-official European members on the other.

It is the ultimate alliance of the solid bloc of native members in the new House that presents the most interesting speculation at present.

Some European members, both official and non-official, believe the native bloc can be led by them and it would be following old New Guinea custom if this turns out to be so.

But if the 38-member native team, backed by the six European members elected on the native vote in open electorates, emerges as a third force in the House, P-NG politics, which up to now have amounted to little more than expensive window-dressing, are going to take on a new dimension.

Nothing so dramatic is likely to happen, however. The chances are that native members will act as their predecessors did in the Legislative Council and have a little of everything. More often than not they allowed Administration-introduced legislation to succeed by default; occasionally they voted according to the dictates of the last person who had had their ear; and occasionally they performed a *volte face* at the very moment of voting and confounded everyone.

Old Guard Officials Back

The names of the 10 official members of the House were announced on April 6 and proved more disappointing than surprising.

They are:

Dr. J. T. Gunther, OBE, Assistant Administrator (Services), who will be Leader of the House and have the additional departmental responsibility of Health.

Mr. H. H. Reeve, Assistant Administrator (Economic Affairs) who will be Deputy Leader of the House and be responsible for the Department of the Administrator.

Mr. W. W. Watkins, Secretary for Law, who will attend to Police matters also in the House.

Mr. A. P. J. Newman, Treasurer, who will represent the Public Service as well as his own department.

Mr. W. F. Carter, Director of Posts and Telegraphs, who will have the additional responsibility of Public Works.

Mr. F. C. Henderson, Director of



COLLEGE OPENED

The first stage of the Papuan Medical College, Port Moresby, was opened by the Minister for Territories, Mr. C. E. Barnes, on April 18. The college trains doctors, medical assistants, nurses and hospital technicians. In March there was a graduation, and here is one of the graduate nurses, Miss Shirley Warren, of Samarai. She has reason to smile—she came second in the examination results.

—P-NG Official Photo.

Agriculture, Stock and Fisheries, who will be responsible for Forests and Lands also.

Mr. J. K. McCarthy, Director of Native Affairs—or when the name of the department is changed shortly, Director of the Department of District Administration—who additionally will represent the Department of Information and Extension Services.

Mr. G. D. Cannon, Director of Trade and Industry.

Mr. L. W. Johnson, Director of Education.

Mr. N. J. Mason, Secretary for Labour.

All the above, except the last three, were members of previous Legislative Councils.

Remarkable by their absence from the official list are any field staff. There is not even a place for senior District Commissioners, who were represented on all Legislative Councils.

Of the 10 official members only one could be regarded as a Pidgin-English linguist, although at least 29 of the 38 native members speak Pidgin and nothing else. This means that to know what these members are talking about most official members will have to depend on translations heard through headphones. Pidgin-English, because of its long

circumlocutions to explain quite simple English words and phrases, is difficult to treat in simultaneous translation. It often happens that while the translator is waiting to get the gist of an involved passage, the whole trend of the speech is lost.

Only one man on the official team—J. K. McCarthy—has had real field service in the Territory, progressing from cadet patrol officer in 1927 to his present position as Director of his department. Mr. Henderson, in his earlier years as an agricultural officer, also had experience in the field.

It had been hoped—in some Administration circles as well as out of them—that officials closer to the grass-roots of the country, who had worked and lived among the natives, who understand their problems and the way they think, might have been included in the official list.

However, the official side of the House has other weapons in its armoury: The Under-Secretaryships.

According to the legislation, the Administration may appoint up to 15 elected members of the House as Under-Secretaries but 10 seems to be the favoured number.

Their job will be to understudy heads of departments and probably represent, in the House, departments which are not represented by official members.

Salaries

Under-Secretaries will receive a salary of £1,300 per year plus allowances, etc. (Ordinary members will have a salary of £950 plus allowances).

It was assumed that the Under-Secretaries would be natives although it was stated at the time the legislation was introduced in 1963 that this was not necessarily so. However, it is hard to see any of the European elected members, all of whom have other occupations, wishing to devote time understudying a head of a Government department at a salary of £1,300.

In the concept of the new Papua New Guinea being educated for self-government, Under-Secretaryships

anyhow make no sense unless they do go to native members. At the same time, the bestowal of this rank with its increased salary and perk will attach the holder so firmly to the Administration it is unlikely that he will vote against it.

The Under-Secretary in effect becomes a servant of the department he represents, which is precisely contrary to the implied wishes of the electorate which put him there to be an independent representative.

This and other aspects of the House of Assembly and the election



The Queen Flies Home

There was a royal welcome for Queen Salote of Tonga on April 4 when she returned to Nukualofa by air from a visit to New Zealand. She visits NZ each year, but this is the first time she had returned home by air. She travelled from Fiji by Fiji Airways. The Premier, Prince Tungi, welcomed her at the airfield, and she drove under a specially constructed arch of welcome—one of the 17 archways on the way to the palace.

Photos: Tulua Brothers.



French Naval Expert Formally Identifies "Boussole" Wreck

A French naval expert, Commandant de Brossard, has formally identified a wreck found at Vanikoro as that of the *Boussole*, the flagship of the French navigator La Perouse, who disappeared after leaving Botany Bay in March, 1788.

NEW ZEALANDER Reece Discombe, of Vila, New Hebrides, found the wreck in June, 1962, after taking part in two earlier expeditions to Vanikoro in search of La Perouse relics. *PIM* revealed his discovery in January, 1963.

Discombe, an experienced skin-diver, found the wreck in deep water on the outer edge of the reef. In the following December, he recovered a number of relics from the wreck; and in February this year, he showed the "grave" of the *Boussole* to the French Resident Commissioner in the New Hebrides, Mr. M. Delauney, who visited Vanikoro while Discombe was there on a business mission (*PIM*, April, p. 19).

Mr. Delauney's inspection led to Commandant de Brossard being sent to Vanikoro by the French Minister for the Army, Mr. Messmer, to make further investigations.

Commandant de Brossard is head of the historical section of the French Navy. He was in Noumea as naval commander for about three years from 1958.

Commandant de Brossard, who flew to the Pacific from Paris via

Noumea, joined the French naval vessel *Dunkerquoise* at Santo and reached Vanikoro on March 20. The *Dunkerquoise* carried a team of Navy and civilian divers, plus Reece Discombe, who had been invited to act as guide.

Bad Weather

Bad weather limited diving at the scene of the wreck to one day, but this was long enough for the divers to retrieve the ship's bell and part of a pump from about 100 ft. of water. A plan of the wreckage seen on the ocean bed was also made.

At a Press conference in Noumea in April, Commandant de Brossard said that the bell was of French manufacture and that it was of the same model as that of the *Astrolabe* (La Perouse's other ship), which Captain Peter Dillon obtained ashore at Vanikoro in 1827. (The *Astrolabe*'s bell is now in the Naval Museum in Paris.)

Commandant de Brossard said that the remains of the pump were characteristic of the type used in the French Navy in La Perouse's time, and that the bell and pump, together

ast finished, which primarily are Australia's effort to quieten the criticism of the world's anti-colonialists, at times look like a giant pean-thimble-trick: Now you see self-termination; now you don't.

But probably too much should not be made of it.

The P-NG Administration has taken a calculated risk on the composition of the new House which, because of its voting strength, now has all the elements for legislative stalemate at one end of the scale and legislative mayhem at the other.

In spite of this, it is believed in high places that everything will turn out for the best in the best of all possible worlds.

Because it is Papua-New Guinea and because the Australian taxpayer is currently subsidising it to the tune of up to £40 million a year, those in high places could be right. For the time being.

Election Appeal Threat, p. 37.

Full Election Figures, p. 113.

WOMAN FLIER CONQUERS JINX JOURNEY

Mrs. Joan Merriam Smith, an American flier flying solo round the world in a twin-engine Piper Apache, was grounded indefinitely at Guam at the end of April by bad weather, after completing what she called the most vital leg of her flight—from Lae to Guam.

Mrs. Smith had been following the same route that Amelia Earhart took in 1937 and it was on this leg that Earhart disappeared.

In Lae, Mrs. Smith met people who remembered Miss Earhart's visit. Earlier in Port Moresby, she was told that another American flier, Mrs. Jerrie Mock, had thwarted her in her ambition to become the first solo woman pilot round the world. Mrs. Smith had then covered 21,000 miles and had about 7,000 to go.

with other evidence, proved that the wreck was that of the *Boussole*.

The commandant said the *Boussole* had apparently been thrown on the steeply sloping outer face of the reef during a cyclone and had entered a fissure in the reef of varying width.

Under the shock, the ship must have "burst into pieces" as wreckage was widely dispersed. For instance, what was presumed to be a mast was nearly 100 yards from other objects from the ship.

Discombe Given Credit

Commandant de Brossard gave full credit to Reece Discombe for his efforts over five years to locate the wreck of the *Boussole* and to recover relics from it and from the *Astrolabe*.

He also expressed deep appreciation for the courtesy of the British authorities in allowing the French to examine and take anything they wished from the wreck.

"For my part," Commander de Brossard said, "the British gesture is a recompense for King Louis XVI's orders to French ships that Captain James Cook should be treated as an ally wherever he should be encountered."

Latest reports say that the French Navy intends to send an expedition to Vanikoro in November to recover everything possible from the *Boussole* wreck.

Quick Restoration Work After Devastating Fiji Floods

Road communications in Fiji, severely damaged by the floods at the end of March, were almost completely restored less than a month later. Huge slips in the Wainibuka Valley, along the King's Road, were cleared immediately fine weather arrived and communications between Suva and Nadi and Lautoka were re-opened.

It was on the more popular Queen's Road, running along the south coast of Viti Levu from Suva to Nadi and Lautoka, that damage was most serious. Bridges at Nadi and near Deuba were washed away, and the long single-lane traffic span over the Sigatoka River was partly swept away.

Seventy-one tons of Bailey bridging, brought in from New Zealand, was used to replace the bridge near Deuba, and a ferry, used at the Navuso Agricultural School, near Nausori, was transferred to Sigatoka to move vehicular traffic over that river. Punts were in operation at Nadi, and a road link was open between the township and points north over what is known as the Nadi Back Road.

Bridge Problem

The Sigatoka Bridge, owned by the CSR Co. Ltd., presented a major engineering problem, but the owners were quickly in action. Only three weeks after the flood subsided pre-stressed concrete piles were on their way from Australia, and other bridging material was rushed to the area.

While waiting for the equipment to arrive the CSR Co. Ltd., through its Fiji subsidiary, SPSM Ltd., set up a camp at Sigatoka for the men whose task it will be to replace the bridge.

Till road communications were restored the Transport Control Board allowed bus operators a fairly easy time and let them work out their own arrangements. Certainly many people were held up for days in trying to move from one point to another, but eventually they got there.

There was very serious damage to subsistence crops in the Rewa Valley, not far from Suva, and money paid into the flood relief fund was paid out almost immediately.

But there were also disquieting reports that some people in the valley, rather than get out and fend for themselves, just sat down and let the Government feed them.

Fortunately these were in the minority for most accepted the disaster

and immediately set about planting new crops.

The Department of Agriculture made an appeal for planting material, such as dalo leaf tops.

Fiji's banana crop was not damaged as much as was first thought. Fiji had only a few hundred cases in the first shipment to New Zealand immediately after the flood, but the next shipment was more than 6,000 cases of high quality fruit.

Cost Not Known

However, it will be some months yet before a final assessment can be made of the crop damage, for crops which disappeared overnight cannot quickly be replaced, even in a tropical country where growth is rapid.

The first official estimate of the total damage was around the £500,000 mark, but the final figure is expected to be higher.

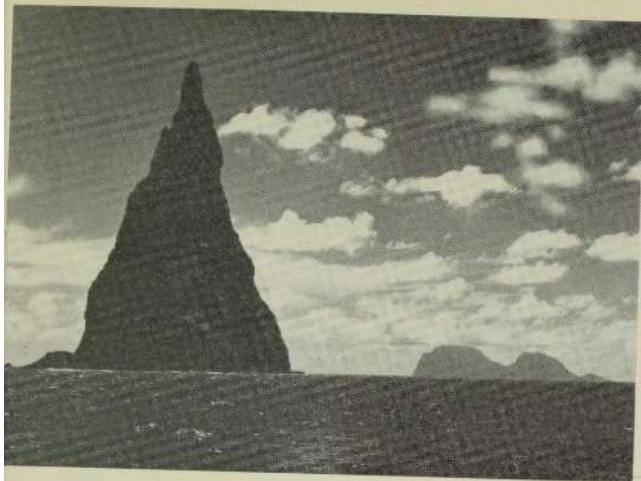
Among the relief supplies that arrived in the Colony from overseas was £15,000 in cash from the Australian Government.

LET'S ALL GATHER AT THE RIVER

Patrolling in his boat in one of the flood-stricken areas of Fiji in March, Warrant Officer J. A. Pickford, of the Royal New Zealand Air Force, sailed into the doorway of the Nahilili mission church in his quest for those in distress.

But he found to his embarrassment that he had gate-crashed the service. The parishioners were standing on the pews to keep above flood level.

Commented the "RNZAF News", which reported the incident: "Exit one boat and one red-faced Warrant Officer Pickford."



PYRAMID UNCONQUERED

Lord Howe Island's 1,850 ft. Ball's Pyramid remains unconquered, despite two attempts made by two students from the University of NSW in March. The Pyramid is a rock formation 12 miles from the island. Both can be seen in this striking picture. The attempts to climb the rock for the first time were made by David Rootes and Richard Higgins. In their first attempt on March 23 they were reported to have reached 1,300 ft. before being forced to descend (PIM, April, p. 18). On March 31 they made the second attempt, but were unable to climb more than about 400 ft. Observers then said that the estimate of 1,300 ft. for the first climb was almost certainly wrong and that probably 500 ft. was the maximum height reached.

Wide Support For Mataafa In First Samoan Elections

From R. F. Rankin, in Apia

Western Samoa's general elections on April 4—the first since independence—proved to be a triumph for the Government. Prime Minister Fiamē Mataafa and his entire cabinet were returned by large majorities or unopposed. Most observers saw in the victory approval by voters of the Government's policy of planned, accelerated economic development.

The new Assembly of 47 members there are 27 newcomers, a number of whom are young men who will add weight to the progressive movement which has steadily gained momentum over the past few years aiming for higher living standards and a more modern economy.

Generally speaking, those members who proved useful and intelligent during their recent term were re-elected to office.

Prime Minister Mataafa was re-elected with a 60-26 majority. The Minister of Finance, Mr. G. F. D. Betham, topped the individual voters' list with 641, followed by the other successful individual voters' candidate, the Minister of Works, Mr. F. C. F. Nelson, with 559. The only other individual voters' candidate, Mr. T. M. Allen, although unsuccessful, polled surprisingly well gain support from over a third of voters with 460. Most forceful of the Government, Afoafou Misimoa, to a lot of people's

surprise, romped in with a 54-10 majority.

Against seven other candidates, Amituana'i Vili (W. F. Betham) climaxed a long interest in politics by being elected in the Savaii constituency of Gagafomauga No. 2.

He is president of the recently formed Planters' Political Party which, while appealing to growers in its demands for better export prices, is very vague in actual policy. Unless some dynamic leader emerges, the party is unlikely ever to be a particularly strong political force.

Voting was free of incident and polling very heavy with around 90 per cent. of registered individual voters exercising their right.

There were 106 candidates for the 47 seats in the House.

There was more interest throughout the country in this election than in any previous one.

With the spread of education, increased public relations efforts, and concrete development projects shap-

ing up, this interest in politics will increase over the next few years.

The satisfactory response to the elections and its sensible outcome, coupled with the recent successful national loan and the commencement of work on the £1,000,000 harbour projects have combined to produce renewed optimism and confidence about the future of this country.

Cabinet Selected

Following the general elections, Mataafa was unanimously elected Prime Minister for his second term. The selection was made by the Assembly, in the absence of the party system in Samoa.

There were three new names in his new Cabinet—Papali'i Poumau, Laufile Time and Ulualoifaiga Talamaivao. Poumau is a new member of the House.

Portfolios are:

Fiamē Mataafa, Prime Minister, Internal and External Affairs, Police and Prisons, Immigration and Emigration, District Affairs, Labour.

Tuatagaloa Leutele, Justice, Lands and Titles and Central Registry.

Mr. G. F. D. Betham, Finance, Economic Development, Customs.

Papali'i Poumau, Education.

To'omata Lilomaiava, Lands and Land Registry.

Ulualoifaiga Talamaivao, Health.

Mr. F. C. F. Nelson, Works, Marine, Transport and Transport Licensing, Civil Aviation.

Fa'alava'au Galu, Post Office, Radio and Broadcasting.

Laufile Time, Agriculture.

Cashing In On The NZ,
Australia Traffic

UTA Plans Second Fiji-Tahiti Air Service

The French airline UTA is planning to start a second weekly service soon between Tahiti and Nadi, Fiji, to cater for the numerous passengers who want to travel between Tahiti and Australia and New Zealand.

At present, UTA's one, two-way weekly service between Nadi and Tahiti by DC8 jet is the only one on which plane passengers can get in and out of Tahiti if coming from or going to Australia or New Zealand.

Until the end of last year, such passengers had three means of communication with Tahiti—by Qantas (the Australian airline) and UTA from Sydney, and by TEAL (the New Zealand airline) from Auckland. However, these services were cancelled after the Australian and French Governments disagreed on traffic rights for their airlines in Australia and the Pacific.

One of the results of this cancellation of services was that the American tourist traffic to Tahiti decreased because, although American tourists could get into Tahiti easily enough by air from California and Hawaii, they could not get onward passages towards New Zealand and Australia.

UTA's plan to start a second weekly service between Tahiti and Nadi is therefore likely to boost Tahiti's tourist flow and should prove profitable almost immediately.

Changes In NG Shipping Service

THE China Navigation Co. Ltd. will make drastic changes in its Australia-New Guinea shipping service from June onwards.

The service to Kavieng will be abandoned for the time being; no ships will call at Madang and Lae in June and July; but ships will call more frequently at Port Moresby.

A spokesman for the company's Sydney agents told *PIM* in April that the service to Madang, Lae and Kavieng had not been profitable because of delays to vessels in Australia and New Guinea—particularly NG ports since the priority berthing system was abandoned. Lack of re-



Tonga's Hope For The Noumea Games

Tonga's hope of a gold medal for the pole vault at the Second South Pacific Games, in Noumea in 1966, is in Sami Latu, here seen clearing the bar at the Tonga colleges' 20th athletics meeting in Nukualofa on April 11. The height was 12 ft. Sami is with Tupou College. The real point of interest in Sami's vault was that he is the brother of Alipeti Latu, who won Tonga the gold medal for the pole vault at the First South Pacific Games in Suva last September. Alipeti's Games jump was 11 ft 6 in. Alipeti defended his record at the Nukualofa sports meeting against his brother, but cleared only 11 ft 8 in. Sami Latu was also a medallist at the Suva Games—he won the bronze medal for the triple jump (43 ft 10½ in.). The Tonga national athletic meeting is to be held in May.

Interest in the Noumea Games is already increasing throughout the South Seas. The Western Samoa Amateur Sports Association in March agreed to approach the Government to provide money and equipment and recreation grounds throughout the Territory as part of the five-year sports development plan, aimed at building up Games' hopes.

Photo: Tulua Bros.

UTA is also planning to speed up its service between Paris and Tahiti via New Caledonia by reducing the number of stopovers, and by cutting down on the duration of stopovers.

In particular, the stopover at Nadi 100 minutes—will be shortened.

Meanwhile, the airline has appointed Mr. Michel Vernier to newly-created post of regional director in the Pacific with headquarters Papeete. His job will be to develop UTA's services in the area and promote tourism in French Polynesia.

He has also taken over as direct general of Réseau Aérien Interinsulaire (RAI), the internal air service in French Polynesia.

Mr. Vernier told the Tahiti newspaper *Le Journal de Tahiti* in April that UTA was already bringing more tourists from France and the United States to Tahiti, and that the development of tourism in French Polynesia was conditioned by the capacity of the territory's hotels to accommodate them.

Mr. Vernier added: "If 600 or more rooms were available in French Polynesia tomorrow, we are absolutely convinced that we could easily handle that number of tourists to use the

turn cargoes to Australia and lack of improvement in wharfage facilities had also contributed to the unprofitability of the service.

On the other hand, Port Moresby was in need of a fortnightly service, so schedules had been adjusted to permit this.

The spokesman said the *Anking* and *Anshun* would call at Madang and Lae in August and September, and the company was "examining ways of covering those two ports from October onwards."

"At present," he added, "it doesn't look as if we can take in Kavieng."

MAY, 1964 — PACIFIC ISLANDS MONTHLY

Findings on "Polurrian", "Kadavulevu" Disasters

ILL-FATED ISLANDS SHIPS GROSSLY OVERLOADED

Marine Board inquiries into the foundering, with heavy loss of life, of two Islands ships—the 399-ton MV *Polurrian* and the 45 ft. auxiliary schooner *Kadavulevu*—have found that both were grossly overloaded.

THE *Polurrian* sank on the night of March 28, 1963, while on a voyage from Sohano to Rabaul with the loss of 53 of the 82 people on board.

The *Kadavulevu* sank on the night of March 29, 1964—one year and one day later—on a voyage from Nairai, in Fiji's Lomaiviti Group, to Suva. Eighty-nine of the 92 people on board were lost. (See page 95.)

A Papua-New Guinea Marine Board of Inquiry into the loss of the *Polurrian* delivered its report to the Papua-New Guinea Administrator, Sir Donald Cleland, on April 23.

The board found, among other things, that:

- The *Polurrian* was not manned strictly in accordance with regulations in that no certificated person in addition to the master was carried on the voyage on which she was lost.

- The number of passengers on board was grossly in excess of the number permitted.

- The deck cargo was not stowed in accordance with regulations.

- No sailing permit was obtained by the master before leaving Sohano, as required by regulations.

- No definite conclusion on the cause of the casualty could be reached. But the master was to blame for stowing cargo in an improper manner; carrying 35 passengers more than the Administration permitted; and failing to obtain a sailing permit before leaving Sohano.

The board added that the owners of the *Polurrian*, the Bougainville Co., Ltd., were also to blame for not employing a certificated person in addition to the master; and they were responsible for, though not necessarily a party to, the breaches of wage regulations.

- The board recommended that: The law should require the provision on every coastal vessel of approved inflatable life-rafts, sufficiently to accommodate all persons on board, in lieu of, or in addition to,

lifeboats and buoyant apparatus of other types.

- The Administration should see that more supervision was exercised at out-ports over vessels engaged in the coasting trade, "preferably through the expansion of the staff qualified to exercise such supervision, equipped with means and facilities for rapid and free movement for the purpose of instituting surprise checks and inspections".

"Kadavulevu" Disaster

In the case of the *Kadavulevu*, the Fiji Marine Board, which conducted a preliminary inquiry, found that the schooner was unseaworthy for its last voyage because of gross overloading of passengers and the fact that there were many people on the cabin top, the main cabin, and on the main deck.

The *Kadavulevu* was licensed to carry a crew of seven and 22 passengers.

The board recommended that a formal inquiry was both "requisite and expedient".

The evidence of Mr. R. Woodward, a surveyor of marine engines, and a member of the Institute of Marine Engineers, was, in general, an indictment of small ships which operate in Fiji waters.

Asked if he had noticed whether the *Kadavulevu* appeared to have been kept in a seaworthy condition, Woodward answered: "No, for some time past I have been very dissatisfied with the general standard of ships I have surveyed since I arrived at Suva" (in August, 1963).

Some witnesses gave evidence that they had sailed from Suva to Nairai in the *Kadavulevu*, but refused to sail in her on the return voyage because of a broadcast storm warning and because of gross overloading.

The board found that the adverse weather and sea conditions at the time of the accident were contributing factors to the loss of the ship.



Latest photograph of the Western Pacific High Commissioner designate, Mr. R. S. Foster, CMG, who will arrive in Honiara in June. It was taken in April. Mr. Foster has been Deputy Governor of Nyasaland and succeeds Sir David Trench, who took up his new post as Governor of Hong Kong in April.

Photo: Central Office of Information.

Elected Council For Solomons

The British Solomon Islands Protectorate next year will have a partly elected Legislative Council in place of its present fully appointed one. The council elections will be held later this year.

THIS decision follows a report of a special select committee of the Council which was appointed last year to examine proposals for election of members. The report was released in Honiara on April 16.

The proposal for elected members was made by the Government in a White Paper published last October.

The select committee recommended that eight unofficial members out of the 10 in council should be elected, the remaining two to be nominated. Seven of the eight should be elected indirectly by an electoral college composed of elected members of local councils, and the eighth, to represent Honiara, should be elected directly from a common roll.

Adoption of the report will be moved in the BSIP Legislative Council in June.

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FIJI — SAMOA — TONGA

Tropicalities

Back in September, 1962, we published a report saying that the French Government was considering using Mangareva in the Gambier Archipelago of French Polynesia as a nuclear testing site in the South Pacific.

THE report seemed pretty far-fetched at the time; yet some eight months later, the French Government let it be known that it was going to use Mururoa Atoll, which is the most next door to Mangareva, as a nuclear testing centre.

Since then, other startling plans of the French Government—recognition of Red China, for example—have leaked out well before they were officially announced.

So it seems any French Government plan, no matter how fantastic, is to be plainly impossible these days before you can dismiss it as so much hot air.

One such fantastic-but-not-possible plan that we read about recently appeared in the famous French satirical newspaper *Le Canard Enchaîné* (The Chained Duck), which is noted for its success in ferreting out Government secrets.

The paper said the French Government was planning to build shelters for atomic submarines, armed with rockets, in the Wallis Islands.

Wallis Island, together with Futuna 10 miles away, is a small little-known French territory roughly midway between Western Samoa to the east, Fiji to the south-west, and the Ellice Islands to the north-west.

French missionaries began working there in 1837; a French protectorate was established 50 years later; and the territory became part of the French Union after President de Gaulle's referendum of 1959.

Wallis and Futuna have a total population of 11,400, most of whom are Polynesians. They are among the poorest people in the Pacific because the rhinoceros beetle has wrecked their copra industry, which was their only source of wealth.

Nearly 3,000 Wallisians have migrated to New Caledonia and the New Hebrides in recent years.

Since Wallis and Futuna became part of the French Union, the French Government has been making a determined effort to lift the standard

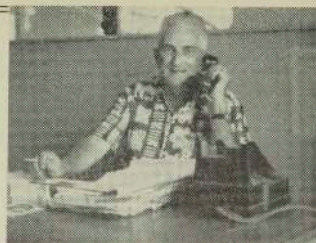
of living there with a rehousing scheme, the construction of infirmaries, and a positive approach towards agricultural matters. Several public schools are also planned.

Until now, education has been in the hands of the Roman Catholic Mission, and the islands, in the words of Bishop Joseph Poncet, SM, former Bishop of Wallis, have remained "a little bit of medieval Christianity lost in the middle of the 20th century".

The islanders are therefore likely to wonder what has struck them if the French should suddenly descend on them with such ultra-modern geogaws as shelters for rocket-armed atomic submarines.

Le Canard Enchaîné, by the way, said that the Wallis Islands area had been chosen for the shelters because "the strategists of the Elysee (President de Gaulle's address) see in this part of the Pacific the centre of world strategy".

"From this area," the paper added, "the three great Powers (Russia, the



Willie Watson telephones Scotland from Rarotonga. (See below.)

US and China) can be menaced by submarines and rockets."

In a cartoon, *Le Canard Enchaîné* made it clear that it did not think much of de Gaulle's Pacific strategy.

The cartoon depicted de Gaulle standing on his head on a Tahitian beach, clutching a bomb labelled: "Ma Bombe. Made in France." Looking at him, right way up, were the French War Minister Messmer, US President Johnson, Russia's Premier Khrushchev and the British Prime Minister, Sir Alec Douglas-Home.

The cartoon's caption read: "He (de Gaulle) is at the antipodes of reality!"

Another First For Willie Watson

GENIAL W. H. (Willie) Watson, of Rarotonga, Cook Islands, has added another first to his collection—and collecting firsts is a kind of



The Fiji Police Band made a big hit when it visited Sydney in April (see p. 18). Here they are on the set of a national television show, Bobby Limb's "Sound of Music".

hobby with Willie, who is a local businessman. He is also a Scot and proud of it.

Two days after it was announced in the Cooks that a radio telephone service was in operation between Rarotonga, the UK and Canada, Willie booked the first public call to the UK.

It went via New Zealand a distance of 16,500 miles—and the man who received it was the editor of *The People's Journal*, a Dundee newspaper.

A voice, faint but clear, sounded in the Dundee editor's ear.

"Auckland, New Zealand. We have a call for you from Rarotonga."

A moment later Willie Watson's voice came over the air as he greeted friends in Scotland and made observations on Cook Islands' weather to his editor friend.

"It's 81 degrees in the shade here," he announced "and I'm wearing shirt and shorts. How's the climate your end?"

"Worse than usual," the Dundee Scot growled. "I'm sitting at home near the fire and the grand-daddy of a blizzard is howling outside."

Willie Watson's car carries the registration plate "Raro 1", his private phone is number 1, and his PO Box number is also number 1.

And The Band Played On

BOB HOWLETT, former secretary of the Fiji Visitors' Bureau, but these days boss of the Sydney travel promotion and public relations firm of Howlett, Keeling and Associates Ltd., is cock-a-hoop at the success of the Fiji Police Band which visited Sydney over Easter.

And well he might be, as the band did a mighty publicity job for Fiji, out of all proportion to the money that was spent on its promotion. (The money was provided by a lot of organisations, including *Pacific Islands Monthly*).

Bob, who is the Visitors' Bureau representative in Sydney (this fact is now noted in the new Sydney telephone directory) had the task of getting the widest publicity he could for the band.

He ended with a six-minute spot on a national television show with a total viewing audience of more than 6,000,000; plus many television and newsreel shots of the band rehearsing for the Royal Easter Show and taking part in public appearances; plus a wide coverage of bandsmen directing traffic in the middle of Sydney's busy Martin Place.

The Martin Place affair was a



clever gimmick, and the police in their colourful tunics and sulus literally stopped the traffic.

The newsreel shots appeared in 15,000 cinemas throughout Australia and New Zealand, with a viewing audience of 1,500,000.

And at the Easter Show more than 1,000,000 people saw or heard the band, which shared star billing with a team of American rocket men, who roared across the show ring with rockets strapped to their backs.

Fiji's Police Dogs Are Little Sniffers

Fiji's police dogs work quietly and efficiently. Each night they are on patrol in the streets of Suva with their handlers. They are rarely seen by the general public yet they have played a big part in the detection of crime, and are one of several factors which have caused a big drop in the crime rate in Fiji.

At present they are confined to Suva, but they have been sent to other areas to help solve particular crimes. When money is available a dog section of three dogs with their handlers, will probably be stationed at Lautoka.

The police have used them at the scene of upwards of 100 crimes in the Suva area, resulting in several direct arrests. Their presence has also resulted in the immediate recovery of stolen property discarded by thieves.

The first five of Fiji's police dogs to go into action were seen publicly at the F Show not long ago. But normally the public don't see them—the dogs are only at night tracking down baddies.—Photo by Stan Whippy.

One of the most notable but little publicised "captures" by the dogs occurred when a dog baled up in the main road a young criminal escaping from gaol for the second time.

The police dogs are Doberman Pinschers, which have been described as intensely loyal to their handlers. The first five dogs to go into action in Suva were Falcon, Faith, Fenel, Baron and Trudi. They have since been joined by two younger dogs bred in Fiji, named Brutus and Anasa.

Standing by, in reserve, is Asi, a breeding bitch.

Albert Henry Comes Home—By Popular Request

MARCH 23 was something of a red letter day in recent Cook Islands history. It saw the return of Albert Henry, a man who could be one of the biggest noises in Cook Islands politics in the next few years.

Albert is one of the founders of the occasionally influential Cook Islands Progressive Association and the recently-formed, 1,000-member

Cook Islands Association in New Zealand.

He had been living in NZ to be able to earn enough to give his children a good education.

But now all his children are married, and, with his duty to them done, he has returned to the land of his ancestors—as he, himself, puts it—to serve the people in the last few years left to him by God.

When the news got out in Rarotonga in mid-March that Albert was coming home in the *Moana Roa*, it spread round the island so quickly that it almost ran into itself from behind.

And when the *Moana Roa* finally arrived and Albert stepped ashore, there were displays of emotion and a degree of activity that could only have been exceeded if the *Moana Roa* had arrived a little later in the early morning.

Long before the afternoon was out, absolutely everybody who was anybody who happened to be in Rarotonga had shaken Albert by the hand.

Everybody in this case included the Minister of Island Territories, Mr. J. R. Hanan, and his wife; the Resident Commissioner, Mr. A. O. Dare, and his wife; the Secretary of Island Territories, Mr. J. R. McEwen, and his wife; the Leader of Government Business, Mr. D. C. Brown, and his wife; members of the Executive Committee and their wives; all the members of a delegation of visiting New Zealand MP's; Island councillors, etc., etc.

Speeches

Besides sharing lunch at a festive board with these people, Albert, who is an impressive speaker in both Maori and English, swapped speeches with several of the notables present. But everyone was mindful of the fact that this was a political occasion and adroitly avoided saying anything of any consequence.

That night delegates from three of the largest Maori organisations on Rarotonga—the Cook Islands Progressive Association, the Industrial Union of Workers, and the Co-operative Society—met Albert at a less glamorous show in Avarua.

A few hours later, Albert had talked everyone into forming and joining a new body—the Cook Islands (Islands) Association—which, he said, unlike the bodies they already belonged to, would be concerned purely with the future of the Cook Islands.

This was not bad going for a bloke who had not been home 24 hours, for it meant that, besides having been welcomed by everyone who counted in Cook Islands affairs, Albert had won

the support of about 3,000 people in an island where most of the population of 9,000 are youngsters.

This, in turn, meant that with the support of a thousand-odd more people in the Cook Islands Association in New Zealand, he was easily the most powerful political figure in the Cooks.

What will Albert do with his power?

Except for a three-year residential clause in the recently drawn up Constitution for the Cook Islands, Albert could have a shot at becoming the Cooks' first Prime Minister when they get full internal self-government next year.

However, this clause could be altered to provide for a lesser residential qualification if a majority of voters should petition the present Assembly to that effect. But Albert would have some stiff competition for the PM's job.

It's likely, therefore, that we'll be seeing some interesting developments in the Cooks in the next few months. Certainly, politics in those parts now have a tang that they haven't had for a long time.

Artistic Touches For Vila's New Hotel

FRENCH painter Nicolai Michoutouchkine, who has staged exhibitions of his South Pacific paintings in three Australian cities—Sydney, Adelaide and Canberra—in the past couple of months, left Sydney in April for the New Hebrides where he has been commissioned to provide and supervise decorations for Vila's new Hotel Vate.

Mr. Michoutouchkine's exhibitions in Australia were in association with 26-year-old Wallisian artist Aloisio Pilioko, who has been described as a "Polynesian Namatjira".

The two artists have been associated since 1959, and are well known in the South Pacific, particularly the French section of it.

Mr. Michoutouchkine, who says the New Hebrides and Solomons are his favourite islands because he finds genuine inspiration there, was born in France in 1929 of Russian parents.

He came to the Pacific, which now seems to be his permanent home, by a most roundabout route.

After taking up painting in 1945, he studied economics and got a degree. Then he set off for India on an artistic pilgrimage in August, 1953, but never quite got there, as he got involved in the discovery of 12th century mosaics in Istanbul.

From 1954 to 1957, he painted and held exhibitions in Jerusalem, Lebanon, Persia, India, Nepal,

Press Unwelcome In West NG

The Tropicalities department awards the Order of a Cold Bath in the Indonesian Ocean to Lieut.-Colonel Leo Lopulisa for the most mischievous statement of the month.

Colonel Lopulisa, Indonesian Military Attache in Canberra, visited Papua-New Guinea in April, during which he announced that Indonesia was unable to find out just what Australia was attempting to do in P-NG because too much secrecy surrounded its actions.

He also complained publicly that he had been forced to wait five weeks before Australia gave him a visa to enter P-NG.

If Colonel Lopulisa didn't know what was happening in P-NG before April he must be both deaf and illiterate to have missed the millions of words of comment that have poured out from politicians, Pressmen and visiting UN missions.

If he didn't know what the picture was in April, he must also be blind.

Meanwhile, only a few selected visitors have been allowed to see what has been going on inside Indonesian West New Guinea since it was taken over from the Dutch 12 months ago, and put under tight censorship, with the Press controlled.

And the visitors don't include a single Pressman, although we know at least four, representing big organisations, who have applied for visas.

And some, Colonel, have been waiting almost 12 months, not five weeks, for a decision.

What's all the secrecy surrounding Indonesian intentions in New Guinea?

Burma, Ceylon, and Australia (Melbourne and Sydney).

Then, moving on to New Caledonia to do his national service, he put on the largest exhibition of paintings ever held in that territory. In August, 1959, he opened an art gallery in Noumea—the first in the French Pacific.

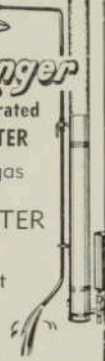
"For a week after I opened that gallery," Mr. Michoutouchkine recalls, "I used to see a little dark man passing the doorway frequently and running away. After I spoke to him, and found from his broken French that his name was Pilioko, he became a regular visitor. (Over)

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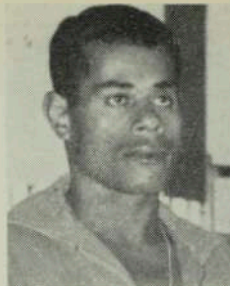
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Aloisio
Pilioko
(left)
and
Nicolai
Michoutouchkine.



"A few months later, he asked for pen and paper and started drawing.

"Some time after this I moved to Futuna, and invited Pilioko to come with me so that I could learn the language.

"I spent two years on Futuna, and during this time Pilioko showed the most extraordinary development. He started painting, drawing and embroidering, too."

In 1961, Mr. Michoutouchkine and Pilioko exhibited together in Vila and Noumea; in 1962, they went to Tahiti; and in 1963, they were back in the Western Pacific.

A joint exhibition which they staged in Honiara last year was Mr. Michoutouchkine's 31st exhibition in 10 years, and Pilioko's seventh since his discovery.

Pilioko was recently granted a scholarship for art studies in France.

Mr. Michoutouchkine's exhibitions have been sponsored by all sorts of important people and organisations. But his paintings, which are vivid in colour and impressionist in style, have never been for sale.

Pilioko's paintings, on the other hand, are on sale and have found their way into many collections in the U.S., France and South Pacific. Their charm, Mr. Michoutouchkine says, is their "naivety and originality".

A New Deal For "Unspoiled" Manua

EVERYONE who likes to think there are still a few "unspoiled paradises" in the Pacific had better find a willing wall to wait on before reading this one.

The fact is that Manua, one of the last "citadels" of undeveloped Polynesia, is about to fall before the relentless advance of Western civilisation.

Manua is a group of three islands—Tau, Olosega and Ofu—which makes up the eastern half of American Samoa. The three islands have a total area of 23 square miles—Tau being the largest with 15 square miles; the others having four square miles each.

Hitherto, the 3,000-odd Polynesian of Manua have been pretty much left to their own devices by the long succession of Governors who have ruled American Samoa from Pago Pago on the much bigger (52 square mile) island of Tutuila.

Even the present Governor, hard working H. Rex Lee, who has initiated unprecedented schemes of development on Tutuila since he assumed office in May, 1961, has not done much for Manua. But he is about to get cracking.

In April, he paid a two-day visit to Manua with a party of 20 technicians and top Government officials with the object of making final plans for a new deal for the group. Governor Lee's party visited all five villages on the three islands.

The plans for Manua include the building of four schools and a high school, plus the introduction of electricity and better water supplies.

But apparently there are no plans yet for the building of a wharf capable of taking ships of the size of 262-ton inter-island vessel *Manu Tele*, the lack of which has been one of the chief bars to Manua's development.



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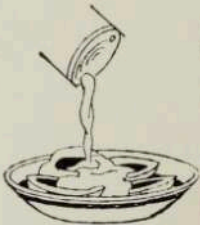


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26

MAY, 1964 — PACIFIC ISLANDS MONTHLY



Norfolk Island panorama, taken from Mt. Pitt, and looking out over the airstrip, with Phillip Island in the background.

—Photo: Raymond Hoare.

Away From It All—On Wild Norfolk Island

By Stuart Inder, hurricane bound on Norfolk Island.

APRIL 8.

With wind and rain howling in at 60 knots, trees and lines down everywhere, the roads muddy red bogs, the air-service suspended, communications in a jumble and the guest houses and hotels jammed with tourists playing parlour games, I beg to state that Norfolk Island isn't the Paradise of the Pacific the Qantas travel folders claim.

THIS is not just an island," says the travel blurb. "This is the place where jangling telephones, roaring traffic and ever-demanding schedules are far, far away. Tension and rush have no place on Norfolk Island."

"From the gently undulating park-like countryside, cliffs plunge 400 ft to the glistening expanse of the Pacific. Here and there are dazzling beaches which offer fine, safe, swimming and surfing . . ."

Ah, to be on an island like that at this moment, instead of here on Norfolk, with Hurricane Henrietta threatening us today as she has for the last four days, when she first appeared in from the north like a mad woman.

We arrived here last Friday—my wife and I—for the long weekend. We wanted to get away from those ever-demanding schedules, the tension, the rush, and the kiddies, and under hand-in-hand across the undulating park-like countryside in the dazzling sunshine. We were to be

back in Sydney on Sunday, but it is now Wednesday and we haven't seen an aircraft, or the sun, or even a break in the howling storm since Saturday.

Who could blame the tourists here for thinking evil thoughts about what the island convicts once knew as The Hell of the Pacific?

But fortunately I've been on Norfolk in balmy times. I know that the Norfolk people are embarrassed on behalf of the visitors for Henrietta's unexpected appearance. Henrietta, they consider, is a woman of ill-fame, and they have been anxious to assure tourists that the likes of her are not often seen this far south, for hurricanes usually turn tail towards Fiji or dissipate themselves at sea.

They needn't worry. Tourism on Norfolk Island is about to hit the big time, and an off-beat hurricane won't affect the bright future ahead.

And though Henrietta may have inconvenienced a lot of visitors, she also introduced them to a slice of genuine Islands life as they watched,

Norfolk Tourist Increase

There was a 50 per cent. increase in the number of tourists who visited Norfolk Island in 1963. Figures released in April by the Norfolk Island Tourist Bureau showed that 2,707 visitors arrived in Norfolk in 1963, compared with 1,888 in 1962, 1,356 in 1961 and 978 in 1960. Their average length of stay was 12 days. Busiest month of 1963 was December, when there were 371 on the island.

There is now holiday accommodation for 234 people on Norfolk, available in six hotels or guest houses and five apartments.

and assisted, Norfolk people to batten down their roofs and water tanks, clear their roads and commiserate on the power failures, the communication delays and the fact that it's been impossible to get the kids to school.

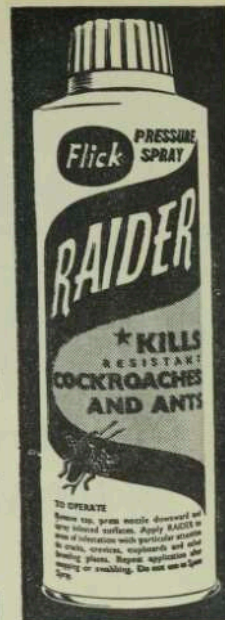
The visitors have found themselves part of the family, their ears tuned to the Department of Civil Aviation transmitter which DCA boss Roy Pierce kept on the air continuously, after the Administration station went out of action, interspersing the latest news of Henrietta's approach with recorded music borrowed from his friends.

That has shown them better than anything else the truth of that other piece of blurb you find on the Qantas folder—the bit that says, "Please don't come to Norfolk Island expecting super-sophistication . . . if you do you could be disappointed. Come instead ready to accept the

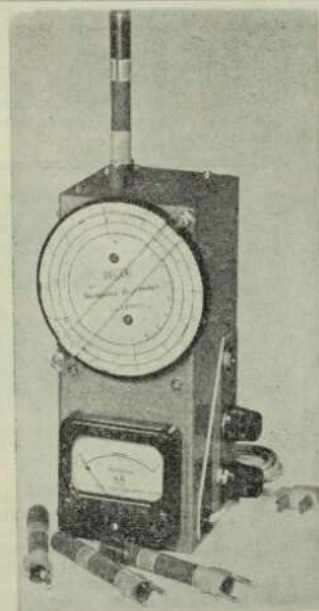
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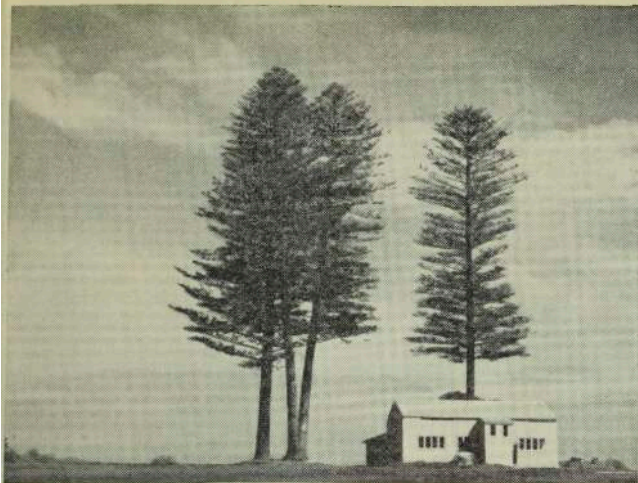
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SELF ADVERTISEMENT

This unique but natural arrangement of famous Norfolk pines was a great tourist attraction on Norfolk Island a few years ago but the pines had to be cut down during airport extensions. The pines formed the letters NI when looked at from a certain angle.

—Photo: Raymond Hoare.

warm hospitality of the Islanders themselves—a holiday so different from the more outward 'glamour' of other resorts".

Although the tourist boom is about to break full-force, it is the warm hospitality of Norfolk—the get-away-from-it-all charm of the people themselves, the friendly nods and waves, the unsophisticated dress and housing—that will remain Norfolk's main attraction to visitors for a long time to come. And while that remains the fear of "Miamiisation" will not be serious.

Even with present plans for more sophisticated tourist accommodation cannot see—and neither can anyone else I have spoken to—that there will be any big change in the guest house and apartments pattern that has been firmly established on the island for many years. There are fine guest houses or apartments on Norfolk and only two hotels, with a total of 234 beds. Although the hotels have more beds available than the guest houses have combined, the latter at present have a higher occupancy rate.

Like Mr. and Mrs. R. W. "Robbie" Ombler's Redleaf Guest House, where we are comfortably quartered while Henrietta roars outside, most of the apartments and guest houses would win no prizes for architectural excellence or practical layout, for there are no building regulations on Norfolk and nobody can build anything on any old hunk of land.

But generally these places are expensive, homely and hospitable—here at the Ombler's we are part of the family—and New Zealanders

especially are happy to book into them. New Zealanders account for the majority of tourists—they comprised 1,724 of the 2,707 visitors in 1963—and that pattern is likely to continue, even with increased air services which are planned for late this year.

The sophisticated accommodation has been provided by the new hotel made from the old cable station property—the Kingfisher. More is to be added next year when a new hotel at Kingston opens for business, right alongside the only other hotel on the island, the Paradise.

The new Kingston hotel will begin building at the end of this year; the Kingfisher was opened for business only a few months ago.

The local people have watched the development of the Kingfisher with the kind of critical eye locals naturally reserve for something new.

Because the hotel's credit rating with local businessmen has not been good there has been talk that the hotel is in difficulties. But this isn't true.

Prince Takes Over

The Kingfisher was built as a promotion development by the Australian firm of Empress Australia Ltd., and I gather from the Empress man here, licensee David ("Scotty") Neagle, that further development was handicapped by the lack of cash. But in the last few days Empress has found a buyer—a private European banking group presided over by Prince Francois Radziwill, of France, and there is already a new air about the hotel.

Already the name of Prince Radziwill, with its glamorous over-

tones of the international set (he is the cousin of Prince Stanislaus, who is brother-in-law of Mrs. Jackie Kennedy, if you please) has had one or two people here wondering whether Norfolk is about to become socially fashionable.

And perhaps it may be—though it is more likely to be through the patronage of the Australian and New Zealand middle classes than European millionaires.

Already there is something of a boom in land.

Prices have been increasing and good land with a view and served with electricity is becoming harder to find, although there is still plenty of freehold about. Land prices will get higher as air services improve.

The greatest interest on land lately has been in the business area of Burnt Pine, which only a couple of years ago was barely recognisable as a business centre.

The plans for the new Kingston hotel are proof enough for anyone in doubt that tourism is here to stay. One of the principals is Mr. N. H. McIntyre, a partner in a big



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



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Sydney law firm well known to New Guinea people, and a man of high repute. His initial surveys have been carefully and soundly carried out and there is nothing wild cat about the scheme.

The new hotel will make clever use of some of the convict-built ruins, which will be incorporated into the building, and other ruins nearby will be a star draw-card according to Mr. McIntyre, who is also sharing the joys of Hurricane Henrietta at the moment.

"This must be the best set of historical buildings in Australia," said Mr. McIntyre. "Norfolk will be a wonderful holiday spot for tired city businessmen with jaded nerves."

Norfolk Islanders have not realised the significant part in Norfolk's tourist future those ruins at Kingston are going to play.

Most islanders would be pleased to see the ruins bulldozed flat, and they have given little or no support for the work of the Commonwealth in preserving the buildings (see page 29). They consider the Commonwealth could have spent the money better elsewhere on Norfolk.

It's easy to condemn this attitude as hopelessly narrow, but it would be unfair to do so without knowing that it has existed virtually since 1856, when the Pitcairners arrived on Norfolk and looked with horror upon

the stark gaol buildings that have witnessed so much cruelty and degradation under a convict system that had only recently ended.

Better that the record should be obliterated; so much of the stone was pulled down and used for houses in the hills that had no convict associations. Something of this old attitude still lives—and is strong enough to be shared by many other immigrants who have made their homes on Norfolk in comparatively recent years.

Perhaps it is this spirit of independence which has resulted in some people being concerned at the development of tourism on the island.

People have said to me in passing, "What do you think about it? Don't you think we might lose control if we get flooded with more tourists?"

That an attitude exists was acknowledged by Mr. F. J. Needham, chairman of the Tourist Bureau (and president of the Norfolk Island Council) when he made his annual report only a few days ago.

Support Needed

"The future of the industry is bright . . .," he said. "The island is completely dependent on the tourist industry, which now seems to be fairly well established. It is up to all residents to realise the importance of the industry and to give their support in order that it will continue to bring the island prosperity."

Yet I haven't found any real opposition to tourism on Norfolk Island—it is rather more apprehension of what will come with sophisticated tourism.

It is probably shared mainly by those old people who live quietly on a small or fixed income, especially those who have been attracted to Norfolk only in recent years and who fear change and increasing prices. The cost of living has risen here in the last year or so.

Changes Will Come

Undoubtedly there will be change when Norfolk Island is finally discovered by the rest of the world, it is about to be.

One can foresee changes in the liquor provisions, especially in the practice of the Administration in supplying all liquor, at the one price to everybody. And there will be applications for bar licences, distinct from residential hotel licences, and these things can mean social changes.

But "Miamiisation" doesn't have to follow, and I can't myself see Norfolk being another Honolulu,

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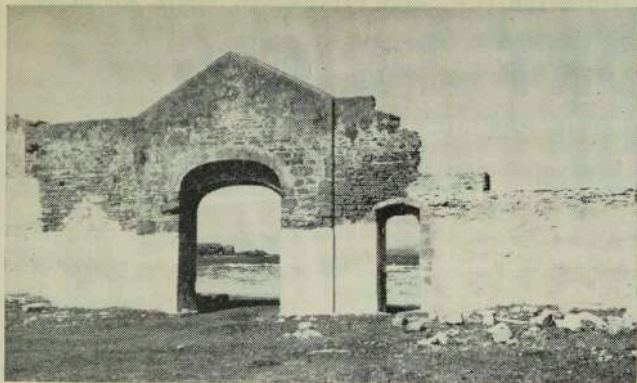
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This photo, taken by Ken Mullen, shows the procedure that has been followed in preserving the old convict built walls on Norfolk. The lower half of the old 'Gallow's Gate' section of the gaol was being completed when this picture was taken. A mortar mixture has been worked into the crumbling stone work—which was originally composed of one-third mortar, anyhow. All the walls on Norfolk now have the creamy "washed over" look seen here, and as a result the original texture of the stone has been lost. But the experts say that time will heal this, and meanwhile the walls WILL remain standing where before they would have fallen down.

Even a Suva or a Noumea—although, like freedom, the best protection is constant vigilance.

Norfolk's new look in tourism appears to be coinciding with a new look in local politics. Norfolk's experiment with local government is about to be replaced with a new system of Administrator-in-Council (see page 32).

Already agitation has begun—is it a progressive step or a move backwards? You hear both points of view expressed with equal confidence and even heat, for most of those on Norfolk who take their politics seriously take them very seriously indeed, and often with bitterness.

Unfortunately not enough people pay serious attention. Few islanders turn up to listen to the monthly council meetings, and the attitude seems to be summed up by the man who commented, "I haven't got much to do, but I've got more to do than to go to a council meeting!"

While that kind of apathy exists Norfolk Islanders are not entitled to howl behind scenes when councillors make majority decisions they don't agree with.

PRESERVATION WORK ALMOST FINISHED

Work on the preservation of the convict ruins on Norfolk Island is expected to be finished in August.

THE work began in March, 1962, following a special financial allocation made by the Commonwealth Government. The Minister for Territories at that time, Mr. Paul Hasluck, was specially interested in preserving the ruins which he regards as valuable Australian history.

A detailed report on what was worth preserving was made by Mr. D. E. Limburg, of the Commonwealth Department of Works, and it is his report that has generally been followed in the preservation work.

Mr. Limburg pointed out in the report that without attention final decay of the ruins was inevitable within 30 years.

The preservation work has been in charge of Mr. V. Mellish, who has a genuine love of historical buildings. He served his time in the building trade in the Windsor district of New South Wales, where several of Australia's historic buildings are to be found, and he has carried out restoration work on some of them.

Mr. Mellish is conscious of the fact that the work being done at Norfolk is preservation work and not restoration. The preservation when it is finished will cost about £32,000, but proper restoration might cost anything upwards of £100,000, as

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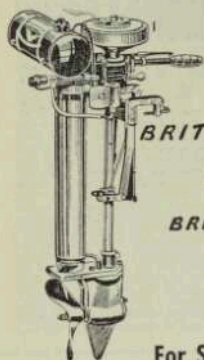
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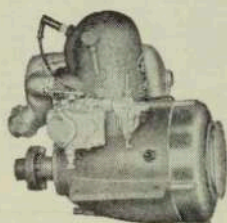
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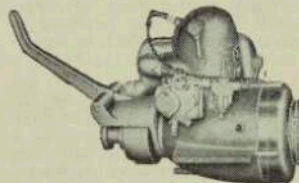
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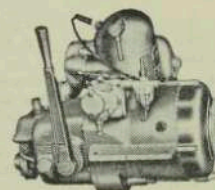
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much stone would have to be brought from Australia.

A stone mason has carried out some of the more detailed preservation work, but it would have been too expensive to use his services on many of the projects.

Mr. Limburg in his report wanted the famous Bloody Bridge to be rebuilt as it was originally, but this has not been done, again because of expense, but the preservation has been done in such a way that full restoration can be carried out if money becomes available.

The preservation work generally has meant that walls have been revealed with cement plaster and only in a few cases has an attempt been made to rebuild them. The original walls were mostly of small limestones and chiselled sand stone, and about one-third of all the original wall material is composed of lime and mortar.

Work Still To Be Done

One of the jobs not attempted in the preservation is on what have been called the pentagon cells in the main gaol building. These over the years have fallen down or been pulled down and have been covered with earth.

A year or two ago a number of local historical enthusiasts on the island, including Mr. Brian Marsh, who was then the Agricultural Officer, and Mrs. Mervel Hoare, began excavating these cells and uncovered outlines of several of them.

But Mr. Marsh later went to Fiji and the others in the small party found it difficult to keep the task going, especially as they got little or no support from the islanders.

There is no more money available or the Government to do the job they started but it would be rewarding work if it could be done. The old cells would be of great interest to visitors, and the excavating is likely to uncover numbers of metal relics worth preserving.

First Settlement

The settlement at Kingston, where most of the ruins are, was Britain's first island settlement in the South Pacific.

The island's first settlers were eight officers and men and 15 convicts who had arrived at Botany Bay only six weeks earlier in Governor Phillip's first Fleet. This Norfolk settlement continued until 1806, when it was closed.

In 1826, a second settlement was established and it was from this date that most of the stone buildings were erected. The second penal settlement lasted until 1853.

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NEW COUNCIL SOON FOR NORFOLK

A new ordinance which was to be promulgated in Norfolk Island at the end of April will give the island a new form of government—the Administrator-in-Council.

THE new system replaces the Norfolk Island Local Government Council, which was established in 1960, and whose full powers and responsibilities councillors refused to take over because they claimed they were not wide enough for Norfolk's needs.

The Norfolk Island Act was amended by the Commonwealth Parliament at the end of last year to make way for the new system which was agreed to after close discussions with councillors.

New elections are expected to be held on July 1.

The new council will consist of the Administrator as chairman, plus eight members to hold office for two years. The president of the council will be known as President of Committees and he will continue to be paid £150 a year as at present.

Under the new arrangements draft ordinances and regulations are to be submitted to council for comment. The council can put its views on how the budget should be allocated, and can originate ideas. The internal affairs of the Administration will still be controlled by the Administrator who does not have to consult the council, but the Administrator will be required to give his reasons to the Minister if he disagrees with council decisions.

The Minister, Mr. C. E. Barne has made clear to the council that the Government will not disclose beforehand any planned changes in Customs duties.

He said apart from ordinances and regulations, draft estimates and referendum proposals, practice would determine what classes of matters the council would expect the Administrator to refer to council beforehand.

Under a special referendum ordinance, the Minister can ask for a referendum on matters affecting the peace, order and good government of Norfolk; the Administrator may direct a referendum, if advised by council, on matters affecting the constitution, the raising of a loan of liquor; and electors can ask for a referendum if one-third of them apply.

LETTERS

W. SAMOA'S TOURIST INTEREST

Sir,—I have read with much interest the article "South Seas Awakens To Tourism Prospects" in the April issue of *PIM*.

However, I would like to comment on the statement that no member of the Western Samoa Government attended the Pacific Area Travel Association conference in Australia.

At the workshop session in Melbourne, Dick Plesse, of the Australian Travel Association, introduced me to PMR Sua-Filo of the Prime Minister's Department, Apia, Western Samoa, who was attending the conference as an observer.

We had a long discussion on the prospects of developing tourist interest in Western Samoa and I received the impression that the Government was very much interested in the economic potential of the industry.

I met Sua-Filo again at the Sydney section of the convention and he mentioned to me how valuable the whole convention had been to him, and that he would be reporting back to his Government in due course.

As one who has had long experience in tourist development in the South Pacific, I believe that Western Samoa has a big future in the tourist network in the South Seas, and that with sympathetic Government assistance a most valuable contribution can be made to its economy through the controlled development of tourism.

I gathered from my conversations with Sua-Filo that his Government is aware of this.—Yours, etc.

R. A. HOWLETT

Sydney.

POOR NG AIR SERVICE

Sir,—Comments by your columnist *Winesider* (April, p. 31) that air services between P-NG and Australia are being hampered by the use of out-of-date planes are very true.

One of the worst features is that the Australia-New Guinea service is always operated by the "left overs" from the mainland runs.

We now hear that when jets are introduced on the mainland services to thin Australia, Electras will be sent on the New Guinea run. But why should we have to put up with planes which are out of date for long hauls? After all, the journey from Sydney is 1,800 miles, the equivalent of a trans-Atlantic crossing.

Why can't we have a pure jet service?

In the airline booking offices in Sydney, they treat the New Guinea run as an "overseas" service, ironically enough.

What we require is an overseas jet service operating, say, Sydney-New Guinea-Manila-Hong Kong, perhaps by Cathay Pacific.

Then the local boys would wake up!

Yours, etc.,

V. T. SANDERS

Port Moresby,
Papua.

EARLY NG HISTORY

Sir,—I notice in *PIM* for April that Mr. W. R. McGrath, Department of Lands, Port Moresby, is looking for early facts on the New Guinea Volunteer Rifles so he can compile a history. There are several original members still living around Wau, Bulolo and Lae who could supply necessary information if they would care to do so.—Yours, etc.

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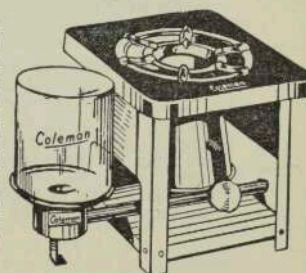
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Liquor Is Legal (Not Medicinal) In The Cook Islands Now

From W. H. Percival, in Rarotonga

It's easier to drink now in the Cook Islands, and for many people that means it's easier to remain within the law. An ordinance liberalising the drinking laws came into force in March.

THE ordinance sweeps away racial discrimination in drinking, abolishes the practice of issuing liquor permits, and makes good class imported liquor available to all adult Cook Islanders.

Beer and wine may now be bought by anybody over 21 without restriction.

Previously only holders of liquor permits were allowed to buy beers, wines and spirits.

The permits were issued "for medicinal purposes only" and at the discretion of the Chief Medical Officer.

Almost any adult who applied could obtain a liquor permit, but a section of the Cook Islands Act of 1915, made it an offence for a European to offer alcoholic drinks to a Cook Islands Maori.

However, the law had been ignored for many years, and both races drank alcoholic beverages together at official parties and others. All Europeans who entertained were compelled to break the law under the simple rules of hospitality.

Besides cancelling this creaking old law, the new ordinance confirms the establishment of an authority to control the sale and consumption of intoxicating liquor.

This authority is vested in the Executive Committee (the "shadow cabinet") of the Cook Islands Government, which besides lifting controls on beer and wine has further eased the drinking laws by allowing:

- Every Cook Islands resident over 21 and every visitor with an entry permit to buy two bottles of spirits a month. (This is obviously to help them with their entertaining.)

- Crew members of visiting vessels and aircraft to buy one bottle of spirits per visit.

In addition, "special permits" will be issued by the Chief of Police in Rarotonga, and by the Resident Agents and Clerks in Charge of the outer islands, at their discretion.

Under the old system, a permit

holder was rationed to two bottles of spirits a month, or the equivalent in beer and wines. A married man was entitled to a double ration—his and his wife's, even if she were a teetotaler.

If extra liquor was required for

entertaining, one could apply for a "special permit", which was always readily granted.

When the new law came into force, there was no mad rush to buy up all the liquor in sight and no upsurge in convictions for drunkenness.

But some Cook Islanders immediately bought small quantities of beer from the Government bond store to test its strength and taste.

Most of Rarotonga's Cook Islanders, although they seem more prosperous now than they were a decade ago, may still find the prices of imported beers, wines and spirits beyond them.

Incidentally, Rarotonga's only hotel remains unlicensed, but whether it will always remain so is anybody's guess.

But Will The Bush Beer Boys Change Their Ways ?

Will the new, more liberal liquor laws have much effect on the illicit making and consumption of bush beer in the Cook Islands? This has been going on for more than 100 years despite determined attempts to stamp it out.

ADDICTS scoff at imported beers, saying they have no more "kick" than lemonade; and for many of them, anyway, imported beers are too expensive. The situation obviously won't resolve itself immediately.

The art of brewing bush beer was introduced into Rarotonga from Tahiti in 1850. It is usually made from the fermented juices of oranges, bananas, papaws, pineapples or tomatoes.

A few years ago the powerful orange beer seemed to be the most popular, but a brew of malt and hops has grown in popularity.

In making the orange beer, orange juice is filtered into a container; yeast and sugar are added; and the brew is left to work for three days. After this, it is considered mature enough for drinking. It is extremely potent.

In the early days, Rarotongans used imported wooden casks for their illicit brews. In the outer islands, beer tubs were painstakingly made from the hollowed-out trunks of coconut trees.

But the police destroyed all the coconut beer tubs they found, and imported kegs became scarcer than £10 notes.

Four-gallon kerosene tins took their place, and, as a result, some drinkers went down with ptomaine poisoning.

As the drinking of locally-brewed beer has always been unlawful, devotees take to the bush to hold their revels. Hence the name "bush beer".

At a typical bush beer school, the four-gallon beer container is placed in the centre of a squatting ring of drinkers. The first man dips in his glass and downs his drink as quickly as possible. Then the glass is handed to the next man, who repeats the procedure, and the single glass is passed around the circle until all the beer has gone.

Before long the drinkers are singing happily and playing their guitars and ukeleles, and for a while their work-a-day cares are forgotten.

But if one of them is a carrier of tuberculosis or some other infectious disease, there can be serious after-effects for the others.

Home brew made with malt and hops to whatever alcoholic strength is desired has gained in popularity in recent years while orange beer has declined.

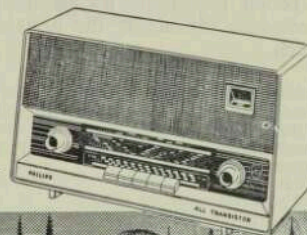
One reason for this trend is that malt beer is easier to make. Another reason might be that since the establishment in Rarotonga of a fruit juicing factory, which buys up all rejected oranges, the fruit has become too scarce and perhaps too valuable for the brewing of bush beer.

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Appeal Threat On P-NG Election

From a Port Moresby Correspondent

For weeks both electoral and legal officials had been sneering at the suggestion any candidate in Papua-New Guinea's House of Assembly elections would appeal against the declaration of a candidate because he hadn't achieved what the Electoral Ordinance described as an "absolute majority".

BUT the sneers faded into long, grim faces when Kainantu member Mr. Mick Casey notified Chief Electoral Officer Mr. R. R. Bryant of his intention to lodge such an appeal.

The world at large learned of Casey's move when the ABC broadcast the news on April 12.

And the next day the Administration headquarters at Konedobu simply buzzed.

What would happen if Casey's appeal was heard and upheld while there was still time for other unsuccessful candidates to appeal?

Would there be a resultant spate of

appeals? Whose fault was the apparent legislative blunder?

Was there anything the Government could do to forestall the possibility of re-elections throughout the Territory if the Casey appeal was upheld?

These questions have been discussed under every fan in the labyrinth of blue and white official buildings.

But nowhere have they been discussed with such authority, or with such interest, as in the book-lined offices of the Crown Law Department.

Here the matter has been under

discussion for months. The bulk of opinion is that any appeal based on the grounds upon which Mr. Casey stands is almost bound to succeed.

And this weight of opinion exists despite the brave noises made by Secretary for Law Mr. W. W. Watkins. When asked if it was true there was a flaw in the ordinance Mr. Watkins said, "I am sure the ordinance will stand up in a court".

He added that the suspect clause should not be read on its own. "It should be read in conjunction with other sections," he said, and dismissed the subject.

Mr. Casey has based his appeal on Section 161 of the ordinance, which says that to be returned a candidate must have more than one-half the total votes cast in the electorate.

In the electorate in question, South Markham, Mr. Gilmore—already returned—does not have this "absolute majority".

He polled 9,311 of 23,932 votes recorded. His two opponents, ex-Legislative Councillor Lloyd Hurrell and Mr. Casey, polled 8,963 and 5,658 respectively.

The legal men agree that the only defence to such an appeal would be

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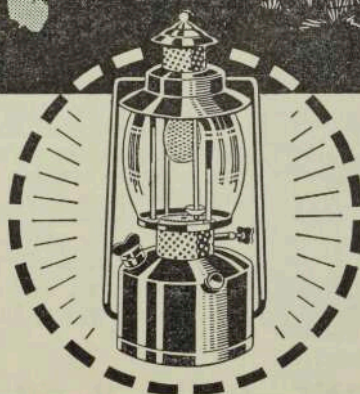
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that it was obviously not the intention of the ordinance to prevent a candidate with the greatest number of votes from being elected.

But, they add, section 161 denies that argument by specifically saying it is the ordinance's intention to keep a man out if he doesn't have the required "absolute majority".

When the apparent fault was first brought to light Mr. Bryant knowingly said, "The ordinance gives me the authority to interpret it as I wish".

This statement horrified the Crown law men who retorted (not publicly), "Only within the ordinance itself, and it leaves no room for personal views".

Then Mr. Bryant, sensing appeals in the air, came out with what he said was his interpretation of preferential voting.

"Under the preferential system the candidate with the lowest number of primary votes is eliminated. The second preferences are then distributed among candidates, each preference having the full value of one vote."

"If no candidate at this stage has a majority (Mr. Bryant did not say 'absolute majority') then the next successive candidate with the lowest number of votes is eliminated and the same procedure followed."

"This continues until one candidate has an absolute majority, or when it comes down to two candidates, one of whom has an absolute majority of votes left in the count."

Points Not Clear

No-one has been able to understand what Mr. Bryant meant by votes left in the count"—least of all some of his returning officers who phoned and telephoned him for explanations after they had received a circular amending the procedure they had originally been instructed to adopt.

Just how soon Mr. Casey's appeal will be heard by the Court of Disputed Returns is not yet known.

If Mr. Casey's appeal is heard and resolved in his favour while others still have time to appeal, other unsuccessful candidates may be encouraged to appeal.

There are 32 electorates, both open and reserved, in which the returned candidate does not have an absolute majority as defined by the ordinance.

If there were a number of successful appeals, and re-elections were forced, amendment would be needed to the ordinance to prevent the situation repeating.

Only the new House of Assembly, provided it had a quorum of 22, could make the amendment. But there seems no doubt that quorum would be achieved.

Whatever happens in other electorates, if Mr. Casey's appeal succeeds it will vindicate the arguments of several past members of Legislative Council—that too often does the Territory accept Australian legislation without closely examining it to make sure it will work in P-NG.

The trouble in this case lay in the decision, in P-NG, that although the Australian preferential system of voting had been adopted in the Terri-

tory, it was necessary in order to cast a valid vote to mark only one name. Had the full preferential system been employed then the winning candidate must have got over 50 per cent. of the votes.

When the legislation was first introduced in the old Legislative Council by the Director of Post and Telegraphs it was stated that a vote would be valid if the voter marked "say, the first four or five names". Later this was cut to one when it was realised that few native electors could cope with the Australian preferential system and that if more were insisted upon then the majority of the votes would be informal.

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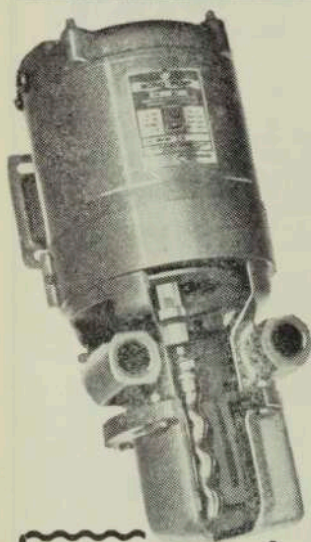
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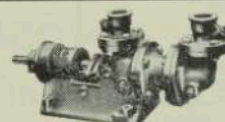
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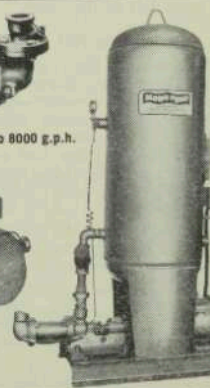
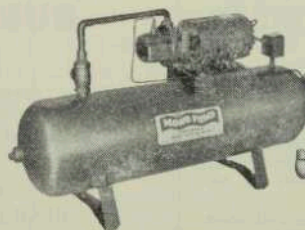
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BAD WEATHER TROUBLES WIDE AREA

The heavy rain which caused the serious floods in Fiji in late March also caused damage in the New Hebrides. The rain depression was followed by Hurricane Henrietta, which affected the New Hebrides, New Caledonia and Norfolk Island, in addition to interrupting shipping and airlines services in the Western Pacific.

RESIDENTS of Santo, New Hebrides, said it was the worst bout of bad weather they had had in many years. Damage was done in Santo town, and there was other damage by winds and big seas around the coast. Ships ran for shelter, and some had to jettison their cargo.

Vila got 12 days of continuous rain and winds which closed the airfield intermittently.

New Caledonia received badly needed rains, especially in the Yate hydro electric area, but beaches were battered for several days by 70 mph winds and ships were ordered to leave the wharves and shelter. This caused a big delay in cargo handling.

Norfolk Island got closest to Henrietta.

For several days the hurricane hung around within a hundred miles of the island, which was battered by huge seas. The Qantas plane was trapped in Auckland for five days, unable to return to the island en route to Sydney.

Henrietta produced winds of 80 to 90 knots within 50 miles of her centre and 50 knots within 250 miles.

Information on the path of Henrietta by South Pacific weather stations was not accurate enough, according to some people.

Chief officer of a freighter that reached Auckland after a pretty rough passage through the area complained that Noumea, Brisbane, Sydney and Auckland all gave out conflicting reports on the exact position of the hurricane.

He suggested that radar-equipped weather planes be used. Some weather men agreed that accurate weather information in the area mostly depended on passing ships and aircraft, but they said special aircraft or weather ships would be too expensive to maintain.



The Sunday afternoon drive to see the floodwaters from Suva resulted in amateur photographers capturing scenes like this.

FIJI'S WOMEN FACE UP TO FLOOD TURMOIL

From Elspeth Robbins, in Suva

What's it like being a housewife or mother in the middle of devastating floods? It's no more fun in the South Sea Islands than it would be anywhere else, but thousands of women in Fiji have made the best of a bad lot in the last few weeks as floodwaters brought turmoil throughout many centres of the main island of Viti Levu.

THE flood warnings came with dramatic suddenness at the end of March as housewives were going about their week-end shopping. It had been raining for days, but nobody had taken any more notice of that than usual and had put up with all the inconveniences.

You all know the pattern . . . gardens sodden, mud encroaching into the house, limp breakfast cereals and constant cries of "any dry socks?" . . . "Have I got a dry shirt?" . . . "I can't wear *this* uniform again!" Keeping up with a supply of clean dry clothing presented the usual problem, and many a housewife scorched towels and napkins in a rash endeavour to dry clothes in the oven.

The general reaction to the first flood warnings, for those in the Suva area, was for families to take a Sunday afternoon drive "to see the floodwaters at Koronivia".

The police had to be called in to un-snarl the ensuing traffic jams, and radio appeals begged intending sightseers to forego the journey and leave the road clear for essential traffic.

Here, cattle were being led to high ground; boats were bringing families from up-river, often with babies bundled under the folds of brightly-coloured saris that otherwise clung wetly round muddy ankles. Brown skins frequently looked blue with cold.

Buses were still edging their way through flooded roads, accompanied by groups of young people swimming alongside, guiding and giving the occasional laughing push. The atmosphere that day was one of excitement.

Monday morning, throughout the length of the land, saw the housewives go into action as smoothly as if they were used to dealing with floods every week-end. For it was now obvious that the flooding was extensive. Rivers had burst their banks.

Red Cross workers and volunteers of all races rose to the call as report after report of rising flood waters were broadcast.

Evacuees from widespread areas began to arrive in Suva and other centres.

Private launches, Air Force barges,



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punts and dinghies manned by husbands had all played their part during the night, bringing in the homeless. Housewives became transport drivers, as some schools were overloaded so that others could be emptied to receive evacuees requiring shelter.

Clothing, sheets, towels, received at Red Cross and St. John headquarters were immediately sorted by volunteers, and rapid calculations were made on how much rice, meat, fish, and sharps were required to feed hundreds of people.

The gift of several cases of tinned beetroot presented a problem, beetroot not being a normal item on the Fijian or Indian menu . . . likewise the carton of rapidly thawing, frozen puff pastry!

Five hundred evacuees were landed from Air Force barges at the RNZAF jetty at Laucala Bay. They were directed to the hangar, where others issued them with dry clothing, hot soup, tea and bread before they were taken by waiting buses and private cars to various points in the city.

Among the tiniest of these evacuees was a seven-day-old baby. Most of his age-group possessed only the napkin they stood up in! Any old and worn clothing received at headquarters was torn into squares for use as napkins.

In some cases the Army helped with cooking, but the refugees themselves were usually more than willing to help themselves once they were provided with utensils and food.

Pitiful Tales

You heard pitiful tales of how many villagers had lost everything. . . . Their bures, their cooking pots, their bedding. . . . All their hard-earned little vestiges of civilisation. . . . Those family portraits. . . . That cardboard box of well-thumbed snapshots. . . . All swirled away in the muddy waters, never to be replaced.

"Boil all drinking water", warned the Medical Department but many of those marooned on hill tops had not even wood to light a fire, let alone a pot to boil water in.

"Eat any existing root crops first and save your tinned food", advised the Government.

"Yes, if we can find something to cook them in!"

At the height of rescue operations, 5,000 people every day were being fed and bedded down. One housewife who brought a few magazines to "her" temporary hall was mobbed by people who had sat looking at one another for three days while

THE BIG FLOODS

These scenes, by Rob Wright of the Fiji PRO, show something of the extent of the Fiji floods.

At top, people at Sigatoka township await a launch to ferry them across the Sigatoka River after the floods swept away two sections of bridge, which is a vital part of the round-island road. This road is the quickest route between the international airport at Nadi and the capital of Suva and road traffic has had to go around the other side of the island since the bridge was destroyed. The Government put the launch "Mistress II" under charter to carry passengers across the break. The main bridge across the Nadi River was also swept away and the Government hired a launch to carry passengers free of charge there after some local boat operators began to charge exorbitant fares for the crossing.

Centre picture shows how the flood ripped out trees and swept everything before it in the Sigatoka Valley, which received the full force of the flood. There were big crop losses in this area, although in some places where rice was growing the application of silt to the soil will actually be beneficial. On the Wainibuka River, the flood waters rose to more than 60 and 70 feet in some places, carrying away bananas and other crops in the torrent.

In the lower picture, relief supplies of food and clothing are checked out at the relief organisation HQ in the upper Sigatoka Valley. Many of the people here were homeless and without food and clothing.



the rain continued to pound down outside.

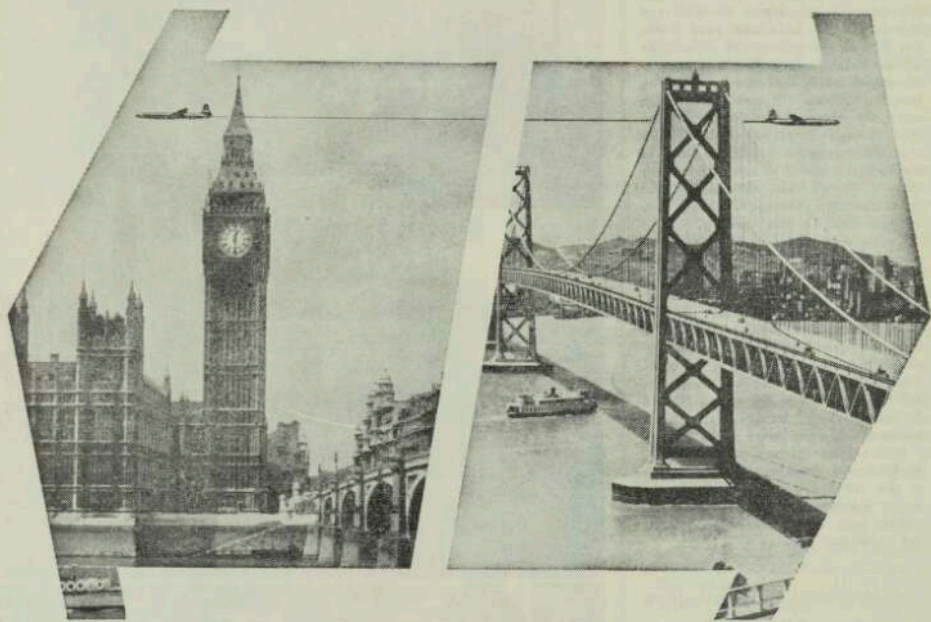
"Everybody should save their dalo tops, tapioca cuttings, banana suckers", pleaded the Agricultural Department. "Dry your paddy rice".

Flood erosion and landslides now broke water-pipes and towns were without water. Communications became more difficult. Electricity failed in some centres, adding to the problems of housewives and refugees. Important bridges disappeared and transport ground to a halt.

But everywhere, the disaster brought out the best in every race. And the women, as usual, rose to the occasion in the way women always can, the world over.

Footnote: Someone said that one carton of clothing donated from overseas through the Red Cross contained fur coats but I think somebody was pulling our webbed feet!

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Further UN Build-Up In Samoa

From An Apia Correspondent

The major delay in the implementation of Western Samoa's five-year development plan has been removed with the arrival of senior development economist Andrew Gerakas, a UN appointee.

MR. GERAKAS comes from Hawaii where he has had a wide experience in government and private economic planning.

His appointment follows the recommendation of the Lauterbach-Stace report that the United Nations' help be sought to secure an economist to act as Director of Economic Development.

Mr. Gerakas will head a secretariat directly responsible to the Minister of Economic Development for maintaining the progress and continuity of development measures. There is already quite a build-up of UN people here.

The Government envisages the implementation of a full scale five-year development programme next year.

"There are many roads economic development can take and the most successful is that which has the co-operation and support of the people. The immediate task is to determine which direction the people themselves wish to take," said Mr. Gerakas shortly after his arrival in Apia.

He thought Western Samoa had great potential and that the Lauterbach-Stace report was a "very competent piece of work", which together with special studies would act as a guide towards development.

SAMOA is pretty well inured to the colossal cheek of wandering journalists who after a few days sojourn in Apia foist upon their gullible readers an authoritative survey of the Samoan scene.

But when an influential and respected newspaper such as the *Auckland Star* publishes a damaging (to Samoan eyes) article on Samoa a lot of people here find it hard to understand.

The article in question, written by Noel Holmes, was entitled "Financial Angle of Independence" and appeared in the *Star* on March 19 and was reprinted in *Samoana* on April 1.

In the article Holmes predicted that about a quarter of the £250,000 Samoan national loan would be filled, drawing the inference "that the *Samoana* drew a shrewd line between political independence and financial independence. "That is, they're happy to be calling the tune but politely expect New Zealand to pay the piper."

After a superficial and inaccurate account of Samoa's export position and land tenure Holmes concluded, "... The Samoans, who love pipes, smoke mainly American pipe tobacco, and the bars sell only Australian beer."

"Recalling New Zealand's financial aid, it makes you wonder whether we might not adopt a tougher line on the question of Samoan imports before we guarantee the next loan."

In fact the national loan was over-subscribed by £92,000; the best-selling tobacco by far is NZ "Greys" and NZ beer is popular and sells well among local drinkers.

With New Zealand guaranteeing the £1,000,000 harbour loan, and an extension of NZ educational aid being sought, there was concern in Samoa that the article might swing public opinion in New Zealand against Samoa at a time when support was vitally needed.

"The article is complete nonsense, but damaging just the same," said New Zealander R. Reynolds, who runs a large cattle plantation in Savaii.

"Eighteen months ago I agree things did not look too good but now the future looks much brighter."

When Minister of Finance G. F. D. Betham was approached for comment he said, "I think *Samoana* dealt with it very nicely."

In its weekly "I Say . . ." column *Samoana* had this to say.

"New Zealand journalists are gen-

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erally regarded as being at the top of their profession and NZ newspapers are among the best in the world. Anyone reading the report on Samoa by one of the *Auckland Star's* top writers, Noel Holmes, would find this hard to believe.

"As a summary of some of the myths picked up after a few days seclusion in the bar of Aggie Grey's hotel it is good writing, but in purporting to be a knowledgeable survey of Samoa's attitude to finance and New Zealand aid, the report is, as events proved, completely wrong."

MEANWHILE the six-man New Zealand parliamentary delega-

tion, while not leaving the impression that it was made up of any particularly great intellects at least on the Government side, passed through Western Samoa on its way to the Cook Islands.

With Samoa's traditional sympathy towards Labour since the more enlightened Islands' policy of the Labour regime from 1935 on, the three Labour members seemed to get across better to the local people than their opposite numbers. The "approachability" and intelligent questioning of Maori member Rata went down particularly well with the locals.

Talk with members of the party

Copra Production Booming

If present copra production in Western Samoa is maintained, the country might export a record 20,000 tons this year, says the secretary of the Copra Board, Herman Thomsen.

Previous best was 18,000 tons in 1947, but this figure was boosted by a carry-over of stocks from the previous year.

Mr. Thomsen says that whereas in the past Upolu out-produced Savaii by a 6-4 ratio, the difference between the two islands is narrowing and by the end of this year Savaii may take the lead.

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THE PROVED RAT KILLER

left the impression that they were well satisfied with what they saw of Samoan progress (and they saw more of schools, roads and bridges than they did of people), and that New Zealand educational aid, currently amounting to about £80,000 yearly, would continue, as would the preferential quota for Samoan bananas.

The party was made up of Mr. G. A. Walsh (leader), Sir Leslie Munro and Mr. D. S. Thomson, all of the Government, and Messrs. W. A. Fox, R. Tizard and M. Rata (Labour).

WITH the gaoling of the Chief Pharmacist and the dismissal of the Government Printer there is a general feeling around Apia that not before time there is a general tightening up of discipline in the Public Service.

Laxness of discipline and unpunctuality were two of the weaknesses in the service pinpointed by Australian administration expert Harry Elvins in his report last year. The Chief Pharmacist at Apia hospital, Ovalau Bureta, was gaol for three months for the mis-use of hospital alcohol following a Treasury and Police investigation.

Government Printer Frank Sprague was dismissed by Acting Public Service Commissioner Tufuga S. Atoa after a PSC inquiry into six charges of misconduct as an employee of the Public Service. The charges have not been made public pending an appeal by Mr. Sprague before Chief Judge P. Molineaux.

Mr. Sprague was suspended in March after being found on the premises of the Apia Club during working hours.

Territories TALK-TALK

New Hanover, a less-known area of the New Ireland district than other parts, came into the news the other day when a section of the population insisted on voting for US President Lyndon Johnson.

THEN, later on, a Health Department official made some interesting comments on his "discovery" of sun-worshippers' temples on a high hill on New Hanover and, according to the *New Guinea Times-Courier* "revived the theory of an ancient, forgotten civilisation in Papua and New Guinea".

He described his find as a "volcanic rock obelisk set amidst smaller stones . . . facing the rising sun".

Local natives claimed it was "something belong Before" and that they were "spirit stones".

The story goes on to quote Jack West, old-time resident in the Territory, who spoke of similar obelisks he had observed on Bali Island, off Talasea (New Britain) and on Wokeo Island in the Schouten Group (Wewak).

Other "spirit stones" are still standing (so far as I know) on the north coast of Buka and on Jame island, off the Buka mainland. Natives in the Buka areas whom I asked about them some 50 years ago "hadn't a clue" as to their origin and shrugged them off with the usual: "Something belong Before." I have heard of other obelisks in the NG Highlands.

I took little notice of the obelisks in Buka at the time, but a few years later a bell rang when I read W. J. Perry's *The Children of the Sun: A Study of the Early History of Civilisation*, in which he told of the peregrinations of the people of the ancient cult of sun-worshippers, starting from the cradle of civilisation, wandering throughout the world and settling in areas containing pearls and/or gold. And, if I remember rightly, mention was made of New Guinea and the Solomon Islands.

The theory opens up a potentially vast field of research. I remember I was rather intrigued at the time when reading the book to realise that early religionists had the same tendency as our modern sectarians who are not above giving due regard to the pearls and gold of this age.

With Tolala

Modern Sun-Worshippers

IT is quite true that New Guinea has had its more modern sun-worshippers who, at the beginning of the 1900's, emigrated from Germany and settled on an island in the Duke of York group.

There were some four or five cultists at one time under the leadership of August Engelhardt—a tall, striking-looking blond, with flowing hair and beard, like a character out of one of Wagner's operas.

He was a most intelligent individual, though generally described by the locals as a "crack-pot".

I met up with him in 1911 when I visited him on his Kabakon Island and he honoured me by donning a *lava-lava* (usually he was in the raw), and greeted me in perfect English.

He was the last of the band that came out from Germany. He was a graduate of the Bonn University and spoke several languages. Other members of the cult had died and one, Willy Bradkte, had departed from the faith and taken up plantation interests on New Ireland.

Engelhardt's religious discipline consisted of worshipping the sun through the medium of the coconut palm, a product of the sun which provided him with his only food and drink and means of shelter. He would bask in the sun for hours, although there were times, he told me, that he sinned and sought the shelter of a giant mango tree and enjoyed his beer or a bottle of wine and the more orthodox food, which in those days came out of a tin.

I visited this man many times in those days and this was over 50 years ago. I enjoyed his company and his extensive library. I saw him again in an internment camp in Rabaul at the

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beginning of World War I. He was only a shadow of his former self, reduced to the official diet, unable to sun-bake and suffering general frustration; he died shortly afterwards.

His old island of Kabakon, planted up by his energetic follower, Bradkte, is still producing good copra, after having changed hands many times.

The Tin Can Mail

THERE came an aerogramme from Sunny California the other day and I was immediately struck with its compact neatness in comparison with our own rather sloppy, untidy aerogrammes, requiring opening on top and side, while the US type, folded differently, opened only on the one side.

Added to which the text of the missive was written on a machine with an artistic italic type-face. And there was not one typographical error. Such typing appeals to a two-fingered artist like myself whose MS. must always be an added bugbear to an editor's life.

The writer was Mrs. Gertrude Baker, a lady with itchy feet who loves wandering through the Pacific isles. She has made two trips and starts on her third trip this month. A woman, I surmise, of keen observation from her candid comments on the various islands she has visited and the receptions she has received.

She was favourably impressed with P-NG where "she was treated like a queen".

She adds: "On my first trip the woman from Air France who fixed my ticket advised me against going to the Territory (P-NG). She said it was too dangerous for a lone woman, but she was nuts."

To get down to tin-tacks: What Gertrude wants especially is a copy of the book *Tin Can Island*, by Ramsay. Can any reader help? Her address is: 2320 Via Pacheco, Palos Verdes Estates, California 90275, USA.

The Mails Must Get Through

WRITING as I do at this particular time (early April) when Her Majesty's Royal Mail has struck a trade union bottle-neck in Sydney, it certainly seems that with all our wonderful progress we still have to cope with the human element when it comes to basic necessities.

The delivery of mail in the earlier days of New Guinea, especially on outstations, was always No. 1 priority.

On steamer days red-tape went by

the board and willing unofficial hands often coped with the sorting if the Government official was engaged on other important matters; temporary post-offices were established at steamers' ports-of-call and the mail sorted on the spot; neighbours' mail was popped in a bag and taken by planters and traders. Police-boys were often sent miles along the coast to deliver mail. The mail must get through!

I cannot recall in NG any unique service such as Tonga's Tin Can Mail on Niuafoou, but perhaps one of the

most unorthodox methods was that prevalent during the early days of World War I in the more settled areas of New Britain, when the German planters were confined to their estates and all communications were censored.

To evade censorship, German planters would send inter-plantation messages by medium of the Sore-Legged Bandage Service. The native messengers would carry the paper wrapped in a bandage on the leg, the outer portion usually considerably soiled, so that even the most conscientious

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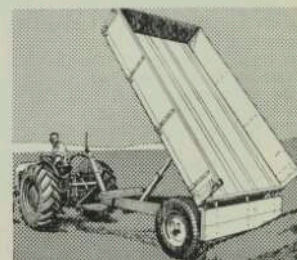
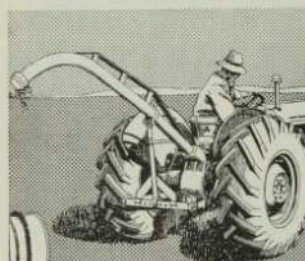
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NG BOYS' BRIGADE ON THE MARCH

The Boys' Brigade has spread to P-NG from other islands in the South Pacific, where it is very popular. An official of the Boys' Brigade Australian Council said in Rabaul, which he visited in March, that Brigade potential in P-NG was "tremendous". Here is the 1st Rabaul Company on the march.—Photo: C. H. Meen.

military searcher was not anxious to disturb it.

I had an experience of uncensored messages in October, 1914, when I was on Arigua plantation down in Bougainville. Our troops had landed at Rabaul in September, but Bougainville was still, ostensibly, under German control until December of that year.

One day a Police boy arrived with a typed news-sheet in the German language, containing the first war news we had received. It was depressing: "The Crown Prince had been crowned King of Paris; the British fleet was bottled up in the Thames; the *Lusitania* had been sunk by torpedo (actually she was not sunk until May 7, 1915—seven months later) and London had been heavily bombed.

The source of this information was a mystery to us Australians. How had the Germans received it?

It was our first introduction to cold war tactics, which we innocents swallowed—hook, line and sinker.

Preserve The Native Arts And Crafts

A COUPLE of enterprising NG gentlemen are reported to be making a "good thing" out of cashing in on native arts and crafts and they have orders to fill from Britain, America and Europe.

As live business-men with an aptitude to "make hay while the New Guinea sun shines" throughout the world one must appreciate their intuition and energy.

On the other hand, if the report be correct, the exporting of NG artifacts by the ton and the denudation of

"sacred huts of their decorations to sell them" should give the Administration food for thought if it is at all concerned in the preservation of New Guinea's original arts and crafts as distinct from the constant urge to inoculate the primitives with our own particular brand of culture.

In pre-war TNG, before the Mammon Deity was such a sacred cow as it is today, there was an ordinance which gave the Administration full control to prevent the export of native arts and crafts from the Terri-

tory. And it was, furthermore, rigidly policed.

I should be sorry to see this curious industry expand to such an extent that artifacts become replaced by shoddy, mass-produced articles for trade, and the genuine, dinkum curios exported to adorn museums and rich collectors' homes in foreign lands.

In a few years' time we shall see in the antique shops of the world the famous Hagen axe stamped in some obscure corner "Made in Japan".

And what of the tourists, who may come to the Territory, in answer to the proposed tourism drive of which one reads? Will they be satisfied with shoddy, Brummagem articles? All tourists these days are not mugs.

It is up to the Administration to show its hand. Its obligations as trustee of New Guinea certainly do not call upon it to eliminate all trace of the genuine past.

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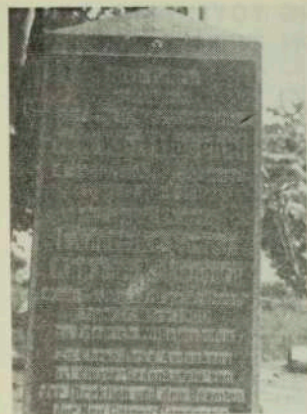


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(See advertisement on page 36)



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In
New Guinea

Early New Guinea History Lies Forgotten

New Guinea today hasn't much use for its European pioneers, German or otherwise, and this old *mat-mat* in Madang, above, shows it. Its remnants take up a high triangle of land that once, no doubt, was on the outskirts of the town. Now new Madang has spread and flowed all around it and it is poked away on the opposite side of the street of Chinese trade stores.

MANY of the tombstones have shattered into bits and are so weathered it is impossible to read

the inscriptions. The place looks as though a demented giant had got amongst them with a sledge hammer. More likely, however, the place was bombed during the Japanese occupation. Sixty years of tropical time have done the rest.

Most of the graves date from the 1890-1914 period and here lie men who managed the old Neu Guinea Compagnie and others who planted up what are still New Guinea's best plantations.

Most of the tombstones were made of local stone that has fared badly but the two crosses in the foreground of the larger picture are of wood and have stood up well to 50 years of Madang's rain and humid heat.

That on the left marks the grave of Carl Moeder, former husband of Mrs. Karlina Schmidt, who now lives with her grand-daughter, Mrs. Vera Manton, at Mt. Hagen. She joined the household of Queen Emma, back in the late 19th century.

I was told in Madang that Moeder planted up Kalili Plantation on Kar Kar Island, off the Madang coast, and there are plenty of Moeder

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descendants still in New Guinea today.

The name on the other cross can be only partly deciphered as Whm. Wahleemulh. He died in March, 1914, at 39.

But amongst all the derelicts in the *mat-mat*, the polished granite tombstone shown in the smaller picture stands as shiny, clean and bright as though it had been erected yesterday. It says:

Hier ruhen
der Beamte
der Neu Guinea Compagnie
Herr Karl Boschaf
* am 10 Febr 1861 zu Memel
† am 10 Marz 1900
und dessen Ehefrau
Friederike Louise
Anna geb. Kohlenberg
* am 16 Janr 1870 zu Westlenode
† 17 Marz 1900
zu Friederick Wilhelmshaven
zu Ehren ihres Andenkens
ist dieser Gedenkstein von
der Direktion und den Beamten
der Neu Guinea Compagnie

It would be interesting to know what stories of sudden death in an unkind and alien land lie beneath this stone.

In 1963, the German Embassy in Canberra was instrumental in cleaning up a similar old German *mat-mat* at Kokopo, New Britain. Perhaps they might now like to do something for this little forgotten corner of Madang before it too is bulldozed out of the ground like Madang's famous raintrees (*PIM*, April, p. 19) or the tombstones are carted off for cooking stones or building rubble.

Two other historic *mat-mats* in New Guinea seem impossible to save. One is the private *mat-mat* of Queen Emma at Ralum, near Kokopo and the other is the Parkinson *mat-mat* in the same district. These are both on private land and before they can be declared as burial grounds and thus preserved, documents will have to be signed by the descendants.

As we understand it, the documents were prepared by Mr. S. Smith, now of the Lands Titles Commission Rabaul (who once tried to start a New Britain Historical Society), but the last relatives of the family left the Territory for good without signing to make them legal.

European history in New Guinea is still less than a century old and covers some of the most romantic episodes in the Pacific Island's story.

But in today's scramble by Europeans in P-NG to prove how multi-racial they are, most are determined to forget, as soon as possible, that the Territory had any sort of history at all before 1942.

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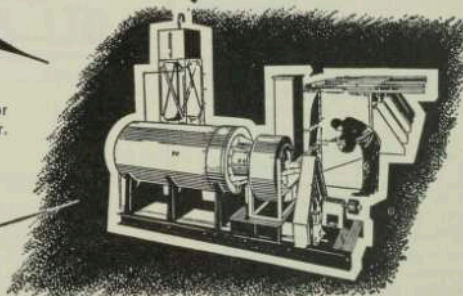
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OPPORTUNITIES IN NG HANDICRAFTS

Villagers in the Eastern Highlands District of Papua-New Guinea are making extra money these days by dressing imported rubber dolls in traditional Highland garb.

THERE is a steady demand for such dolls from tourists seeking curios.

The Welfare Section of the Department of Native Affairs initiated the industry at Goroka in 1961 under the supervision of the Welfare Officer, Mrs. Florence Wilkinson. The idea of starting it was that of the then District Commissioner, Mr. H. P. Seale.

The dolls are 10 in. high. When dressed they are sold through the Welfare Office at Goroka.

Five clans are participating in the industry. The women of each clan dress the dolls in the ceremonial garb of their own clan, and as the dolls normally go in pairs—a man and a woman—10 different styles of dress are now being made.

During the first year, 72 dolls were dressed and sold. Last year the number increased to 432. Now the Welfare Section has been asked to have 1,000 dolls available for sale at the Goroka Show on August 29 and 30.

Opportunities Missed

Yet those people with experience of the fluctuating business in P-NG handicrafts know that a few dolls—or model canoes, or carved bowls—

don't make an industry. There is a big export and tourist industry waiting for P-NG handicrafts if somebody will only organise it as an industry and guarantee standards and production.

New Guinea can sell many thousands of the famous Buin baskets, for instance, if only somebody will arrange for them to be made. Recently an Australian firm asked for £1,000 worth of baskets, and was told the goods couldn't be supplied.

Because of this supply difficulty the NG Administration seriously considered not including P-NG artifacts

in the marketing booklet which is soon to be produced by the SPC to show overseas buyers just what handicrafts are available throughout the South Seas. The booklet was compiled by Mr. Angus McBean after a lengthy survey.

Fortunately, wise counsel prevailed and P-NG agreed at the last minute to make its financial contribution to the booklet. It would have been a tragedy for P-NG if it had been left out, for there is much to offer among local handicrafts.

If their production could be organised!

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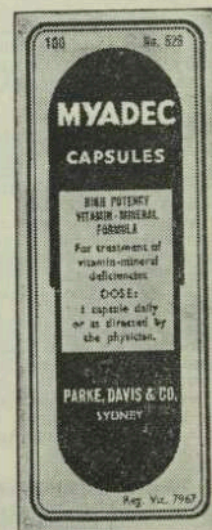
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EIGHTY POUNDS WORTH: Mr. Geoffrey Matthews, an Australian crocodile hunter, shot this 16 ft. monster north of Port Patteson, in the Banks Group of the New Hebrides, recently. He and a team of natives are seen hauling the skin, estimated to be worth about £80, aboard his Thursday Island lugger "Toriana" at Vanikoro. Mr. Matthews bagged two other crocodiles, measuring 10 ft. and 8 ft., in the Banks Group, but he had no luck when he searched for the beasts at Big Bay, Espiritu Santo. Mr. Matthews was a crocodile hunter in Northern Australia before he moved to the Solomons last October.—Photo: Reece Discombe.

Mineral Wealth From The Sea

WITHIN a few years industrially important quantities of manganese, nickel, cobalt and copper may be obtained from the sea at 50 to 75 per cent. of the cost of obtaining them from land deposits, according to John L. Mero, a scientist at the University of California.

Dr. Mero says the bed of the Pacific Ocean is a vast repository of chemicals and minerals which may well prove richer than deposits on land.

Estimates made by the Institute of Marine Resources at the University of California are that 1,500,000 million tons of metal nodules lie on the floor of the Pacific Ocean and that some 10,000 tons are added annually. Dr. Mero says measurements at 26 locations in the central Pacific have averaged about 55,000 tons per square mile.

With Skin Prices At
"Fantastic" Levels

Papua-New Guinea's Crocodiles Are Dwindling Fast

From a Port Moresby Correspondent

Papua-New Guinea's crocodiles have taken a "terrible hammering" over the past 10 years and their numbers are dwindling fast, according to one of the territory's leading crocodile hunters, 33-year-old George Craig.

CRAIG, whose headquarters are at Daru, near the mouth of the Fly, has been in the crocodile-hunting business in P-N-G for the last six years.

"Over the past few seasons we have had to concentrate on the more remote places," he says, "and, after last season, which was a bonanza season for hunters, I just don't know where the crocodiles are going to come from."

Last season was so dry that many normally inaccessible swamps were open to hunters, and in the Western District alone, hunters claimed at least 20,000 crocodiles.

The valuable estuarine, or salt-water crocodiles—man-eaters of 20 ft and more—have become so rare that of every 200 saurians killed nowadays, all but one or two are of the smaller, freshwater variety.

Most of the hunters are tribesmen from along the Fly River and around Lake Murray. Operators such as Craig supply them with harpoons, ropes, salt and other supplies.

Dangerous Trade

A few use shotguns, but most stick to variations of their traditional methods.

They hunt from dugout canoes, using hand torches to dazzle the crocodiles until they are close enough to drive in a harpoon.

When the natives pull their quarry alongside, the crocodiles are ready to attack, but can't see because of the light in their eyes. The natives dash out their brains with axes.

Craig is typical of the adventurous men who have made money out of this dangerous trade in recent years. He was born in Canada, lived in England and South America, and shot

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HIGH SKIN PRICES SPUR NATIVES TO USE LASSOS

Natives in the Western District of Papua-New Guinea are lassoing sleeping crocodiles because of the world-wide rise in the prices of crocodile skins, according to Mr. Elliot Elijah, an officer with the Administration's Co-operative Society Division.

Mr. Elijah, who visited Kiunga, near the northern reaches of the Fly River recently, says the natives dive into areas where crocodiles are sleeping on the bottom, lasso them round the neck, drag them to dry ground, and kill them with long spears.

Several freshwater crocodiles up to 15 ft. long have been caught by this method recently.

Mr. Elijah says the lassoing of crocodiles was traditional before firearms became widespread among the natives, and that he has not seen this dangerous method used for many years. However, the only natives who are using it are those who cannot afford firearms.

crocodiles for five years in the Northern Territory before coming to P-NG.

His best single night in Papua produced 42 hides, but those prolific days are behind him now.

He has £10,000 worth of gear including a trawler and five dinghies. But he now leaves most of the hunting to others.

Travelling by boat for 500 miles up the fast-flowing Fly River to Lake Murray and beyond, he trades with natives for the hides.

Craig says prices for crocodile skins are now at a "fantastic" level—25/- a belly inch for saltwater hides and 16/- for freshwater—but crocodiles are so hard to find that a financial depression seems about to set in among the Fly River natives, some of whom have been earning as much as £15 or £20 a night.

Craig says declining incomes could also bring unrest, as Daru, with a population of about 400, depends on crocodile hunting for most of its income; and in places like Balimo, at least 6,000 of the 10,000 natives make their living from hides.

Meanwhile, as the numbers decline, some Australian hunters are looking enviously across the border into West New Guinea, where crocodiles still swarm in thousands in every river and swamp.

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American Samoa's three pioneer nurses (from left) Mrs. Pepe Haleck, Mrs. Feiloaiga (Winnie) Apisalama and Mrs. Initia Nemaia.

Golden Anniversary For American Samoa's Nursing Service

The Nurses' Association of American Samoa celebrated its 50th anniversary on March 28—and the three women who pioneered the nursing service in the territory were on hand to take part in the celebrations.

THE three women are Mrs. Pepe Haleck, 70; Mrs. Initia Nemaia, 68, and Mrs. Feiloaiga (Winnie) Apisalama, 68. Hale and hearty, they sat for three hours on the stage at the Lee Auditorium listening to speeches in their honour.

Governor H. Rex Lee delivered the golden jubilee address before 500 invited guests. A gala reception followed at the Huber Hall of the High School of American Samoa.

The three pioneers are still actively engaged in nursing. Pepe spends all her waking hours tending her partially-paralysed husband, Mr. Max Haleck, while Winnie is Samoan Chief Nurse and Initia is House Mother over student nurses.

Nearly 400 Samoan nurses have graduated since the three women became district nurses in 1916, two years after they were chosen as the initial students in the Samoan Nurse Training Programme of American Samoa.

Pepe was made the first Samoan Chief Nurse in 1927. She was the last of the original three to get

married when she became the wife of Max Haleck in 1936.

Initia married in 1918 and was in Western Samoa with her pastor husband during the dreaded cholera epidemic that carried off a quarter of Western Samoa's population. In 1924, she went to New Guinea and nursed there until her husband died in 1938, when she returned to Samoa. She went back to New Guinea in 1939 and remained for 10 years.

Winnie was married in 1921 and then went with her pastor husband to the Gilbert Islands. While there she raised four sons. After her husband died, in 1938, she returned to American Samoa, and a year later took over from Pepe as Samoan Chief Nurse when Pepe married. Initia turned this position over to Winnie in 1939 when she (Initia) went back to New Guinea. Winnie has held the position since then.

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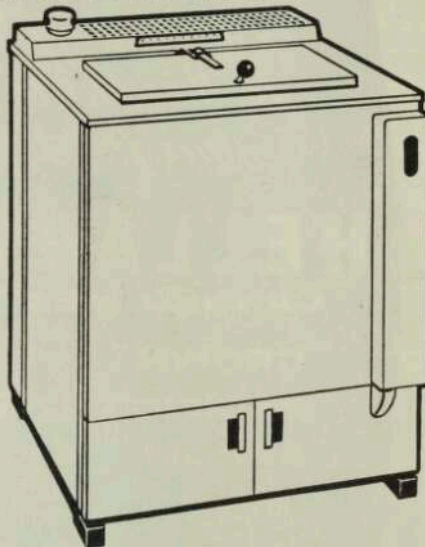
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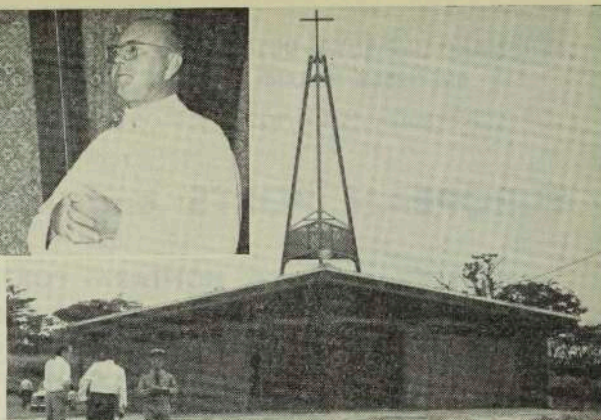
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Above are the three main figures at the inauguration of Forari's hexagonal, interdenominational church (pictured) on March 14. They are (from left) the Rev. R. W. Murray, of the Presbyterian Mission at Nguna, Mr. J. Villemot, manager of CFPO, and the Rev. Father C. E. Verlingue, of the Roman Catholic Church.



New Hebrides Manganese Centre Gets A Church With A Difference

Representatives of the various races who live at Forari, the manganese mining centre on the east coast of Efate, New Hebrides, turned out in force on March 14 for the inauguration of the community's first church.

THE church, besides being hexagonal in design, is unusual in that it was built for use by both the Roman Catholic and Protestant congregations of Forari, whose members include Frenchmen, New Hebrideans, Tonkinese, Wallisians, and Tahitians.

The building of the interdenominational church followed a suggestion by the Very Rev. S. C. Francis, who visited Forari several years ago while Moderator of the Presbyterian Church of New Zealand.

Forari was then just a collection of huts, reached over a rough road through thick bush. Church services were held at the recreation centre.

Hexagonal Building

The idea of an interdenominational church was cordially accepted by the Roman Catholic priest at Forari, and was agreed to by the *Compagnie Francaise des Phosphates de l'Océanie* (CFPO), which exploits Forari's manganese deposits.

A CFPO architect, Mr. Dejouany, later produced a plan for a hexagonal building with one nave and two chancels, to seat about 180 people. The idea was that the Roman Catholic

chancel would be curtained off during Protestant services and vice versa. The estimated cost was £A5,000.

At a meeting in September, 1962, representatives of the Roman Catholic and Protestant churches agreed that members of their denominations should each raise half of the amount required to erect the building.

Later, an inter-confessional committee was formed to administer the church, the chairmanship of which will alternate from year to year between Forari's Roman Catholic priest and the Protestant minister.

The present Roman Catholic priest is the Rev. Father C. E. Verlingue, of Vila. The Protestant Minister is the Rev. R. W. Murray, of the Presbyterian Mission at Nguna.

Father Verlingue and Mr. Murray conducted the inaugural service in the new church, which was attended by the French and British Resident Commissioners, Messrs. M. Delauney and A. M. Wilkie.

The manager of CFPO, Mr. J. Villemot, who spoke at the service, said the opening of the church was a landmark in the history of the New Hebrides.

"It is to be regretted that it is not entirely completed, but Forari is still a relatively new centre," he said.

"Maybe it will not be out of place to point out that, in surmounting the differences of the many racial groups to be found in Forari, the interconfessional committee brings together all the Christians here present, thus making its own the well-known statement made 400 years ago by Michel de l'Hopital, Chancellor of the French King, Charles IX: "Let us do away with those names of Huguenot and Papist; let us not change the name of Christians."

Mr. Villemot added that Michel de l'Hopital was remembered as the first statesman to realise that social and economic life was possible only where there was religious peace.

Manganese Found In 1955

The social and economic life of Forari began in 1955 when a large deposit of manganese was located there. CFPO was later granted a 25-year mining concession.

The manganese is mined by the open-cut method on a plateau about five miles from the sea, and is transported by 20-ton trucks to the washing plant on the coast. After going through several processes, the manganese is stockpiled for export.

The first shipment was made to Japan in January, 1962, and about 5,000 tons a month are now exported.

CFPO employs about 500 people of half a dozen races at Forari, which, before mining began, was dense bush to the water's edge.

The company has provided its employees with housing and other facilities on a terrace above the washing plant and other works. It also provided the site for the church.

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SUNDAY DANCING UPSETS COOK ISLANDERS

Members of several Rarotonga youth clubs created something of a furore in the Cook Islands recently in going aboard the liner *Northern Star* on March 15 to entertain 1,400 tourists. The thing that upset many people was that March 15 was a Sunday.

A CORRESPONDENT, signing himself "Eye Witness", wrote to the *Cook Islands News* that he was "very surprised" to hear that certain youth clubs had been "allowed" to go aboard the *Northern Star* on that day "to earn money for their own pockets".

He then asked the editor of the *Cook Islands News* whether entertaining tourists on Sundays did not conflict with the laws on not working on Sundays, and whether the provision of sabbatical entertainment would not open the road for working on that day.

The editor replied that it was obvious that ships were bound, in future, to arrive at Rarotonga on Sundays, but shied away from expressing any further opinion.

However, to show that the question of working on Sundays was not new in Rarotonga, the editor quoted an editorial from *Te Torea*, a Cook Islands paper of June 5, 1897, which stated that "sabbatarian objections should not be allowed to stand in the way of pressing necessity".

Puritanical Conceptions

Te Torea's editorial was prompted by another shipping incident—the refusal of a gang of Rarotongan wharf labourers to complete the unloading of a cargo of perishable goods on a Sunday from a ship that had reached port the previous day. The wharf labourers had knocked off at midnight on Saturday when a few hours' work in the early hours of Sunday would have enabled the ship to continue her voyage.

The same issue of the *Cook Islands News* which reprinted the 67-year-old editorial from *Te Torea* included a letter from a church elder, James

G. Matkin, who expressed the opinion that:

• Dancing on the Lord's day "must violate the spirit of the Sabbath in the conscience of a true Christian".

• But publicly condemning the young people who had danced on board the *Northern Star*, or legislating against their precedent, would "not alter their present frame of mind towards this holy day".

The writer added: "We must have the equanimity to allow them freedom of choice".

Other Cook Islands leaders, how-

ever, did not view the *Northern Star* incident with the same equanimity as Elder Matkin.

Teaukura Roi, a member of the Cook Islands Legislative Assembly, said at a public meeting that it was "wrong" for the entertainers to go aboard the liner; that the liner's Sunday visit had "already caused trouble with the churches"; and that it was this sort of thing that "spoiled tourism".

Another Legislative Assemblyman, Tangaroa Tangaroa, said at the same meeting that tourism in the Cook Islands should not be allowed to interfere with local customs, and that no tourists were wanted on Sundays.



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Norfolk Islanders Invite Pitcairners To Move In

The people of Pitcairn will consider an invitation to move to Norfolk Island if the French bomb tests at Mururoa make Pitcairn untenable for them. But they don't think they will be faced with the decision to move out.

THE Norfolk Islanders issued the invitation to the Pitcairners earlier this year, and in April the Pitcairners' reply was received by the Norfolk Island Council.

Norfolk is an Australian territory nearly 1,000 miles off the east coast of Australia. In 1856, the entire population of Pitcairn moved there because the *Bounty* island was getting overcrowded.

But some of the migrants became homesick and soon went back to Pitcairn, and since then the descendants of the *Bounty* mutineers have shared the two islands, about 3,500 miles apart.

Present population of Pitcairn is less than 90. Norfolk has a population of about 800, less than half of whom are *Bounty* descendants.

Unanimous Invitation

The Norfolk invitation was unanimously extended by the Norfolk Island Council, on the motion that "since it seems likely that the islanders would have to leave Pitcairn in the near future the Council should invite them to settle here."

No discussion took place as to the details, and whether housing would be available for any Pitcairners who decided to move to Norfolk.

In its reply, the Pitcairn Island councillors expressed their "sincere thanks" for the invitation to settle on "beautiful Norfolk Island".

However they said the British Government had been told that the French tests were not likely to commence before 1965, and Britain intended "at the appropriate time to consult the French authorities about safety precautions".

The councillors added they considered in light of this information that the Pitcairn people would not have to leave Pitcairn, although they would be happy to accept the Norfolk invitation "if urgent exigency requires".

POPULATION OF PITCAIRN HITS RECORD LOW

The population of Pitcairn Island, which has dropped sharply during the past two or three years, reached its lowest figure for well over a century recently when 49 Pitcairners left their island for a week's holiday at Oeno. Oeno is an atoll about 75 miles north of Pitcairn.

While the 49 Pitcairners were gone, the population of their island

was down to 41—17 men, 18 women and six children, of whom 10 were visitors.

Veteran Pitcairner Roy P. Clark, who was one of the 41 who stayed behind, said in an article in "Pitcairn Miscellany" for March that the absence of more than half the population at Oeno created a feeling of loneliness on Pitcairn "somewhat like the first 'Bounty' settlers must have felt away from all civilisation, cast away by their own consent on this lonely island in the great Pacific".



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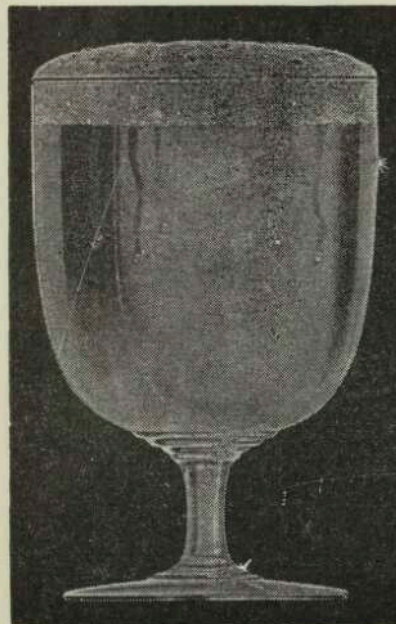
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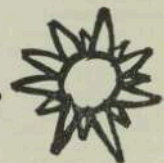
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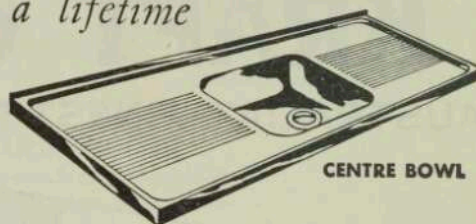
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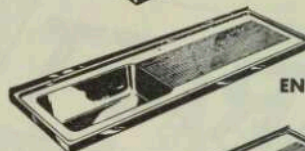
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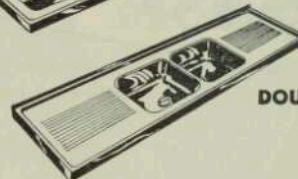
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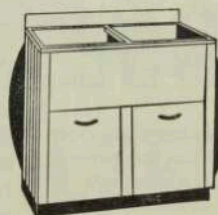
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DID THEY FALL, OR WERE THEY PUSHED?

Lenormand Case Rouses Some Nagging Doubts

Observers in the South Pacific have been pondering recently over the remarkable similarity between the abruptly-ended political careers of two leading figures in France's Pacific territories, Maurice Lenormand and Pouvanaa a Oopa.

UNTIL January, Lenormand was Deputy for New Caledonia and the New Hebrides in the French Parliament and a member of New Caledonia's Territorial Assembly.

Then he lost both his political positions, plus his civil rights for five years after being convicted of "knowing a crime had been committed and not denouncing same".

The crime that he did not denounce was committed nearly two years earlier. It was: Attempting to dynamite the office of *L'Avenir Caledonien*, the roneed news sheet of his own political party, Union Caledonienne.

Pouvanaa was also a Deputy in the French Parliament—for French Polynesia—and was a member of French Polynesia's Territorial Assembly. He lost both political positions after being sentenced, in October, 1959, to eight years' imprisonment and 15 years' exile for attempted murder, arson and the illegal possession of arms, following the referendum in which French Polynesians narrowly voted to remain in the French Union.

Both Lenormand and Pouvanaa were the leaders of the strongest political parties in their territories; both favoured increased self-government for their territories; and—according to their supporters—both were framed by their political enemies.

Findings Rejected

The supporters of both men have declared their confidence in them despite the findings against them of the courts.

Lenormand's case dates back to April 26, 1962, when the office of *L'Avenir Caledonien* was dynamited. Lenormand's political enemies at first came under suspicion but nothing could be found to incriminate them.

Then, early in May, 1962, Michel Bernast, secretary of the Union Caledonienne, who occupied an apartment over the dynamited office, was taken into custody.

Two other men—Paul Cavaldini, a Eurasian, and Maurice Galazka, of Polish descent—were arrested towards the end of the same month. Both were members of the Union Caledonienne, and both had been in New Caledonia for only a few years.

The men were kept in prison until their trial in the last quarter of 1962.

Bernast was charged with the strange and long-winded crime of "knowing a crime was to be committed and not preventing it". The other two men were charged with the dynamiting.

During the trial, Galazka alleged that he carried out the dynamiting at Lenormand's suggestion. Cavaldini alleged that Lenormand was informed after the event, and thus knew who committed it. (Cavaldini, incidentally, tried to commit suicide during the trial.)

All Found Guilty

The motive advanced by the two dynamiters was that Lenormand's life was in danger from his political enemies, and that they thought it would be a good idea to create a psychological shock and put the police on their trail.

The outcome of the trial was that all three accused were found guilty. Bernast was sentenced to two years' imprisonment; and the other two to five years' seclusion, which is virtually solitary confinement.

The Public Prosecutor bitterly castigated Lenormand during the trial, declaring that he would do all in his power to bring the real person responsible to justice.

An attempt was, in fact, made to bring Lenormand to trial—a request was made that his parliamentary immunity should be lifted, but the French Minister of Justice refused this.

Lenormand was ill in Paris during the trial, and did not return to Noumea until early November, 1962, which was just before new elections

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for deputy in the French Parliament were held.

One of the first things he did was to call on the judge d'instruction with what he called "the poofs of my innocence in the dynamiting affair."

Nothing definite is known of what took place at this meeting, as anything that occurs in a judge d'instruction's office is secret.

But Lenormand's supporters say that when confronted with the dynamiter who had accused him of instigating the affair, the man re-

tracted his accusation, saying that he had tried to implicate Lenormand, knowing that parliamentary immunity would protect him, while he (the dynamiter) might win the court's indulgence for having acted under orders.

Whatever the truth was, Lenormand went free for the time being; and in the subsequent elections he romped home with a majority of more than 3,000 over his opponent, Edouard Pentecost.

Lenormand thus had cause to con-

gratulate himself that the dynamiting affair had done him no harm. Indeed, within a few weeks, it must have seemed to him that a Golden Age had begun, because:

• Mr. Laurent Pechoux, the French High Commissioner in the Pacific, and one of his most bitter enemies, was recalled to France and replaced by Mr. Camille Biros.

• His photograph appeared on the front page of the Nickel Company's newspaper, *France Australe*, and news of his doings were reported over the government-controlled radio station—things that could never have happened in Pechoux's time.

But the new scheme of things was not destined to last for Lenormand.

Forbidden in French Polynesia

Last November, Governor Grimald, of Tahiti, signed an order forbidding him to land in French Polynesia. No reason for the measure was given.

Then came Lenormand's conviction of the crime of knowing the office of his party's newspaper had been dynamited and "not denouncing same".

The prosecution's case was based on Cavaldini's allegation that Lenormand had been informed of the dynamiting a few hours after the event—the Prosecutor refusing to accept Cavaldini's subsequent retraction.

According to French law, of course, it was not up to the prosecution to prove that Lenormand was guilty. It was Lenormand's job to prove he was innocent.

Lenormand engaged a famous Parisian lawyer to defend him, and when he was convicted, he appealed to the highest French Court. The appeal judge rejected the appeal on the ground that there was "too much doubt to accept Lenormand's innocence."

Lenormand's followers in the Union Caledonienne almost immediately showed their contempt for the court's decision by passing a resolution at their annual congress declaring their full confidence in their leader.

However, nothing short of an amnesty from the French Government can put Lenormand back into politics now—and that seems about as likely as President de Gaulle's abandoning his H-bomb plans for the South Pacific.

• Mr. R. H. Mills-Owen, who has been appointed Chief Justice in Fiji, is due to arrive in Suva on June 7. Mr. Mills-Owen has been a Puisne Judge in Hong Kong since 1961.



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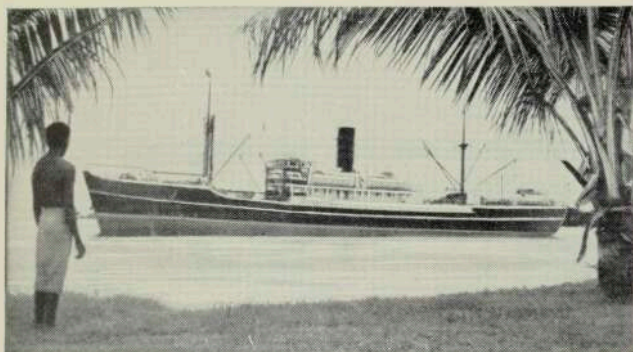


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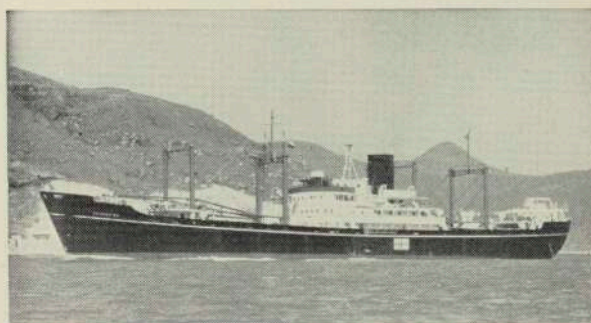
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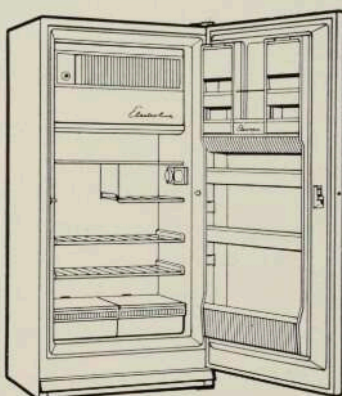
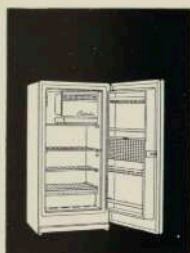
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Ill-Fated "Melanesian" Brought A New Spirit To The Solomons

By D. M. THORSEN, Formerly Port Officer at Honiara

When the RCS *Melanesian* anchored in the roads of Honiara, Guadalcanal, on December 1, 1956, after her maiden voyage from her Kowloon builders' yard, she was already a legend within the Solomon Group.

FOR a long time the scattered population of these Islands had heard about this ship by radio, District news-sheet and "bush telegraph". Anyone who travelled in the Government vessels, or was concerned with the transport of passengers, mail or cargo by water, looked forward to her coming.

By the nature and extent of this territory—10 large islands or clusters of islands and hundreds of smaller ones lying in a broken double chain 600 miles long and enclosing an ocean area of about 205,000 square miles—inter-island water transport was a major problem—and especially so in 1956.

Of course, there were several hundred privately-owned auxiliary vessels working in the Group, but when the headquarters of the Western Pacific High Commission moved from Suva to Honiara in 1953 it was necessary for the Government to operate its own fleet to maintain internal communications.

Until now they had attempted this task with a dozen small craft of all shapes and sizes built on local slipways and in the boatyards of Australia and New Zealand. Only three of these could carry 70 tons of copra and none could sleep more than three European passengers. Boat services were quite inadequate.



The ill-fated "Melanesian".

PACIFIC ISLANDS MONTHLY—MAY, 1964

The Problem Solved

The famous Melanesian Mission chapel of St. Barnabas on Norfolk Island had its new Communion rails dedicated on Easter Sunday, March 29—although the rails were not in the church during the service. They were in the hold of the MV "Tulagi", as it rode at anchor in stormy seas a mile or two off Norfolk Island, unable to land any cargo.

The rails were to be dedicated by Canon Bulbeck, who was Chaplain on Norfolk almost 30 years ago, and who arrived on the Friday's plane and planned to leave again for Sydney on the Sunday's plane. With all the parishioners invited to attend the special occasion, it was realised there was no hope of the "Tulagi" being able to unload the rails, which it had brought from Sydney.

The church agreed that as the rails were "in territory waters" it would be all right to go ahead and dedicate them!

And even the best of them was quite unsuitable for the High Commissioner's touring programme, which called for regular visits to the four local districts, 14-day trips to the New Hebrides and 2,000-mile voyages to Tarawa, in the Gilbert Islands.

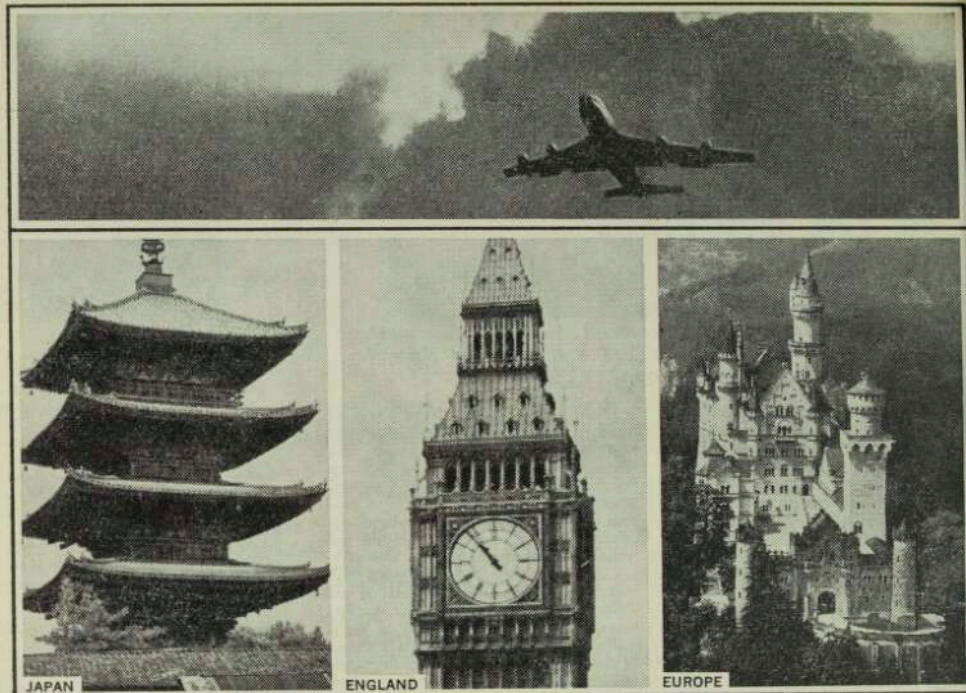
By contrast to the wooden vessels of the Marine Department's fleet, the new *Melanesian* was a steel ship—and a shapely one.

Built by the Hong Kong and Whampoa Dock Co. Ltd., she had a length of 118 ft, a beam of 26 ft and a gross tonnage of 240.

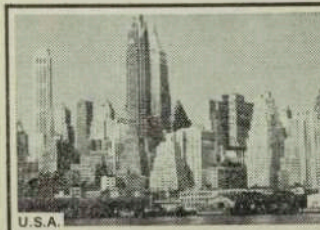
She was constructed under special survey to the requirements of Lloyd's Register of Shipping for 100 A1 classification "for coasting service" and powered by a pair of handied Gardner four-stroke diesel engines, each developing 144 bhp to give a service speed of 9.75 knots with a deadweight load of 130 tons.

When I took charge of this vessel in Kowloon I had with me 17 Solomon Island sailors, hand-picked from the Protectorate's Marine Department floating staff. All were born seamen, like most of their countrymen.

On the first leg of the journey, to Manila, in the strong winds and rough seas of the South China coast, the ship pitched and rolled continu-



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ly. But the cargo of 60 tons of egg cement in the hold made excellent ballast.

The steering was unsatisfactory and when we arrived in Manila, Lloyd's survey was consulted and it was decided to make a "skeg" (a flat plate between the propellers to reduce turbulence) in Kowloon and ship it to the Philippines for fitting on a way there.

When the skeg had been fitted and the barnacles scraped we were all ready to resume the voyage and named across the eastern part of the Indian and Molucca Seas in perfect weather, making over 10.5 knots for several successive days.

The steering was very much improved but on this stretch it was found that one of the quarter-masters could not read and had always steered by the large and small marks on the compass-card! He was right his numbers by the officers.

We called at Sorong, in the former territory of Dutch New Guinea, at Wak Is., in the same green primitive country, and at Hollandia to ship supplies for the final passage.

We were welcomed to home waters by the District Commissioner at Gizo, and covering the last 220 miles.

Honiara in an easy day's run, anchored off Point Cruz just two months after our departure from Hong Kong.

A Familiar Sight

There was a warm welcome for the fine new ship that would solve all our marine problems.

The job of master of the *Melanesian* had been widely advertised, and Captain J. Davies, who had previously been in command of coasting vessels around New Guinea, took over from me.

After an engine overhaul, his ship was soon trading throughout the islands on the first scheduled run made by any Government vessel here.

The little white ship became a familiar sight in a hundred lagoons and anchorages from the Shortlands to Vanikoro.

She made occasional trips to Pagan and took the High Commissioner and his entourage in comfort to Vila, New Hebrides, and to Pagan.

She rested between voyages at Pagan's wooden wharf and watered the crystal spring in Mboli passage.

Everyone who used the vessel, for themselves or the carriage of goods and vehicles, was happy about her performance.



Gizo, the "*Melanesian*'s" first port of call in the Solomons on her delivery run from Hong Kong in 1956.

formance. Captain Davies soon became conversant with the dangers of inter-island navigation in this group and the vagaries of local tides and currents.

Landing on the beaches of tiny settlements without a wharf was no problem for passengers who were content to be carried ashore through the surf from a motor-boat. Travelling priests said their masses happily from an altar which did not roll over.

It soon seemed that the coming of *Melanesian* had prospered the main business of the Colony, and in the scattered plantations the tall palms sang softly and bore their rich harvest in season.

Those who had previously travelled precariously and alone in the tiny cabins of the launches and ketches now found themselves sharing the comfort of deckchairs on a boat-deck, under awnings. Served with well-

cooked meals by a steward at the table of the neat saloon, men and women about their business talked of the things that lay nearest their hearts and came to a closer understanding of each other's problems.

Bishop Alfred Hill, urbane in tropical grey, with a neat gold crucifix on his purple vest, told of the self-supporting Mission schools he'd founded on Ugi Is., and at Pawa, San Christobal, 10 years previously.

Police Chief T. A. Handford, immaculate in khaki drill, with silver-peaked cap and ebony swagger-stick, pondered the problems of criminal lunatics in distant regions staffed only by a single native sergeant.

Sister Mary Joseph, MBE, white-habited head of the Government leprosarium (the Angel of Tetere, they called her), spoke vividly of her current expedition to a trackless bush village to seek out the marked and forgotten ones, whom no one else seemed to want.

John Grover, the Colony's Chief Geologist, expounded the secrets of the rocks and the volcanic belt in this part of the Great Ocean.

Dr. De Beaux recounted tales of amputations following crocodile bites along the rivers, without benefit of anaesthetics.

Mr. Brown, of Agricultural research, with his ladder folded away in the hold below, hoped to find some new entomological specimen for the British Museum on this trip to a blight-infected plantation.

Tragedy Strikes

These folk lived for their work and served the needs of the people in the way they knew best. Like others who had come and gone before them, they, too, had heard the sound of music in the trade winds.

Then tragedy struck. On the morning of July 9, 1958 *Melanesian* sailed from Suva, on the south-west coast of Malaita, for Sikaiana, in the Stewart Islands, 90 miles away.

She had 64 people on board, including seven passengers, as well as a quantity of cargo and mail.

The weather was overcast with a moderate north-easterly breeze and a short, sharp sea. Captain Davies had

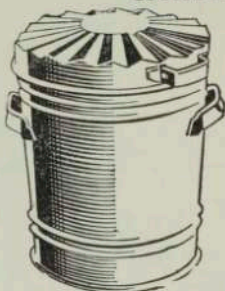


Solomon Islanders over a wide area, such as this one from Vanikoro, became well acquainted with the "*Melanesian*" before tragedy struck on July 9, 1958.

Photo: Reece Discombe.

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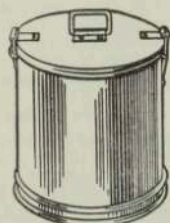


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made this trip before and expected to make his landfall about 5 p.m.

In the afternoon radio schedule he told the Marine Office that he was 25 miles west of his destination at three o'clock. Soon afterwards he began to scan the horizon with his glasses for the first sign of tree-tops. It was his custom to approach with caution and after identifying the isle of Sikaiana, to make his anchorage before dark and wait for first light next morning to transfer passengers and mail.

He had an alternative radio frequency for use with Radio Honiara after post office hours, but no one was at all worried when he didn't come on the air again that night.

But next morning, when *Melanesian* didn't answer her name when it was called in the alphabetical list of small ships on the 9 o'clock schedule, the Marine Superintendent phoned the Chief Secretary suggesting that all vessels in the vicinity be asked to search the area.

Search Begins

A couple of Mission boats on the coast of Malaita, some Chinese trading schooners bound from Sa Christobal, and several Government vessels which could be diverted from their current assignments slowly assembled near the spot where the guessed *Melanesian's* last message had come from.

A Qantas aircraft, which links the Solomons with New Guinea and Australia each week, took off with a volunteer party of 10 observers from the townfolk of Honiara, and made a six-hour search at palm-tree heights over the beaches of lower Malaita and Ulawa Islands, and over the sea within a hundred miles of the Stewart Islands.

Some days later the bosun's body was found with pieces of flotsam. But there was nothing else. After a week the search was abandoned. The combined churches of Honiara held a memorial service for the 64 people who were lost.

When the Commission of Inquiry was convened and took all the evidence, it was unable to point out any probable cause of the ship's disappearance.

Here was another riddle without an answer.

Today there is a new beacon-light for the dangerous reefs at Rua Sur on the small ships' eastern passage and by that the people will remember their comrades and the ship that brought a new atmosphere to the Solomons.

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Among the photographs in PIM for May, 1944, was this one showing Australia's Minister for External Territories, Mr. E. J. (Eddie) Ward, as he landed on a beach "somewhere in New Guinea" and was greeted by an Australian officer. Mr. Ward (who died last year) was making his first visit to the Territory since his appointment as Minister in 1943.

The photograph, an official one, provoked scorn in many quarters, as it was thought that bare feet and rolled up trousers were "infra dig" for a Minister in New Guinea.

PIM said: "Ordinary 'masters' may do much as they please; but Ministers and Governors and people of that ilk, . . . must bear themselves with dignity, and exhibit at least some of the panoply of office."

After almost 2½ years of bitter fighting, the Japanese had virtually been driven out of the Australian half of New Guinea and the Allies had made their first landings in Dutch New Guinea when PIM was published in May, 1944. PIM's cover picture for that month was a view of Hollandia (now Kota Baru) which had become "front-page news throughout the world" following its occupation by American forces.

OTHER items in that issue of PIM of 20 years ago were:

The retirement was announced of Mr. Sydney H. Chance, a Resident Magistrate of the "temporarily suspended" Papuan Administration. Mr. Chance had served the Government in New Guinea in various capacities since 1919, and held the record for the number of postings as a Resident Magistrate in Papua—11. With Patrol Officer Clarence Healey, Mr. Chance discovered the Beaver Falls on the Upper Kikori River (NG's biggest falls) and was the first European to see the five-toed pigs of that area.

The erection of wooden buildings in Papeete had been prohibited in an effort to save the remaining forest trees in Tahiti. According to PIM's Tahiti correspondent, the regulation would also "prevent our rivers and brooks from becoming bone-dry courses at one period and raging torrents whenever rain falls in the mountains."

PIM and former European planters in New Guinea were up in arms against a plan to abolish the indentured native labour system in New Guinea. The chief architect of this plan was Australia's Minister for External Territories, Mr. E. J. Ward.

Although the Mandated Territory of New Guinea was still under military government and seemed likely to remain so for a long time, Bulolo Gold Dredging Ltd. had high hopes of resuming operations in the Morobe district before long.

After having been forced out of the Solomons by the war, the Rev. J. F. Goldie and other members of the Methodist Mission had received permission to return.

Yesterday

Because insufficient food was being produced on Rarotonga, the Island Council had revived an old law which compelled each family to plant a certain amount of food each year.

Fiji's trade report for 1943 showed, among other things, that the value of beer imports had risen from £22,076 in 1939 to £113,358 in 1942, but had nose-dived to £47,745 in 1943. PIM said this was "possibly due to the fact that beer-drinking Kiwis were replaced by whisky-drinking Yanks round about that period."

Mr. Bertram Ballard, who had been Australia's representative in New Caledonia since August, 1940, and before that was in the New Hebrides, had been appointed to a position in Canberra. His successor in Noumea was Mr. Noel St. Clair Deschamps.

Burns Philp and Co. Ltd. made a profit of £226,571 for the year ended March 31, 1944, even though its trading in the Western Pacific was then negligible. "The explanation," PIM said, "lies in the fact that the Big Firm . . . is trading on an enormous scale in Australia—and especially in Queensland, and the majority of its ships are still on top of the water and earning big profits."

The Rev. C. E. Fox, of the Melanesian Mission, had just completed 42 years of service in the Solomons. He was then living on Malaita, virtually isolated from other Europeans, and virtually cut off from the outside world.

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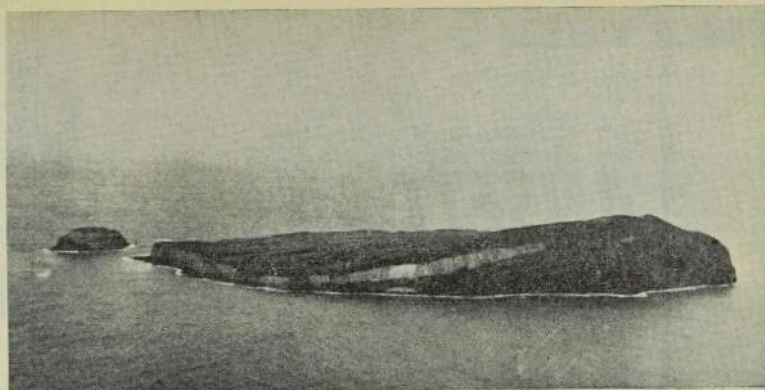
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This is Macauley Island from the air. Its highest point is 80 ft. The photo was taken at the beginning of World War II by Mr. Eric White, of White's Aviation Ltd., Auckland, when a Tasman Empire Airways flying boat flew over the Kermadecs en route to Fiji.



Rugged, Lonely Kermadecs May Guard "Treasure" From Early Convict Ship

BY ROBERT LANGDON

A relic of one of the ships of Australia's First Fleet, which Australian historical societies would probably regard as a treasure beyond price, may still be awaiting a finder on one of the islands of the isolated Kermadec Group.

THE relic is a quart bottle containing a message on parchment from the first Europeans to land on rugged, uninhabited Macauley Island, the second largest island in the Kermadecs.

It was left on the island on June 1, 1788, by the captain and first mate of the ship *Lady Penrhyn*, which was on her way to China after discharging a cargo of women convicts in Sydney.

The captain, William Cropton Sever, and the mate, Nicholas Anstis, risked their limbs and lives to get ashore to leave the bottle there.

Besides being the first Europeans, they were possibly the first humans ever to see Macauley Island, and in true-blue explorer style, they wanted to leave their "visiting card" on it.

It could well be that their "visiting card" is still there because:

- Macauley Island is so isolated and steep-to that few people have landed on it since 1788.

- This article is the first to publicise the existence of the *Lady Penrhyn's* "treasure", so it is almost

certain that no one has ever gone looking for it.

- In the scanty literature on Macauley Island that I have been able to find, no mention is made of anyone ever having found the bottle.

The story of the discovery of Macauley Island and of the bottle that was left there is told in the unpublished journal of Arthur Bowes, the *Lady Penrhyn's* surgeon. The journal is one of the treasures of Sydney's Mitchell Library.

The journal covers the *Lady Penrhyn's* voyage from the time she left England for Australia in May, 1787, to her return to England about two years later.

Bottle Not Mentioned

The only other known account of this voyage is that of Lieutenant John Watts, RN, who was a passenger in the ship. Watt's account was published as an appendix to *The Voyage of Governor Phillip to Botany Bay* (London, 1789), but Watts' description of Macauley

Island is brief and he does not speak of the bottle left there.

The *Lady Penrhyn*, which was owned by Timothy and William Curtis, of London, was chartered by them to the British Government to carry her cargo of women convicts to Australia.

She reached Botany Bay with the other 10 ships of the First Fleet at the end of January, 1788. Three months later she sailed for Macao to pick up a cargo of Chinese goods, but contrary winds forced her far out of her way to eastward.

On May 11, 1788, scurvy broke out in the ship and quickly gained on the crew. A call for fresh provisions at Lord Howe Island (which had just been discovered) did little to stem the disease. By the end of the month, almost every sailor was suffering from scurvy.

Unknown

Then came the discovery of two previously unknown islands which put new heart into everyone.

The two islands—Curtis and Macauley in the Kermadecs—were sighted at 3 p.m. on May 31, 1788, when the *Lady Penrhyn* was still some six to eight leagues off.

Everyone on board the ship looked forward hopefully to finding vegetables and other anti-scorbutic plants on them. Besides this, according to Surgeon Bowes, "the honour of having been the first to discover an island was no unpleasing circumstance".

A closer inspection of the southernmost of the two islands next morning proved disappointing, for it was found to be nothing more than two huge rocks "without the slightest appearance of soil upon them".

Nevertheless, Captain Sever

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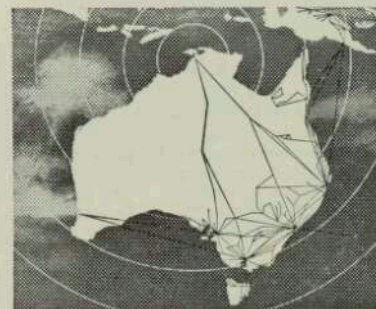


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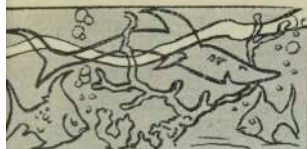
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thought his bosses, Messrs. Timothy and William Curtis, would be flattered if he named it after them. So he did this, fixed the island's position so that future navigators could avoid it, and sailed northward to have a closer look at the other island that had been seen the previous afternoon.

This other island, which was about 5 miles distant, was reached at about half past one in the afternoon. Bowes wrote that it had "a very different appearance" from Curtis Island, as it was covered with trees, shrubs and grass. Except at one small spot, it was surrounded by rocks, upon which the sea broke in "a dreadful surf".

Captain Sever ordered the jolly boat to be lowered so that he and Anstis, the mate, could go ashore. Bowes would have liked to go, too, but when he saw how leaky the boat was through having lain bottom up on the *Lady Penrhyn's* deck since leaving Sydney, he thought better of it.

Bowes seems to have been wise, for when the boat pushed off, Sever and Anstis were standing almost knee-deep in water and two sailors with buckets were baling it out as fast as they could go.

Dangerous Landing

At the one small spot on the island where the surf did not break, Sever and Anstis landed "with the greatest danger and difficulty". In landing, they had to "watch their opportunity" jumping out of the boats on the rocks, and there hang by their hands to prevent the surf washing them off again.

Later, having had a look round the land and having deposited their bottle, Sever and Anstis had to use rope several fathoms long to enable them to descend from the rocks to their boat.

When they finally got back to the *Lady Penrhyn*, Bowes was all ears to learn what they had seen ashore.

"They found some mangrove trees upon it," he wrote, "and some low significant shrubs. Many of the mountains were composed of a pumice stone, which plainly indicated that the island originated from a volcano.

"The soil was very sandy, with a

mixture of rotten leaves and the dung of sea-fowls, many sorts of which resort to this island.

"There were many tropic birds under the trees, some of which were asleep, and those they took by hand and brought on board with them; they also knocked down some parrotquets, several of which they brought on board also.

"Mr. Anstis also brought on board some small pieces of the pumice stone rock mentioned above, and also some of the largest limpet shells I ever saw.

"He said also that there were in the standing waters of the cavities of the rocks many crabfish of peculiar

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beauty, that he took several of them in order to bring on board, but that they twisted off their legs as soon as he took hold of them. . . .

"They also saw both rats and mice on shore; how these vermin could possibly come there where no ship had ever before been, and situated as this island is in the midst of a prodigious ocean, is a matter to be considered by future naturalists."

Bowes said that neither Captain Sever nor Mr. Anstis would have attempted to land on the island had they not wished to hang up a quart

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Under A Spell

The island in the Kermadecs where Captain Sever and Mr. Anstis left their bottle is spelt Macauley Island in most modern reference books and on most maps. However, this spelling is not in accordance with that given in either of the two accounts that have survived of the "Lady Penrhyn's" voyage.

Surgeon Arthur Bowes said the island was named after Alderman McCaulay, of London, who was a friend of Lieutenant Watts. Watts, for his part—and he should have known—gave his friend's name as G. M. Macauley.

bottle with a note in it. This note as written on parchment and the bottle was "strongly corked up and sealed over the cork, with a bladder tied over all with strong, twisted wire." The bottle was hung "under a rock which projected immediately opposite the only landing place round the island".

The note in the bottle was written by Lieutenant Watts, and read as follows: *Navis Lady Penrhyn, 1st June, 1788, Jno. Watts, Gulielmus Sever, Praes. Geo. III Rex.*

Bowes added that soon after Captain Sever and Mr. Anstis returned on board at about 5 p.m., the *Lady Penrhyn* made sail for Tahiti.

She later touched at Huahine (Society Islands), Tongareva (Cook Islands) and Saipan and Tinian (Marianas) before reaching Macao. Tongareva, like Curtis and Macauley Islands, had not previously been seen by Europeans, and was named Penrhyn Island after the ship. It has been generally known by that name ever since.

Meanwhile, about the only people who have landed on Macauley Island are a few whalers and an occasional naval party.

It is on record that the whalers burnt off the scrub and introduced goats, and that the goats have since multiplied so greatly that they have destroyed all the woody plants except those in a few inaccessible places.

Macauley Island thus seems to be an even less desirable place than it was in 1788. But anyone interested in searching for the *Lady Penrhyn's* treasure could find a visit there rewarding.



A BRETT HILDER PROFILE

A Veteran Of The Islands

ROLF CAMBRIDGE, appearing here as a beardless youth, is really a veteran of the Islands. He has just retired from Burns, Philp, and may soon grow his beard again.

HE was born at Windsor, NSW, in 1901, and went to the Solomons in 1920 to work on Malaita Company's plantations. In 1927, he took part in the punitive expedition after the massacre of District Officer Bell and Cadet Lillies, when the armed forces were reinforced by the "Breathless Army" of local traders and recruiters.

In 1933, Rolf transferred to Burns, Philp as plantation inspector for Bougainville. During the war he served as a Coastwatcher, rising to the rank of captain in ANGAU, with "Z" and "M" Special Units.

When they swung from evasive tactics to the offensive, Rolf led a party which landed on Petats Island from a barge. They found only one Japanese sentry there, whom they captured for interrogation.

As the natives feared reprisals, the whole population of 376 was removed to safety behind Allied lines.

MAGAZINE SECTION

A few weeks later, in March, 1945, when the Japanese were preparing to fortify Taiof, the large island which forms Soraken Bay, south of Buka Passage, Rolf was sent to capture the island, and his party of native scouts ambushed the holding force.

This force turned out to be only 11 Japanese, of whom 10 were killed in the action, and the warrant officer in charge was taken prisoner.

Taiof was thereafter held by the Allies, and an observation post was established there to keep watch on Buka Passage and Soraken.

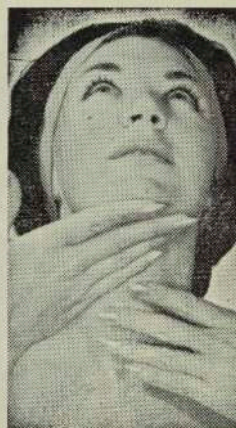
Rolf was mentioned in dispatches for this action.

After the war, Rolf was chief plantation manager for the Production Control Board before rejoining Burns, Philp in the same capacity for the New Guinea area.

In 1951, he transferred to the Robinson River Plantations, on the south coast of Papua.

In 1939, he married Kathleen Howell, and they have two children, Rolf and Janet. Rolf, Sr., now lives at Wahroonga, NSW.—Brett Hilder.

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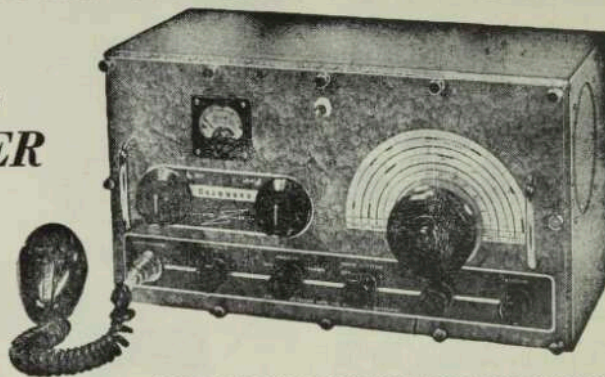
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With Judy Tudor

INDONESIA'S INTOXICATED VISIONS MENACE THE SOUTH PACIFIC

Most people probably regard Soekarno, President of Indonesia, as a combination of toy dictator, playboy and poseur, with a potential nuisance value in the East Indies that is immeasurable. He is a good deal more than that. He is a very clever politician, and he is influenced by powerful anti-West forces which play on his inordinate vanity, and he is motivated by Napoleonic dreams.

TAKE a look at the map of the East Indies-Southeast Asia area. It is inhabited predominantly by people of the Malay race, and here are their numbers:

	Approximately millions
Indonesia	100
Malaysia (excluding Singapore), including Sarawak, Sabah	12
Philippines	30
Singapore (Chinese) and West New Guinea (Melanesians) are not included because they are not of Malay race; but they bulk largely the dreams of Soekarno, and they together represent some three million people.	

Indonesian Empire

Beyond any doubt, Soekarno envisages an Indonesian Empire, extending over all those territories. It would provide him with a country of about 150 million people, which, in point of population, would be the world's fifth biggest nation, next to China, India, Russia and the United States.

That is an intoxicating vision. Is it wonder that Soekarno reacted with such fury to the British plan for the creation of Malaysia? Malaysia, comprising Malaya, Singapore, Sarawak and Sabah, not only cuts off Indonesia from her related race in the Philippines, but also imposes a clear, non-Indonesian political barrier between Indonesia and her ideological friends in Southeast Asia.

Britain, supported by United States, in that barrier deliberately to protect the European nations of the South Pacific, especially Australia and New Zealand, against the southward thrust of Asian Communism. At the same time, it destroyed Soekarno's Napoleonic dream of an Indonesian empire. Hence, the "con-



frontation" mischief along the Borneo frontier with Sarawak and Sabah, and a threat of continuing trouble there.

Inevitably, while Soekarno leads Indonesia, there is danger of conflict between Indonesia and the British nations who are pledged to protect Malaysia. Inevitably, conflict with Britain means war, or something very close to it, along the frontier between Irian Barat (Soekarno's new name for West New Guinea) and Australian New Guinea.

Thus, Soekarno and all his works, present and future, are of direct interest to all the peoples of the South Pacific.

What is the history and background of this very new and quite unpredictable Indonesian Republic, and what makes Soekarno tick? Could this tinsel dictator and would-be Napoleon be a threat to our peace and security? He could.

New, Valuable Book

A new and valuable book, *Indonesia*, written by Australian historian Bruce Grant, and just published by Melbourne University Press, provides something that hitherto has been strangely lacking. Here we have the history of the hotch-potch of States that now is called the Republic of Indonesia, and some indication of what it really is now and what is likely to happen to it. It is the work of a careful and skilled researcher, and it supplies a need that, in view of what now is happening on our northwest frontiers, is becoming clamant.

The author has given the history

MAKING MORE FRIENDS

Serious and not-so-serious students of music will be glad of James Glennon's third booklet *Making Friends With the Concerto*. It is a companion piece to *Making Friends With Music* and *Making Friends With the Symphony*.

The new booklet analyses 70 concertos and the men who wrote them from the time of Bach and Handel to the present day. Biographical details of each composer have been supplied and something of the story behind each composition which provides better understanding and therefore appreciation.

In the booklet, Glennon has taken the traditional definition of a concerto as a composition for a solo instrument with an orchestral accompaniment and the concertos he describes come into this classical category.

(Published by Rigby Ltd., Adelaide, S.A. Price 7/6.)

of Indonesia in its three clearly-defined phases—namely, the pre-European period, when Borneo and the surrounding archipelagoes were merely a group of non-homogeneous little States; the European period, which covers the 350 years of Dutch rule, when this vast region was brought under one administration and generally known as the Dutch East Indies; and the period since 1941, when the Japanese occupation suppressed Dutch rule and allowed a small group of anti-Dutch rebels to get control of the main island (Java).

The author's alignment of historical facts is excellent, especially in its coverage of the very complex history of the third phase, and this should be of great help to present and future students.

But his presentation of the facts is coloured by his personal prejudices. He claims that his views are neutral and unbiased; but his writing—and he is an able writer—gives the impression that he is anti-colonial, anti-Dutch and, in some degree, anti-British. His book suggests that he belongs to the school of thinkers that, since 1945, has sent the well-ordered Western world hurtling into

Indonesian territory, the shaded area on the map, stretches from Sabang in Sumatra to Merauke and Kota Baru in New Guinea.



the confusions so disastrously in evidence in Asia and Africa, and which now so dangerously threaten the peace and security of the Pacific nations.

Watching the hellish brew bubbling and steaming across the world and the horrors of vicious racialism taking shape, we oldsters can only ask ourselves: Why in the name of human sanity did the more capable nations ever allow this queer strain of well-meaning academicians to take charge of human affairs since 1945, and try to accomplish in political and social evolution, in two decades, what obviously was not possible inside four or five generations?

Political Mess

They have created history's most horrible political mess in Africa, and have released in Asia forces which must threaten the peace of mankind for incalculable years ahead.

The last decade is filled with countless examples of how their blundering interference with evolutionary processes stirs racialism into hatreds which probably will lead eventually to vast massacres, and genocide.

We have an example of their muddled thinking right here at our front door: the attempt being made by Australia, as the result of UN's Foot Mission, to elect a Parliament in New Guinea on a common roll, and to stir up nationalism among these illiterate, primitive, disunited tribes, thirty or forty years before such a thing could be regarded as even practicable.

And over it all, in these last twenty years, the corridors of the assembled nations have echoed to the theorists' screeches against "colonialism". It

was colonialism which spread Europe's culture and concepts of individual freedom across the world. It was colonialism, proceeding in orderly steps under sound evolutionary pressures, which created the United States and Canada, Australia and South Africa, and the somewhat disorderly, but free, nations of South America.

Colonialism

Why should colonialism now be set before the oncoming generations as a dirty word? Many outrages were committed in the processes of colonisation. But the honest historians of the future surely will agree that the achievements of colonialism in the 19th and 20th centuries far outweigh its crimes.

And so with Indonesia. Wise statesmen at the end of World War II would have restored to the Dutch the well-ordered colonial empire they had created out of a miscellany of little states, but with the proviso that these people should be educated and trained for self-government—an obligation which the Dutch manifestly had neglected in the past. Similarly, the British and French and Portuguese should have been reminded of their duties to their subject peoples in Africa and Asia.

Instead, the one-eyed theorists have taken control, and hurled the colonialists out of their various empires; and so we have massacres in the Congo, incredible dictatorships in a dozen places, a terrifying disorderliness spreading across the world.

And we have, right on our doorstep, Soekarno's Indonesia, which is economically hopelessly, commercially corrupt and politically unpredictable.

Because it affects our immediate future, we ask, What is going to happen there?—and we turn with interest to Mr. Bruce Grant's most informative book. We get a fine array of established facts but no help in assessing the future. Here is the last paragraph of this writer's survey:

The situation has now been reached where Indonesia, which on thought of itself as a peaceful influence on the power-hungry great nations, and once had the sympathy of its neighbours, has promoted nationalism to the point of conflict with its environment. New theories about Indonesia and the world have been created to explain this; but the effect, in the constricted atmosphere of Soekarno's leadership, is to intensify the conflict.

In simple Australianese, Mr. Grant, why the dickens didn't the Powers leave the Dutch in command, to prepare the Indonesians for the responsibilities of self-government?—RWR.

(INDONESIA. Published by Melbourne University Press. 20/- paper, 32/6 cloth.)

IMPROVE YOUR READING

A DO-IT-YOURSELF course in the practice of faster reading is available now for 5/6 in F. C. Square's *Master Faster Reading*, by Harry Bayley. According to Mr. Bayley, an Englishman who has adopted an American system of fast reading, the book should enable an average reader to double his reading speed. The book includes many exercises designed so students can test their improved speeds and comprehension as they go along.

MAGAZINE SECTION

Streets, Stations And Ranges Preserve Flinders' Name In Terra Australis

Apart from Captain James Cook no navigator was more important to Australia than Captain Matthew Flinders who first circumnavigated the island continent.

HE achievements of Flinders are more extraordinary when viewed against the frustrations of his personal life. When he died he was 40 years old, but seven of those years had been spent as a prisoner of the French at Mauritius and the last four, in ill health on miserly Navy half-pay while he struggled to write the general account of the voyage of the *Investigator* and prepare the charts for *A Voyage to Terra Australis*. At the close of his life he did not live to en-

joy the fruits of his spare-time exploration with George Bass in the little *Thetis* on the occasion of his first voyage to NSW in 1795. Flinders spent less than two years on his first survey of the Australian coast with HMS *Investigator*. It is these two years that are described by K. A. Austin in *The Voyage of the Investigator*.

Flinders was born in Lincolnshire in 1774 and was 26, a Lieutenant and on his first voyage to N.S.W. under the command of Joseph Banks in setting up a topographic and scientific expedition to New Holland.

On the strength of his own voyage to NSW with Cook, as well as for his wealth and position, Banks' influence with the Admiralty was very great. He was also scientific adviser to the King, honorary Director of the Kew Gardens and President of the Royal Society. He was, above all, patron of the arts and sciences and little could be done in these fields without his say-so.

His patronage of Flinders was a double-edged sword. Without him Flinders would never have realised his ambition; with it he had to endure the petty feminine side of Banks' character and the exercise of the power, which Banks enjoyed.

Flinders' service for his country was scant recognition in Britain during his lifetime. "To most Englishmen," writes Austin, "Australia is a strange, remote country, of little significance, a convenient dump-

Thinking With A Pencil

A paperback of a different kind is *THINKING WITH A PENCIL*, by Henning Nelms, published by Everyday Handbooks, New York, and selling for 22/6 in Australia, where it has been released by Tudor Distributors, Sydney.

It's not a book for experienced artists but for those who want to make use of art in their everyday work—sketching out rough ideas, visualising numerical data in graphs, using free line drawings to make a point clear, etc. In short it's a practical, basic handbook for anybody who is likely to need drawing or lettering skill at home, at business, or in the workshop—and that's about all of us.

ing ground for convicts, and no more. It was left for the future citizens of Australia, not of England, to recognise the full importance of the voyage of the *Investigator* and to pay to the man who carried it out the honour that was long overdue."

After self-government came to the several Australian States they vied with one another in acknowledging their debt to Flinders. Monuments to the navigator abound—everywhere from South Australia's Kangaroo Island to the churchyard of St. Paul's cathedral in Melbourne. Streets in capital and provincial cities, schools, lighthouses, railway stations, electorates, mountain ranges, aircraft, forests, islands, reefs, Victoria's Naval base all "bear his name and preserve his memory".

So much is he a national hero that his portrait appears on the Australian 10/- note.—JT.

(THE VOYAGE OF THE INVESTIGATOR. Published by Rigby Ltd. 45/-.)



A genuine bark painting from Arnhem Land. The motif—men fishing for turtle—has been copied on a pottery dish made by white craftsmen in NSW—see page 92.

ART FOR ABORIGINAL SAKE

Primitive art whether from Africa, the Amazon, New Guinea or Australia is in vogue today. It's a gimmick that tends to become more intense as these areas are overtaken by the octopus of civilisation.

IT'S something therefore to have an artist and academic like Roman Black find virtue in the new Australian aboriginal art. Arnhem Land natives and the Christian missions who act as their entrepreneurs make money from the aboriginal art business and so do white Australian artists in the deserts and jungles of Sydney's King's Cross.

But instead of spurning the products of the latter for the purity of the former, Black sees in the pottery, wooden boxes, table-mats and textiles of aboriginal design a "breath of fresh air". Here, he says, is something different, typical of the country and good.

Three-quarters of his book *Old and New Australian Aboriginal Art* is devoted to the "old" and in order to do so he has undertaken a great amount of research. Aboriginal art is not art for art's sake. It is a story,



Pottery dish by Rita Chin, of NSW

a document written in signs and symbols that has to be interpreted and this Roman Black does very well, in interesting layman's language whether it be ceremonial boards from Arnhem Land or carved baobab nuts from Derby.

It is all the more surprising, therefore, that he should be Polish by birth, Cambridge educated, have served in the French army and now live in a Chelsea studio.

This is an interesting book just to read and look at. For those who want to get into the Aboriginal art business it should be invaluable.

(OLD AND NEW AUSTRALIAN ABORIGINAL ART. Published by Angus & Robertson Ltd. 50/-.)

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MAGAZINE SECTION

Best Of The Paperbacks

One of the newest things in paperbacks is that they are getting dearer and dearer all the time, and it seems to us that if this trend continues the virtue of buying this kind of literature is going to reach vanishing point. Books that a few years ago sold for 3/9 Aust. and then moved up into the 4/3 bracket now seem to be regularly priced at 5/6. But for those with time on their hands and the money to indulge themselves, this is a selection from what is currently available:

Neo Classics

Arnold Bennett wrote 80 books during his writing life of about 40 years and **OLD WIVES' TALE** and **RICEYMAN STEPS**, the first published in 1908 and the other in 1923, are acknowledged to be his best. **OLD WIVES' TALE** is the story of two divergent sisters and the equally divergent stories of the England Midlands in the late 19th century and Paris at the time of the 1870 Siege. **RICEYMAN STEPS** is one of Bennett's later pieces—a character study against a background of a London backwater in the early 1920's. (Pan; 9/- and 5/6 respectively.)

TONO-BUNGAY by H. G. Wells. This giant-sized novel about a patent-medicine man who was raised to dizzy heights of wealth and fame through the gullibility of human kind was first published in 1909. It has all the gusto and tongue-in-cheek satire that this master of early 20th century story tellers make peculiarly his own. (Pan; 7/6.)

SHORT STORIES by Guy de Maupassant. In these days when no novel can succeed without sex, de Maupassant stories can be read for their timeless genius alone. Although he wrote full length novels as well, it is on his short stories that his lasting fame rests. (Pan; 7/6.)

Practical:

THE PAN BOOK OF SAILING by Group Captain F. H. L. Searl. A complete guide for anyone who has ever thought of taking to the water, under sail or with an engine. (Pan; 7/6.)

THE PAN BOOK OF ASTRO-NOMY by James Muir. A do-it-yourself guide for the amateur astronomer by a Fellow of the Royal Astronomical Society who built his own telescope at the age of 16.

Novels:

THE VALLEY OF DECISION by Marcia Davenport. The America saga of Pittsburgh steel that became a best-seller as soon as it was published in 1944. (Fontana; 8/9.)

NANKING ROAD by Viet Baum. This novel was first published in 1939 and the Shanghai with its International Settlement that is the background of the story has not gone for ever. The author used favourite gimmick of that literary period—drew together an assortment of people at one point where the separate lives entwined. For the purpose of this story it was Shanghai's biggest hotel. (Four Square; 7/6.)

GILLIAN by Frank Yerby. Sinf Southern women abound in the novel that has some elements of mystery as well. Gillian is the female fatale of the piece with a split personality she shares with her colour nurse. (Four Square; 6/9.)

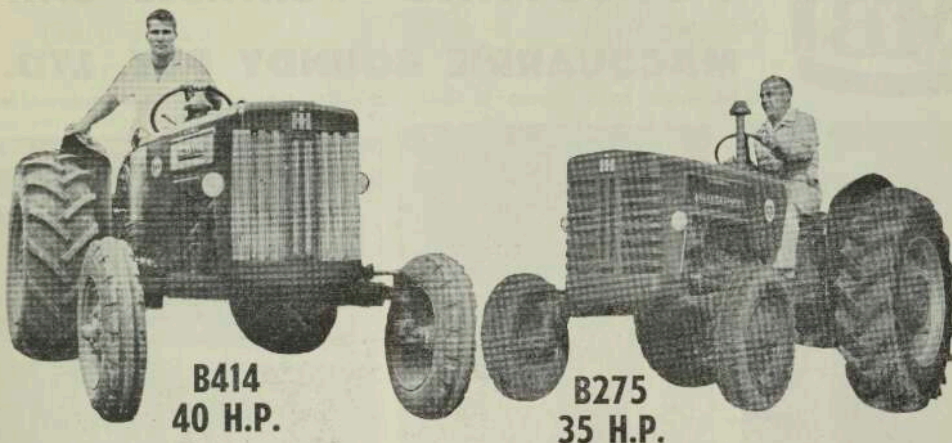
THE WHITE RAJAH by Nicholas Monsarrat. Fierce battles, voluptuous dances and barbaric tortures breathe tingly mingle in this tremendous historical novel. The publishers themselves say so. Nonetheless it is one of Monsarrat's lesser works with a resemblance to any other White Rajahs purely coincidental. (Pan; 7/6.)

THE BANNER OF THE BUI by Rafael Sabatini. Adventures in the life of Cesare Borgia. (Pan; 5/6.)

Thriller:

THE DOCUMENTS IN THE CASE. One of the early efforts. Dorothy L. Sayers who in this instance had the help of Robert Eustace. Unusual as to handling as effective enough to have run through a dozen printings. (Four Square; 5/6.)

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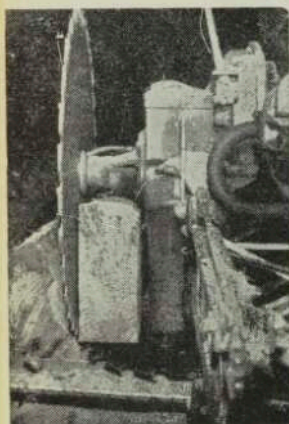


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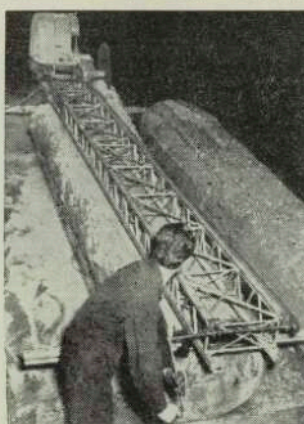
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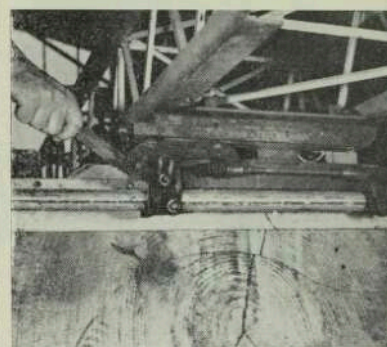
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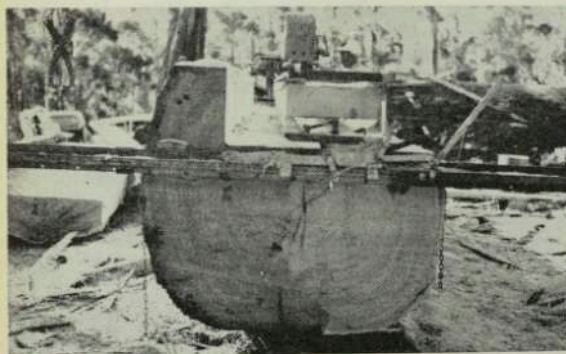


The operator winding the motor and saw unit with a chain and sprocket along the boom, parallel with the log.



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Only Three Survived

Only three people survived the "Kadavulevu" disaster. They are Nina Rareba, 49 (left), and Viliame Qelo, 43 (centre), who were found on a raft near the mouth of the Rewa River, and Seini Wakesa, 43 (right), who gave the first news of the disaster. They were photographed in hospital in Suva by Stan Whippy.



NEARLY 100 DIE IN FIJI'S WORST SEA DISASTER

Fiji suffered its worst maritime disaster on March 29 when the 23-ton auxiliary trading schooner *Kadavulevu* overturned in the Koro Sea. Only three people, of more than 90 on board, survived. The ship was licensed to carry only 29 people.

THE *Kadavulevu* disaster, coming immediately after the floods which devastated Viti Levu, made it grim fortnight for the Colony. The *Kadavulevu* had sailed from Suva to the island of Nairai, in the maiviti Group, for a solevu (gathering). Her passengers were from many parts of southern Viti Levu.

On her return voyage—of about 100 miles—the ship left Nairai on the evening of March 29, expecting to reach Suva early next day.

Grossly overloaded and with little cargo to act as ballast, the *Kadavulevu* ran into trouble in heavy seas.

Some of the passengers, fearing for their lives, pleaded with the master to put into Gau Island till the seas were calmer.

But the master, no doubt confident that his craft could weather the storm, insisted on going on.

Just before midnight, the *Kadavulevu* turned turtle. The passengers

in the holds were apparently drowned soon afterwards.

Those thrown into the sea held on to the hull and floating debris, and hurriedly tried to build small rafts. Eventually, a fire broke out in the hull, forcing those holding on to it to seek other supports.

No hint of the disaster reached Suva until April 1 when a message was broadcast at midday saying the schooner was overdue.

Barely Conscious

At 4.30 p.m. the same day, some Fijians cutting copra on Nasoata Island, at the mouth of the Rewa River, found a woman, barely conscious, lying on the shore.

The woman, Seini Wakesa, 43, was able to mumble to her rescuers something of what had happened, but her ordeal had been too great for her to tell a coherent story.

Next day, after hospital treatment, she had recovered sufficiently to say

In The News This Month

Akatere	New World
Auau Kai	Nikau
Austral Maru	Oronsay
Broadbill	Ra Marama
Cakaubalavu	Sea Wind
Dunkerquoise	Tahiti Nui
Himalaya	Te Ava
Kadavulevu	Tiare Taporo
Kano	Valkyrie
Kim To	Wanderer
Kurenai Maru	Wind Song

that she and several others, including a grandchild, had drifted towards Viti Levu for two and a half days on a makeshift raft.

Her companions had been lost. She, herself, had swum ashore at Nasoata Island after her raft had struck the reef near Naisilai.

Only two other survivors were found when the search-rescue organisation made sweeps by sea and air from west of Beqa Island to east of Nasilai on April 2 and 3. They were clinging to a raft near Nasoata Island.

A body was also sighted from the air between Gau Island and Nasilai.

The two other survivors are Nina Rareba, 49, mother of nine children, and Viliame Qelo, 43, of Lami, near Suva.

Viliame, telling his story, said that he and others clinging to the raft had sung hymns and prayed during their drift.

He was asleep with his mother in a bunk when the *Kadavulevu* cap-



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PACIFIC SHIPPING

zed and his father was on the floor. The wind was very strong and there were a lot of high waves.

Viliame said he was very frightened when he surfaced. He could not find his parents and there was a lot of crying and screaming as people called out for relatives and friends. In the turmoil he saw a raft with people clinging to it so he swam to it.

During the raft drift, he became very thirsty and was always hungry. Sometimes they came across a coconut which men on the raft husked with their teeth. They ate the meat and drank the milk.

But as the drift went on, those on board weakened and let go one by one. On Wednesday morning (April 3) only he and Nina remained clinging to the raft.

The two of them then climbed on to the raft, but big waves frequently returned it, throwing them off.

Several times that night they saw the lights of Suva, but they were too weak to direct the raft in that direction.

"Welcome Surprise"

"On Thursday (April 2) we were lying face down on the raft when suddenly something told me to look up," Viliame said. "When I did I received a very welcome surprise because there in front of me was the lot launch about three yards away."

"Nina and I became very dear to each other in the three and a half days we were together and I was calling her 'auntie'. When I saw the launch I called out: 'Auntie, auntie, get up. A boat has come to rescue us.'"

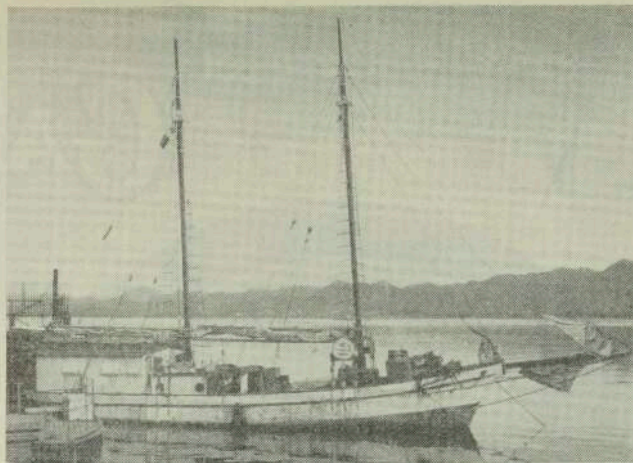
Nina was too weak to get up and had to be helped into the launch.

Nina said that two of her daughters, Lora, 14, and Vika, were with her when the *Kadavulevu* capsized.

"The wind was very strong and the sea was rough with a bright moon," she said. "An elderly couple travelling with their grandson pleaded with the captain to go to Qarani, Gau, and Helter till the weather abated."

"I was listening when the captain said, 'Everything is all right. We will get to Suva.'"

"Soon after this the ship heeled over, taking everyone by surprise. There were a lot of children on board and I could hear their cries in the night."



The ill-fated trading schooner "Kadavulevu".—Photo: Rob Wright.

"I was separated from my daughters. At one stage Lora answered my call. I asked her about Vika and she said that she was safe on another raft."

Nina did not see her daughters again.

Viliame and Nina, like Seini, were sent to hospital to recover.

Flying boats and small craft continued searching for survivors on April 2 and 3. All they found was wreckage and a piece of a raft bearing the words, "Kadavulevu 11 pers".

On April 3 the sea search was called off, but a land search along the coast of Viti Levu from the Rewa delta to Korolevu was continued.

Three life rafts, pieces of deck housing, a bundle of mats, damaged cushions and a pair of bleached khaki shorts bearing bloodstains were discovered.

The tragedy shocked Fiji. It brought into bold relief the age-old practice—which the authorities have vainly tried to control—of small ships sailing grossly overcrowded.

These ships often carry three or four times as many passengers as they are licensed to carry. Some skippers do it deliberately, some because they are frightened of reprisals if they turn someone down.

Sometimes the law is flouted right under the eyes of the Suva authorities, who find it difficult to remove people from ships once they are on board.

More often, the ships sail at night with no more passengers than they are licensed to carry. Then, out in

the harbour, they pick up, by arrangement, all who wish to join them, from rowing boats and the like.

On inward journeys, arrival times at Suva are generally fixed for the small hours when there is unlikely to be anybody about.

Another way of dodging authority on the inward journey is to unload passengers in Laucala Bay and then sail on to Prince's Landing as though a legal number of passengers had been carried all the way.

Now, at last, a new attempt to control these practices seems likely.

Soon after the *Kadavulevu* disaster, the Government announced that Mr. Justice Knox-Mawer, of the Supreme Court, would head a commission of three to inquire into the Colony's legislation relating to the safety of ships.

The other commissioners are Mr. C. D. Aidney, managing director of Williams and Gosling Ltd., import agents, etc., and Captain S. B. Brown, master and owner of the *Maroro*. Both Mr. Aidney and Captain Brown have a close personal knowledge of inter-island shipping.

The terms of reference are to consider:

- The adequacy of the legislation of the Colony relating to the safety of vessels (other than foreign-going ships) normally voyaging within the waters of the Colony, and the crew, passengers and cargo of such vessels; and

- The enforcement of the provisions of such legislation.

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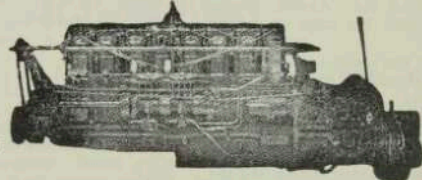
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WORK BEGINS ON APIA AND PAPEETE HARBOUR PROJECTS

Work on the much-heralded projects to improve the ports of Apia (Western Samoa) and Papeete (Tahiti) has begun in the past few weeks.

Apia's project got under way on April 8 when the first loads of rock for the building of holding walls were tipped into the harbour at Pilot Point, following considerable delay over the rock haulage contract.

Eight five-ton trucks are employed in hauling rock to build the holding walls, and it is estimated that each truck will have to carry about 1,500 loads to complete the work. At an average of 10 loads a day, this will take five months. Some of the Vaitele boulders being used are complete loads in themselves.

A dredge to deepen the harbour is expected in Apia about mid-May, and dredging will begin as soon as the holding wall is sufficiently advanced for spoil to be discharged against it.

The first work in Papeete's harbour project consists of building an embankment out from Fare Ute (the point on the north-eastern side of the town).

When completed, the embankment will provide access to a pontoon, which will be used to build a protective dike along the reef and in the construction of the first wharfs.

JAP TUNA BOAT LOST IN NEW CALEDONIA

The *Kurenai Maru*, a 100-ton Japanese tuna fishing vessel, became a total loss when she ran aground on South-West Reef, at the extremity of Noumea's lagoon, on Good Friday, March 27. The vessel had been in service only a few months and was valued at £50,000.

She was the second tuna vessel to be lost in New Caledonian waters—the first being lost last year on the northern reefs.

First news that the *Kurenai Maru* was in trouble came on the morning of Easter Saturday when the maritime authorities in Noumea received a call for assistance. The French naval unit *Dunkerquoise* was immediately sent to the scene with towing equipment and life boats.

Approaching from the sea side of the reef, the naval captain saw at once that any attempt to get the vessel off the reef was hopeless, as she was hard and fast and following tides

PACIFIC SHIPPING

were pushing her further up. Fifteen to 20 ft breakers did not help matters.

The *Dunkerquoise's* captain therefore decided to take the crew off, but to do this, the rescue vessel had to re-enter the lagoon by a pass and then thread her way through a maze of coral heads to get within working distance of the wrecked ship. It took some three hours to accomplish this dangerous task.

Boats were launched and the captain of the *Dunkerquoise*, himself, went aboard, only to find that the Japanese captain refused to leave the vessel with his crew.

When Noumea was informed, officials of the fishing company operating the Japanese vessel advised the Japanese captain to comply with the naval man's wishes. It then took nearly five hours to get the captain and his crew of 21 off the stricken vessel—the rescuers being hampered by heavy seas and a gale force wind.

Writing on April 1, *PIM's* Noumea correspondent said an attempt was to be made to salvage the instruments and other equipment.

Some 40 tons of fish, all the fishing gear and a lot of other equipment had been thrown overboard in an attempt to lighten the *Kurenai Maru* as soon as she went aground.

TRADING SCHOONER HELD UP

The well-known Islands trading schooner *Tiare Taporo*, which was bought in Auckland in March by Mr. W. B. Christophers, of Rotorua, was still in Auckland at the end of March because the New Zealand Marine Department issued a writ preventing the vessel from sailing for Rarotonga until she had a qualified first mate.

Mr. Christophers protested against the writ, saying that the red tape was costing him £100 in wharfage and wages a week. He added that most of the crew were able navigators and that the Department had not been so particular about a mate on other trips.

The *Tiare Taporo* previously belonged to A. B. Donald Ltd., who had the vessel built in 1913.

JAP FREIGHTER FOR PNG TIMBER TRADE

A new Japanese freighter, which was specially-built for the timber trade between New Guinea and Japan, arrived in Rabaul on her maiden voyage on March 29.

She is the *Austral Maru*, 5,500

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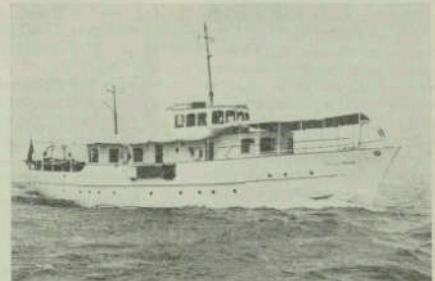
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as, run by a Japanese firm, ny, a subsidiary of the Nitto Shipping Line.

Mr. J. Shindo, NG manager of New Guinea Lumber Development Company Limited, and Rabaul representative of Southern Trade and Industry, is the *Austral Maru* marks a new case in timber trade with Japan.

She is the first of four ships that Southern Trade and Industry is having built to handle increasing exports of timber from New Guinea.

The *Austral Maru* has heavy duties instead of normal derricks for loading, and two long hatches and one big hold. Mr. Shindo says these provisions are necessary because of lack of port facilities in the area where logging is going on, and because logs taken to Japan unsawn.

Mr. Shindo says Japanese timber firms are experimenting with all types of New Guinea timbers to see if they are suitable for plywood furniture-making and construction work. The Territory is exporting about 10 million super feet of timber a month to Japan, worth about £100,000 a year. It plans to expand to six million super feet a month by the end of this year.

Eventually Japan will take at least 10 million super feet a month, worth about £200,000 a month at present prices.

Mr. Shindo says Japan is turning New Guinea for timber to ensure ready supply as timber becomes harder to get from the Philippines and Borneo.

At the end of March, 12 executives of Japanese companies with interests in Southern Trade and Industry were in Rabaul surveying the progress of the timber industry and checking on its development. (PIM, Mar. p. 5.)

THE SURVIVE GRIM DEAL IN PAPUA

The family of a man who was lost in a canoe accident off the Papuan coast over Easter left Port Moresby early in April to live in Perth. The man, Donald Hamilton, was one of 10 people who were in a five-man canoe which capsized on a fishing trip about 30 miles west of Port Moresby.

Eight of the 10—five men and five boys—were rescued by a US helicopter after drifting for 66 hours in their overturned canoe. One of the survivors is Hamilton's five-year-old son, Donald, Jr. He was wrestled from his father's arms when Hamilton jumped out of the canoe in an attempt to swim ashore.

The ninth survivor, Raymond Lewis, 32, of Bowen, Queensland, was found by natives on a reef after drifting 90 miles in 79 hours, first on an inflated rubber mattress, then on a petrol tin and finally on a log.

Hamilton left a widow and four children, the eldest of whom was Donald, Jr.

Besides this five-year-old boy, those rescued by helicopter are Frank Mollinger and his son John Pierre, 12, Carl Praunpsinger, 25, a German, single, Douglas Stewart, 33, married, and his brother Colin Stewart, 39, also married, both from Perth, Jack Quinn and his son Graham, 12.

Colin Stewart said in Port Moresby

PACIFIC SHIPPING

General Hospital after being rescued that he and his party left Port Moresby about 3 p.m. on Good Friday to fish from Idia Island, about 30 miles west of Port Moresby.

Their canoe, which had twin 30 ft hulls, was driven by an outboard motor. It took in water all the way to the fishing grounds, but those on board were able to handle it by bailing.

Then it turned into a 5 ft swell and about 7.30 p.m. capsized in less than a minute when one hull filled.

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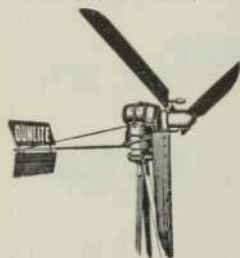


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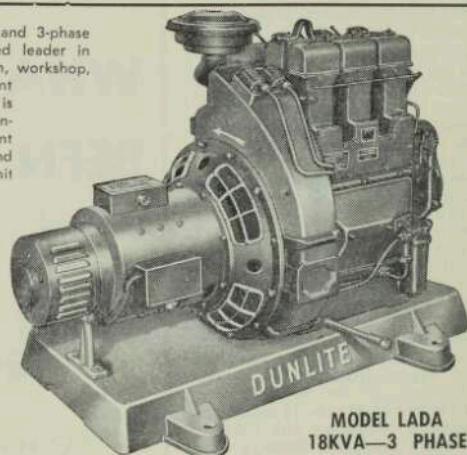
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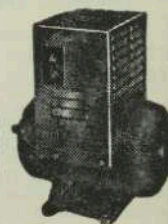
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Captain Frog Evans and Tunku Abdul Rahman at the breaking of the Moslem fast. See "When Old Friends Meet" below.

ining six pints of water and a cket of biscuits, all the food and ater was lost, and the motor was it out of action.

Next day, the canoe drifted within o miles of Fisherman's Island, four les from Port Moresby.

Ray Lewis decided to leave the noe on an inflatable mattress to ddle to Fisherman's Island to get lp, but was swept out to sea by a ong swell.

On the third day, the canoe started break up in the heavy ocean swell d the water ran dangerously low. That night Donald Hamilton, Sr., pped overboard in an attempt to im ashore after those on board had estled with him to stop him taking boy.

Canoe Sighted

The canoe was first sighted at .10 a.m. on March 30 by Mr. vid Robertson, a pilot engaged by Department of Civil Aviation to e part in an aerial search for the oe in his Cessna.

A Department of Civil Aviation craft later dropped rafts, water and d, then a US helicopter, from the ogetic survey team at Port oresby, arrived, two and a half ars after the first sighting.

After winching down Sergeant Wil- n Pearson to a liferaft on which party had assembled, the eight vivors were taken aboard and wn to Port Moresby.

They were treated in the General spital for exposure, shock and sun- n.

Lewis, the ninth survivor, was ost dead when native fishermen m Kaparka village, about 60 miles

from Port Moresby, found him about 5 p.m. on March 31.

The Administration-chartered ves- sel *Kano* brought him to Port Moresby next day, badly scarred and burnt by the sun.

Lewis said in Port Moresby that he had been delirious before his rescue.

He said that during his drift he had had to keep blowing up his rub- ber mattress to keep it afloat. He abandoned it when it was finally holed and unable to support him.

For the next 10 hours he clung to a petrol tin, which he had taken with him for buoyancy and for use as a paddle. Then a log floated by and he dragged himself toward it.

Straddling the log he was able to have his first sleep for three days.

Lewis said sharks followed him all the time, but none troubled him.

On the night of March 29 he drifted close to a beacon marking the entrance to Port Moresby Harbour.

He paddled within 300 yards of it before he was exhausted and had to give up.

Lewis said he could remember little of the final hours of his ordeal, but that natives who found him had treated him "like a king".

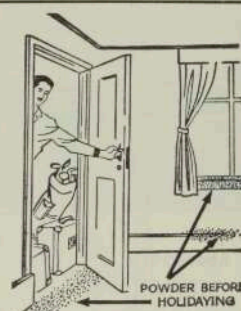
WHEN OLD FRIENDS MEET

Captain J. H. (Frog) Evans, who retired last year from the post of Harbour Master at Madang, got to- gether with an old and distinguished friend when he called at Kuala Lum- pur recently on his way to Europe. Frog Evans was an official in Malaya before he joined the P-NG service.

PACIFIC SHIPPING

He arrived in Kuala Lumpur on February 8, the day that Tunku Abdul Rahman, Malaysia's Prime Minister, was celebrating his birth- day. Frog sent the Tunku warm greetings, because, 30 years ago, when the Tunku was District Officer at Kulim in the State of Kedah, the two men were friends.

Thereupon, the Tunku ordered Captain Evans to stay for a while; and, when all the diplomatic repre- sentatives in the capital had as-



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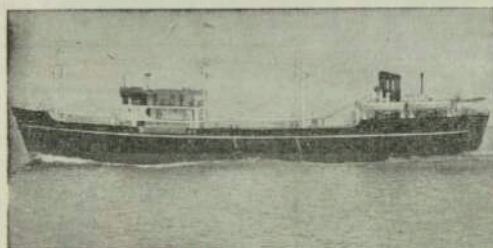
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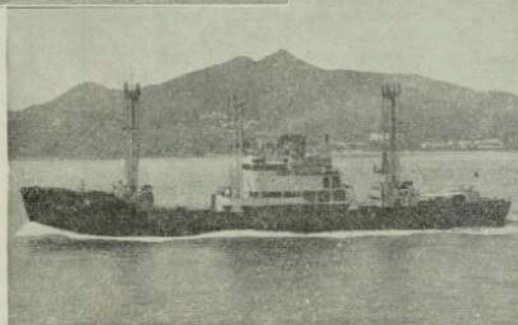
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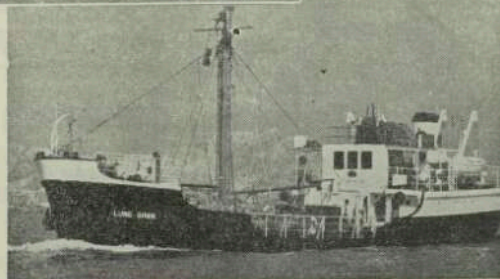


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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CHRISTCHURCH

bled at his birthday reception, he introduced Captain Evans as "my old friend of 30 years standing. Frogman, from the days when we were young and gila".

Gila is a Malay word meaning "dish"; "but" says Captain Evans in a note to *PIM*, "he was never really a dish, although when I first met him, he was a bit of a rebel".

The Tunku devoted an afternoon to showing Frog new developments in the State of Selangor and at Port Elizabeth—"amazing evidence of progress and expansion".

Then he insisted that his visitor should join him at the official breaking of the Moslem fast (*Bulan Puasa*)—see photograph, page 103.

The Tunku is a charming man who detests formality," says Captain Evans. "But, of course, he now is regarded like a monarch. He complained they will not allow him to drive a car—he is only 61".

JB FOR SKIN DIVERS STARTED IN TAHITI

The Polynesian Diving Centre (Centre de Plongee de Polynesie), whose object is to popularise skin-diving and under-water exploration among sportsmen and tourists in French Polynesia, held its inaugural meeting in Papeete Harbour on April

The centre, or club, is under the direction of Mr. Jean Pelissier, a professional diver and author of a technical book on diving. Mr. Pelissier was one of the companions of ill-fated Eric de Bisschop on his raft voyage in *Tahiti-Nui* from Chile to Papeete (Cook Islands) several years ago.

Mr. Pelissier is assisted by a chief instructor (chef moniteur), Gerard Molini, and two Tahitians, who are qualified skin-divers. The club has a launch, *Te Ava*, for the use of divers, and photographic equipment available on loan.

The annual subscription to the club is 350 francs. Insurance costs 1,000 francs and 600 francs are charged for each diving outing. Visitors are charged 750 francs for each outing and 100 francs for insurance. (The exchange rate is approximately 200 francs to the £ Australian.)

HING BOAT WRECKED

Broadbill, an Hawaii-based fishing vessel under the command of Captain Harry English, broke its moorings at Papeete in rough weather on March 28, and a week later was still lying lost and wholly submerged on the reef

100 yards in front of Vaisigano. The ship had been battered by heavy seas and appeared to be a total wreck.

Captain English had a licence to supply fish to Apia businessman Hans Keil, but with subsequent poor catches the agreement was terminated. The vessel had been moored in the harbour for several months.

LAUTOKA'S IMPORTANCE GROWS

Lautoka, Fiji, is developing as a port of some importance. Apart from shipping out all Fiji's gold and

PACIFIC SHIPPING

the major part of the sugar crop, it is now starting to cater for the liners.

Already two big liners have called there, without difficulty, and now it may go on to the regular Pacific schedule for P and O-Orient liners.

Now Union Steam Ship Co., Fiji agents for P and O-Orient, have announced that the *Oronsay* will call there in January, 1966, on a north-bound voyage from Sydney. (Over)

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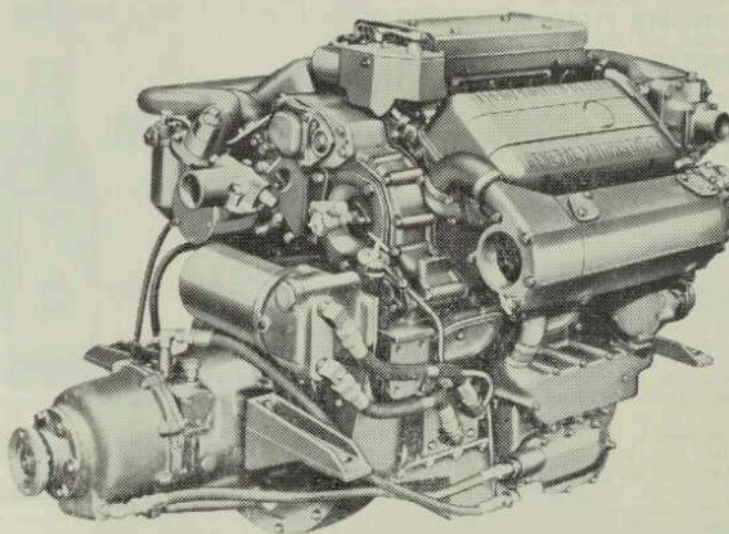
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MASTER MADE ERROR OF JUDGMENT

Jovilisi Vuki, master of the *Ra Marama*, made an error of judgment when he was navigating a passage between Ono-i-Lau, Fiji, on November 15, 1963, and struck the reef. This was the finding of a formal court which quipped into the stranding. The court, presided over by a magistrate, Mr. Moti Tikaram, who is assisted by Captains A. S. Lewis and S. B. Brown, as assessors, mentioned Jovilisi, but did not cancel his certificate of competency. Mr. Tikaram told Jovilisi that the ship, when he was in charge, was always his responsibility. He did not make the decisions, as master. The court formally found that there was only superficial damage to the *Ra Marama*; Jovilisi was not incompetent generally in his navigation and handling of the ship; Jovilisi was guilty of a wrongful act as he did not use all the power available to him; and a contributing factor was a strong current at the time.

WENT BY A COCONUT TREE

The Fiji inter-island trading ship, *Cakaubalavu*, 27½ tons gross, sank in the Wainibokasi River on April 11

after striking a submerged coconut tree.

The ship was travelling at half-speed when she hit the log head on. The pumps were put into action immediately, but within 10 minutes the rising water covered them and they were useless.

The three passengers and crew of six rowed to the river bank about 20 ft. away. Some of the cargo was saved, but much of it was below decks and had to be left there.

The owner, Mr. Shiu Narayan, of Tailevu, was on board at the time. The master was Taniela Keva, from the small island of Ono-i-Lau.

The *Cakaubalavu* was in the news in April, just after the *Kadavulevu* disaster. She was then said to be six hours overdue on a voyage between Suva and Wainunu. However, after the search-rescue organisation had been alerted, she was found at Nabouwalu at the western end of Vanua Levu. She put in there because of engine trouble.

"CONFLICT OF INTERESTS" IN GEIC SHIPPING

An apparent conflict of interests must be resolved before deciding which shipping service to the Gilberts should be encouraged, according to

PACIFIC SHIPPING

Captain G. Douglas, Marine Superintendent in the GEIC.

Captain Douglas, in a review of the Colony's shipping communications, says that for many years Tarawa has been out on a limb as far as sea and air links are concerned.

Captain Douglas says now that a scheduled commercial air service is in sight, the pattern of sea communications is also changing.

In the past there were two main lines of external shipping communications:

- Through Suva by GEIC ships on their way to and from refits, and by Bank Line ships calling to load copra for the United Kingdom.

- By British Phosphate Commission ships between Ocean Island and Melbourne.

Captain Douglas says that the Suva line of communication enabled Fiji produce, mainly sugar, to be shipped to the GEIC, plus UK cargo transhipped at Suva.

Although that is a comparatively economical method of obtaining the cargo, the infrequency of the service precludes the dispatch of all cargo from the UK that way, while the



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PACIFIC SHIPPING

lack of a back load means that it is uneconomic to send ships to Suva for cargo alone.

The more generally used line of communication—by British Phosphate Commission ships—lands cargo from Australia and the UK (transhipped at Melbourne) at Ocean Island where it is collected by GEIC ships.

But again there is no backload, and the constant ferrying of cargo from Ocean Island to Tarawa occupies a great deal of shipping time which the small Colony fleet can ill afford. In addition, the breakages involved in the double handling of goods are serious.

Captain Douglas says that a few times, when the quantity of cargo available for a single shipment from Australia reached about 1,000 tons, the British Phosphate Commissioners agreed to divert one of their ships to discharge this at Tarawa, and it was clear that, as far as the GEIC was concerned, this was an attractive and economic proposition.

So inquiries were set in train to find a shipping firm which would be

Shipping News In Brief

● TRADING SHIP DAMAGED:

The MV *Nikau*, owned by Mr. Athol Rusden, a New Hebrides trader, was slightly damaged on March 18 when she hit a reef at Nguna, off North Efate. The *Nikau* was pulled up on the beach at Havannah Harbour for repairs.

● FOR A-TEST CENTRE:

Two ocean-going tugs left the French naval base at Toulon in April towing a floating dock of 3,500 tons for use at the nuclear testing centre in French Polynesia.

● NEW WHARF IN USE:

The Cook Islands trading vessel *Akatere* became the first ship to tie up at the recently-completed wharf at Avatiu, Rarotonga, just before Easter.

● FORMOSAN SHIP LOST:

A 70-ton fishing vessel, reported to be the *Kim To*, of Formosa, was wrecked off Nissan Island, about 150 miles east of Rabaul, early on April 11. The crew of 21 reached shore safely and were brought to Rabaul on April 19 for repatriation. Their ship is a total loss.



TIME FOR REFLECTIONS or something like that seems the right sort of title for this picture, taken in Rabaul recently, of the liner "Himalaya" with a native outrigger in the foreground. The "Himalaya" was in Rabaul for 10 hours in the course of a cruise to Japan, Hong Kong and Manila.—Photo: C. H. Meen.

prepared to load in Australia for discharge at Tarawa.

It was thought that the British Phosphate Commissioners would be in a position to offer favourable terms, as they would be assured of a backloading of phosphate from Ocean Island or Nauru.

However, the Colony Wholesale Society, through its Australian agents, entered into negotiations with the Karlander Line, which led to the inception of a service with sailings about every six weeks. Melbourne and Tarawa are the terminal ports on this service and calls are made at ports in Papua and the BSIP.

"At the start of the negotiations it appeared fairly certain that this service could be assured of about 600 tons of Colony cargo every six weeks," Captain Douglas says.

"However, the situation became complicated by the fact that, at the same time, an offer was received from certain Dutch shipping interests to provide a sailing every two months or so from the United Kingdom and the Continent, for discharge at Tarawa.

"But to provide this service with an economical pay load meant that virtually all cargo of United Kingdom origin should be shipped by it, and to do this meant reducing the quantity of United Kingdom transshipment cargo available in Melbourne for the Karlander service.

"It thus appears that it may not be possible to offer sufficient inducement for both services, but it is not easy to decide which service is the

more beneficial to the Colony as a whole.

"The pattern, somewhat simplified, is that the bulk of cargo for the Government comes from the United Kingdom, while that for the Colony Wholesale Society comes from Australia.

"There is thus an apparent conflict of interests which must be resolved in deciding which service to encourage, and the solution must take account, not merely for the immediate effect on costs of supplies, but also on the more far-reaching effects on the overall economy of the Colony."

TALKS ON AIR-SEA RESCUE HELD IN SUVA

The Governor of American Samoa, Mr. H. Rex Lee, and the Commander of the United States 14th Coastguard District, Rear-Admiral Christopher Knapp, had talks in Suva in April on air-sea rescue arrangements with representatives of the Fiji Government and the Royal New Zealand Air Force.

The United States was also represented by the American Consul in Suva, Mr. George Gray, and Captain Crosby of the Coastguard Service.

In the past, search and rescue in the South-West Pacific has fallen mainly on the RNZAF Sunderland flying boats based at Laucala Bay, but these aircraft are soon to be replaced by land-based Orions.

The US Coastguard Service proposes to base a fast 90-ft. rescue cutter at Pago Pago.



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A110.86

Cruising Yachts

● **SEA WIND**, 38 ft ketch with Mr. and Mrs. Malcolm Graham, which we last heard of from Christmas Island (Indian Ocean) last November, reached Aden recently. The Grahams made many friends when they were in the Pacific in 1962-63.

In a note to *PIM* from Aden, written on March 29, Mrs. Graham said:

"We left Cocos-Keeling Island in November, 1963, after most royal treatment by John and Gerald Clunies Ross and the boys at the marine base and cable station.

"Had a slow trip of 30 days to the Seychelles, except near Chagos Archipelago, where a hurricane in the making drove us away.

"We stayed three months in the Seychelles and are at present in Aden enjoying ourselves back in civilisation.

"We are leaving for Suez in company with the *New World* and will continue to the Mediterranean to Athens. We miss finding *PIM* on the newstands."

Note: The *New World*, an H-28 ketch from Vancouver owned by Mr. and Mrs. Bill Graeber, was in the Pacific for three years until she left Thursday Island for Timor last September.

● **WINDSONG**, 48 ft. auxiliary ketch, reached Rarotonga early in April from Auckland, en route to Tahiti, Hawaii and San Francisco. The passage took 17 days. This was the yacht's second visit to Rarotonga, her last being in 1958.

Windsong sailed from Melbourne for Auckland in January. Plans are to spend about a year in the Pacific.

The ketch's crew comprises: Captain J. E. Walker (skipper), P. M. Weate (owner), R. Holden, C. O'Connor and P. Tatsel.

● **WANDERER**, famous 96 ft topsail schooner, commanded by Captain Omer Darr, which is well known in French Polynesia, is expected in those parts again soon from San Francisco.

The schooner will be on charter, with 15 young men from Los Angeles on board studying navigation. She is expected to reach the Marquesas about July 14 (Bastille Day).

The *Wanderer* was in Papeete late last year and early this year. She

sailed on February 25 with the intention of calling at Moorea, Huahine, Raiatea, Tahaa, Bora Bora, and Flint and Caroline Islands before going on to Honolulu.

From the Hawaiian capital, Captain Darr's plans were to go on to San Francisco. He planned to head south again in June.

● **AUAU KAI**, Los Angeles yacht, with Roger and Beth Bath and their sons Roy, 15, and Phil, 12, was due to leave Russell, New Zealand, on April 12 for Tonga.

In a note to *PIM* from Russell, saying he was "surprised" to see a photograph of *Auau Kai*, taken in Nukualofa in mid-November, published in *PIM* for January (p. 109), Mr. Bath said he and his family had reached NZ from Tonga on December 9 after a 12-day voyage which included "two beautiful gales".

Mr. Bath went on: "We left Long Beach, California, on June 30 for our around-the-world cruise. So far, we have visited the Marquesas, Tahiti, Moorea, Raiatea, Bora Bora, Rarotonga, Tonga and New Zealand.

"Now that the hurricanes are over, we are leaving here on April 12 and back-tracking to Tonga, where we had missed the two upper groups. From there, we will go to the Fiji Islands, leaving Suva by July 15, and going to New Caledonia and Brisbane."

● **VALKYRIE**, 31 ft ketch, sailed into Brisbane early in March with lone-hander John Goetzcke, a man who has tackled life and adventure from an unusual angle.

He has reversed the usual procedure of a young man sailing away to seek romance and adventure in the far corners of the world, for he is 69, a grandfather and a businessman.

Although he started his career as a sailor and had been round the Horn in a windjammer before World War I, he left the sea in 1915 and joined a mining company in Colorado, USA.

He still works for this company, but in 1957, when the company wanted him to go to Chile, he decided to go there by yacht—and he has been travelling that way on company business ever since.

Having reared a family and being free, he sold his property to buy *Valkyrie*.

He has already travelled many thousands of miles, but there are still many places he wants to see.

However, he makes one small concession to time, and says he is too old to make plans for the distant future.

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FULL DETAILS OF THE BIG NEW GUINEA ELECTIONS

The following are the full voting details of Papua-New Guinea's first general election on a common roll. They deserve to be listed in full as an historical record.

THE number of electors enrolled is shown in brackets immediately below the name of each electorate. Candidates who were members of the final P-NG Legislative Council, which sat last November, are marked with an asterisk. There is not such a member in each electorate, as boundaries for the House of Assembly elections were all new.

Europeans standing in open electorates are marked with a †. The candidates elected are printed in black.

Total enrolment for the Territory is 1,029,192.

Open Electorates

ANGORAM (19,676)	
Olimei Nausambin	753
Yambunbei Walinga	1,388
Kontrak Nokan	459
Billy Kiton	486
Mas Nianri	936
William Eichhorn	6,495
*Bonjui Plus	2,994
†John Pasquarelli	6,723
Sumbiri Kwolayan	3,649
Sumare Sana	1,600
Stephen Wingu	298

BOUGAINVILLE (30,311)	
John Hakana	1,948
Anton Kearsel	4,810
Nelson Lalisi Iaru	1,206
Paul Lapun	13,638
Francis Hagai	1,667
Andrew Komoro	4,255
Severinus Ampaol	4,700
Matevisiana Maikol Witol	408
John Ambrose Karuah Kelsen	197

CHIMBU (27,645)	
Waiye Siune	3,415
Kambua Mongia	522
Willie Kunauna	1,145
Kwatinnem Kuman	324
Josep Kauga	3,205
*Kondom Agaundo	2,840
Nindikay Pagau	180
Karil Bonggere	499
Aulakua Wemin	2,085
Juande Iual	619
Kugame Amug	817

CHUAVE (25,098)	
Kelaka Eremoke	2,524
Yauwi Wauwe	8,245
†Brian Heagney	2,383
Launa Mewea	2,797

DREIKIKIR (23,462)	
Bilpal Masakim	3,841
Joseph Langu	3,196
Pita Lus	8,620
Nohunga Umbu'ha	1,922
Waiu Welmba	7,274
Andahiga Nauli	622

EAST NEW BRITAIN (19,850)	
*Vin Tobaining	2,433
Tomeriba Tomakala	700
Longkurumia Joseph	470
Koriam Michael Urekit	7,217
Stanis Boramillat	2,390
Napitalai Tolirom	723

ESA'ALA LOSUIA (23,330)	
Lepani Watson	7,825
Gowell Taurega	2,109
Wilson Dobunaba	566
†Jack Wilkinson	649
*Kelemalist Clem Rich	3,199
Pologa Lestani Baloloi	1,045

FINSCHAFEN (21,059)	
Zure Makili Zurenuoe	8,029
*Somu Sigob	4,370
Oku Zongetsia	1,160
Ompampawe	823
†Jack Roy Smith	1,015
Taikone Buyumbun	515
Meek Singilong	2,727

FLY RIVER (16,243)	
Robert Tabua	6,765
†Arthur Wyborn	4,698
Paho (Paho-Wageba)	1,539
Jacob Wamabon	1,212
*Simoi Paradi	2,307

GOROKA (29,440)	
Duwe Afyal	1,732
Bin Aravaki	467
John Akunai	1,150
Madang Obuseri	600
Sinake Girefre	7,657
Sapume Kofikai	5,240
Bimai Palae	3,823
Akepa Miakwei	2,875
†John Wells	6,567
Soso Subi	775
Ikeivannima Gia	1,084

GULF (21,662)	
Sawaleba	5,862
†V. B. Counsel	3,730
†Keith Tetley	6,640
Boruwo Kauwamu	1,109
Morea Pekoro	705
Samai Nahomu	1,845

GUMINE (23,601)	
†Graham Henry John Pople	7,719
Ninkama Bomai	2,421

HAGEN (24,814)	
Kup Ogut	4,563
Pena Ou	8,159
†John Colman	1,481
Komp Del	1,604
†Keith Levy	12,274

HENGANOFI (20,424)	
Bono Azanifa	8,299
Posi Latara'oi	1,772
Pupuna Aruno	3,822
Forapi Maunori	787
Ugi Biritu	9,228



Biggest job in P-NG in recent months has fallen to Mr. R. R. Bryant, the Territory's Chief Electoral Officer. He carried out his task with great competence.

IALIBU (26,833)	
Pofia Ibubu	463
Iamuna Windi	118
Karia (Wanu)	3,072
Ata Lenga	40
Kollaga Mano	11,498
Turi Wari	3,443
Tua Piya	1,913
Piliembo Ugu	670
Puruba Wambi	1,090

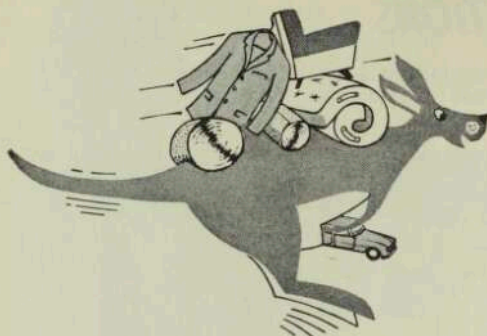
KAINANTU (23,291)	
Ono Aia	2,644
†Barry Holloway	8,350
To'ito Simau'ampe	1,105
Akila Inivigo	2,352
Touke Mareka	2,859
Manki Kaoti	2,049

KAINDI (27,221)	
Anani Maniau	3,974
†James William Gould	254
Ninga Yamung	1,379
David Iti	6,407
Mangi Iom	388
Leiwa Monbong	939
†Bill Bloomfield	9,007
Isom Kala (Phillip)	1,780
Su Kate (Kekalem)	1,842

KEROWAGI (18,951)	
Asuwe Kawage	1,615
Siwi Kurondo	8,409
Urambo Gomangogi	1,276
Wena Amugi	5,902

KUTUBU (18,461)	
Konifabu Iore	2,918
Tambu Melo	8,047
Kiras Tombala	1,077
Wayabo Awa	5,391

LAE (28,118)	
Kobubu Airia	4,419
Silas Kamake	1,340
Singia Pasom	10,428
Dr. Kahu Sugoho	7,041
Christian Gwang	2,693



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Llopa Momabu	3,522
Kora Wabe	1,073

LAKEKAMU	
Alan (Bera) Baupua	4,323
Ehava Karava (Gabriel)	6,258
Kevin Alphonse Kassman	1,438

LUMI (21,532)	
Waringli Amaraho	2,912
Bun Wasau	1,898
Makain Mo	7,526
Misama Warambor	5,758
Maus Solmin	3,460
Palne Maiyene	1,304

MADANG (27,284)	
†Shirley Ann Mackellar	2,816
Suguman Matibeli	7,481
Bato Bultin	6,701

MANUS (9,121)	
John Mohel	510
Joseph Malai	2,713
Peter Pomat	1,203
Cholai Popinau	208
Paliau Maleat	3,357
Joel Maiah	127

MAPRIK (21,850)	
Pita Tamindel	7,799
Kumasi Manga	4,611
Namani Anjabia	1,554
Godfried Wogiamungu	2,396
Stefan Mairabi	3,040
Boigun Raki	5,837

MARKHAM (20,608)	
Malangan Fridolin	2,924
Tataeng Nabia	1,166
Gandi Mirau	6,431
†Bruce Reginald Jephcott	4,404
Timas Pala	3,417
†Tom Leahy	6,165

MENDI (28,557)	
Hananel Tiel	1,007
Ebi Wall	1,452
Komla Dualt	5,289
Iebil Kalt	2,051
Momei Pangial	8,426

MILNE BAY (25,071)	
*John Guise	17,045
Oaheru Dickson	564
Albert (Albie) Munt	137
†Bob Bunting	1,990

MINJ (30,887)	
†Brian Corrigan	379
Kalbelt Diria	8,568
Paulus Waime	1,782
†Ian Frederick Parsons	6,715
Nopnop Tol	5,291

MORESBY (28,502)	
†Bill Stansfield	535
Bill Dihn Junior	1,298
Weina Babaga	157
†Colin J. Sefton	2,008
†John Martin	1,484
Daera Ganiga	146
Kalta Kau	1,250
Willie Gavera	1,119
Ela Maini	3,057
Mrs. Ana Frank	273
Eriko Rarupa	8,867
Oala Oala Rarua	6,243

NEW IRELAND (23,752)	
*Bruno Kroening	946
Joseph Watari	3,550
Magilang	727
*Peter Murray	5,197
*Nicholas Brokam	6,768
Tovin Kiapsolo	2,928
OKAPA (18,571)	
Asa Kabo	807
Kege Yasnamo	1,909
Kangeto Yabise	3,440
Muriso Warebu	7,322
Mangko Yai	1,546
POPONDETTA (23,639)	
Edrie Eupu	8,679
Paulus Arek	5,704
Conway Sesewo Ihove	4,511
Philip Undaba	1,216
*Cedric Siebel	931
RABAUL (23,639)	
Epineri Titimur	5,310
Lawrence Tolayutul	270
Tomari Topakana	568
Nason Tokiala	2,400
Matthias Tutanava Toliman	7,282
RAI COAST (26,806)	
Batta Yamai	1,377
Langong Sungai	526
John Kikang	271
Stol Umut	9,183
Gau Jabile	18
A Tarosi	3,789
Yali Singina	2,583
Lotu Lisa	1,701
Medaing Gulongor	47
RAMU (23,269)	
John Barend Mundau	3,064
James Meanggarum	9,133
Tom Maguna	4,498
*Watson Griffith Hall	6,969
RIGO-ABAU (26,608)	
*John Melkie	1,899
Enoka Tom	3,263
Dirona Abe	6,366
Veratau Reuben	710
Cliff Inanamu	3,065
*Scotty Uroe	3,923
*Les Farley	1,220
TARI (23,672)	
Andagari Wabiria	6,054
Megelia Babagi	3,903
Pungwa Tiri	11,154
Tagobe (John)	3,497
Handabe (Telabe) Tiaba	11,537
Matthew Mapiria (Yaliga)	1,223
UPPER SEPIK (18,491)	
Fatemboko Kauminja	1,107
Wegra Kenu	7,304
Wesani Bokimnok	5,244
Ondrias Augwi	3,522
Mason Ambunigi	1,619
WABAG (23,411)	
Kibunki Tomben	2,190
Timon Rot	1,831
Tei Abal	7,861
Punaben Minsakoli	3,506
WAPENAMANDA (23,834)	
Powal Kikpa	1,949
*Ian Kleing	1,062
Leme Iangalo	9,001
Erikio Karok	2,862
Traimya Manyingiwa	4,698

WEST NEW BRITAIN

(19,109)	
*Hans Wetzel (Hans)	3,321
Pael Maniel (Taulleke)	6,889
Lantene Koha	1,074
Tel Kaumu (Kulu)	1,193
Joe Reio (Reu Mauta)	1,857
Aisapu Talavi (Ganor)	2,664
Bons Kulei Galia	680
Kaiwa Theodore Laula	5,970
Lima (Yohanis) Larebo	2,334

WEWAK-AITAPE
(23,069)

George Panao	2,581
Pita Kamara	144
Jim Simbago	422
Simogun Pita	10,615
Bals Yembinangra	6,063
Brere Awol	4,581

Special Electorates

CENTRAL

Ron Brennan	5,598
Charles Kilduff	819
Kay Ashcroft-Smith	429
Andy Anderson	3,535
Bert Pikett	2,957
Percy Chatterton	6,602

EAST PAPUA

*John Stuntz	35,833
Kevin Frederick Fletcher	8,564
M. A. Lakin	5,164

HIGHLANDS

*Ian F. G. Downs	126,457
Dennis "Junior" Buchanan	38,769

MADANG-SEPIK

Kepten Flevel (A. M. Flavel)	44,084
Frank Martin	68,281
John Middleton (Jon Melton)	34,395

NEW BRITAIN

Roy Ashton	12,741
Tom Garrett	6,517
Blue Morris	2,954
Ron Levi	4,618

NEW GUINEA ISLANDS

Gordon Smith	4,793
Jim Grose	22,786
Harry Croyden	9,090

NORTH MARKHAM

*H. L. R. Niall	unopposed
-----------------	-----------

SOUTH MARKHAM

*Albert Lloyd Hurrell	8,963
Mick Casey	5,658
G. Gilmore	9,311

WEST GAZELLE

Harry Spanner	3,021
Keith Edwin Cummings	2,217
Don Barrett	6,407
Albert George Price	5,021

WEST PAPUA

*S. R. Slaughter	38,950
Ronald Thomas Dalton Neville	68,335

These Europeans Won Open Seats

These are the six Europeans who stood in open electorates against native candidates and won (with electorates in parenthesis). In all, 33 Europeans stood in open electorates.

Keith Tetley (Gulf);
Graham Pople (Gumine);
Keith Levy (Hagen);
Bill Bloomfield (Kaindi);
Barry Holloway (Kainantu);
John Pasquarelli (Angoram).

Members Of New House Of Assembly

10 OFFICIAL MEMBERS

Dr. J. T. Gunther, Assistant Administrator (Services).
Mr. H. H. Reeve, Assistant Administrator (Finance).
Mr. W. W. Watkins, Secretary for Law.
Mr. A. P. J. Newman, Treasurer.
Mr. W. P. Carter, Director of Posts and Telegraphs.
Mr. F. C. Henderson, Director of Agriculture, Stock and Fisheries.
Mr. J. K. McCarthy, Director of Department of District Administration.
Mr. G. D. Cannon, Director of Department of Trade and Industry.
Mr. L. W. Johnson, Director of Education.
Mr. N. J. Mason, Secretary of the Department of Labour.

54 ELECTED MEMBERS

From Open Electorates:
John Pasquarelli (Angoram).
Paul Lapun (Bougainville).
Waiye Sinue (Chimbu).
Yauwi Wauwe (Chauve).
Pita Lus (Dreikikir).
Koriam Michael Urekit (East New Britain).
Lepani Watson (Esa'ala-Losula).
Zure Makili Zurenuoc (Finschhafen).
Robert Tabua (Fly River).
Sinake Giregire (Goroka).
Keith Tetley (Gulf).
Graham H. J. Pople (Gumine).
Keith Levy (Hagen).
Ugi Biritu (Henganofi).
Koitaga Mano (Ialibu).
B. B. Holloway (Kainantu).
Bill Bloomfield (Kaindi).
Siwi Kurondo (Kerowagi).
Tambu Melo (Kutubu).
Singin Pason (Lae).
Poio Iuri (Lagaip).
Ehawe Karava (Gabriel) (Lakekamu).
Makain Mo (Lumi).
Suguman Matibri (Madang).
Palau Maloat (Manus).
Pita Tamindel (Maprik).
Gaudi Mirau (Markham).
Momei Pangial (Mendi).
John Guise (Milne Bay).
Katbelt Diria (Minj).
Erikio Rarupu (Moresby).
Nicholas Brokam (New Ireland).
Muriso Warebu (Okapa).
Edrie Eupu (Popondetta).
Matthias Tutanava Toliman (Rabaul).
Stol Umut (Rai Coast).
James Meanggarum (Ramu).
Dirona Abe (Rigo-Abau).
Handabe (Telabe) Tiaba (Tari).
Wegra Kenu (Upper Sepik).
Tei Abal (Wabag).
Leme Iangalo (Wapenamanda).
Pael Maniel (Taulleke) West New Britain).
Simogun Pita (Wewak-Aitape).

From Reserved or Special Electorates:

The Rev. Percy Chatterton (Central).
John Stuntz (East Papua).
Ian F. Downs (Highlands).
Frank Martin (Madang-Sepik).
Roy Ashton (New Britain).
James Grose (New Guinea Islands).
H. L. Niall (North Markham).
Graham Gilmore (South Markham).
Donald Barrett (West Gazelle).
R. T. D. Neville (West Papua).

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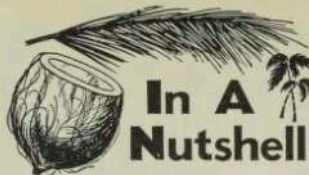
M. Gordon Bull, Consulting Civil Engineer, of Sydney, has recently commenced a Branch Office in Port Moresby. For Investigations, Reports, Design and Supervision of Construction of all Civil, Building, and Structural Engineering Work, Roads and Bridges, Drainage and Sitework, Buildings and Factories, Water Supply and Sewerage, Aerodrome Construction.

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THE UK Secretary of State for the Colonies has approved the annual Estimates for the Gilbert and Ellice Islands Colony, which provide for expenditure of £A864,000 and revenue of £792,000, leaving £72,000 to be met from Colony Reserve Funds. This compares with an estimated gap of £A79,000 in 1963.

According to a Government spokesman in Honiara, one of the reasons for the deficit is the drought, which has affected the copra industry. Export duty on copra is estimated at £92,000, compared with £136,000 in 1962.

The Estimates include Colonial Development and Welfare expenditure of about £50,000, the main item being preparations for the air service from Fiji which is expected to begin soon.

Provision is also made for the construction of reef causeways to continue, and for dredging the boat-basin at Betio, where the mole was damaged by storm in December.

● Two Islands newspapers have completed their first year of publication in the last few weeks. *Le Journal de Tahiti*, one of Tahiti's two daily, French-language newspapers, became a year old with its 304th number on March 31. *Samoa News*, American Samoa's only newspaper, brought out its 52nd weekly issue on April 24.

● The New Zealand Prime Minister, Mr. K. J. Holyoake, said at the end of March that he hoped to call for a report to see if there was value in New Zealand appointing a commissioner in Fiji.

He was commenting on a statement in the House of Commons by the Colonial Under-Secretary, Mr. Nigel Fisher, that the British Government welcomed the appointment of an Australian commissioner in Fiji and hoped that New Zealand would follow suit.

Australia's commissioner, Mr. R. N. Hamilton, arrived in Suva early in March.

● The dedication of American Samoa's new airport terminal build-



SYDNEY HOLIDAY: Seen at a social gathering of the Polynesian Association in Sydney recently were Mr. and Mrs. John Allen, of Suva, who were in Australia on long leave.—Tele-Photos.

ings at Tafuna and the new television studio building, which was to have been held on April 17, has been postponed until later in the year because several VIPs could not be present in April.

● The chairman of the BSIP Ports Authority, Mr. L. M. Davies, announced in March that tenders for the deepwater berth at Point Cruz, which closed in London on February 25, were very competitive, and it was now certain that a wharf within the financial limits which the Authority was able to accept could be constructed.

Part of the cost would be met by the Ports Authority and part from a loan from the Commonwealth Saving Bank.

The successful tenderer would probably be announced in April.

● Local councils in the New Hebrides are being supplied with radio transmitters, paid for partly by the councils and partly by the Condominium Government. The first set was installed recently at Dillon Bay, Erromanga. Councils at Aoba and Tanmaru, Malekula, will get sets in the next two months.

● After a visit to Wagina recently to assess crop possibilities, the BSIP's Acting Deputy Director of Agriculture, Mr. W. I. Laing, said he was optimistic about the future of the Gilbertese settlement. He said a narrow coastal strip similar to the village area appeared suitable for

growing coconuts, some inland ridges seemed promising for yams, sweet potatoes and other vegetables, and other parts of the island seemed suited to wetland crops such as taro and rice. Soil samples were taken for analysis.

- The first airfield at Mururoa Atoll, the centre in French Polynesia for France's proposed nuclear experiments, will be ready for use in July. The strip is 2,000 metres long. A work force of about 600 Foreign Legionnaires, Tahitians and scientific personnel is employed at Mururoa.

- Western Samoa's Government has bought 77 acres of land at Alafua from the Western Samoan Trust Estates Corporation for the building of a college of tropical agriculture and an experimental station. Construction will begin soon, and the first students from both Samoa and neighbouring islands are expected to be admitted next March.

The NZ Freedom from Hunger Committee has made a grant of £80,000 towards the cost of construction. The United Nations and the New Zealand Government will pay most of the maintenance costs for the first five years.

- After a great deal of publicity, a deportation order from the Commonwealth Immigration Department and several days in hiding, Nancy Prasad, a five-year-old Fijian-born Indian girl, was still in Australia at the end of April, pending a court hearing.

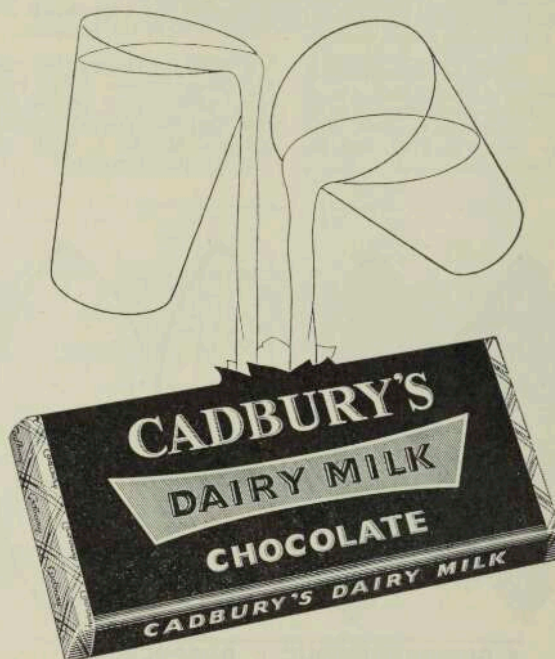
Nancy, who was sick at the time, was allowed to stay in Sydney with relatives last November, when her parents, Mr. and Mrs. Shri Prasad, and four of their other children returned to Fiji from a stay in Australia on the expiry of their tourist visas.

Nancy's relatives did not send her home when she recovered, and have since resisted official attempts to compel them to do so. Their case has been given thousands of inches of space in Australian newspapers, and more obviously will come before their fight is resolved.

- A bill to pave the way for the introduction into Fiji of pay-as-you-earn income tax will come before Fiji's Legislative Council in May. It is intended to introduce PAYE from January 1, 1965.

- The British and French Resident Commissioners in the New Hebrides, Messrs. A. M. Wilkie and M. Delauney, made a joint inspection in March of a property at Lakatoro, Malekula, which is being bought as

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a British District Agency for Central District No. 2. Part of the property will also be used as an agricultural station.

Messrs. Wilkie and Delauney later visited the island of Paama to inspect damage caused by fall-out of volcanic ash from the recent and frequent eruptions of Lopevi, the island-volcano three miles to eastward. They found coconut plantations, gardens and houses had all suffered, and that a thick carpet of ash was everywhere.

The Condominium Government is arranging for seeds to be taken to Paama to re-establish ruined gardens.

• The number of automobiles in Tahiti reached 6,000 in April, and at the present rate of increase, the island will have 10,000 by 1966. The figure for 1963 was 5,041, and for 1962, 4,226.

• There will be no official Fiji representation at the Olympic Games at Tokyo in October. Instead, the Colony will concentrate on preparing for the Commonwealth Games to be held at Jamaica in 1966, and the second South Pacific Games at Noumea, also in 1966. An official of the Fiji Amateur Sports Association said the Olympics were out for Fiji because of cost, and because there were no Fiji athletes of Olympic class. And Fiji would need "an especially strong team" for Noumea to defend the dominant position the Colony attained at the First South Pacific Games in Suva last September.

• Niue, the isolated New Zealand dependency between Tonga and the Cook Islands, may get an airfield soon. Two New Zealand Government engineers, Mr. W. J. Smith, of the Civil Aviation Department, and Mr.



HAPPY REUNION: Two islanders, Mrs. Bonita Rounds, of Suva (centre), and Mrs. Olga Page, of Apia (right), had a happy reunion after many years at the club-rooms of the Polynesian Association, Sydney, recently. With them are Mrs. Round's son John and wife Barbara, and Mr. Tom Rounds, also of Fiji.—Tele-Photos.

N. A. R. McCulloch, of the Ministry of Works, left for Niue via Tonga in April to survey the possibility of building an airfield. In Tonga, they were to join HMNZS *Royalist*, which was taking the NZ Governor-General, Sir Bernard Fergusson, on a Pacific cruise.

If an airfield were built at Niue, it would mean that the DC3 aircraft of Polynesian Airlines Ltd., which operates between Western Samoa and the Cook Islands, could carry twice as many passengers on that service by landing at Niue to refuel.

The PAL aircraft is now limited to 12 passengers because it has to carry enough fuel to fly non-stop between Aitutaki and Samoa, some 800 miles.

• Plans are going ahead to move several hundred natives of the Kilinalau (Carteret) Islands to either Bougainville or Buka because their land is becoming overcrowded and food is becoming short. The Kilinalau Islands are about 43 miles north-east of Buka. Present population is about 720.

• Dr. Richard Shutler, the American archaeologist who is working on Tanna, dug up two human skeletons recently which he says are the first to be discovered in Melanesia on an archaeological site.

In a cave near Bethel Village he has also found fragments of stone tools.

Dr. Shutler has already received dates of more than 400 years ago for some material from Aneityum, sent to the US for dating.

• Prince Radziwill, head of a European banking organisation, which has bought all interests in the Kingfisher Hotel on Norfolk Island, will visit Norfolk Island on his next visit to Australia—probably in June. He will be accompanied by Princess Radziwill.



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● An Australian educationist, Mr. M. Yaxley, expressed doubts on whether Western Samoa's education system was sufficiently orientated to the needs of the country when he lectured at Apia's Nelson Memorial Library in April.

● Fiji's new Governor, Sir Derek Jakeway, has been named Senior Commissioner for the United Kingdom on the South Pacific Commission. He is expected to go to Noumea in October for the next SPC session.

● Violent earth tremors were felt in Vila, New Hebrides, on the night of April 4, and early next morning. Walls swayed and the sound of buildings moving was heard. A Vila message says that shocks estimated to be about force three and force four on the Mercalli Scale were recorded for 22 minutes.

● Construction of a £500,000 deep-water wharf at Nukualofa, Tonga, is about to begin, according to Mr. J. A. Williams, of the engineering firm of Wilton and Bell, which is supervising the project. Mr. Williams was in Vila, New Hebrides, in April. His firm is also advising on wharf proposals for that port.

● The Commonwealth Works Department will call tenders for seven big architectural and engineering projects in Papua-New Guinea in the next two or three months. The projects are: A wharf at Madang big enough for overseas ships on the regular P-NG run; 20 miles of road, plus a bridge over the Gogol River,



FIRST OF THE MANY

The entire population of Tonga is currently being vaccinated against smallpox by the US Public Health Service. The work started on April 1 when a team of five began vaccinations in Nukualofa with a new jet injector immunisation gun—a hydraulic powered instrument which injects vaccine into the skin under high pressure without a needle.

Photo: Tulua Brothers.

WEDDING IN RABAU

Mr. Kenneth Penrose and Mrs. Anna Kaese were married at the District Registrar's Office recently by the District Commissioner, Mr. J. Foldi. Mr. George Kassi was best man, with Mrs. Julie Kraus, matron of honour.

Photo: C. H. Meen.



between Madang and Mawan; a teachers' college at Goroka; a police training depot at Boman, Port Moresby; a two-storey Supreme Court in Port Moresby; a two-storey court house in Rabaul; and a residential high school at Keravat.

● The Secretary-General of the South Pacific Commission, Mr. W. D. Forsyth, was due to leave Noumea on an official visit to the Cook Islands on April 22. One purpose of his visit was to be present at an SPC training course for islanders in Rarotonga on "Incentives of Economic Development" from April 18 to May 8.

En route to the Cooks, Mr. Forsyth was to stop off in Apia for talks on the UN-SPC rhinoceros beetle project; and on the way back to Noumea, he will visit Suva. He is due back in Noumea on May 11.

● Patrol Officer J. S. Hicks, of P-NG's Southern Highlands District, has reported an outcrop of inflammable rock near the junction of the Lai and Mendi Rivers. Mr. Hicks saw the outcrop while on patrol in the Southern Highlands in an area where most of the rocks are weathered limestone.

He says the inflammable rock appears to be a type of shale, and in various sections of this there are small fissures which give off sulphur fumes. These fumes apparently permeate the surrounding rock which can then be ignited by a small flame. The rock then burns with a blue light and when disturbed blazes vigorously.

Villagers told Mr. Hicks that on occasions in the past the whole mountainside had been alight.

● An association of more than half a century with the South Pacific was severed in April with the departure from Suva of Dr. Alex Frater. The son of a Church of Scotland missionary, he spent part

of his childhood in the New Hebrides and returned there as a medical missionary after graduating in medicine at Melbourne University.

Dr. Frater was later appointed Principal of the Central Medical School at Suva—now the Fiji School of Medicine. He relinquished this appointment to open a private practice in Suva. Dr. and Mrs. Frater, after a visit to London, will settle in New Zealand.

● Pineapples from the Cook Islands may reach New Zealand consumers later this year, according to Mr. H. E. Radley, a director of Fruit Distributors, Limited, who visited the Cook Islands on behalf of the company recently.

He said growers on Mangaia appeared enthusiastic, following advice given them by a Queensland pineapple-growing expert. Great efforts were being made to grow the popular smooth cayenne variety.

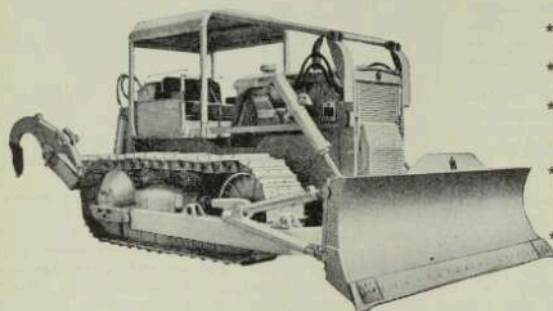
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Pacific Commerce and Produce

W. SAMOA'S FIRST NATIONAL LOAN OVERSUBSCRIBED

Western Samoa's first national loan of £250,000, which closed on March 20, was oversubscribed by more than £92,000. Announcing this a few days later, the country's Minister of Finance, Mr. G. F. D. Betham, said this was a magnificent effort by the nation.

MR. BETHAM said schoolchildren, village and district committees, women's committees, churches, public service and returned servicemen's organisations, and many other institutions had assisted in filling the loan.

He went on: "Our first national loan has been an unqualified success in every way, demonstrating above anything else that with unity and resolve, our progress as a nation is assured."

Vote Of Confidence

The UN regional director, Mr. Harry Spence, said in a cable of congratulation that the "overwhelming success" of the loan verified the people's determination to build as strong and progressive a country as possible.

It also represented a vote of confidence in the Government's leadership, he said.

The loan was open for subscription for four weeks. At the end of the third week, less than half of the target total had been subscribed, and with only two days left, the total was only £129,510.

Even on the morning of the last day, nearly £35,000 was still needed to reach the target figure.

It was therefore not surprising that some pundits were confounded in predicting, before the loan closed, that it would be a failure. (See p. 45.)

Subscribers to the loan will earn 5½ per cent. interest on money lent for five years, and 5½ per cent. on 10-year investments.

Securities are Western Samoa Government stock.



NEW MANAGER: Mr. Kalyan K. Ghose, newly appointed Air-India manager in Fiji, was in Sydney in April for discussions with the airline's manager for Australasia, Mr. A. F. Pinto. He was accompanied by his wife (right). Until his Fiji posting, Mr. Ghose was assistant to the regional manager, United Kingdom.

New Timber Project For Fiji

WESTRALIAN PLYWOODS, a large producer of plywood in Australia, plan to extend their operations to Fiji and build a sawmill on Vanua Levu capable of producing two and a half million super feet a year.

The Fijian landowners, whose timber will be used, will be given an equity shareholding in a company which has yet to be formed.

A pilot mill will open at Malau, the port of Labasa, and initially timber will be drawn from an area within a radius of about 20 miles. Later timber will be taken from the main spine which runs down the middle of the island.

The company has made an exhaustive ground and air reconnaissance of forests and has conducted in Australia production and market acceptability tests of most of the commercially available timber species of Fiji. It considers that much of Fiji's timber is better than that which comes from South-East Asia.

The company, eventually, will employ about 450 Fiji people. As they become skilled in the operation of mechanised logging and sawmilling plant, expatriates will be phased out.

The venture pleased no one more than the Fiji Conservator of Forests, Mr. J. R. B. Angus, who has, for many years, been saying that timber could be built into one of the major industries in the Colony.

Bigger Nickel Output In New Caledonia Expected

REPORTS from Paris in April said that Le Societe Nickel, which operates New Caledonia's nickel mines and smelters, was considering tripling its output.

The reports said that extra plant would be installed at the smelters and that 15,000-ton ships would be used to carry ore from coastal ports to the smelters at Noumea. At present, 4,000-ton ships are used.

Electrical output at the Yate hydro-electric station was also to be increased, according to the reports, but it was not stated how this would be done.

PIM's Noumea correspondent says that the recent drought has shown that, in a crisis, Yate cannot cope with present needs.

BSIP Timbers Found Suitable For Paper Pulp

THE BSIP's Chief Forestry Officer, Mr. K. W. Trenaman, said in March that many timber samples sent to Japan last year by the British Solomons Forestry Company had been found suitable for paper pulp production.

Mr. Trenaman said that the suitable species included some local timbers, but full details of the tests had not been received.

Meanwhile, the BSIP Forestry Department is establishing a forest nursery at Gizo as part of the department's experimental work in the Eastern District.

Seeds and plants are being introduced from overseas, and collected locally. Trial plots of various species are to be planted at Gizo, Baga, Kolombangara, and later at other centres.

Each plot will be about one-tenth of an acre in size, but selected species which have shown particular promise will be planted in plots of an acre or more.

Carolines Tuna Project Under Way Soon

THE MS *Jagluxmi*, a 17,000-ton freighter chartered by the Van Camp Sea Foods Company, was expected at Palau, Caroline Islands, on April 11 with 610 tons of machinery and supplies for the company's tuna project in the US Trust Territory.

Herbert Schuch, Van Camp construction engineer, arrived in Palau recently to build a 1,500-ton fish storage freezer, ice-making machines,

water storage tanks, and offices for the project. The plant is expected to be fully operational by July 1.

Six 25-ton tuna boats will begin operating from Koror's main port with 72 Okinawans and 48 Palauans as crew and fishermen.

Under the provisions of the contract signed by the Trust Territory and Van Camp officials, Palauans or other Micronesians will be trained as tuna fishermen, with the ultimate goal that all boats will be manned by Micronesians.

The Van Camp company has been established in American Samoa since 1954.

Announcement Soon On Vanikoro Operations

A REPORT from Honiara in April indicated that an announcement was expected soon about the operations on Vanikoro of the Kauri Timber Co. of Melbourne. It is expected that the Vanikoro operations will shortly cease.

The operations began there in 1924 and they have become probably the best known timber stands in the South Pacific. Vanikoro was operating when few others were. In recent years there has been renewed interest in the timber industry in other parts of the South Pacific, particularly New Guinea and the Solomons, due to Japanese investment.

Lord Howe Palm Crop

THE Lord Howe Island palm seed crop has been sufficient to fill orders placed for 1964 so far. In April, 600 bushells has been selected and packed ready for shipment to Australia on the *Colorado del Mar*.

Nail And Wire Factory Opened In Fiji

Fiji's first nail and barbed wire factory was officially opened recently by the Development Commissioner, Colonel W. B. Rogers.

It produces about 800 tons of barbed wire and nails a year, which is sufficient for Fiji's needs.

The owners of the factory, Sydney Cooke (Fiji) Ltd., hope to establish an export market.

More Trade With NZ

TAHITI, Tonga, American Samoa, the New Hebrides and New Caledonia imported more goods from New Zealand in the 12 months ended June 30, 1963, than they did the previous year, according to "Export News", a trade promotion publication of NZ's Department of Industries and Commerce.

The publication says Fiji and Western Samoa were the two largest customers in the Pacific. Exports from New Zealand to Fiji for the year ended June, 1963, were worth £833,000 and exports to Western Samoa, £827,000.

Fruit, vegetables, frozen and canned meat and butter were principal items sent to Fiji. Milk powder, canned and frozen meat, cigarettes and soap made up the bulk of exports to Western Samoa.

P-NG Loan For 1963-64 Fully Subscribed

PAPUA-NEW GUINEA'S Treasurer and Director of Finance, Mr. A. P. J. Newman, announced in April that the loan target of £1,700,000 for the current year had been achieved, and that this was "another demonstration of faith in the future of the Territory".

Included in the loan moneys raised was £221,000 from subscriptions to premium securities, £28,000 from sales of savings certificates, and £1,451,000 from private negotiated loans.

The loan target for 1963-64 was £800,000 higher than that set for the previous year, and because of this increased total the field of private negotiated loans had to be extended beyond the usual statutory bodies. Especially gratifying was the response by banks and life assurance companies operating in the Territory.

Some of the main subscribers in this new field were the Bank of New South Wales, the Commonwealth Savings Bank, and the Australasian

Temperance and General Mutual Life Assurance Society, each having subscribed £200,000.

Mr. Newman added that premium securities and savings certificates would remain on sale, and proceeds of such sales would be held against next year's loan programme.

New Companies Law

PAPUA-NEW GUINEA'S Secretary for Law, Mr. W. W. Watkins, announced recently that work was well in hand on the preparation of the necessary regulations and other subordinate legislation required to bring into effect the Companies Ordinance and associated ordinances passed by the Legislative Council last year.

The legislation is based on comparable uniform companies legislation in the Australian States and other Territories. Its purpose is to facilitate the operations of legitimate business and at the same time safeguard the investing public by strengthening the provisions to prevent fraudulent and undesirable practices.

Mr. Watkins said it was hoped to have the legislation in force on July 1.

The Stock Market

SYDNEY SALES PRICES

	Mar. 20	Apr. 22
Ball Plantations . . .	6/2	6/1
Burns Philp . . .	97/9	98/6
Burns Philp (SS) . . .	83/-	84/-
Choiseul Plntn. . .	88/-	95/-
C.S.R. Co. . . .	77/-	82/3
Dylup Plantations . . .	8/6	8/-
Fiji Industries . . .	18/6	22/-
Hackshall's . . .	19/-	19/-
Kerema Rubber . . .	4/1	3/11
Koitaki Rubber . . .	17/-	17/9
Lolorua Rubber . . .	10/6	9/11
Makurapu Plntn. . .	4/-	5/-
Maribol Rubber . . .	6/-	6/6
Pacific Is. Timbers . . .	3/9	4/1
Palgrave	2/1	2/4
Plantation Holdings . . .	3/9	4/-
Queensland Insurance	98/-	95/-
Rubberlands	4/9	4/6
Sogerit Rubber	8/4	8/3
8thn. Pac. Insurance	33/-	32/-
Steamships Trading . . .	14/2	13/-
W. R. Carpenter . . .	35/-	35/5
Watkins Consolidated	3/8	3/3

OIL AND MINING SHARES

	Dec. 4, 1958	Mar. 20, 1964	Apr. 22, 1964
Emperor . . .	b9/-	s6/9	b6/3
Loloma . . .	b30/-	s23/3	s21/3
Bulolo G.D. . .	b32/-	s56/-	b46/3
N.G.G. Ltd. . .	b2/3	s3/-	s3/4
Oil Search . . .	b9/9	s2/-	s3/11½
Ent. of N.G. . .	s11d	s3d	s3d
Pac. I. Mines . .	—	s4/2	s3/10
Ditto Opt. . .	—	s2/-	s1/8
Papuan Apin. . .	b4/6	s5/9	s5/2
Placer Dev. . .	b91/-	s285/-	s307/6
Timor Oil . . .	n.q.	s10d	s10d

Sydney Stock Exchange share price index for "Ordinaries" on Apr. 22 was 365.54, on March 20, it was 369.49.

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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.

FIIJ:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. April 20 prices were: HAD £F55/-/-, FM £F52/10/-.

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 April was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Glizo).

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:—Price on April 17 was approximately £A37 (7,400 Pac. francs), French price at that time was 880 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. Prices for second quarter, Apr.-June, 1964, is £NZ60/8/10 1st grade, £NZ59/3/10 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Apr. 21 was £Stg.178 per ton, c.i.f., Sydney.

P-N.G.: Sydney buyers on Apr. 22 reported: Quote No. 1: In store, Rabaul, export quality £175 per ton, or on wharf Sydney, according to quality: £200; quote No. 2: Best quality, on wharf Syd., £200, in store, N.G. ports, £171 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Apr. 22, were: Grade 1, £Stg.180; grade 2, £Stg.161, f.o.b., Apia.

COFFEE:—P-N.G.: April 22, 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 April 17 as Kenya AA £St.370-£St.421, A £St.365-£St.405, B £St.363-£St.388, C £St.363-£St.371; Bugisu AA £St.375, A £St.370, B £St.360; Tanganyika AA £St.375, A £St.370, B £St.360; Uganda Robusta (standard) £St.322.

PEANUTS.—P-N.G.: Sydney agents reported Apr. 22—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 Apr. 22 was:

No. 1, RSS, Spot, 69 Straits cents per lb (24.06d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Apr. 7: White and yellow label processed, standard packs, 33/3, green label 32/6, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1965—P-N.G.: Dry brown and dressed, 112 lb bags, £59/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, £65/15/- f.o.w. Other Pac. Islands: Dry, white or brown, etc., £68/-/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on April 22 by Sydney independent shell agents were: Sound £750, D £500, E £300, EE £190 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Apr. 22 indicated the following quotations to 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 Apr. 22: No. 1: £325 per ton, f.o.b., Rabaul; £300 on wharf, Sydney. No. 2: £300 (best quality), on wharf, Sydney; or £305 f.o.b., Islands ports.

CROCODILE SKINS.—On April 22 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—30/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 18/- 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 F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F4/6 per lb for well-dried fins of commercial quality. Sydney buyers quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Apr. 21, Philippines, in bulk, £191.50 US (equal to £Stg.68/8/4) per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, NQ, UK/Nth. European ports. NEW YORK: April 21, Philippines, \$175 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 920 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Apr. 21, Ceylon, 1% in bulk £Stg.101/10/- per ton, c.i.f., UK/Nth. European ports. Straits, 3¼%, NQ c.i.f.

Rubber: LONDON, Apr. 22, c.i.f., RSS No. 1 Spot, 20¼d Stg. lb, July c.i.f., 20-9/16d Stg. lb, May c.i.f., 20¼d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

Copra Market

Little movement was recorded on the overseas copra market in March, but earlier gains were maintained. Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board, reported in April. The average price was £68 sterling, an improvement of 15/- a ton on February. The market in alternative oils—soya-bean and groundnuts—has been steady. Mr. McDonald says. The current season crop of groundnuts has been down in most countries, but no major price variation is expected.

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People

Mr. Harry Hoehler, Rabaul trading ship skipper, was reported in April to have sold his *Conus gloria maris*, one of the world's rarest sea-shells, to an American buyer for \$2,000 (about £A893). Mr. Hoehler told *PIM* earlier this year that he had bought his shell "for a few shillings" from a Bougainville woman at Teop Island (*PIM*, Feb., p. 15.)

The shell is 5½ in. long—the biggest of its species ever found—and is one of several found in New Guinea. Mr. Hoehler did not know he had a fortune on his hands until he saw a picture of one of the other shells in a newspaper.

Miss Dixie Joanne Lee, daughter of Governor and Mrs. H. Rex Lee of American Samoa, will marry Mr. Ted J. Born at Christmas. The engagement was announced on March 28.

Miss Lee attended the College of William and Mary in Williamsburg, Virginia, and is now at the University of Hawaii, where she will graduate in June. Mr. Born is a graduate of Northwestern University, Illinois.

The birth of a boy called Itonaleafaatuaafatagata was registered in Western Samoa in April. The name is thought to be the longest Western Samoa's Registrar of Births has ever had to cope with. The boy is the 13th child of Iona Tafili and Nia of Feleavao.

Australian-born Elaine Fifield, the world-famous ballerina, who forsook the stage four years ago to live with her husband on a plantation 85 miles from Port Moresby, has returned to Australia to resume her ballet career.

Miss Fifield is married to Mr. Les Farley, a plantation owner, who unsuccessfully contested the recent House of Assembly elections. She was once acclaimed as a new Pavlova.

In one corner of the office of Mr. Doug Ewing, now manager for Burns Philp on Norfolk Island, is a billiard cue with sentimental attachments. The cue had been used widely in Papua-New Guinea and Sydney before arriving at Norfolk. It was Mr. Ewing's trophy for winning the first post-war snooker tournament arranged by the New Guinea Club,



VISIT TO FIJI: The Bishop of Melanesia, Rt. Rev. Alfred Hill, accompanied by his Assistant Bishop, Rt. Rev. Leonard Alufurai, visited Fiji in April to pay a brief visit to Solomon Islands people living there before going to a conference in NZ. Bishop Alufurai (left, facing the camera) and Bishop Hill (centre) are seen with the Bishop in Polynesia, Rt. Rev. J. C. Vockler, meeting some of the people after a Fijian ceremonial welcome.—Photo: Stan Whippy.

Rabaul. Mr. Dudley Jones organised the tournament and Mr. Ewing won it from Mr. Gilbert Renton.

Visiting South-East Asia on SPC business recently, the Commission's Secretary-General, Mr. W. D. Forsyth, was able to look in on old friends made when he was Australian Ambassador to Vietnam. And he also said hello to a number of former SPC men, among them Mr. W. V. D. Pieris, who is now at Bangkok. The same tour took Mr. Forsyth to Guam and Saipan. While there he was invited to address the College of Guam on the work of the South Pacific Commission.

Admiral Picard-Destelan has taken over in Noumea as French naval commander-in-chief in the Pacific. He succeeds Admiral de Scitveaux who has returned to Paris after completing his term of duty. Admiral Picard-Destelan visited the New Hebrides in April in the warship *Amiral Charner*.

Mr. Geoff Matthews, who has been shooting crocodiles in the Solomons and New Hebrides in the last few months, bought a new boat in Vila in April—the ketch *Dida*—and sailed for the Solomons on April 21. The *Dida* arrived in Vila nearly a year ago with a Mrs. Frazer, who had sailed the ketch from Jamaica. (*PIM*, August, p. 103.)

Mrs. Frazer is now shore-based in Vila. She has bought a property on the road to the airport which is a combination of shop, bar and

restaurant; and she has also bought the Island trading vessels *Trudy* and *Two Brothers* from Keith Cook. The *Trudy* is now on charter work.

Norfolk Island, which has been without a resident dentist for about 10 years, will have one in June, when Mr. Ulric Whitting, an English dental surgeon, arrives. He will work at the up-to-date dental clinic at the Norfolk Island Hospital.

After 10 years' service in Western Samoa, the manager of the Bank of Western Samoa, Mr. Nigel Maitland, has retired. The new manager is Mr. J. B. Sylvester, formerly assistant manager at the Bank of New Zealand, Auckland.

Miss Janet Davidson, an archaeologist from Auckland University, who has been excavating in old beach middens at Lotafaga, Western Samoa, recently discovered a partly-completed, one-piece shell fish hook, which is the first evidence of this implement in early Samoan culture. The hook was in deposits over 8 ft deep, which seems to indicate that it was made a long time ago.

Adi Torika, wife of Dr. Malakai Ravai, of the Colonial War Memorial Hospital, Suva, visited Sydney in April to attend the 21st birthday party for their daughter Elenora, who is a nurse at the Seventh-day Adventist Hospital and Sanitorium at Wairoonga.

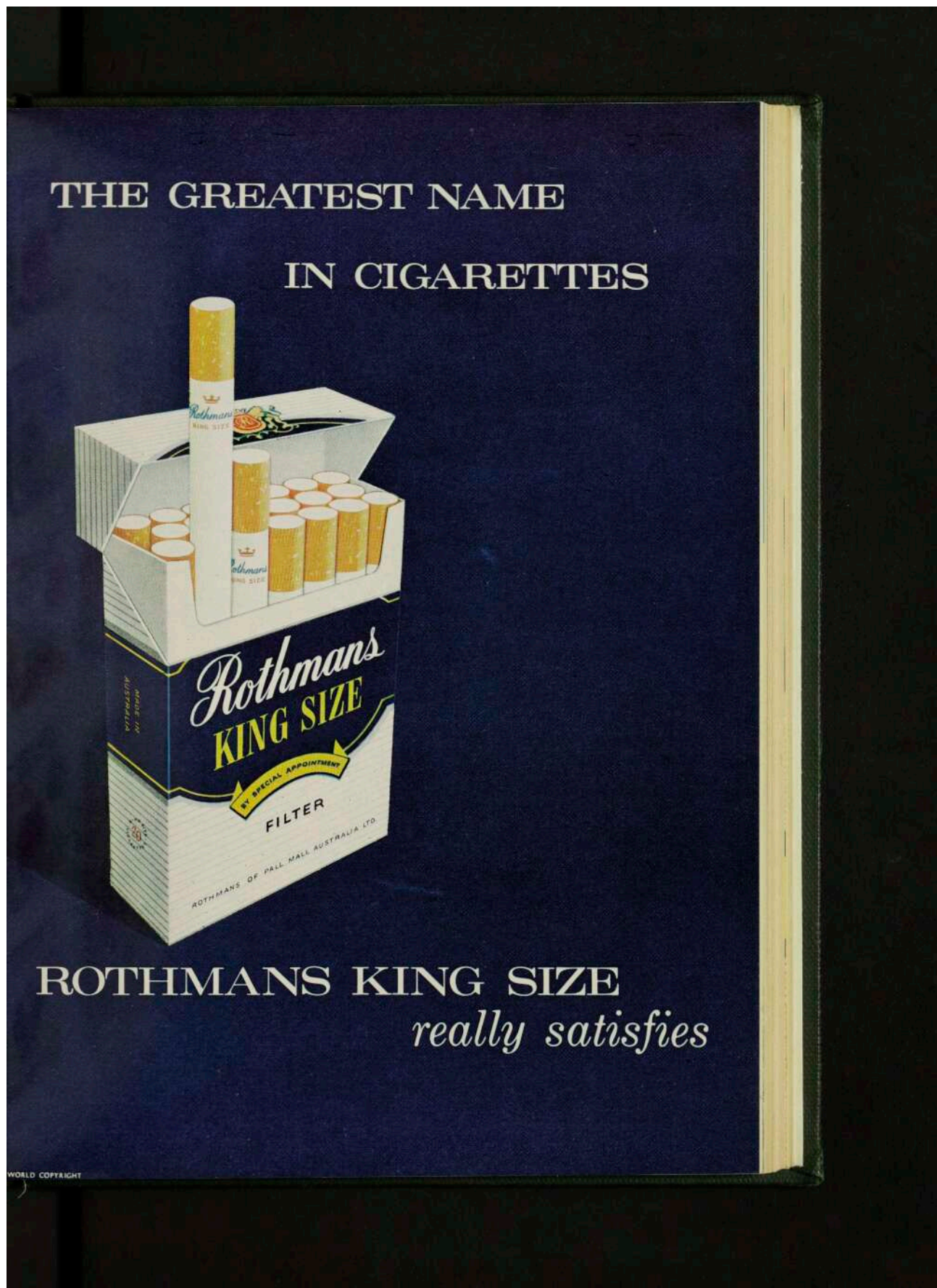


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DEATHS OF ISLANDS PEOPLE

Godfrey Dawson Hill

The death in Suva on April 14 of Mr. Godfrey Dawson Hill broke a link with Britain's early days in Fiji, for Mr. Hill was born at Rabe on October 18, 1874, only eight days after Fiji was ceded to the British Crown.

After being educated in Tasmania, Mr. Hill joined Morris Hedstrom Ltd. in Fiji and was associated with the produce side of the business for many years.

In 1930, he began a dairy in Domain Road, Suva; and later he worked at the Fijian Office.

Mr. Hill left a widow, formerly Miss Ivy Hunt, and three children by his first marriage—Dennis and Noreen, who live in Tasmania, and Ivor, a resident of Nigeria.

Mrs. Edith Kirby

Lord Howe Island's oldest resident, Mrs. Edith Kirby, died on April 19 at the age of 85. Affectionately known to islanders and to thousands of visitors as "Auntie Ede" she was as much a part of Lord Howe life as the famous Pine Trees Guest House.

Mrs. Kirby before her marriage was a member of the prominent Nichols family. Her father, Thomas Nichols, was a master mariner and one of the first men to attempt to establish a regular shipping service between Lord Howe and Sydney using his own vessels.

Her husband, George Kirby, once Lord Howe's schoolmaster, died more than 30 years ago.

Mrs. Kirby is survived by two sisters, a son, six grandchildren, and two great-grandchildren.

Mr. Charles Ernest Davis

The death occurred at his home at Sydney on April 7 of Mr. Charles Ernest Davis, owner of Sicacui Plantation, New Ireland, since 1927. He was 63.

Mr. Davis and his wife went to New Guinea in 1926 and bought the plantation the following year from the Ex-pro Board. Mr. Davis was sole owner. He ran the plantation until the Pacific war, when Mrs. Davis went to Sydney and Mr. Davis joined the Australian Army in Port Moresby. He had also served in World War I.

After the war, Mr. and Mrs. Davis ran a poultry farm for many years in Sydney, before retiring to live at Collaroy, a Sydney suburb. He still

retained ownership of Sicacui plantation and returned to the Territory frequently, keeping up with all his Territory friends.

Mr. Davis is survived by his widow, Maud.

Mr. J. Callaghan

The death occurred in Queensland in March of Mr. Jim Callaghan, who worked in the BSIP for about 12 years until his retirement in October, 1962. Mr. Callaghan first went to the BSIP about 1949 for the Guadalcanal Plantation and Trading Company at Lavoro. He later took up an appointment with the Government Trade Scheme, and in January, 1952, he joined the Treasury and Customs Department. He remained with the Customs Department for the next 10 years.

Mrs. Grace Ward

Mrs. Grace Ward, widow of the late Mr. Albert Ward, of Fiji, died on March 14, 1964, at the home of her daughter Olita in New York. The family lived for many years on a plantation at Natuvu, Buca Bay, Fiji. Mrs. Ward also leaves a son, Gilbert, in New York. Her body was brought to Fiji, and interred alongside that of her husband in the plantation.

Ravuama Vunivalu

Ravuama Vunivalu, a colourful and forceful Fijian MLC, died in London on April 7 at the early age of 42, after a short illness. He had arrived in London about a month earlier on vacation leave from his post as District Officer, Suva.

A brilliant student, Ravuama was the second Fijian to receive the degree of Bachelor of Arts. The first was the late Ratu Sir Lala Sukuna. Ravuama was educated in Auckland and at St. John's College, Cambridge.

He joined the Fiji civil service in 1938, and served in a number of departments where his bilingual ability was most useful. In 1950, he became a member of the Legislative Council for the first time, but resigned after a few years to join the 1st Battalion, Fiji Military Forces, which was then engaged in eliminating Communists from the jungles of Malaya. Returning to Fiji in 1956, Ravuama rejoined the Civil Service as secretary of the Education Department, holding that post for three years.

In 1959, he was again back in the Legislative Council, displacing Ratu

George Cakobau, the chief to whom he owed allegiance, on the Fijian side of the House. He soon made his mark as a forceful debater and a brilliant speaker, although sometimes inclined to become too rhetorical.

He earned something of a reputation of being an "Indian baiter", particularly if an Indian member had the temerity to suggest that the Fijians give up some of their land.

For all that, he retained the respect of the Indian race. They knew, as did others, that although Ravuama naturally was pro-Fijian, he was pro-Fiji above all else. Some of his closest friends were Indians.

When Fijians were given the vote for the first time in 1963, the Council of Chiefs put Ravuama up as a candidate for the Northern Constituency. It looked a hurdle from the start as Ravuama, owing allegiance to Bau and Tailevu, was not "natural" to the people of Cakaudrove, Buva and Macuata. But he triumphed—for he was returned unopposed.

Ravuama was always in close touch with Fijian opinion, probably much more so than the chiefs, most of whom do not mix with the "common herd" to any great extent. Thus he was always in a good position to express majority Fijian opinion.

Apart from his service as a Legislative Councillor, Ravuama served with several other official organisations, including the Fijian Affairs Board, Native Land Trust Board and Suva Rural Local Authority.

Ravuama married twice. His first wife was Adi Faranise Baboboa, daughter of Ratu Savenaca Komaisavai, of Viwa Island, Bau. His second wife was Adi Asilina Davila, who was with him in London.

Taumaa Koronui

Taumaa Koronui, one of the oldest men in the South Pacific, died at Atiu, Cook Islands, on March 26. He was 99.

Sister Marcella

Sister Marcella, a teaching sister of the Daughters of Our Lady of the Sacred Heart, who spent 48 years in New Guinea, died at Kokopo, near Rabaul, in March. She was 73.

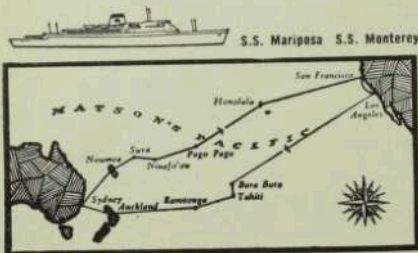
Sister Marcella, whose family name was Hyndes, became a nun in 1915 and was sent to Papua in 1916.

Marion Elmer Reed

Marion Elmer Reed, one of the oldest and best-known residents of American Samoa, died at the Samoan Hospital, Utulei, on April 5 at the age of 85. He was widely known as "Liki".



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Try Madang, New Guinea, For Tropical Lushness

Recent additions and improvements to the Madang Hotel, Madang, New Guinea, have made it one of the most up-to-date hotels in the Territory. And, if the tourist is seeking tropical lushness, there is no other in the Territory to equal it in location.

"Pacific Islands Monthly" is a member of the Australian National Travel Association and the Pacific Area Travel Association.

TRAVEL TALK

OUR photographs show part of the main lounge and also one of the new bedroom blocks. The new rooms overlook the gardens and part of Madang Harbour; nine of the rooms are air conditioned and some (like those shown at the left of the photograph below), have special louvre-walls designed to let in all the breeze from the sea. All the new rooms have private shower and toilet and the furnishings are modern and pleasant.

Tariff is from £3/10/- per day (for the hotel's older rooms) to £5/10/- per day for an air conditioned room. These tariffs include all meals.

There is a swimming pool in the grounds. This was built when the late Mrs. F. Gilmore ran the hotel herself. It is now maintained by the local Rotary Club as a community service; hotel guests, however, have free use of it.

Manager of the hotel is Mr. Tom Abberton, who previously was at Goroka.

Madang is certainly the most beautiful of all the coastal towns in New Guinea and when the Town Advisory Council has fully implemented its plan for turning the area around the small lakes into parkland it will be even more appealing to the eye.



Only one thing marred the beauty of the place when a *PIM* representative was there recently—the removal of the magnificent raintrees that were planted before the turn of this century and are now regarded as dangerous because of an occasional falling limb.

The raintrees and the graves in the old, forgotten cemetery (see p. 52) are now the only links Madang has with the German era. Right up to the Pacific War many of the old German houses remained and the pre-war hotel, with its tiled floors and high gabled roof, looked as though it had been transplanted from Bavaria. Most of these were bombed out of existence during the war and few pre-war buildings now remain.

The stretch of coast between Madang and the Roman Catholic mission station at Alexishafen is an area of sheltered water and picturesque small islands. The road along the north coast—about 75 miles at present—passes through

Alexishafen, native villages, mission stations and some of the best plantations in the Madang district.

Cars can be hired from several places in Madang, including B. J. & J. R. Back and Brewo Motors. Charges are from £3/10/- per day.

Madang is the site of the Coast-watchers' Memorial Light on Kalibobo Point, a few minutes' walk from the hotel. There is an excellent golf course and bowling and tennis clubs.

Burns Philp ships call at Madang regularly and it is the closest coastal outlet for the Highlands—about half

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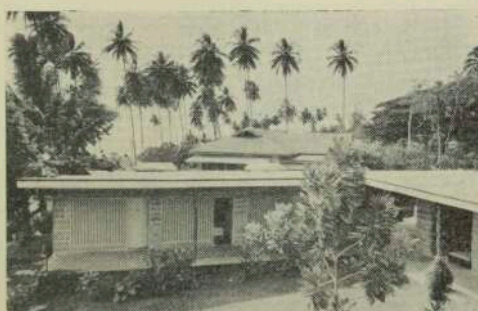
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OFFICIAL PASSENGER BOOKING AGENTS



One of the bedroom blocks of the new Madang Hotel. A view of the main lounge is on p. 133.



...you won't mind
if we spoil her?

Just for a little while. The truth is we like junior passengers. We like their chatter, their appreciation and their tuck-shop appetites. We like the way they find everything new and wonderful. All over the South Pacific from Tahiti to Australia, travelled families fly TEAL—and have been doing so for years. For details of students concessions see your travel agent or TEAL office.

FLY TEAL

NEW ZEALAND'S INTERNATIONAL AIRLINE

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At right: Main lounge of the recently extended Madang Hotel.

an hour flying-time from Goroka in comparison with 45 minutes Lae-Goroka.

The local airport has almost daily connections with Lae and the Highlands and frequent connections with other parts of the Territory.

New Guinea Could Make More Of Its Shows

IF one facet of New Guinea life excites prospective tourists more than another, it is the agricultural shows that are held at Goroka, Eastern Highlands, and Mt. Hagen, Western Highlands.

PIM's editorial offices in Sydney answer scores of telephone calls in the course of a year from agencies wanting to know "when the next show will be held". PIM's *Travel Talk* also receives many letters from the United States asking the same thing.

The so-called agricultural shows in the Territory occur in places other than the Highlands and although the lowland shows may not be quite so spectacular, all are worth seeing—not so much for their exhibits of coffee beans and cocoa, etc., but because of the native people who make them a festival occasion.

Yet there is little or no advance publicity about any of the shows. By the time they are happening, it is far too late for anyone who is not right on the spot.

Travel Talk asks: Why can't the dates of all shows in the Territory be fixed—and publicised overseas—at least a year in advance? Travel agents could then plan tours to coincide. This might be a very modest way in which to do something about the tourist industry in the Territory about which there has been much talk for years and a corresponding amount of masterly inactivity.

The P-NG Tourist and Travel Association isn't listed in the Papua-New Guinea telephone book. And, although we receive mountains of travel material from all over and around the Pacific basin—even from as far away as India and the Middle East—we have never had one pamphlet or one hand-out from the P-NG Association.

Some individuals in the Territory are trying to promote their own lines in tourism but a great many others, although they are making some part



of their living from travellers, couldn't care less.

Recently when revising the *Handbook of Papua and New Guinea* for its 4th edition, the publishers of PIM sent out 29 questionnaires to hotel and guest-house proprietors in the Territory. This was a free service for the benefit of the travelling public and for the hotels themselves. We have had replies from 15 of them.

The Pacific Area Travel Association, which publishes an exhaustive Pacific Hotel Directory and Travel Guide annually, has done no better. It lists only 14 hotels in P-NG and has been able to extract information from just eight of these.

Visit Norfolk Island For Bounty Day

JUNE is a good time to visit Norfolk Island. June 8 is the day of the annual Bounty Dinner, when the islanders celebrate the arrival from Pitcairn in 1856. It's a holiday on Norfolk, and the festivities start in the morning when the islanders assemble at the Kingston Landing dressed in period costume. After traditional ceremonies there is a community picnic, with special island foods, on the grass near the old gaol buildings, and later a cricket match, the Bounty v Allcomers.

Island dishes these days can be eaten every week by visitors to Norfolk who attend the various Island Nights put on by the two hotels, and one or two of the guest houses.

The Kingfisher Hotel has only recently begun a regular Saturday

Island Night, to which all visitors are invited. Dinner is served buffet style and a PIM man in April enjoyed pork done in the Tahitian way; baked trumpeter fish, Norfolk style; coconut pie; *porpay* (guava pie), and the famous Norfolk Island *pillai* (concocted from mashed bananas).

Qantas and TEAL service Norfolk from Sydney and Auckland every week.

YOUR NEXT LEAVE

Modern up to the minute homes between Dee Why and Palm Beach available to Island Residents for Holidays. Write for information to:—

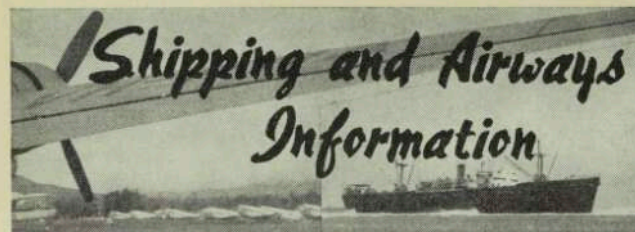
**J. T. STAPLETON
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or any of the Branch Offices located at Dee Why, Narrabeen, Mona Vale, Avalon or Palm Beach.



● 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.

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 sailings: May 12, June 24.

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 May 15 (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: Late July (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: Tahiti: Papeete May 20-23, Vila May 30-31, Noumea June 1-4, arr. Sydney June 7.

Caledonien: Papeete July 11-14, Vila July 21-22, Noumea July 23-26, arr. Sydney July 29.

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: May 29, June 19.

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.

Northern Star: From Southampton (UK) via South Africa at Sydney May 28-30, Wellington June 2-4, Fiji June 8, Papeete June 12-13, thence via Panama to Southampton, arr. July 6.

Southern Cross: From Southampton (UK) via Panama, at Tahiti June 19-20, Fiji June 25, Wellington June 29-July 1, arr. Sydney July 4, thence via South Africa to Southampton, arr. Aug. 10.

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 May 22 (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: May 14, July 2 (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 13 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: June 2 (approx.).

Buloalo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: May 19 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: June 23 (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 sailing: June 10.

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, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: May 12 (approx.).

Shansi: Leaves Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Madang, Rabaul, Sydney. Next Sydney sailing: May 29 (approx.).

After the above voyages future sailings of the Soochow and Shansi from Sydney will call at Brisbane, Pt. Moresby and Samarai, thence returning to Sydney.

Details from New Guinea Australia Line (Swire and Yull Pty., Ltd., agents), 8 Spring Street, Sydney (BU 4701).

Siltan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: June 12 (approx.).

Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: May 22 (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 May 25, Sydney June 2, Brisbane June 5, Pt. Moresby June 10, Lae June 15, Madang June 17, Rabaul June 20.

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), and Australian ports. Northbound vessels from Sydney call regularly at NZ ports.

Rhodis: From Melbourne, dep. Sydney May 19, arr. Brisbane May 21-22, Rabaul

May 26-27, Lae May 28-29, Madang May 30-31, thence Japanese ports.

Delos: From Hong Kong and Manila, arr. Rabaul June 3-4, Madang June 5-6, Lae June 7-8, Brisbane June 12-13, arr. Sydney June 15, thence Adelaide and Melbourne.

Details from Wih. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels Anking and Anshun call at Pt. Moresby, Papua, on their way north from Sydney to Hong Kong. Next vessel:

Anshun: Dep. Sydney May 23 for Brisbane May 25-26, Pt. Moresby May 30-31, thence Manila and Hong Kong.

After the above voyages future sailings of the Anking and Anshun will omit the stop at Pt. Moresby and in its stead will call at Rabaul.

Details from Swire and Yull Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly service between Sydney and Japan (via Manila, Hong Kong and Keelung), return via Guam and Rabaul.

George Anson: Dep. Sydney May 9, arr. Brisbane May 11, Manila May 23, Hong Kong May 26, Japan June 4, Guam June 15, Rabaul June 20, Sydney June 27.

Francis Drake: Dep. Sydney June 10, arr. Brisbane June 12, Manila June 24, Hong Kong June 27, Japan July 6, Guam July 17, Rabaul July 22, Sydney July 29.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Oranje sails irregularly from Sydney for Europe, via NZ, Papeete and Panama Canal; occasionally calls are made also at Suva.

Next northbound Tahiti call: From Sydney, at Papeete June 13-14.

Last voyage, to be removed from service.

Details from Royal Inter-ocean 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.

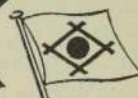
Karimata (NL): From Continent and London, arr. Papeete May 26, Noumea June 5, Honiara June 10, Pt. Moresby June 13, Rabaul June 16, Lae June 18, Madang June 19, Alexishafen June 21, Wewak June 22, Kota Baru June 24, Biak, Manokwari, Sorong.

Details from Royal Inter-ocean 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; return to France via Australian coastal ports.

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SUVA	HONIARA
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The Daiwa Navigation Co., Ltd.

OSAKA: "DAILINE"

TOKYO: "FUNEDAILINE"

AGENTS:

GUAM: Atkins and Kroll (Guam) Ltd.
APIA: Burns Philp (South Sea) Company, Ltd.
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.

Next sailings from Sydney: Vivarais June 1 (Noumea June 7); Vanoise June 29 (Noumea July 5).

● PIM's shipping and airways timetables are correct to time of publication.

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 Intercean 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 Cloon calls at Lautoka June 16, Suva June 18; Van Noort calls at Lautoka July 11, Suva July 13.

Details from Royal Intercean 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.

Herbjorn: From Japan and Hong Kong due Wewak May 26, Madang May 29, Lae June 2, Rabaul June 6, Pt. Moresby June 14, Suva/Lautoka June 19, Noumea June 26, thence to Japan, arr. July 18.

Chungking: From Japan and Hong Kong due Rabaul June 15, Madang June 18, Lae June 21, Kavieng June 25, Pt. Moresby July 2, Santo July 6, Vila July 10, Suva/Lautoka July 13, Noumea July 19, thence to Japan, arr. Aug. 7.

Details from China Navigation Co., Ltd. (Swire and Yull 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 Ousam, Kota Baru (opt.), Apia, Pago Pago, Nukualofa (opt.), Suva, Levuka, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

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: June 2, July 7.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: June 23, July 21.

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 vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyages:

Port Montreal: Dep. Auckland May 14 for Guam (arr. May 23) and thence on to Japan.

Crusader: Dep. Auckland June 19, for Noumea June 22, Pt. Moresby June 26, thence Singapore, Pt. Swettenham, Manila and Hong Kong.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel.: 30-310).

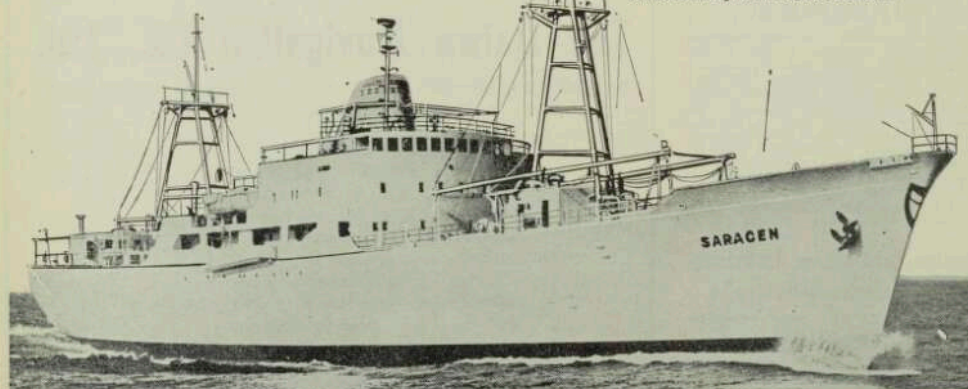
New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via

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Panama, make a call every two months at Tahiti, northbound and southbound.

Next northbound voyage: Rangitane, dep. Wellington June 6, due Papeete June 12.

Next southbound voyage: Ruahine from London, due Papeete May 19.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co., Ltd., act as Lead-ing Brokers in London.

Next sailings, ex-London: May 21, June 18.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Weybank: From Continent and London, arr. Samarai May 21, Pt. Moresby May 28, Lae June 2, Madang June 5, Wewak June 8, Kavieng June 13, Rabaul June 14, Honiara June 18.

Oakbank: From Continent and London, arr. Pt. Moresby June 18, Samarai June 22, Lae June 24, Madang June 27, Wewak June 30, Rabaul July 2, Honiara July 6.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailing: From Brisbane, Sonoma May 20 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyage. Next Papeete calls: Pioneer Gem July 2; Pioneer Star July 19.

Details from Wihl. Wilhelmssen Agency, 3 Bridge St., Sydney (BU 6301).

Australia-NZ-Fiji-Canada-USA

		ORIANA	IBERIA	ARCADIA	ORSOVA
SYDNEY	depart	June 22	Aug. 24	Sept. 14	Nov. 16
AUCKLAND	arr/dep	June 24-25	thence	Sept. 17	Nov. 19
SUVA	arr/dep	June 27	Manila†	Sept. 20*	Nov. 22
HONOLULU	arr/dep	July 1	Sept. 16	Sept. 26	Nov. 27
VANCOUVER	arr/dep	July 5-6	Sept. 22	Oct. 1-2	Dec. 2-3
SAN FRANCISCO	arr/dep	July 9-10	Sept. 24-25	Oct. 4-5	Dec. 5-7
LOS ANGELES	arr/dep	July 11	Sept. 26	Oct. 6	Dec. 8
HONOLULU	arr/dep	thence via	Oct. 1	thence via	Dec. 13
SUVA	arr/dep	West Indies	††	West Indies	Dec. 20
AUCKLAND	arr/dep	to UK		to UK	Dec. 23
SYDNEY	arrive		Oct. 28		Dec. 26

* Thence to Pago Pago, arr. Sept. 21. † Hong Kong and Japan.

†† Thence Japan, Hong Kong and Manila.

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	Apr. 12	May 3	May 28	June 21
LOS ANGELES	arr/dep	Apr. 13	May 4	May 29	June 22
BORA BORA	arr/dep	Apr. 21	May 12	June 6	June 30
PAPEETE	arr/dep	Apr. 22-24	May 13-15	June 7-9	July 1-3
RAROTONGA	arr/dep	Apr. 25	May 16	June 10	July 4
AUCKLAND	arr/dep	Apr. 30-May 1	May 21-22	June 15-16	July 9-10
SYDNEY	arr/dep	May 4-7	May 25-28	June 19-22	July 13-16
NOUMEA	arr/dep	May 10	May 31	June 25	July 19
SUVA	arr/dep	May 12	June 2	June 27	July 21
NIUAFOOU	arr/dep	May 13	June 3	June 28	July 22
PAGO PAGO	arr/dep	May 13	June 3	June 28	July 22
HONOLULU	arr/dep	May 18-19	June 8-9	July 3-4	July 27-28
SAN FRANCISCO	arrive	May 24	June 14	July 9	Aug. 2

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco May 14, Los Angeles May 19, arr. Papeete May 30, Pago Pago June 6, Apia June 10, Suva June 15, Noumea June 18, Apia (open).

dep. Pago Pago June 23, for Los Angeles, arr. July 7, San Francisco July 11.

Thor I: Dep. San Francisco June 15, Los Angeles June 19, arr. Papeete June 29-July 1, Pago Pago July 5-8, Apia July 9-10, Suva July 13-14, Noumea July 16-18, Honiara (tentative), Santo July 21-23, Apia (open), Pago Pago July 28-30, due Los Angeles Aug. 12, San Francisco Aug. 15.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

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****Sydney-Brisbane-Honolulu-Nth. America**

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 7.30 a.m. Sat. Dep. 9 a.m., arr. San Francisco 4.40 p.m.

SOUTHBOUND

Weekly from San Francisco, dep. 8 p.m. every Sat., arr. Honolulu 9.50 p.m., dep. 11.59 p.m. Sat. Arr. Brisbane 5 a.m. Mon., dep. Brisbane 5.45 a.m., arr. Sydney 7.05 a.m.

Sydney-Fiji-Hawaii-USA

By QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.
Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, May 8, 22, June 5, 19, July 3, 17, 31, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats. (May 9, 23, June 6, 20, July 4, 18, etc.) Honolulu, Nadi (arr. 6.55 p.m., dep. 7.45 p.m.), Sydney (arr. 10 p.m.).

(International Dateline is crossed between Nadi and Honolulu.)

By CANADIAN PACIFIC AIRLINES (Bristol Britannia and DCS Jet)

NORTHBOUND

Alt. Sat. (May 16, 30, June 13, 27, July 11, 25, 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 DCS), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DCS 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. (May 19, June 2, 16, 30, July

14, 28, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.35 p.m.).
(International Dateline crossed between Nadi-Honolulu.)

Sydney-Fiji (or Am. Samoa) Hawaii-USA

By PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers)

NORTHBOUND

Sat., Thurs.: Dep. Sydney 7 p.m. for Nadi (arr. 12.45 a.m., dep. 1.30 a.m.), Honolulu and Los Angeles, arr. Sat., Thurs., 7.10 p.m.

Mon.: Dep. Sydney 7 p.m. for Pago Pago (arr. 2.55 a.m., dep. 3.40 a.m.), Honolulu and Los Angeles (arr. 7.10 p.m.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 9.45 p.m. for Honolulu, Nadi (arr. 5.15 a.m., Thurs., Sat., dep. 6.15 a.m.), and Sydney (arr. Thurs., Sat. 8.35 a.m.).

Sat.: Dep. Los Angeles 9.45 p.m. for Honolulu, Pago Pago (arr. 5.10 a.m., dep. 5.55 a.m.), and Sydney (arr. 8.55 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., Fri., Sun.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.
Wed., 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.
Mon., Thurs.: Dep. Auckland 8 p.m., arr. Sydney 10.05 p.m.
Tues., Thurs., Fri.: Dep. Sydney 12.30 a.m., arr. Auckland 6.15 a.m.
*Sat., May 23, only.

BOAC, with Comet IV's.

Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.
Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.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.
† Mon. service operates May 11, 25, only.

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.
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-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-New Caledonia

QANTAS-UTA with Electra

Thurs.: Dep. Sydney 10.10 a.m. for Noumea (arr. 12.40 p.m.), dep. 4.10 p.m. for Sydney, arr. 7 p.m.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Fri.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Sun.: Dep. NI 2.45 p.m., Sydney arr. 6.45 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 9.45 p.m., arr. Brisbane 11.50 p.m. Dep. Brisbane 12.40 a.m. next day, arr. Pt.

- 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.

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 6 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., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.10 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

TAA: Tues., Thurs., Sun. dep. Lae 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.15 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 11.15 a.m., arr. Brisbane 4.30 p.m., dep. Brisbane 5.05 p.m., arr. Sydney 7.10 p.m.

Qld.-Papua-New Guinea

FAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 1.50 p.m., Cairns, arr. 2.45 p.m., dep. 3.50 p.m., arr. Pt. Moresby 6.10 p.m. (May 11, 25, June 8, 22, July 6, 20, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (May 13, 27, June 10, 24, July 8, 22, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (May 16, 30, June 13, 27, July 11, 25, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (May 17, 31, June 14, 28, July 12, 26, etc.).

INTER-TERRITORY SERVICES

Fiji-Am. Samoa

FAA, with DC7C Aircraft

Sun.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 p.m. Sat.

Tues.: Dep. Pago Pago 4 p.m., cross International Dateline, arr. Nadi 6.10 p.m. Wed.

Fiji-Am. Samoa-NZ

TEAL, with Electra Mk. II

Sun.: 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.

Sun.: 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

Mon. and alternate Thurs. (May 14, 28, June 11, 25, 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.

Wed. and alt. Sat. (May 16, 30, June 13, 27, 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 6.45 a.m. for Auckland, arr. 11.30 a.m.

Sat., Thurs.: Dep. Auckland 6.30 p.m. for Nadi, arr. 11.10 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., Thurs., flights ex-Auckland, and Thurs., Fri., flights ex-Nadi are operated by Qantas under charter to TEAL.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Sat., alt. Thurs. (May 14, 28, June 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. (May 21, June 4, 18, July 2, 16, 30, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (May 20, June 3, 17, July 1, 15, 29, etc.).

Alt. Thurs. (May 21, June 4, 18, July 2, 16, 30, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (May 22, June 5, 19, July 3, 17, 31, 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. 9.30 a.m., Los Angeles, arr. 7.25 p.m., and alt. Wed. 10.30 a.m., Los Angeles, arr. 9.25 p.m. Immediate connection by Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. and alt. Thurs. 6.30 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

Tues., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

New Caledonia-NZ

TEAL, with Electra Mk. II's

Tues.: Dep. Noumea 2 p.m. for Auckland, arr. 6.25 p.m.

Tues.: Dep. Auckland 10.30 a.m. for Noumea, arr. 12.45 p.m.

New Caledonia-Wallis Island

UTA, with DC4 Aircraft

Monthly service (second Saturday) Sat. (June 13, July 11, etc.): Dep.

FIJI DIRECT SERVICE

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Regular Sailings every four weeks

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Suva

Noumea 11 p.m. for Wallis Is. (arr. Sun. 6.30 a.m.).
Tues. (June 9, July 14, 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.
Sat., May 16, 30: Dep. NI 2.15 p.m., arr. Auckland 6 p.m. Dep. Auckland 10 a.m., arr. NI 1 p.m.
Sun.: Dep. Auckland 10.30 a.m., arr. NI 1.30 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.
Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (May 18, June 1, 15, 29, July 14, 28, etc.).
Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (May 20, June 3, 17, July 1, 15, 29, etc.).
Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (May 26, June 9, 23, July 7, 21, etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae, arr. 12 noon (May 13, 27, June 10, 24, July 8, 22, etc.).

P-NG - West NG

TAA, with DC3 Aircraft
Alt. Tues. (May 26, June 9, 23, July 7, 21, etc.): Dep. Lae 10 a.m. for Madang, Wewak, Kota Baru, arr. 2.35 p.m.
Alt. Wed. (May 13, 27, June 10, 24, July

8, 22, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 3.05 p.m.

BIAK (WEST NG)-LAKE

Garuda Indonesian Airways (DC3).
Alt. Tues. (May 19, June 2, 16, 30, July 14, 28, 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. (May 20, June 3, 17, July 1, 15, 29, 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. (May 14, 28): Dep. Papeete 11.30 p.m. for Honolulu, arr. 5.05 p.m.
From June 4: Every Thurs. dep. Papeete 4 p.m., arr. Honolulu 9.30 p.m.
Alt. Thurs. (May 14, 28, etc.): Dep. Honolulu 11.05 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.
From June 4: Every Thurs. dep. Honolulu 11.05 p.m., arr. Papeete (Fri.) 5.20 a.m.

Tahiti-USA

UTA, with DC8 Jet Aircraft
Fri. and alt. Wed. (May 20): Fri. dep. Papeete 8.30 a.m. for Los Angeles, arr. 7.25 p.m. Alt. Wed. dep. Papeete 10.35 a.m. for Los Angeles, arr. 7.55 p.m.
From June 3: Every Wed. dep. Papeete 10 a.m., arr. Los Angeles 7.55 p.m.
Sat. and alt. Thurs. (May 21): Dep. Los Angeles 1 a.m. for Papeete, arr. 6.30 a.m.

From June 4: Every Thurs. dep. Los Angeles 1 a.m., arr. Papeete 6.30 a.m.

Pan American Airways, with Intercontinental Jet Clippers

Mon.: Dep. Los Angeles 9 a.m., dep. Los Angeles 1 p.m., arr. Papeete 6.25 p.m.
Tues.: Dep. Papeete 8.25 a.m., dep. Honolulu 3.30 p.m., arr. Los Angeles 11.25 p.m.
Sat.: Dep. San Francisco 10 p.m., dep. Los Angeles 11.59 p.m., arr. Papeete 5.15 a.m. Sun.
Sun.: Dep. Papeete 8.45 a.m., arr. Los Angeles 7.45 p.m., arr. San Francisco 9.45 p.m.

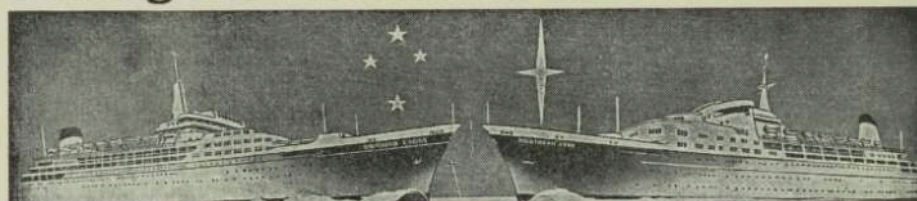
W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft
Between Western Samoa and American Samoa—flight time: 45 minutes.
Dep. Pago Pago (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
Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
Dep. Pago Pago 8 a.m. each Friday, arr. Aitutaki 2 p.m., dep. 2.30 p.m., arr. Rarotonga 3.35 p.m.
Dep. Rarotonga 7 a.m. every Sat., arr. Aitutaki 8.05 a.m., dep. Aitutaki 8.50 a.m., arr. Pago Pago 1.20 p.m.

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Tahiti Messageries Maritimes Papeete.
Cable Address: Messageries 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

W. Samoa-Fiji

Polynesian Airlines Ltd., with DC3
 Alt. Wed. (May 13, 27, June 10, 24, etc.):
 Dep. Faleolo 11 a.m., arr. Nausori
 (Suva) next day 2.10 p.m. Dep.
 Nausori alt. Fri. (May 15, 29, June 12,
 26, etc.) 8 a.m., arr. Faleolo alt.
 Thurs. (May 14, 28, June 11, 25, etc.)
 1.10 p.m.
 Agents: Gold Star Transport Co. Ltd.,
 Apia. R. E. Pritchard, Pago Pago.

INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and
 Drover Aircraft
 Suva-Nadi-Suva: Two flights daily: Dep.
 Suva 7.30 a.m., arr. Nadi 8.15 a.m.,
 dep. Nadi 9 a.m., arr. Suva 9.50 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 Mon.,
 Wed., Fri. and alt. Thurs. 4 p.m., arr.
 Nadi 4.50 p.m. (May 14, 28, June 11,
 25, etc.).
 Nadi-Suva: Dep. (Drover) Nadi Tues.,
 Thurs., Sat. and alt. Fri. 6.15 a.m.,
 arr. Suva 7.05 p.m. (May 15, 29, June
 12, 26, etc.).
 Suva-Labasa-Suva: Dep. 11 a.m. Wed.,
 Thurs., Fri., Sat. and Sun.
 Suva-Labasa-Savusavu-Labasa-Suva: Dep.
 11 a.m. Tues.
 Suva-Savusavu-Matel-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-Matel-Labasa-Suva: Dep. 11
 a.m. Mon.
 Suva-Matel-Labasa-Matel-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.
 Papeete, Fri.: Dep. Papeete 9 a.m., Raiatea,
 arr. 9.55 a.m., dep. 10.20 a.m., Bora
 Bora, arr. 10.40 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 9 a.m., Huahine, arr.
 9.50 a.m., dep. 10.10 a.m., Raiatea, arr.
 10.30 a.m., dep. 10.50 a.m., Bora Bora,
 arr. 11.10 a.m.
 Thurs.: Dep. Papeete 8 a.m., Bora Bora,
 arr. 9.10 a.m.
 Fri.: Dep. Papeete 9 a.m., Raiatea,
 arr. 9.55 a.m., dep. 10.20 a.m., Bora
 Bora, arr. 10.40 a.m.
 Mon., Fri., Sat.: Dep. Bora Bora 4 p.m.,
 Raiatea, arr. 4.50 p.m., dep. 4.45 p.m.,
 Papeete, arr. 5.35 p.m.
 Tues.: Dep. Bora Bora 9 a.m., Rangiroa,
 arr. 11 a.m., dep. 3.15 p.m., Papeete,
 arr. 4.45 p.m.
 Wed.: 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.
 Thurs.: 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. Mon. dep. Noumea 8
 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.
 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: Mon., 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
 Anietyum, Futuna, Aniwa or
 Erromanga before the scheduled
 departure for Vila).
 Tues.: Dep. Vila 8.30 a.m. for Tonga, arr.
 9.05 a.m., dep. 10 a.m., Vila, arr. 10.35
 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. (May 26, June 9,
 23, July 7, 21, etc.).
LAE-RABAU-LAE (Fokker Prop-Jet)
 Alt. Tues. dep. Lae 9 a.m., Rabaul arr.
 10.55 a.m. (May 26, June 9, 23, July
 7, 21, etc.).
 Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae
 arr. 12 noon (May 13, 27, June 10,
 24, July 8, 22, etc.).
PORT MORESBY-DARU (DC3)
 Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for
 Daru, returning same day via Balimo,
 arr. 2.25 p.m. (May 15, 29, June 12,
 26, July 10, 24, etc.).
PT. MORESBY-WEST. PAPUA (Catalina)
 Wed.: Dep. Pt. Moresby 8 a.m. for Kerema,
 Balmuru, 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. (May 21, June
 4, 18, July 2, 16, 30, etc.).
 Alt. Fri.: Dep. Lake Murray 7 a.m. for
 Daru, Pt. Moresby, arr. 11.40 a.m.
 (May 22, June 5, 19, July 3, 17, 31,
 etc.).
PT. MORESBY-EAST PAPUA (Catalina)
 Alt. Mon.: Dep. Pt. Moresby 8 a.m. for
 Samarai, Esa-Ala, Samarai, Pt.

Moresby, arr. 4.30 p.m. (May 18, June
 1, 15, 29, July 13, 27, etc.).
 Fourth Mon.: Dep. Pt. Moresby 8 a.m.
 for Samarai, Deboyne, Samarai, Pt.
 Moresby, arr. 4.30 p.m. (May 25, June
 22, etc.).
 Fourth Mon.: Dep. Pt. Moresby 8 a.m.
 for Samarai, Pt. Moresby, arr. 4.30
 p.m. (May 11, June 8, 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 a.m. for Goroka,
 Minj, Banz, Hagen, Baiyer R., Wapena-
 munda, Wabag, Madang, arr. 3.20 p.m.
 Sun.: Dep. Mt. Hagen 7.20 a.m. for
 Banz (opt.), Lae, arr. 9 a.m.
 Sun.: Dep. Lae 9 a.m. for Goroka,
 Minj, Banz, Mt. Hagen, arr. 12.05
 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 a.m. for Goroka, Minj,
 Banz, Hagen, Madang, arr. 1.30 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 Finsch-
 hafen, 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. 3.40 p.m.

RABAU-TALASEA-RABAU
 Tues.: Dep. Rabaul 12.30 p.m. for Hoskins, Talasea, Rabaul, arr. 3.45 p.m.
 Operated by Ansett-MAL (with DC3's)
 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 8.30 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 Alitape, 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, Burul, Wewak, arr. 10.05 a.m.

Operated by
 Papuan Airlines Transport Ltd. ("Patair")
 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, Woltape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.
 Dep. (Piaggio) Pt. Moresby 8.20 a.m. for Tapini, Woltape (opt.), Pt. Moresby, arr. 9.50 a.m. (30 min. later if call made at Woltape).

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY,
 Box 2434, G.P.O., Sydney.

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, Paili (opt.), Pt. Moresby, arr. 12.50 p.m. (20 min. later if call made at Paili).
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woltape, 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).
 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, Woltape, 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 Woltape, 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. (Apr. 9, 23, May 7, 21, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embl, Wanigela, Vivigani, Losua, Popondetta, Pt. Moresby, arr. 1.45 p.m.
 (Apr. 16, 30, May 14, 28, 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, Paili, Pt. Moresby, arr. 1.10 p.m.
 Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woltape, 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 2.30 p.m. for Bereina, Pt. Moresby, arr. 4.35 p.m.
 Sat.: 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 Woltape, Tapini, Pt. Moresby, arr. 10.30 a.m.

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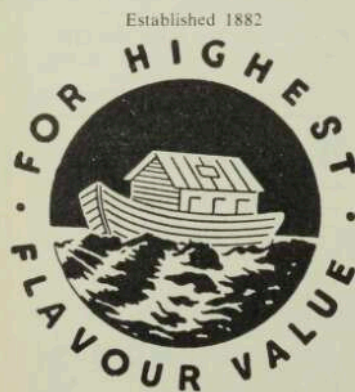
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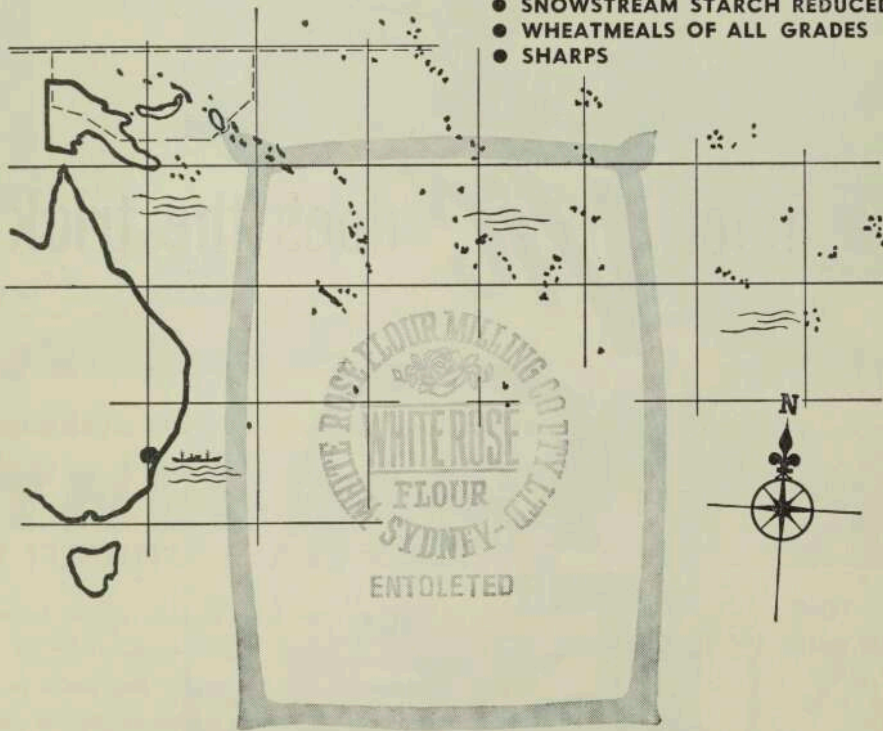
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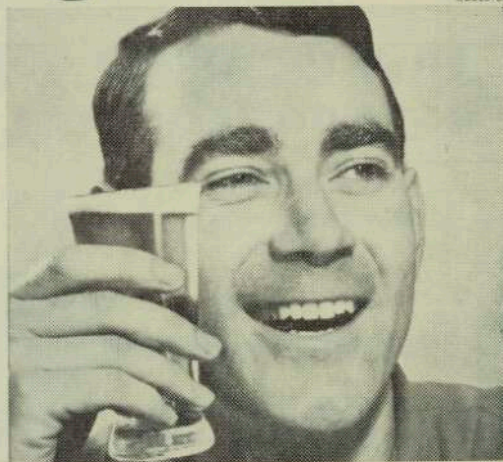
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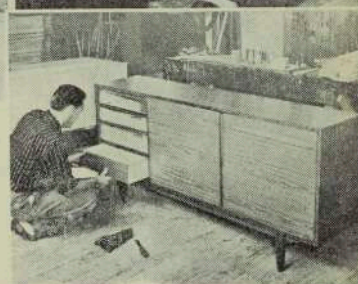
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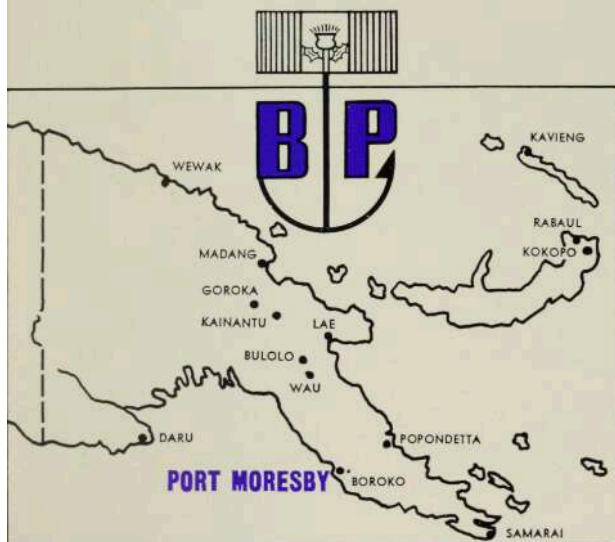
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