

to deliver material to certain naval coast-watching personnel. Contact by radio was the only means of communication. We therefore decided that, rather than disfranchise these personnel, we would obtain particulars of their respective electorates and transmit instructions and contents of ballot-papers by radio. The individual votes were radioed back in cipher, and certified at both terminals. The votes were recorded on to ballot-papers and a certificate from the Naval Commander in each case was attached. Had this course not been adopted, all the personnel affected would not have been able to vote. We were also able to visit the New Zealand Forces Club, Suva, for a short period, where we met the staff and several of our New Zealand personnel.

I had already met the Governor of Fiji at Noumea, and he very kindly invited me to stay at Government House when visiting Fiji, but as my time there was very limited I asked permission to remain at H.Q., Fiji Defence Forces. This was granted by His Excellency.

(g) *Noumea*: We departed from Fiji on the 20th August, 1943, on our return trip to New Caledonia, calling at Espiritu Santo and Efate. On this return visit to Noumea I called on the British Consul, Mr. M. Johnston, who displayed considerable interest in our mission.

When in Noumea I called on M. Bourgeon, Acting-Governor of New Caledonia, and presented the letter handed to me by the Delegate for Fighting France. I subsequently received an invitation to dine with the Acting-Governor, and on the 1st September, 1943, had the pleasure of accepting this invitation. At the dinner I also had the pleasure of meeting M. Kouter, the Resident Commissioner in the New Hebrides. Both of these gentlemen displayed great interest in New Zealand.

Prior to our departure from Noumea on return to New Zealand in October, 1943, we took the opportunity of visiting the French Courts of Justice there and met the Chief Judge of the Court of Appeal, M. Senesse. The Courts had a special significance for us as, in our civilian employment, we are both officers of the Department of Justice. We spent an interesting time comparing the French and New Zealand Judicial procedures.

News of our entry to the area and the nature of our mission had become known and the American War Correspondents sought an interview. Colonel Salmon arranged for this and agreed to peruse the draft before publication.

We had now covered the area allotted to us and had a comprehensive picture of the whole territory, satisfying ourselves of complete coverage for all members of the Forces.

We were restricted by the time factor, and it was important that every avenue should be explored to make certain that all facilities were afforded our Forces to record their votes. The area was extensive, and in order that contact be made with everybody in the shortest possible time we were forced to travel long distances in service transport.

(h) *Australia*: Our original investigation disclosed that there was not a sufficient number of votes there to warrant proceeding to Australia to finalize matters, and we decided that the New Zealand Liaison Officer at Melbourne be appointed our principal Polling Officer, with authority to delegate his powers.

As a precautionary measure we arranged for him to have a reserve supply of electoral matter to be used in the event of any ship calling at any Australian port during the election period. Subsequent events proved this to have been fully justified. Two drafts from the Middle East arrived at Fremantle just before the election, and the personnel aboard were able to record their votes. The officer who went to Fremantle was also able to contact the hospital ship "Maunganui" and pass on the list of nominated candidates to that ship. Voting aboard the hospital ship took place whilst the ship was en route to Colombo.

(i) *Honolulu*: Although this location is in the Pacific, by your direction it was removed from my territory, and other arrangements were made to accommodate the voters stationed there.

(j) *Cook Islands*: As only a few voters were on these islands they were made the subject of special arrangement with the Public Works Department at Wellington.

(k) *Norfolk Island*: This island is not on the general air route, and hence we experienced some difficulty in making personal contact with the Army and Air Force stationed there. The plane conveying Major Malcolm from New Zealand in the first instance made a stop there, and he was able to discuss the election during his brief stop. All the arrangements for the poll on Norfolk were done by correspondence. Climatic conditions in New Caledonia prevented the American planes from departing on the 20th September, 1943, but the Chief of the New Zealand Air Staff (Air Marshal L. Isitt) permitted me to accompany him in his plane on his return to New Zealand on that date. He called in at Norfolk, where he spent the night, continuing his journey to New Zealand on the 21st September, 1943. While at Norfolk I called on the Administrator (Major-General Sir Chas. Rosenthal) who was absent, but his Official Secretary recorded a note of my visit.

(l) *Coastwatching and Radar Stations*: Scattered throughout the Pacific and under control of Navy, Air, and Public Works Departments (Aerodrome Services) are small detachments of personnel coming under this heading and eligible to vote. In some instances the only means of contacting them personally was by relief ship, and this method could not be arranged before the election period had terminated. All were, however, linked by radio, and this means proved useful.

The numerical strength on each station was small; nevertheless the sum total affected was substantial. Under the circumstances varied methods of communication were adopted to make sure that, as far as possible, all were acquainted with the provision of legislation enacted to provide for the taking of their votes. It can be definitely stated that the results obtained from all coast-watching and Radar stations clearly indicated that the coverage was very full.

(m) *Mercantile Marine*: Under section 18 of the Statutes Amendment Act, 1941, the facilities for voting as members of the Forces were extended so as to include members of the Mercantile Marine engaged in any ship outside the territorial waters of New Zealand. We had ascertained that the "Rapaki," a floating crane, was in the vicinity of Noumea, working under American authority, and after several attempts we ultimately contacted the ship, went aboard, and took the votes of the crew.

The "Tamatea" called at Nepoui during the period of the election, and a polling staff went aboard and thus enabled the crew of that ship to vote also.