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AUGUST, 1964 — PACIFIC ISLANDS MONTHLY

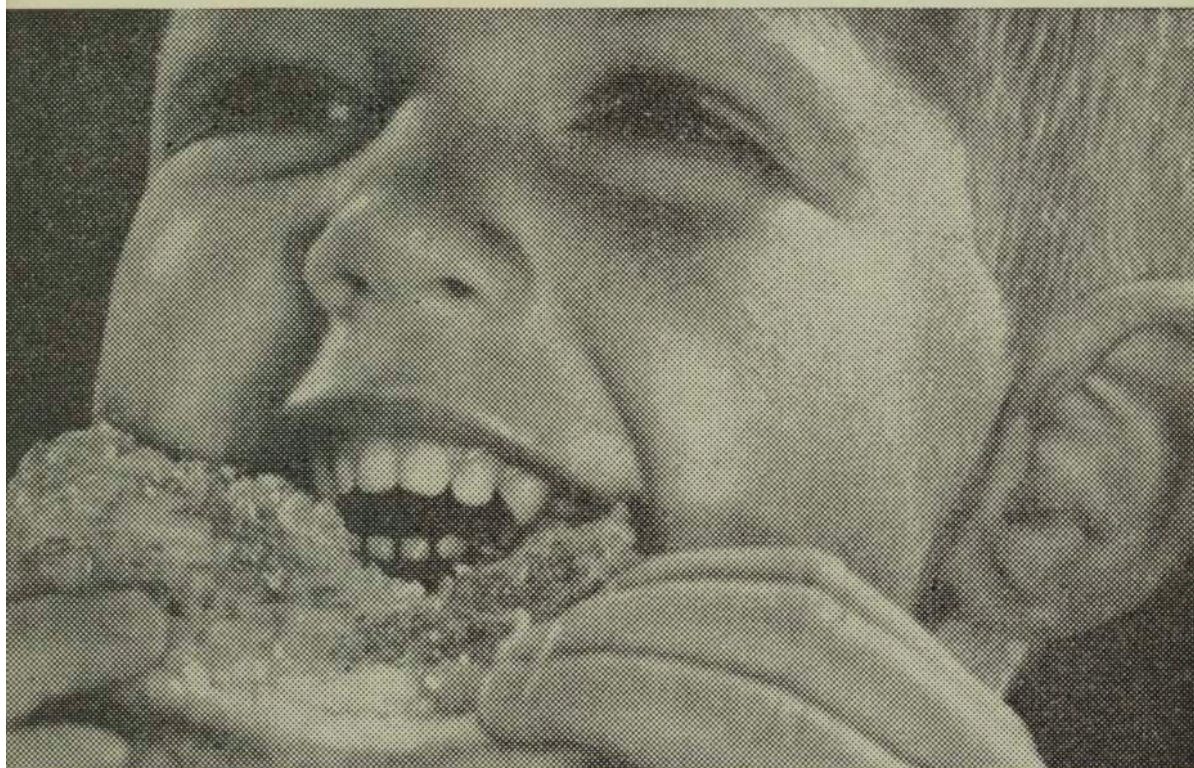


If he's not eating as well as he  
should — try a little



# **MARMITE**

*the appetite  
builder*



## **MAKES YOUNGSTERS HUNGRY AS YOUNG LIONS**

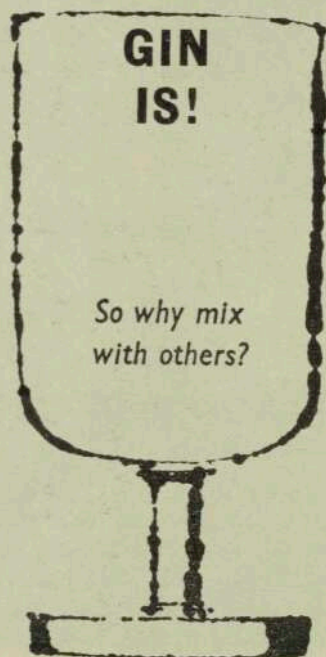
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NOTICED  
HOW MUCH  
BETTER  
GILBEY'S**



**GILBEY'S  
GIN**



2008/8

**OUR COVER:** This handsome young cane-farmer is one of 220,175 people of his race who now live in Fiji, making almost exactly half of the population. Fiji's estimated population at the end of 1963 was 441,301, an increase of 10% over 1962. There were 183,383 Fijians, 10,418 Europeans, 9,449 part-European, 6,977 Polynesians, Melanesians and 5,492 Rotumans, 5,294 Chinese and 113 others.

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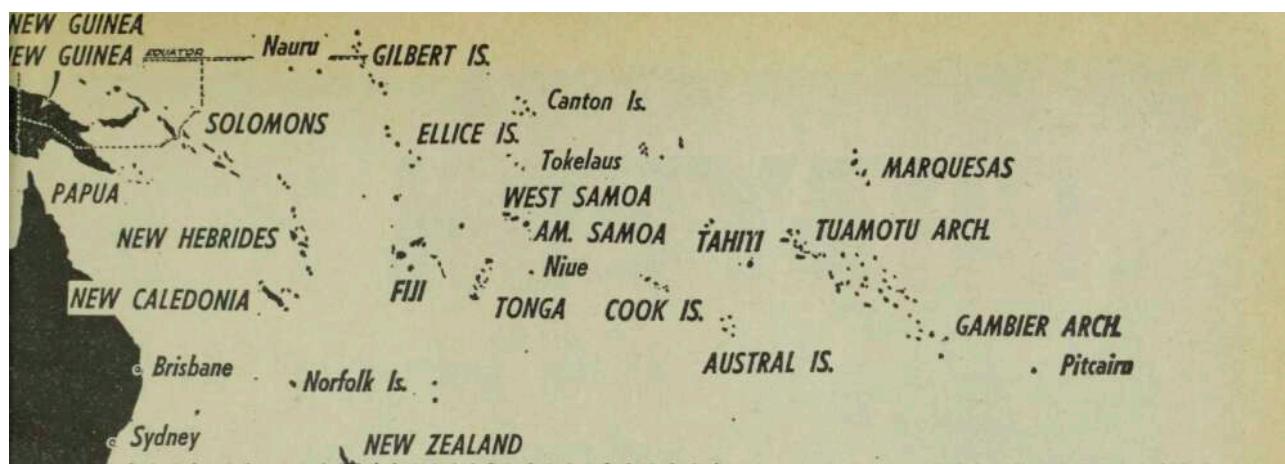
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35. No. 8, August, 1964

## PACIFIC ISLANDS MONTHLY

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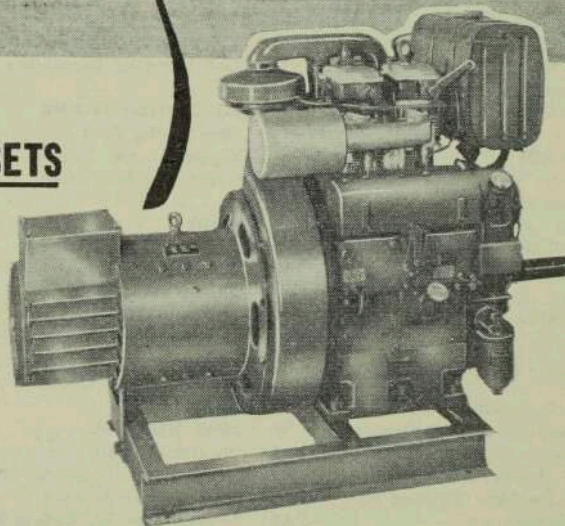
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## Spectacular Ship Fire

The 257-ton New Hebrides trader "Sorana del Mar" was burnt to the waterline and became a total loss on July 14 after a cargo of 700 drums of petroleum caught fire about 12 miles off Espiritu Santo. The crew escaped in the ship's boat. The burnt-out remains of ship, which belonged to Mr. Athol Rusden, of Vila, drifted ashore on Tutuba Island.

—Tin Tin Photo.



## MAJOR DEVELOPMENTS IN SOUTH PACIFIC AVIATION

Aviation in the South Pacific reached an important milestone in July when Fiji Airways inaugurated a fortnightly service between Fiji and the Gilbert and Ellice Islands Colony.

THE new service means that all major island groups in the South Pacific are now linked by air for the first time.

The inauguration of the GEIC service (full story next page) was one of several significant developments in South Pacific aviation in the last few weeks. Others included:

- The establishment of a weekly flight service between Nadi, Fiji, and Sydney by Air-India, which means that South Pacific travellers can now go from Nadi to London via Madras and Bombay) without changing planes. (See story p. 129.)

- A request by French Polynesia's Territorial Assembly (parliament) to the French Government asking that TEAL be allowed to re-establish its Auckland-Papeete service because of a sharp decline in revenue from tourism in the French territory.

- A visit to Tahiti by two top Qantas officials, Messrs. C. O. Turner and A. A. Barlow, to look things over for the inauguration of a new Qantas service to London via Tahiti, Mexico, the Bahamas and Bermuda, which it is hoped to begin in November. (Mr. Turner is the chief execu-

tive and general manager of Qantas, and Mr. Barlow is manager of the airline's eastern division.)

The decision by French Polynesia's Territorial Assembly to ask the French Government to allow TEAL to re-establish its Auckland-Papeete service was made after the local Director of Tourism, Mr. Gilloteau, had given the Assembly some disquieting statistics.

Mr. Gilloteau said that from the end of last year (when TEAL's traffic rights in Tahiti were terminated) to May this year, the number of tourists visiting Tahiti had dropped by 15.76 per cent, compared with the same period last year.

Except for January, which showed an increase of 18 per cent. over 1963, every month had registered a decline—February, 7 per cent.; March, 36 per cent.; April, 19.36 per cent.; and May, 29.30 per cent.

Mr. Gilloteau said: "Although it seemed that one could expect more encouraging results in 1964 because of new air links with the United States, an unforeseen factor confounded these predictions—the suppression of the weekly services of

## HOTEL MAY BRING MORE PLANES TO TONGA

The start of work recently on Tonga's long-heralded hotel at Nukualofa (see story p. 21) will probably mean additional air services to Nukualofa when it is completed. The scheduled date of completion is the end of 1965.

It is understood that Tonga will bend most of its efforts to attract tourists towards America, which will probably mean a frequent Pan American air service from Pago Pago.

At present, Tonga's only air link is with Nausori, Fiji, by Fiji Airways Heron.

the New Zealand company (TEAL) after it had served Tahiti for a number of years."

Councillor Drollet then moved that approaches be made to the French Government and the territory's representatives in the French Parliament so that TEAL's service could be re-established.

After this motion was carried unanimously, Mr. Gilloteau said that Governor Aime Grimald had sent a "strong note" to the French Government some time ago urging that a new arrangement be made with TEAL in the interests of Tahiti.

It was a few days after this debate that Messrs. Turner and Barlow were in Tahiti in conjunction with the new Qantas service to London.

While there, they no doubt sounded out the possibility of the French Government restoring the full traffic rights to Qantas in Tahiti that were



withdrawn, along with TEAL's, at the end of last year.

If these rights were restored, Qantas' proposed service—with the "plums" of Mexico, the Bahamas and Bermuda—would be one of the most attractive in the world.

However, at the moment it seems unlikely that the French Government will restore these rights—unless the Australian Government is prepared to offer the French airline, UTA, an equally attractive slice of the Australian passenger cake. So when the new Qantas service begins, Tahiti will merely be a refuelling stop.

UTA's view is that it can manage comfortably with its present Pacific arrangements without giving concessions to Qantas.

The opening of the new international jet airport at Auckland (Mangere) next year will step up the pace in South Pacific air services, with international airlines competing with each other across the Tasman and beyond.

Air-India, UTA, Pan American, BOAC, Qantas and TEAL will all eventually be fighting for air space through New Zealand. Various negotiations in and around the Pacific in the last 12 months have all been directed at gaining traffic rights in the South Seas as soon as Mangere is opened.

Two other developments in Pacific aviation in July were announcements that:

- The two Australian airlines, Ansett-ANA and TAA, will increase their services to Papua-New Guinea in November because of growing traffic on this route.

- Airlines of New South Wales will put a recently-acquired flying-boat into service on its Sydney-Lord Howe Island service in September.

### Choice For Passengers

Both Ansett-ANA and TAA will each increase their services from Sydney to Port Moresby and Lae to seven a week, and the fortnightly "Friendship" service from Northern Queensland to Papua will become a weekly service. This means that P-NG passengers may choose to fly on daily Ansett or TAA aircraft instead of having to take the service offering. The two airlines at present share the traffic by running on alternate days.

Airlines of New South Wales is converting a Sunderland flying-boat to Sandringham standards to go into service on the Sydney-Lord Howe route.

When the aircraft, as yet unnamed, goes into service, the flying-boat, Beachcomber, will be withdrawn for a complete overhaul.

## Fiji Airways Shatters The Isolation Of The GEIC

From Judy Tudor

If the isolation of some of the Gilbert and Ellice Islands Colony atolls still remains absolute, that of Funafuti and Tarawa was shattered on July 20-21 with the arrival of the first scheduled flight, operated by Fiji Airways.

FROM now on FA Heron planes will run on a fortnightly schedule from Nausori and Nadi, Fiji, to Tarawa, via Funafuti, Ellice Is., taking two days on the northbound flight (overnight at Funafuti); and returning over the same route in one day of 11 hours flying.

The whole distance, Suva-Tarawa, 1,400 nautical miles and the Funafuti-Tarawa hop of 600 nautical miles, is about the limit of a Heron's range.

The plane carries 10 passengers and a crew of three—two pilots and an engineer who doubles as hand-outer of lunch boxes and maker of countless cups of instant coffee.

Arrival of the first scheduled flight provided red-letter days for the people of Funafuti and (24 hours later) of Tarawa. Special, handsome stamps on first day covers commemorated the event.

FA did a smart piece of work in both places by giving sight-seeing courtesy flights to local elders and other leaders, in the afternoon of both days and as a result even those who were a bit doubtful about the whole business are now sold on air transportation.

The only trick to this seems to be that there's a possibility in Funafuti, at least, that it might be locally considered that free junkets are part of regular airline procedure and not just first-day generosity!

### A New Viewpoint

Speeches at the welcome to crew and passengers hinted that now the elders had tried it out, flown, and found it good, the villagers would be more than happy if FA extended the good work on subsequent trips and treated everyone to a free flight.

For virtually all of them this had been their first time up and therefore their first chance to see their atoll, bird's-eye fashion, in its entirety. Previously their view had been only from sea level—and from the sea an atoll can look substantial and even important. From the air it snaps back into perspective—a tiny sliver of land in the vastness of the ocean.

If only for the purpose of measuring the insignificance of Pacific Island against the size of the Pacific Ocean the Suva-Tarawa exercise is worth the effort.

The strip at Funafuti was originally built by the American during the war and the debris of the war time era still dominates this atoll. The area taken by the strip originally contained the atoll's main vegetable patch and it was replanted after the war.

It has now been cleared for a second time, thus robbing the main islet of the atoll of a goodly slice of the land. It could be, however, that air traffic through Funafuti will more than compensate for loss of the coconut-bearing land.

The airstrip at Tarawa is Bonriki, on the extreme south-east corner of the triangular atoll—the wartime strip at Betio, on the extreme south-west corner, having been planted over with coconuts.

### Hotels Built

The GEIC Government has built two small hotels at Funafuti and Tarawa. Both are of the same plan and located beside the respective at lagoons. They accommodate people, and although there is nothing elaborate about them they are comfortable and pleasant.

Hotel Vaiaku-langi, on Funafuti is run by Falani Pasefika, BE, formerly of the Government and currently a member of the GEIC Advisory Council.

Hotel Boin-te-Riburibu, near Bikenibeu, Tarawa, is run by Nga O'Brien, CPM, formerly of the Colony Police. He is assisted by one of his pretty daughters.

### CIVIL DEFENCE FOR P-NG

Plans were announced in Port Moresby in July for a civil defence organisation for Papua-New Guinea. The announcement follows pressure from the P-NG branch of the RAAF (exservicemen's association). The purpose of the organisation is to deal with civil emergencies. (See also 116.)





Colonel Rogers.

## Fiji Sends First Representative To Australia

From a Suva Correspondent

When the CSR Company's ship, MV "Rona", left Fiji for Sydney on July 25 she carried more than molasses. She also carried Fiji's Development Commissioner, Colonel Basil Rogers, who has just been appointed to the new post of Fiji Government Representative in Australia.

THE post of Development Commissioner has now lapsed as a separate one in the Colony, and development work passes into the hands of Ratu K. K. T. Mara, who is Minister for Natural Resources under Fiji's new political establishment. He has no commercial background.

Not a lot of people are happy about the Colonel's transfer or the new arrangements for his old job.

There is still need for a full-time development man in Fiji, for Colonel Rogers, and Mr. E. R. Bevington before him, hardly had time to get the work going.

If some Government officials run the risk to form the mists of disillusionment may also fall on Ratu Mara with this part of his job.

Exactly what is Colonel Rogers going to do when he reaches the end of his slow sugar boat to Australia? The Fiji Government statements haven't made it at all clear, but his main work will be connected with trade between the two countries.

A brewery man before the war, he will know it's no use trying to sell beer to Australia to help balance the

trade statistics, which are very much in Australia's favour (see p. 121). And sugar is out of the question.

Fiji bananas are also a sore point in Australia, but the Colonel has his eye on one import which Fiji would welcome from Australia—tourists. His luggage contains a vast amount of tourist literature.

His luggage also includes a valuable personal collection of objets d'art and glassware, but so far there is a roof neither for the objets nor for the Fiji Government representative in Australia, and both will have to shelter for the time being with the Australian Trade Commissioner for the Pacific Islands, at 52 William Street, Sydney.

It's been officially stated that the Colonel won't have any diplomatic functions, which are still handled by the UK High Commissioner in Canberra. But trade is certainly a matter for diplomacy these days.

The Colonel is something of a hustler—if civil servants don't get in his way—and he will probably get down to business as soon as he arrives.

Colonel Rogers, who is 50, rose to the rank of colonel in World War II when only 29. After the war he was in private enterprise till 1950 when he joined the Colonial Service.

He spent 12 years in African colonies, and held a key trade post for the Federation of Nyasaland and Rhodesia from 1959 to 1961. In that time he introduced a number of new industries to the Federation and was responsible for increasing exports to several neighbouring territories.

## Reward For Diver

The French Government has decided to pay a reward of 160,000 New Hebrides francs (about £A800) to Vila skindiver Reece Discombe for his discovery of the wreck of La Perouse's flagship "Boussole" and for his work in recovering relics of La Perouse's other ship "Astrolabe" at Vanikoro over the last few years.

The reward is being paid on the recommendation of the French Resident Commissioner in the New Hebrides, Mr. Maurice Delauney, and the chief of the French Navy's historical section, Commandant de Brossard.

Mr. Discombe, a New Zealander, found the wreck of the "Boussole" during a private visit to Vanikoro in June, 1962.



Mrs. Louise Senter, formerly of Papeete, with Temanihi Tapa in Pago Pago. Mrs. Senter helped to obtain some of the details of Tapa's epic voyage.

## 1,000-MILE DRIFT TO SAMOA

## TAHITIAN TELLS OF 155 DAYS IN OPEN BOAT

From Ed. Johnson in Pago Pago

Villagers at Fitiuta on the northern side of the island of Tau in the Manu'a Group of American Samoa were surprised to discover a weatherbeaten boat and a man lying prone on their beach about midday on July 6.

THE man, about 30, seemed completely exhausted and was blackened by much exposure to the sun.

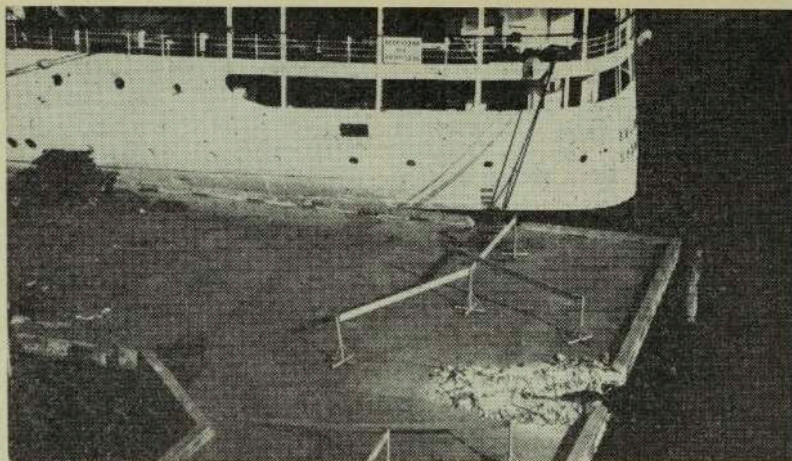
He said his name was Temanihi Tapa, and that he was a Tahitian from Maupiti, near Bora Bora, about 1,000 miles eastward.

As he could speak only Tahitian, plus a few English words, it was not easy to get his story from him, but when it was finally pieced together it added up to another epic tale of man against the sea.

Tapa said that on February 2 (155 days earlier), he and another man, Natua Faioho, about 40, set out in a 22 ft skiff with an outboard motor, to go from Maupiti to Bora Bora.

After a while, the motor gave out and they were unable to repair it





with their only tools, a screwdriver and a pair of scissors.

As the boat had no oars or sails, the men drifted westwards. After several days, they sighted a yacht but could not attract the attention of anyone on board.

#### Land Sighted

Later, they sighted an island (possibly Motu-One), but having no means of propelling the boat they could not reach it.

Meanwhile, they lived on a load of watermelons, *vi* (tropical apples), bread, watermelon seeds for planting, and water in two large containers.

The water supply was replenished whenever it rained, and after the food was exhausted, the two men lived on fish and sharks which they caught with spears made from strips of wood torn from their boat and the blades of their scissors.

During a storm, the outboard motor was thrown overboard to make the boat lighter.

Tepa said that his companion gradually grew weaker and lost hope, and that towards the end of June he died in the night. He was buried at sea at dusk next day.

Tepa claimed that he, himself, lost about 60 lb during the voyage—his original weight being about 230 lb (about 16½ stone).

After being looked after at Manu'a, Tepa was sent to Pago Pago where, at the end of July, he was awaiting repatriation to Tahiti.

In Pago Pago, some people doubted that he could have survived for so long in an open boat. But a Seventh-day Adventist pastor, Tesese, of Satala, who took care of him, wrote to a clergyman in Tahiti and confirmed that Tepa had, indeed, left Maupiti for Bora Bora in February with Natua Faioho.

**WHARF DAMAGED:** The Burns Philp ship "Bulolo" (pictured) left a V-shaped hole in Rabaul's wharf on July 6 while attempting to berth. Her master, Captain Brett Hilder, said later: "Why she would not swing round enough is a mystery. There was a strong tide then running that the harbour master and I had never experienced. Earlier, the 'Malaita' had trouble leaving the wharf for the same reason." (See also p. 99.)

## More Support For Misima Gold

**I**NTEREST in Pacific Island Mines Ltd. shares and options quickened on the Sydney Stock Exchange late in July when directors announced that a group from Edmonton, Canada, (unnamed, but "not one of the big-name concerns") was negotiating to take a 60 per cent. interest in the company's mine on Misima Island, Papua.

The negotiations coincided with an inspection of the Misima property by representatives of the Canadian company, who were due back in Sydney about August 7.

The chairman of Pacific Island Mines, Mr. G. W. Noe, told shareholders at the annual meeting in Sydney on July 29 that an agreement should be signed with the Canadian company a few days after its representatives returned from Misima. Shareholders would have to ratify this for it to be effective.

He added that the full cost of exploration and development below the Unuma lode at Misima was estimated at £567,000. About £500,000 (\$1 million Canadian) would be provided by the Canadian partner.

## New Administrator Of Norfolk Is. Appointed

The appointment was announced on July 2, of Mr. Roger Nott as Administrator of Norfolk Island. Mr. Nott, present Administrator of the Northern Territory, will succeed Major-General R. H. Wordsworth, who will complete his term on Norfolk on August 16.

**A**NNOUNCING Mr. Nott's appointment, the Minister for Territories, Mr. C. E. Barnes, said Mr. Nott felt "he had made a significant contribution to Northern Territory development and, being aware of the pending retirement of General Wordsworth, had asked that he be considered for the appointment at Norfolk Island."

Mr. Nott, who is 56, has been Administrator of the Northern Territory for just over three years.

He was previously Minister for Agriculture in the New South Wales (Labour) Government.

Mr. Nott was born at Gulgoon NSW, in 1907. After leaving school at the age of 15, he worked on his father's wheat and sheep farming property at Dunedoo, where his grandfather introduced wheat-growing in 1856.

As a youth he worked as a shearer for several years until he became a wheat share farmer and finally acquired his own property at Dunedoo.

Mr. Nott was elected to the NSW Legislative Assembly for the Liverpool Plains seat in 1941. In 1954, he was elected to the State Cabinet as Assistant to the Premier.

During 1956 and 1957, he was Minister for Mines and Lands, and in November, 1957, he became Minister for Agriculture.

Mr. Nott was married in 1936 to Miss Mary Rope. They have three sons.

#### New Council

**N**ORFOLK Island's Council decided unanimously on July 2 to take no action at present on the installation of an automatic telephone exchange on the island; and it also turned down two plans to provide the island with better shipping facilities.

One plan envisaged the extension





Norfolk Island's Administrator-Designate,  
Mr. Roger Nott.

the pier at Kingston over the  
gerhead at an estimated cost of  
0,000; the other was for the con-  
struction of a harbour east of the  
er at a cost of about £130,000.

With two dissentients, the council  
ecided that neither scheme was  
orth the amount of money in-  
lved.

The council meeting was the first  
be held since the elections on  
ly 1 under the new Council  
dinance.

Fourteen candidates contested the  
ouncil's eight seats. Six of those  
ected were members of the previous  
ouncil—Messrs. A. S. Bathie, M.

Christian, C. L. Evans, F. J.  
edham, S. E. Nobbs and R.  
eslake. The other successful can-  
dates were Mr. G. Quintal, who  
ld office in a previous council,  
d Mr. R. C. Nobbs, the island's  
gricultural Officer.

Mr. W. N. S. Newbald, a retiring  
uncillor who sought re-election, was  
e of the six defeated. The others  
re Messrs. W. McCoy (a former  
uncillor), H. Buffet, A. Edward  
d T. Lloyd, and Mrs. L. C. Donkin.

Mr. Barnes, who succeeded Mr.  
ul Hasluck several months ago as  
ustralia's Minister for Territories,  
id his first official visit to Norfolk  
rly in July.

He announced that his policy was  
accept, as far as possible, the  
vice of the Council in matters  
ich did not conflict with the  
tional policy of Australia.

## St. Crispin's Day At Taskul

# The Police Move In On The New Hanover Cargo Cult

*From Keith Adam, Who Was There*

St. Crispin's Day is in October, but ours was fought at the  
end of June. St. Crispin's Day, you may remember, was when  
King Henry V's men got among the French at Agincourt and  
showed them what was what.

**O**N our St. Crispin's Day, which  
in its own small way was just  
as memorable, we didn't set out from  
Dover, but from Kavieng, New  
Ireland, in a wheezy Administration  
workboat that took four hours to  
reach New Hanover, only 20 miles  
away.

"We" were three Administration  
officers—the patrol officer from  
Taskul, the patrol post on New  
Hanover, and two reinforcements in  
the form of Assistant District Officers  
—and myself, who went along for  
the ride.

This St. Crispin's day was deemed  
necessary because the people of New  
Hanover had got themselves involved  
in a cargo cult, had refused to pay  
their taxes, had threatened patrols  
and had generally "destroyed law and  
order", in the words of P-NG's  
Director of Native Affairs, Mr. J.  
K. McCarthy.

### The Johnson Cult

The cult started earlier this year  
when many of the locals refused to  
cast their ballots at the House of  
Assembly elections because they  
weren't allowed to vote for "Presi-  
dent Johnson bilong America", who  
didn't happen to be among the six  
local candidates. But it was Lyndon  
Johnson or nothing.

The House of Assembly in early  
June (*PIM*, July, p. 12) gave the  
Administration a mandate to move in  
on the cultists and restore law and  
order, and now here we were, the  
eyes and ears of P-NG upon us.

The workboat wheezed in and out  
among the little islands on the way  
to Taskul while we huddled on the  
deck in whatever shade we could find  
... the cabin was jammed with  
supplies for the 40 police who were  
already at Taskul waiting for the  
battle to commence.

Finally the old tub arrived, but too  
late for any expeditions to set out

that day. The Administration men  
spent the afternoon discussing  
strategy and poring over depart-  
mental regulations and ordinances,  
arguing out the correct legal  
procedures to use against any  
recalcitrant citizens they might meet.  
As the police inspector who joined  
us pointed out: Those people in  
Moresby would throw out the case  
if there were any irregularities in the  
charges.

They had decided to start on the  
Tsoi Islands, a little group 30 minutes  
away from Taskul, where the  
villagers had already refused to pay  
their Local Government Tax, and  
had even thrown out a couple of  
patrols which had tried to make a  
collection.

### Battle To Be Joined

Things brightened up a bit in the  
late afternoon, when the inspector  
started off down the hill to the police  
encampment to give his men the  
stirring news that the battle would  
be joined, come tomorrow.

The clear notes of the bugle were  
echoing around the hills as I followed  
him through the police lines. All  
the police were gathered around  
cooking fires, or else in the small  
smoky mess hut which someone had  
built.

Here was the moment for some  
Henry V stuff, I thought—some good  
resounding lines in iambic penta-  
meter. But it didn't turn out like  
that. The inspector merely said:  
"It's on at seven o'clock in the  
morning. Tin hats, rifles and  
bayonets. All right?"

There was a chorus of "Yessirs",  
and off we went to test the shooting  
irons.

"Very toey, these fellows," the  
inspector told me with a glow of  
pride in his voice, "especially the  
young blokes. But we've got some  
good old fellows here with 25 years



## ST. CRISPIN'S DAY AT TASKUL

service and more; they'll steady them up if they start to get excited."

He pointed to a couple of grizzled old police who'd grown grey in the service.

"With a couple of those old blokes, I'd go anywhere!"

They certainly looked formidable, and I felt a shiver of sympathy for the Tsoi Islanders. I hoped they would go quietly when they were arrested.

By this time the sun was setting, and we walked through the dusk to the armoury, threading our way through the little groups of grinning policemen. The inspector fired off the weapons he would take the next morning.

He even had an ancient and asthmatic Owen sub-machine gun, which I personally wouldn't have trusted in a battle with a mouse. Still that was what they had given him, along with a few riot guns and a couple of boxes of tear gas bombs.

After that we went back up the hill to the patrol officer's house to dinner, a rather nervy game of Five Hundred, and bed.

### The Fatal Day

I would like to report that I was awake at dawn on the fatal day; but the fact is that everyone was nearly ready to leave by the time I crawled out of bed.

The Administration men had pistols strapped round their waists, and the police inspector was in full regalia as if he were taking a Governor-General's guard of honour.

Everyone was businesslike but silent as we threaded our way down the hill to the wharf, where the 40 police in their tin hats were squeezed onto the workboat.

The Administration men climbed on to the cabin roof, and sat in four collapsible chairs set up for them, and the workboat chugged off into the pearly morning, leaving your reporter alone on the wharf.

The Administration had decided it might be expensive to compensate my relatives if I got in the way of an irate Tsoi Islander while the party was engaged in the struggle! I was to follow the course of events in the Government trawler which would arrive in a couple of hours. The trawler finally came, but we just sat by the radio and waited through the forenoon and into the early afternoon.

Then, at last, came the dramatic

message: Stand by to take off 20 prisoners from the Tsoi Islands!

We tore off, and hove-to half a mile off shore, anxiously watching the little islands through binoculars, trying to make some sense of all the movement among the coconut palms.

At last, one of the ADO's appeared, accompanied by a lone cop and two dejected-looking New Guineans in dirty sweat shirts and lap-laps. Surely this couldn't be the fruits of the day's action?

It was.

"Nothing much happened really," said the ADO.

"When they saw us arrive, a lot of them moved down to a village a few hundred yards off; we cornered them there and told them to get out their tax money.

"The first 20 we called up refused to pay, so we charged them. But when they saw we were serious they all pulled out their money. They had had it in their lap-laps all the time, and they were just seeing how far they could push us.

"Don't ask me why these two didn't pay up," added the ADO, indicating the two hard-core desperadoes with him. "Anyway, once everyone handed over their money, we dropped the charges against them. By rights we should have gone on with it, but they've given in, and that's the main thing."

And so, in the gathering dark, we headed back to Kavieng, our two criminals sleeping soundly on the crew's mess table at the stern.

At Kavieng, the District Officer was waiting at the wharf with a radio message from Taskul saying that one of the prisoners had turned out to be exempt from tax anyway, but had been too half-witted to mention it at the time. The relatives of the other had stumped up the money, so he was to be returned to New Hanover by the next morning's boat.

The net result, then, was no prisoners at all. In fact, it turned out to be a positive gain for one of them, the tax-exempted man. When it was discovered he was suffering from a hernia they whipped him up to the Kavieng hospital and gave him a free operation. Now that he's fit again, they might even get £2/10/- tax from him next year.

I believe they still like Lyndon B and Ladybird over on New Hanover (in fact, elsewhere on New Hanover they have since gaoled a few of the lads for not paying their taxes), but officially the cult is now "dormant".

## Fiji's New Member System Is 'Working Well'

From R. W. Robson in Suva

The Member-Minister system introduced in Fiji as a first step towards self-government in the rapidly-growing Crown Colony has been functioning since July 1—and apparently, functioning well.

NATURALLY, the new administrative system has been under close and critical observation by "The Beach"—as the rank-and-file of non-official commoners are called here—but so far comments have not been at all unfavourable.

The six non-official members of Legislative Council who have not accepted a degree of administrative responsibility—J. N. Falvey, A. I. Patel and Ratu K. K. T. Mara; Members (Ministers-in-training; some call them) and Ratu Penai Ganilau, R. G. Kermode and Madhavan, as members of Executive Council (or "The Cabinet", as some say) have entered upon their important new duties seriously and with apparent purposefulness.

The Members have wasted no time in poring through the files and getting to know the staffs of the Government departments in their sphere and the institutions for which those departments are responsible.

Member Patel has blazed the trail in on-the-spot activities, for he has not only visited the head offices of two of the principal departments in his "portfolio"—Education and Medical—but he has also inspected many schools and hospitals in Suva and in the North-West. His record "stint" was a tour of seven major schools in Suva in one day.

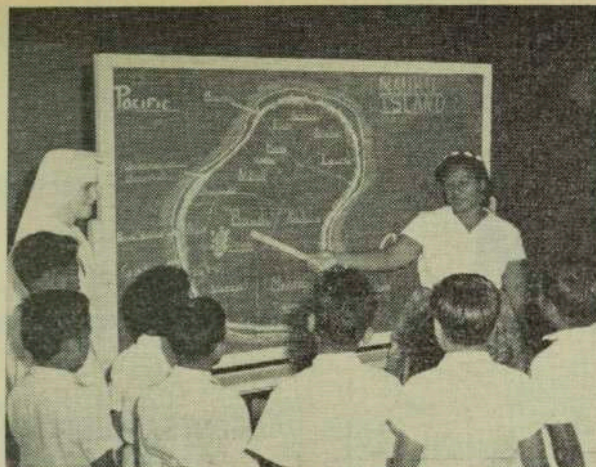
Although Ratu Mara, as Member for Natural Resources, and Mr. Falvey as Member for Communications and Works, have not had so many outside activities, they have had many meetings and conferences with staffs of departments with which they are associated.

### CONVICTION QUASHED

The Western Samoa Court of Appeal in July quashed a conviction against Harry Jay Moors, Harbour Master at Apia, who was sentenced last October to three months' imprisonment for forgery. (PIM, Nov. p. 119.)



A teacher at the Roman Catholic Mission school on Nauru explains a geographical point about the island, which has a population of 2,500 and an area of nine square miles.—Photo: News and Information Dept.



## Busy Canberra Week On Vital P-NG And Nauruan Questions

From a Canberra Correspondent

The last week in July will probably turn out to be a momentous week for Australian Pacific territories, yet all the activity has been centred in Canberra.

THIS is the week in which Department of Territories officials have been rushed off their feet in their efforts to get into order the vital World Bank Report and Education Commission Report on P-NG and to convince the Nauruans that they can't have sovereignty over Curtis Island, off Queensland.

The capital has been filled with top officials—from Washington, from Port Moresby and Nauru—all conferring.

Head Chief Hammer DeRoburt is leading a Nauruan delegation to Canberra, which is asking for higher phosphate royalties and for sovereignty over Curtis Island if the Nauruans move there. They may get the royalties but they certainly won't get sovereignty. An announcement is due in a few days.

The World Bank Report, which will stress that more must be done to improve the economy of the Territory and less emphasis placed on social development, is causing real problems, which is why P-NG's top brass, including both Assistant Administrators, are closely involved in the talks. It should be weeks yet before the report is released.

Decisions on the bank survey may affect the implementation of the Education Commission's report.

The main points of the commission's report are:

- A fully autonomous university should be established at Port Moresby near the war-time Ward's Strip;
- An institute of higher technical education be associated with the university;
- A preliminary year at the university be devoted to linguistic and mathematic training, logic and cultural subjects;
- Admission qualifications be

(Continued on page 141)

## W. Samoa's Govt. Backs Down

The political set-up in Western Samoa, whereby the vote is restricted to less than 15 per cent. of adults, may not look very democratic, but when the people really get worked up over an issue, the politicians sit up and take notice.

Early in July, public opinion triumphed when, despite anguished protests from Prime Minister Mataafa and his Cabinet, the Assembly revoked the controversial school fees legislation which was introduced less than a year previously.

The fees levied on children attending all Government schools, were expected to yield an additional £30,000 annual revenue to help to pay for education. Fees ranged from 10/- to £15 a term.

Those against payment said that education should not be the privilege of those who could pay for it, but was the birth-right of every child.

## Mr. Henry Puts Cook Is. Chiefs In Their "Proper Place"

Mr. Albert Henry, the Cook Islander who has recently been making a loud splash in the Cook Islands political pool, kept up his winning ways in July.

HE was elected president of the Cook Islands Party at Rarotonga on July 6, after he had pointed out to a crowd of 1,000 party supporters that the "proper place" for the *Ariki* (the land-owning high chiefs of the Cooks) was with their people, controlling district and village affairs, and not actively engaged in politics.

*Ariki* members of the party, he said, should be elevated to the position of patrons.

Mr. Henry's point of view got major backing and resulted in the party presidency becoming vacant. The presidency, as it happened, had been held by Makea Vakatini Ariki, who had been elected following the resignation of the party's first president, Makea Nui Teremoana Ariki, in June.

The Cook Islands Party, which is the first political party in the Cook Islands, was founded by Mr. Henry at a public meeting in Rarotonga on June 15.

That meeting had proposed and seconded Mr. Henry as the first president, but at the last minute Makea Nui Ariki, who is a member of the Legislative Assembly, queried the party's capabilities (although not its good faith).

This resulted in Mr. Henry offering to stand down to allow Makea Nui to be nominated and elected (*PIM*, July, p. 9). Mr. Henry was made vice-president. Makea Nui resigned soon afterwards.

### Executive Committee

The July 6 meeting, described as the party's first official meeting, also confirmed Mr. Henry's selection of members of the central executive committee. All were elected unopposed.

They are: Dr. Manea Tamarua, vice-president; Mana Strickland, secretary-treasurer; Sadaraka Sadaraka, MA, assistant secretary-treasurer; Mrs. Maria Henderson, Mrs. Raitia Tepuretu and Mrs. Marguerite Storey, committee members.

● See also letter p. 25 and story p. 53.



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# **FIJI — SAMOA — TONGA**



# It's Time We Knew Where New Guinea Is Going

● Some Pertinent Comments On The New Guinea  
Scene By STUART INDER

The time is near, if it hasn't already arrived, when Australia has to make an announcement about the political future of Papua-New Guinea.

TWO million people, including 28,000 whites, aren't very much longer going to be content with a lot of airy fairy generalisations about independence" and "educating the people to a point where they can decide for themselves."

There are 57 varieties of independence. And who, anyway, decides when the point is reached for them to decide for themselves?

It is too early to formulate details, but not for a general outline to be etched out so that thinking on the question can be tested. A recent couple of weeks in Papua-New Guinea has left me in no doubt of that.

For some years now there have been statements by the more thinking P-NG residents about the need to lay down a political pattern. But now everybody appears to feel the need for something more specific.

"The Territory is stretched tight like a piece of elastic," said a leading clergyman. "We can't stretch any further, but where are we headed?"

Colonel J. K. Murray, P-NG Administrator under the pre-Menzies (Labour) Government and one of the P's invited to attend the opening of the new House of Assembly, pondered out loud to me whether anybody officially had yet faced the question of two million New Guineans being allowed entry to Australia—or the situation created by two million New Guineans *not* being allowed entry to Australia.

Former Patrol Officer Barry Holloway, now a member of the House of Assembly, got to his feet on the question of New Guinea's future a couple of times during the session.

Ian Downs was another who latched on to it—pushing the barrow of Federalism. He has since published an excellent editorial in the *Highlands Bulletin* arguing that if New Guinea is to succeed in self-government the people need the assurance of continued association with

Australia to guarantee their security and human rights.

The wish of New Guineans to retain this Australian protection, he says, is now "overwhelmingly clear".

And it is clear that most New Guineans see their future as being closely connected with Australia. So what are we waiting for?

Are we waiting for organised agitation from outside directed at telling the New Guineans they don't want what they want at all?

Shades of West New Guinea and Malaysia!

Barry Holloway's solution is for the Government to set up a commission to look into the problems and round-up some ideas. He stressed it was important to get the right man to head the commission.

He named no names but he had in mind that of Professor J. W. Davidson, Professor of Pacific History at the Australian National University, Canberra.

Jim Davidson is one of those too rare birds, the practical academic. He proved himself with the West Samoan Constitution and has recently taken a leading part in giving the Cook Islands a practical plan for self-government.

Mr. Barnes, meet Professor Davidson!



**A**LTHOUGH Australian Pressmen have not been able to gain entry to Indonesian-controlled West New Guinea (their visa applications are not refused, they simply fail to get granted) Indonesia has now sent one of her Pressmen to Papua-New Guinea. I gather he had no trouble about his permit, so I hope our generosity will have its own reward.

"Mo" Chudori, of Antara, the Indonesian news agency, turned out to be a friendly fellow after his initial suspicions had subsided. At the outset he was inclined to see an



Indonesian news agency man M. Chudori, at Mt. Hagen during his recent Papua-New Guinea tour.

upset in his hotel booking as an international plot to embarrass him.

And there was no doubt that on occasions, particularly in the bars, he found himself in the centre of a barrage of anti-Indonesian sentiment, with most speakers intent on blaming "Mo" for the personal policies of Soekarno. In the circumstances "Mo" acquitted himself with greater aplomb than his attackers, although at one town the Administration thought it provident to keep an eye on him in case some local, in drink, took a poke.

One morning, at Mt. Hagen, I came across him surrounded by a group of local New Guinean councillors, who were giving him a thorough ear-bashing on the good points of Australia ("friend true"), and making it quite clear that if the Indonesians thought they had any interest in Papua-New Guinea then they had another think coming. "Mo" told me the same thing had happened to him in the Sepik.

When I learned that the Hagen councillors had sought "Mo" out for the lecture my suspicious mind thought it saw the mysterious hand of the Administration in the background, but District Commissioner Tom Ellis was righteously indignant at my suspicions.

"They worked that out for themselves," said Tom. "And it doesn't surprise me. The Indonesian question is a big subject among the Highlanders."

I found that to be true. The New Guineans are surprisingly aware of what went on in West New Guinea,





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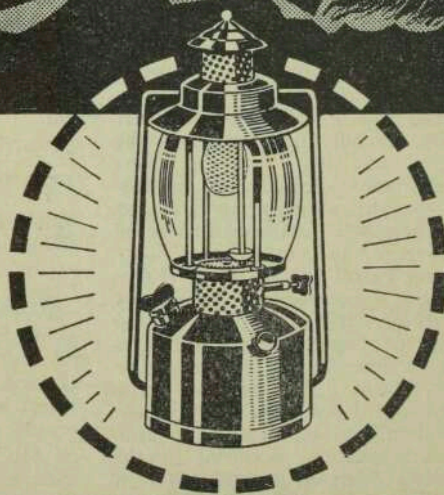
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I feel strongly that the Dutch  
mans weer sold down the river.  
f the Indonesians find their way  
the Highlands they will probably  
eaten.



THE Australia New Guinea  
Corporation is very active in the  
territory, as it seeks out interests  
ing to share in the organisation.  
planter who was approached  
me that the corporation did not  
essarily want control of New  
Guinea investments—just a stake in  
n.

There is no doubt that a new  
ection of capital, especially from  
ariety of sources, is going to help  
up the Territory's economy, and  
general publicity and interest in  
Australia can do nothing but good.  
t the same time I suspect the  
poration is finding some passive,  
not active, resistance among the  
blished big firms. A lot of this  
ue to the burst of publicity the  
poration got, which resulted in  
y Australians believing that the  
blished firms had done nothing  
the Territory and that outside  
rests were left to do the "right  
g". This not unnaturally has  
some New Guinea noses out of  
t.

I was myself surprised to learn,  
e making some inquiries about  
new £250,000 luxury hotel to be  
ed in Lae shortly by Steamships  
ling Company, that Steamships in  
18 months to last December, had  
sted £853,000 in additional assets  
ne Territory.

This is by way of both new  
tal from shareholders and  
ghed-back profits, and the figure  
after their takeover of Colyer  
son (NG) Ltd., and of course  
n't include the hotel.

This effort hasn't got a word of  
ial adoration or acclamation.



WHEN I had a long chat with  
Police Commissioner Chris  
moyle, in Moresby, in June he  
no plans for an early retirement.  
is, after all, only 56 (he will be  
next July), and November 4 will  
k 40 years in police service (32  
them in Papua-New Guinea,  
ut not long after I returned to  
ney it was announced that the  
missioner will be retiring on Sep-  
ber 30.

he Administrator, Sir Donald  
and, denied at his weekly Press  
ference that the Commissioner's  
ement had anything to do with



Police Commissioner Normoyle.

the police strike, which had occurred  
in the intervening period.

Didn't it?

I want to hear more before I'm  
convinced.

Chris Normoyle has done a first-  
rate job in the 10 years he has held  
the top police post in a difficult  
country. The position has become  
more difficult in the last year or two,  
since the pressure has been on to  
share out to police and law depart-  
ments many of the functions of law  
enforcement and of the judiciary  
which had been undertaken for years  
by native affairs officers as a matter  
of routine.

It is not a fair go that Chris  
Normoyle should be allowed to leave  
New Guinea under any kind of cloud,  
as if he had been dismissed. It would  
be too reminiscent of the occasion  
in 1954 when Normoyle's pre-  
decessor, Colonel Grimshaw, "went  
south"—having been demoted to the  
job of native labour inspector (which,  
not surprisingly, he didn't bother to  
take up).

My guess is that Normoyle finally  
got tired of being the bunny—of  
wanting changes and having them  
knocked back—and told them what  
they could do 'with the job.

There is reported already to be  
speculation on a successor. Surely  
it should be Superintendent Paddy  
Larkin?



THERE are so many explanations  
about the origins of the various  
cargo cults. A thoughtful man from  
Bougainville was telling me it seemed

to him that outbreaks there followed  
periods of social and economic  
neglect by the Administration. When  
the local New Guineans could see  
development going on then the cults  
were quiet.

Lately in the Kieta area there has  
been a cult outbreak with the sexual  
overtones of the Buka Welfare Society  
cult to the north. This has followed  
removal from the Kieta area of heavy  
roadmaking equipment and transport.  
Where did it go? It was sent north  
to Buka to keep *those* cultists quiet!

The member who told the As-  
sembly that you had to have a virile  
cult in your area before you got  
any proper attention from Port  
Moresby was apparently telling noth-  
ing but the truth.

The preponderance of vocal As-  
sembly members from areas across  
the border should finally make the  
Administration realise that bitterness  
against Port Moresby spending  
policies is not just a matter of geo-  
graphical jealousies.

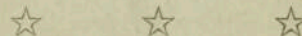
Port Moresby *does* take too much  
for itself, and it will reap its harvest  
of ill-will unless it treads very care-  
fully from now on. Put bluntly, Port  
Moresby's wasteful growth is a  
menace to the New Guinea unity  
that the Administration is so anxious  
to have.



IN one of the Highlands banks the  
tellers were muttering over the  
local villagers who had decided to  
withdraw the entire village bank  
account—a substantial sum—in 2/-  
pieces. There hadn't been enough  
silver on hand so it had been speci-  
ally brought from the coast.

The locals lugged their heavy-  
weight loot back to the village, but  
next morning were on the doorstep  
again, with the cash.

"We counted it," they said. "It's  
all there. Now you can put it back!"



BURIED in Lord De L'Isle's  
address to the new House of  
Assembly was the news that Aus-  
tralia had the prospect of holding  
the sixth South Pacific Conference  
in P-NG next year. Nothing previ-  
ously had been announced about this.

The South Pacific Conferences are  
Red Letter events as Pacific meetings  
go. Men and women from all Pacific  
territories get together for these  
talks, which are held every three  
years by the South Pacific Com-  
mission.

Rabaul was the locale in 1959, and



at the Pago conference in 1962 it was generally assumed that Papeete would be the scene in 1965.

But France's nuclear bomb plans in that area, with accommodation at a premium because of defence personnel, seem to have put paid to that idea.

Lae looks like being the site. The delegates would take over the technical school, which is being expanded.



**W**HEN Moresby people talk of the "Top Pub" they mean the Hotel Papua. The title was never intended to identify the Papua's position in the ranks of the Pub Peerage, despite what visitors think, but to distinguish it from the Hotel Moresby down the hill, which is the "Bottom Pub".

Nevertheless, rightly or wrongly, the Top Pub has the reputation of being the top pub, and as a result it has had among its clientele in recent years numbers of New Guineans brought to Port Moresby to attend the Legislative Council as members or observers, or to take part in VIP outings.

They have been billeted in the Top Pub not necessarily because they wanted to go there but because the Administration was anxious to stress (to whom?) the lesson of equality.

Now there is a New Guinean majority in the House, and everybody has £5/5/- a day and is expected to make his own arrangements, it will be interesting to see who stay at the Top Pub by choice.

Some who were booked in there at the inaugural session didn't last

the distance, for it didn't take them long to work out that with a tariff between £4/10/- to £5 a day (not including your laundry) there is no change from £5/5/- at the Top Pub.

Zure Zurenuoc, an able man from Finchhafen who is now Under-Secretary for the Treasury, was one who booked out. He moved in with friends among the Administration drivers, and what he saw there caused him to become vocal in the House.

The drivers did not have a kitchen and were living "like pigs and dogs", he said. If it was all right for them to drive "very important people" in big shiny cars then it was all right for them to be given decent living conditions.

If Zurenuoc's exposure achieves anything for the Administration drivers I hope they appreciate that it's partly because the Top Pub and equality are not necessarily synonymous terms!



**I**N *PIM*'s pages we have noted before that while Japan couldn't by force during the Pacific War achieve her dream of a Greater East Asia Co-Prosperity Sphere, she has managed to do pretty well for herself in recent years through peaceful trade penetration.

This was underlined in Moresby during the ceremonial opening of New Guinea's new Parliament. When the Governor-General, in plumed hat, arrived, his limousine was preceded by two outriders from the Royal Papua and New Guinea Constabulary—both on Japanese motor bikes.



**T**O end on the note I began with, if the Territory of Papua and New Guinea is to have an identity then the place has to have a name, and so have the people in it. Territorians themselves have been arguing names for years without result, and a recent outbreak of weird suggestions hasn't taken the problem any further. Officially of course it is the Territory of Papua and New Guinea, and it will have to stay that way until officially it becomes something else. But we on *PIM*, who weep at "indigenes" and shudder at the current tongue-twisting usage of "Papuan and New Guineans", have finally settled for plain New Guineans—whichever side of that non-existent border they live. Except when they live in trees, when they're natives—with apologies to nobody. We've started from this issue. And if you want our suggestion for a name for the combined Territory, here it is—New Guinea. After all, who else has it?



The late J. A. Johnstone, as Brett Hill saw him.

## Death Of J. A. Johnstone Of The Solomons

*The death in the Heidelberg Military Hospital, Melbourne, of J. A. Johnstone, MBE, removes from the scene one of the most respected and popular old hands of the British Solomons.*

**"JOHNNO"** JOHNSTONE was a member of the pre-war gold mining syndicate known as the Silent Six. It was a good name—Johnstone was never a man to talk. He was born in England and went to the Solomons about 1922, after serving in World War I as an original Anzac.

He was one of a party that visited Malaita to restore order after the murders of Europeans in 1925, and became interested in various business enterprises.

He ran a butchery at Tulagi many years before prospecting for gold on Guadalcanal with the Silent Six.

With the outbreak of war he helped evacuate Chinese and goods from Tulagi and later escaped to the New Hebrides. He became a major in the BSIP Labour Corps. In 1953 he represented the BSIP at the Coronation of Queen Elizabeth II.

The Silent Six after the war I came the Balasuna Syndicate, owners of interesting lodes on Gold Ridge, Guadalcanal, and Mr. Johnstone spent a lot of time trying to interest overseas companies. Frequently made journeys into the area.

He worked in recent years with Mendana Enterprises Pty. Ltd. and his old friend K. H. Dalrymple.

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## LESSONS OF THE RABAU POLICE STRIKE

At Rabaul, in the Australian-administered Trust Territory of New Guinea, there was trouble early in July among the native police who make up the ranks of the Royal Papua and New Guinea Constabulary.

**T**HIRTY police went on strike during a sixteen-hour period, and about 50 police (including the strikers) were involved in a disturbance which preceded the strike. Industrial claims from the police precipitated the strike.

The newspapers of the day variously described the incident as "riot", "racial demonstration" and "rebellion".

Any suggestion of rioting is untrue, and can be dismissed without comment. However, the suggestions of racial demonstrations and rebellion are at least worthy of some consideration.

The Papua-New Guinea police force is constituted in the military style and carries the label "Royal" in front of its name.

Under these circumstances the vigorous and vociferous refusal of the ranks to carry out the orders of their officers is, indeed, a type of rebellion in the technical sense. In the wider and more general sense of the term, however, the Rabaul disturbance was not a rebellion.

From the racial point of view the police strength at Rabaul consists of an all-native rank and file and an all-European officer component. Therefore when the ranks kicked over the traces and shouted at their officers, a situation existed in fact where black men were shouting at white men and refusing to do what the white men wanted them to do.

### Some Home Truths

In the process it cannot be denied that a few home truths slipped out, but to consider the process as a race demonstration is stretching the issue. Taken by and large, the fairest description of the Rabaul police incident would be to call it an industrial demonstration which got out of hand and which did produce some racial feeling as a side issue.

The initial issue was one of discontent among the ranks concerning their employment and conditions.

They claimed that their quarters were like pigsties, that their meat rations were not fit to eat, that their pay was not high enough, and that their uniforms were not as good as those worn by the officers.

The police at no time lodged any formal submission of their grievances, and this told heavily against them in subsequent events. Several of the officers must have been aware for some time however that all was not happy among the ranks.

Under these circumstances it seems a pity that some ex gratia attempt was not made by the officers to formalise the grievances before trouble occurred.

One policeman claimed later that the final straw was an unkindly cut from an officer of "All the money to run this country comes from Australia, so you will do—well take what you get and like it".

The trouble came when police for

a 4 p.m. to midnight shift refused to work and became abusive when ordered to do so.

After a shouting match in which they gave vent to their grievances the men dispersed into the streets and subsequently spent the night in their barracks refusing to work. Some men from the following shift also went on strike and there were attempts to intimidate men who were prepared to work.

### No Rioting, No Damage

Groups of civilian natives, aware that the police had internal problems, began yah-hooing in the streets. Two groups tried to stop cars driven by European women, but it seems likely that only two of the striking police were involved in any of the street incidents.

There was no rioting and no damage to property, although it is problematical what would have happened to the women drivers if their



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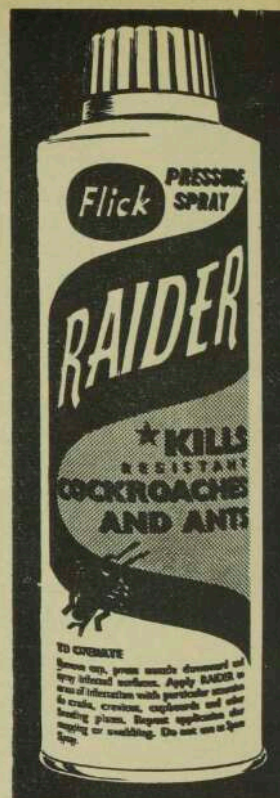
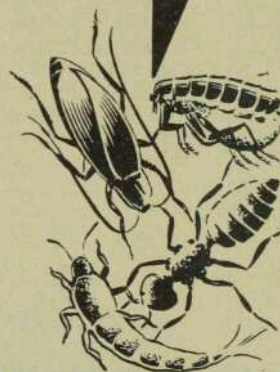
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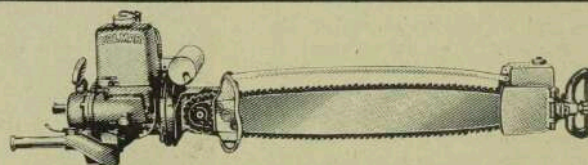
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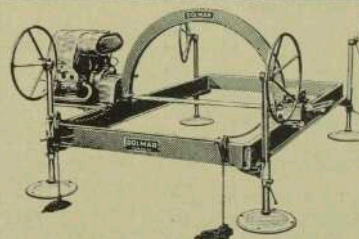
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ars had in fact been stopped.  
By midday on the following day  
the police were back on duty,  
though the situation continued to  
cause concern for several days.

The Papua-New Guinea Police  
Commissioner, Mr. C. Normoyle,  
new to Rabaul. Four days later he  
addressed a full-scale parade of more  
than 170 men in which he delivered  
a formal reprimand to the police  
involved in the incident.

He announced later that no further  
punishment was considered necessary,  
as a spokesman for the men had  
pologised.

The people of Rabaul felt more  
concern over Mr. Normoyle's attitude  
than they had over the actual in-  
cidents. There was a general feeling  
of greater firmness—even sacking  
the ringleaders—would have been the  
only way to avoid a repetition of  
trouble.

No one denied the rights of the  
police to express industrial grievances  
indeed there was considerable sup-  
port for the grievances) but few  
people could stomach the manner in  
which the police claims had come  
to light.

#### Claims To Be Met

The Australian Administration in  
Papua-New Guinea has already con-  
ceded that the police meat rations  
were sub-standard, and has rectified  
the situation. The delivery of new  
uniforms for the ranks has been pro-  
mised by October. Steps are now  
being taken for other industrial claims  
to be formally submitted and con-  
sidered.

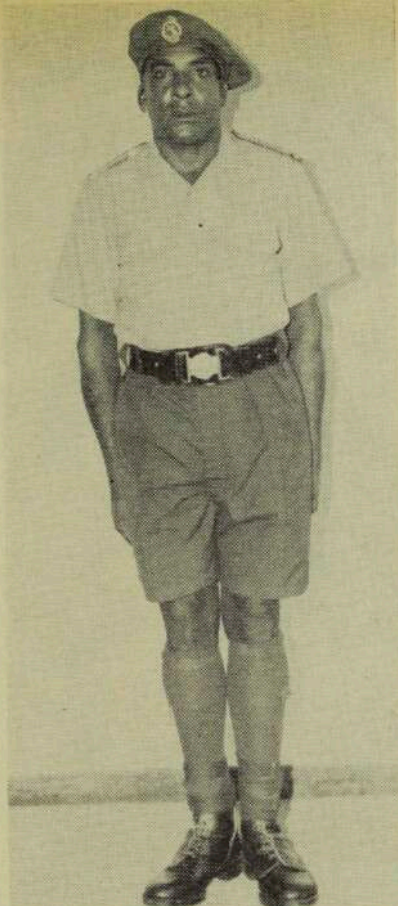
Meanwhile there is a barely-con-  
cealed feeling among police officers  
and some administrative officers that  
the growing Press and radio structure  
of Papua-New Guinea contributed  
towards the troubles. (This is distinct  
from any comment on the reporting  
of the troubles themselves inside or  
outside the Territory).

Half-truths of industrial matters  
cleaned by the constables from news  
reports were thrown at the officers  
during the height of the verbal dis-  
urbance. It is true that one news-  
paper had published an incorrect  
comparison of wage scales, but most  
of the half-truths originated in the  
minds of the native police who had  
not absorbed the news properly.

Nonetheless the situation pin-  
points the growing responsibility  
which must be accepted by the  
internal Press and radio of P-NG.

The most scrupulous circumspec-  
tion in news presentation is required.  
This does not mean moral or ex-  
pedient censorship, but it does mean  
accuracy, balance, objectiveness and  
above all a freedom from ambiguity.

Far too many New Guineans are at



**NEW UNIFORM:** Constable Baurima  
Kawawa, of Debon village in P-NG's  
Northern District, models the new uniform  
to be issued to the Royal Papua and New  
Guinea Constabulary. The uniform con-  
sists of pale blue open-neck shirt, dark  
blue shorts, dark blue beret, woollen  
stockings, puttees, black leather belt and  
black boots. All metal accessories are  
chromed.

that unhappy stage where something  
"must be true because we read it in  
the papers and heard it on the air".

Conversely, officialdom must learn  
that Press media as such cannot be  
blamed for social and industrial  
problems. Distortion can be avoided  
only if there is frankness on all sides.

Probably the biggest lesson to be  
learnt from the Rabaul police in-  
cident is the need for Australians to  
adapt themselves to the changing  
structure of the New Guinea com-  
munity.

The New Guinean is prepared to  
accept an argument of why a certain  
set of circumstances must exist, but  
the time has gone when he will accept  
without question any set of circum-  
stances which is thrust upon him.

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#### TONGA ROUND-UP

### WORK STARTS ON £170,000 HOTEL IN NUKUALOFA

Tonga intends to challenge Fiji's tourist industry in a small way with the erection of a modern, two-storey hotel on the Nukualofa waterfront, close to Yellow Pier, and within walking distance of the town and existing wharf.

THE hotel, designed by Derrick and Derrick, of Suva, is estimated to cost about £170,000, and will give most of the amenities the tourist today seeks.

The ground floor will have a dining room, lounge and bar, and a number of shops. There will be 55 bedrooms on the first floor. Later, a night club may be incorporated in the basement. In the grounds there will be a swimming pool and tennis court.

In May, after the final drawings were approved, the Government authorised the Tonga Construction Company to go ahead. Early in July, the foundations were marked out, and were being excavated.

It now appears certain that after years of indecision Tonga will have a first-class hotel. The last proposal was to build a hotel, financed by joint Tongan-American interests, fell through late 1962.

The new hotel is expected to increase the number of visitors to Tonga to see the many attractions the Kingdom has to offer.

TONGA'S new newspaper, the weekly English-language *Chronicle* and Tongan-language *Kalonikali*, has only been in existence for two months when it came under criticism in Parliament, not for anything it said, but because it had been founded.

S. Tu'akoi, debating the Tonga Traditions Committee and Printing Department Estimates, questioned the wisdom of the newspaper. He felt that any money spent on the *Chronicle* should have been diverted to the Tonga Traditions Committee, which was carrying out a valuable investigation into the Kingdom's history and traditions.

He said the newspaper was only

likely to stimulate controversy, and it was doubtful if it would earn enough revenue to cover the provision allowed in the Estimates.

The Deputy Premier, Prince Tu'ipelehake, answered the criticism with details of likely receipts from sales.

Another member, S. Fakalata, was so impressed by the revenue-earning potential of the newspaper that he suggested the price should be reduced from 3d to 1d.

Since the first edition was published on June 19, the circulation has settled down to about 800 copies of the English edition, and 5,000 of the Tongan.

*Chronicle* is planned and issued from the Premier's Department with Mr. Michael Challons, Secretary to the Government, and Mr. Jack Riechelmann, Assistant Secretary to the Government, as joint editors.

At present, both the English and Tongan editions of the paper are only



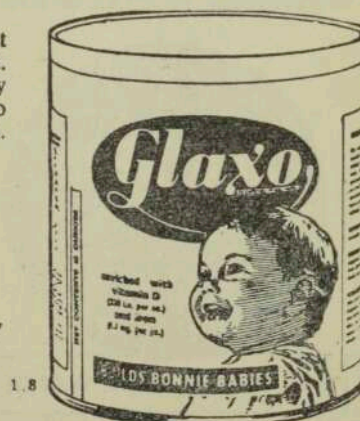
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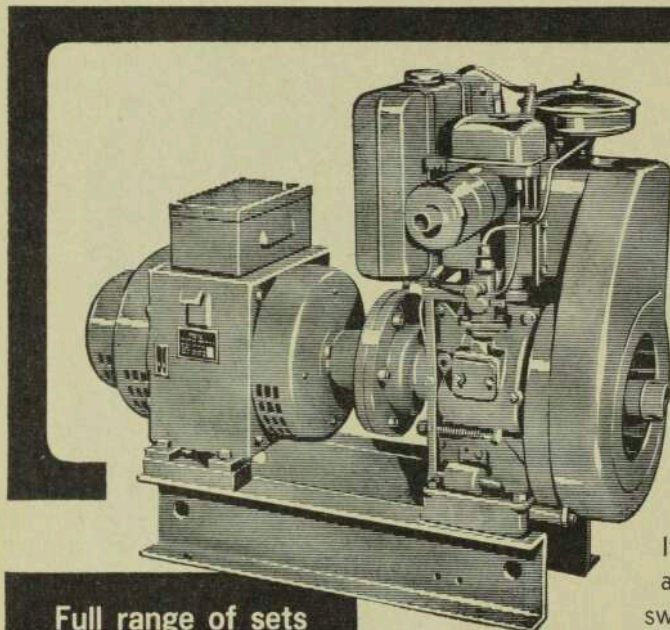
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## POWERFUL 'QUAKE HITS NEW HEBRIDES

One of the most powerful earthquakes to strike the earthquake-prone New Hebrides for years shook the south-eastern part of Santo Island and the nearby islands of Malekula and Aoba at 3.40 a.m. on July 10. In Santo township, where the tremors lasted for nearly four minutes, some people left their houses, fearing that the roofs would collapse. Bottles were broken, pound cracks developed, walls of buildings were cracked and a stone wall was knocked down, thus giving a rating of strength  $5\frac{1}{2}$  on the Mercalli scale.

Similar effects were reported at Orsop (north-east Malekula) and at Lamap and Port Sandwich (south-east Malekula).

At Lamap light objects were shaken, and at Port Sandwich the pier was fractured and foundering caused it to drop slightly.

Even on Epi in the centre of the group, the earthquake still had an estimated strength of 5; and the effects were felt as far north as Anua Lava in the Banks Group, and as far south as Vila, some 170 miles from the immediate area affected.

double page spread, but it's hoped the paper will be enlarged to a weekly magazine incorporating a picture and photographic section, and will then become an independent journal with a complete newspaper

ABOUT 200 delegates from 15 countries and territories in and around the Pacific will attend the conference of the Pan Pacific South-East Asia Women's Association at Nukualofa in August. Queen Salote is in charge of arrangements, while the detailed organisation is in the hands of eight committees of the Tonga branch. PPSEAWA — accommodation, entertainment, catering, finance, reception and transport, publicity and entertainment and floral decoration.

The theme of the conference is the role of women in preserving the cultural heritage of mankind.

will be discussed each day by a different speaker, after which there will be "round table" discussions. The main conference will be in the fa'ahau Building, a new block of offices in the main street of Nukualofa. In front of the building, the flag of every country represented will be flown.

## Letters To The Editors

### YACHTS CAN AID EXPEDITION

Sir,—To mark the 25th anniversary of its existence, the Ornithological Society of New Zealand is sending a sizeable party to the Kermadec Islands during the coming summer to study the fauna and flora of the group.

The expedition is to be wholly sponsored by the Society, although through the kind offices of the NZ Minister of Defence, Mr. Dean Eyre, it is to receive a considerable measure of naval co-operation.

The survey ship, *HMS Lachlan*, is to transport the twelve members of the expedition and their equipment to Raoul Island on November 19, and return them to New Zealand on January 27, 1965.

The primary object of the expedition is to study the birds of the Kermadecs, so that the party will include up to nine of the Dominion's well-known professional and field ornithologists; but other branches of natural science will be covered by the inclusion of a professional botanist, and an entomologist. A medical officer will complete the party.

It is very many years since any reports on the bird life of these islands were made, and even then they were not exhaustive, and related mainly to Raoul and the Meier Islands nearby.

So far as is known, only brief landings have been made by ornithologists on outlying islands such as Macauley and Curtis, and none has ever spent a night ashore on them.

The group is famous in the bird world for the number and variety of its nesting petrels, and as these come ashore at or after dark to their nesting burrows, complete study of the birds is only possible at night.

Some *PIM* readers will be well aware of the scarcity, or complete absence, of anchorages in the Kermadecs, and this fact will prevent the expedition from having a stand-by craft suitable for inter-island work, and will restrict them to Raoul and the Meier Islands, which can be covered by dinghy and outboard.

It is the earnest hope of the expedition that someone may be cruising in those waters while the expedition is in the group, and may be able to



To cherish a clear, youthful complexion, areas where age signs first begin to show should be given extra rich nourishment at night.

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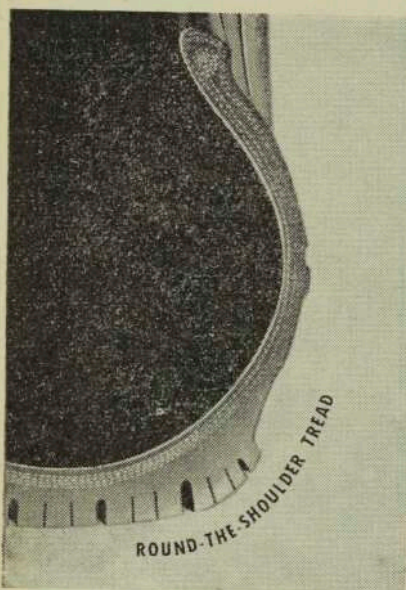
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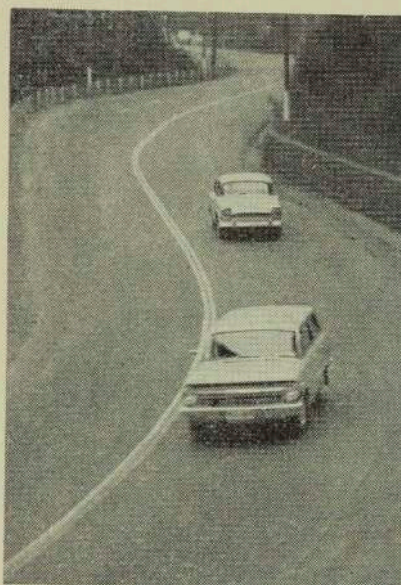




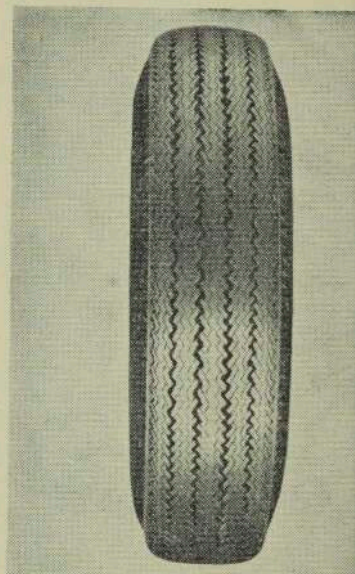
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er invaluable assistance by taking a small party to one or more of outlying islands.

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A. BLACKBURN,  
President

Ornithological Society  
New Zealand.  
Dunedin, NZ.

## DENTIAL QUALIFICATIONS IN COOK ISLANDS ELECTIONS

—In an article written by a Tonga correspondent in the July of *PIM* about the new political which has been formed in the Islands, it is stated that . . . "an advance ruling that candidates (for Legislative Assembly) are eligible if they have lived in the Cook Islands for three years will have to be amended".

Our correspondent is relating this fact that should Mr. Albert decide to contest the Legislative Assembly elections scheduled next year, local legislation setting the residential qualifications for candidates will require amendment.

For the purpose of the record, I like to advise that there is no local ordinance in existence.

The qualifications for electors and candidates are contained in the Cook Islands Legislative Assembly Regulations 1958 which are a New Zealand Statute, and which provide for residential qualifications of three years and one year respectively. These regulations are still in force in the Cook Islands.

Our correspondent has no doubt raised the issue with the debate which took place in the Legislative Assembly last year when the Commission Report prepared by Professor Wikman and Davidson and Mr. Wright was under discussion.

The authors had recommended that residential qualifications for both electors and candidates should remain unchanged, but the members of the Assembly thought otherwise, and decided that the residential period should be extended to 12 months in the case of electors and to three years for candidates.

The amendment was conveyed as a recommendation to the New Zealand Government from the elected representatives of the Cook Islands, and as such it has been included in legislation which is to be passed later this year.

Before the legislation can be

brought into force it must be debated, and finally passed, both in the New Zealand House of Representatives and in the Legislative Assembly of the Cook Islands.

I feel that this matter is of sufficient importance to require immediate clarification.—Yours, etc.

L. J. DAVIS,  
Assistant Secretary  
Department of Island Territories,  
Wellington.

P.S.: Congratulations to *PIM* on its airmail policy. It is a much more satisfactory arrangement.

● See also stories, p. 11 and p. 53.

## LONG SPEAR THROW

Sir,—Your article in the July issue on the Tahitian legend of the great spear-thrower Pai-tua-tini was very interesting. However, I believe there must be some kind of a misunderstanding over the statement that "he hurled the spear across from Tahiti-iti". According to the late Sir Peter Buck in his *Vikings of the Sunrise*, Tahiti-iti and Moorea are two names for the same island, Tahiti-iti being the legendary name in the Tahitian myth of the creation of the islands.—Yours, etc.

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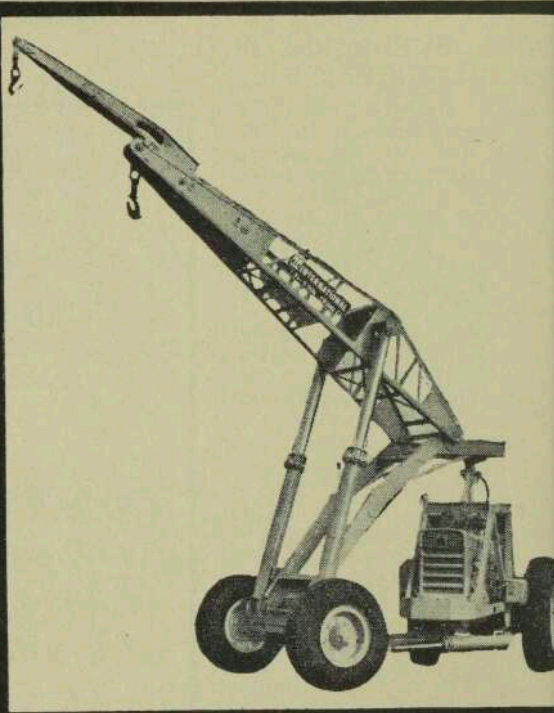
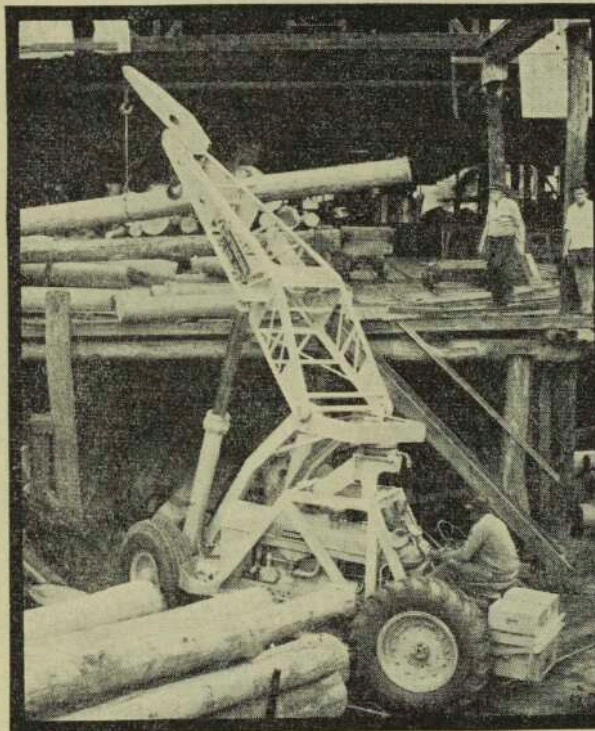
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# Tropicalities

About 40 men and women in Rabaul have already taken advantage of a relaxation in Australia's immigration policies which has permitted Australian citizenship for certain people of part-native extraction living in Papua-New Guinea.

OTHER applications are still under consideration, and there is every indication that Australia has taken a step (not before time) which has been met with appreciative approval. The main requirement to obtain Australian citizenship for a mixed-race person is proof of some European ancestry at the parent or grand-parent level.

This is not always easy in a land where records have been disrupted by war, where births were sometimes illegitimate and unregistered, and where children have grown up under the guidance of a mission with little knowledge of their parentage.

The pioneer in the struggle for Australian citizenship among these people is Harry Spanner, a likeable and energetic plantation manager who works for the Roman Catholic mission near Rabaul.

Spanner, whose father was Aus-

tralian and mother a Manus Islander, worked for 15 years to achieve his ambition. He hammered Ministers of State, talked to public bodies, led deputations and kept the fire of intensest burning among his own people.

When Australia repeatedly refused his personal request for citizenship he applied for British naturalisation, but again met with refusal.

Said Spanner: "We are only a handful of people. It wouldn't hurt to naturalise us. We don't want to migrate to Australia because New Guinea is our home. We want the benefits of Australian citizenship mainly for the sake of our children. Our loyalty is beyond reproach."

By early last year, Spanner had almost every public body behind his campaign, and ultimately the Australian authorities took notice.

It was ironic that Harry Spanner himself was left behind in the rush when the bars to naturalisation began to fall.

## Documentary Proof

Unable to provide documentary proof of his part-Australian parentage, he was still fighting a personal battle while other mixed-race people were taking advantage of the opportunity for Australian citizenship.

He eventually made a three-week pilgrimage to Manus Island, 300 miles from his home at Rabaul, and roamed the villages and back-blocks in search of assistance.

He found a group of old people who remembered his mother and his father. Their memories, set down in a statutory declaration, provided the information which permitted his naturalisation this year.

The mixed race people who are taking advantage of the policy relaxation are mainly of Melanesian, German and Australian extraction, although a few are part-Chinese.

They have adopted for themselves the racial name of "Euronesians" and have even made an attempt to register the name legally.



Harry Spanner.

## Boys Will Be Boys, But What About Men?

IS it right that grown men, fathers of families, respected elders in their villages should be called "boys"?

This question—the sort of question that most Europeans in the Islands seldom bothered their heads about until recently—is posed in an article by the Rev. H. F. Peak in a booklet on the New Hebrides recently published by the Australian Presbyterian Board of Missions.

Mr. Peak, a Presbyterian missionary in the New Hebrides, says it often happens in those islands that a white teenager will call a man, old enough to be his father, "boy".

He goes on: "Even men and women who have the welfare of the people at heart do it. One lands at a beach and someone calls out, 'Leave your bags; the boys will bring them up.' Presently, two or three full-grown men, often grey-headed, will follow you up with the heavy boxes and cases."

Mr. Peak asks: Does it matter? And immediately answers his own question by saying that if the name matters little, the attitude matters immensely because "if we always regard them in that way, we shall never know them for the men they really are".

And he adds: "Surely world history of recent years should teach us that



One of the first Euronesians to be naturalised in Rabaul was Administration clerk, George Kassi, seen here holding his certificate.



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## That Easter Island Airstrip May Get Built After All

After years of talk, it seems that the Chilean Government really is going to build an international airstrip on Easter Island, its lonely outpost with the mysterious stone statues in the far eastern Pacific.

According to "Man in the Pacific", a publication of the Pacific Scientific Information Center, of Honolulu, a medical expedition from America's McGill University is to collect information on Easter Island early next year "before the Chilean Government builds a proposed airstrip, thereby permanently changing the isolated state of the island".

The expedition is being sup-

ported by the World Health Organisation and will comprise about 20 medical research workers from universities in Canada and the United States.

The expedition aims to survey Easter Island's entire population of about 1,200. The information will be analysed to throw light on the physical characteristics of such isolated people, and it is hoped that later studies will be able to trace changes resulting from increased communications.

Two anthropologists will accompany the expedition. One of them, Richard F. Salisbury, of McGill University will make an economic survey of the population before the use of money becomes widespread.

Easter Island's population of about 1,200 has grown from only 111 in 1877.

are foolish to underestimate the abilities of any race of men."

Mr. Peak says he is continually impressed by the natural culture and ancient wisdom of the so-called "boys" of the New Hebrides, and he cites a couple of cases from his own experience to support this statement.

One of these cases concerns the village of Mele where, until the election of a new chief recently, it was the custom to hold huge wedding feasts, which involved the slaughter of many pigs and frequently landed the young couples and their parents in debt.

As a result, marriage was just too costly for some young men and women. But the new chief changed this by proclaiming that "a small amount of tea" would have to suffice to mark the occasion.

"Such a decision was far-sighted and courageous," Mr. Peak says. "Now many Australian fathers dare tell their daughters: 'Twenty-five pounds has to cover the cost of your wedding. You need every penny for your house!'"

## Ed Hargesheimer Keeps His Promise

EVER before, even in wartime, had the little village of Evase on the coast of New Britain seen such a performance.

The trees trembled and the flying-

foxes flew from the branches with an angry flapping of their leathery wings. Startled parrots shrieked from the same trees and a few not-too-confident natives ran for shelter.

The cause of it all was a thundering twin-jet bomber from the United States Navy which dived on Evase wagging its wings and laying a pencil of black smoke and white vapor.

Down below the man who started it all was trying to make a speech, but he had to give up when the jet drowned his voice.

"That darned thing is taking over the ceremony" he muttered with a rich American accent.

The occasion was the official opening of the Airmen's Memorial School in the Australian Trust Territory of New Britain. Twenty-one years earlier the native people of the area had saved the life of Major Fred Hargesheimer, an American flier whose reconnaissance aircraft was shot down during the Pacific War.

At the risk of having their heads cut off by the Japanese the village people cared for Hargesheimer for five months until an Australian patrol arranged his escape in an American submarine.

Fred Hargesheimer never forgot what the people did for him, and he sponsored a fund which raised more than \$17,000. The money was used to build a school which went into operation at Evase early this year.

By aeroplane and ship a big crowd of visitors came to Evase for the official opening of the school on July

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11. There was Hargesheimer himself (the RAAF flew his there) and Air-Commodore W. Townsend, RAAF, whose life had also been saved by the natives of New Britain during the war.

The Papua-New Guinea Director of Native Affairs, Mr. J. K. McCarthy, whose splendid war record in New Britain is well known, was another visitor. Also at the opening was Mr. Matt Foley, of Rabaul, who as a signals corporal had been in the party which found Hargesheimer, and whom the native people still remembered as "Master Wireless".

America was officially represented by the Air Attache to the U.S. Embassy in Australia, Colonel H. Ottaway.

Arrangements had been made for a U.S. Navy Sky Warrior bomber to make a couple of passes over the school before the ceremony began. The aircraft arrived on time from Guam, via Townsville, but the crew got carried away by the occasion.

Time and time again the jet roared over the crowd, sometimes little more than 100 feet above the ground. Speeches were drowned and the school children (140 of them) broke ranks to get a better look.

### Ambitious Dream

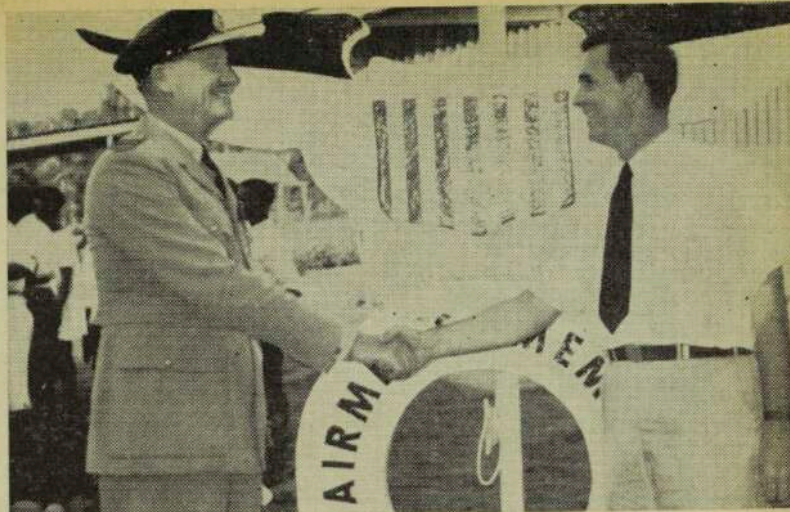
But Fred Hargesheimer did not mind. For him it was the end of a long and ambitious dream to return with something tangible for the people who had saved his life.

Here on PIM we have known Fred Hargesheimer for years as a smiling, friendly and modest fellow, who has achieved his purpose despite odds that would have been overwhelming to lesser men. His particular strength is his sound common sense.

Fred has always been aware for instance that the creation of his school needed careful handling if it was to avoid becoming the rallying point for a new cargo cult. He wanted no cry of "The Yanks Are Back!" and steadfastly stood against native suggestions that the school should be staffed by American teachers, or have other American bias.

It was sufficient for Fred to have collected the money for the school in America (a few dollars here, a decent-sized donation there) and to have seen it built in an area where it would do the most good. (For idealistic reasons it would have been nice to have put the school in the actual village which succoured him, but he insisted that it be placed in an area of larger population, 30 miles away.)

Not even Fred is able to say just



## Handshake Reaches Across 20 Years

At the dedication of the Air-men's Memorial School, Evase, in July, Air Commodore W. E. Townsend, RAAF, and Mr. Fred Hargesheimer, now with Remington Rand, Minnesota, shake hands across the years. The last time they met in the New Britain jungle was in 1943 (right) when Townsend was a Wing Commander and Hargesheimer a Major with the US Air Corps, and both had been shot down. They have kept in touch and are firm friends. Hargesheimer, with Townsend's support, has repaid his debt to the New Guineans who, he says, saved his life.



what status the school has. It was built by American money, is being operated by the Methodist Mission (which has put three New Guinea teachers in it) but the teacher-in-charge, Jim Bye, is provided by the P-NG Education Department.

Fred got the idea of building the school after he made a return visit to New Britain in 1960. It took him three years to collect the money back home in the States, and then last year he returned again with his son to get the school built, because somewhere along the line things had got bogged down. Fred arranged for the timber and for the builder and stayed around for six weeks helping to organise the local labour.

Fred glosses over this part of his interest in the school, but there are a number of people in the Islands who are still annoyed that Fred

Hargesheimer had to make a special trip from the US merely to get the whole project off the ground. A little more activity should have been displayed at the New Britain end, they feel.

Said a former wartime Coast-watcher in the New Britain area: "We learned about Fred's building problems too late. There are a dozen of us up that way who would have got off our bottoms and got the job done for Fred. He'd done enough without having to carry the bricks too!"

But since Fred's interest in the school hasn't waned there is still plenty of time for local people to get off their bottoms and give the scheme an added push. Fred has now gone home, but he has plans to provide the school with private boarding facilities, and a medical aid post for the locals.



## Plenty of Interest For Fiji Divers

THE popularity of Fiji waters as a skin-diving enthusiasts' venue is increasing by leaps and bounds as news gets around of the attractions found under the surface.

Diving in the Colony's seas has already prompted favourable and enthusiastic comments from such well-known skin-men as Hans Hass, and group tours from overseas underwater clubs are setting their sights on the colony.

One such is from the South Australian Underwater Explorers Club, who chartered the auxiliary ketch *Maroro* in July for an extensive tour of waters along the coast of the main island of Viti Levu, guided by one of the colony's most knowledgeable mariners, Captain Stan Brown.

The group comprised 16 members, and their itinerary included

exploration of the wreck of a four-masted barque which took the reef with all sails set at Viwa, in the north-west of the group, in 1889. The barque, the *Altmore*, was on a Pacific voyage from England.

Details of her stranding were obscure until recently when a casual mention was made in the *Dogwatch*, journal of the Shiplovers' Society of Australia.

This prompted a 90-year-old survivor of the wreck to write with further information.

The South Australian explorers returned from their trip with two brass porthole rims from the *Altmore*, and several other relics they hadn't bargained for—two aeroplane wing lights and four machine-gun nose cones.

The lights and nose cones are believed to have belonged to a World War II single-seater Cobra fighter which crashed into the sea.

In August another underwater

team, this one from an Auckland Club, is chartering the *Maroro* for a similar tour.

## Pineapples In The Sky For NZ

NEW ZEALAND is short of pineapples—Prime Minister Keith Holyoake himself says he hasn't seen them in local shops for a long time—and Fiji has them for export. But it's not quite as simple as that, as a Fiji pineapple-growing company is finding out.

The company, Fiji Golden Queen Pineapples, which has its headquarters at Nadi, has already sent a shipment of fresh pineapples to Auckland by air, receiving a most satisfactory cash return for its enterprise. At present it has 10 acres under cultivation and expects 80,000 of the fruit to be available for export early in 1965. It has its eyes on the NZ market.

Managed by Mr. E. Ewins and his son Gerald, the company is now endeavouring to obtain a substantial import quota from the NZ Government. Although the balance of trade between the two countries is very much in the Dominion's favour, the company is a little pessimistic as to the outcome of its application because of licence restrictions.

New Zealand's Prime Minister, Mr. Keith Holyoake, was tackled about the prospects when he put down at Nadi Airport in July, en route to the London Prime Ministers' conference.

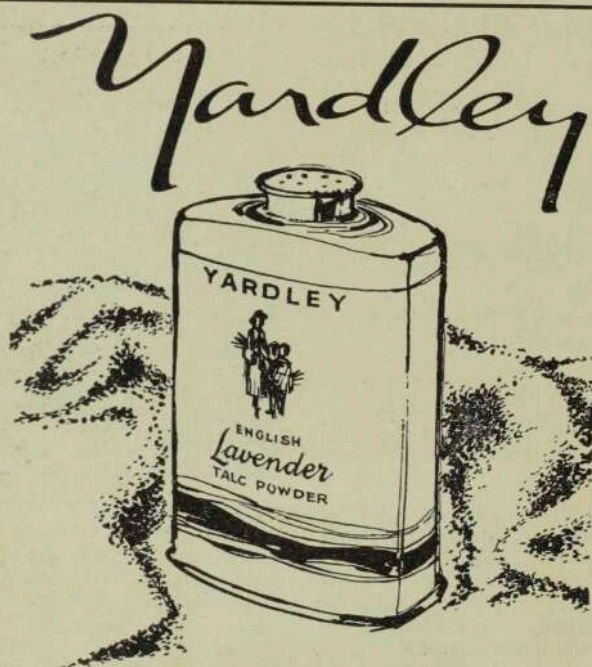
In a diplomatic interview with a *Fiji Times* representative, Mr. Holyoake commented that an occasional small shipment of pineapples came in from Hawaii and also some from the Cook Islands, but there was not much fresh pineapple in New Zealand shops.

He added that he had not seen them in stock for a long time and he often popped into fruiterers on his way to work in the mornings to chat about business.

The Cook Islands, Mr. Holyoake added, were seriously considering the production of them on a large scale but he thought it would be many years before New Zealand could expect any fresh pineapples from that source, as shipping services were so erratic. The industry there would be more likely to tin the fruit.

He was not able to shed any light on the import problems from Fiji.

The Nadi based company meanwhile is concentrating on air-freighting supplies to the pineappleless Kiwis, for it is here that it has an advantage over other sources. It is hoping that it will last, but it can't count on it.



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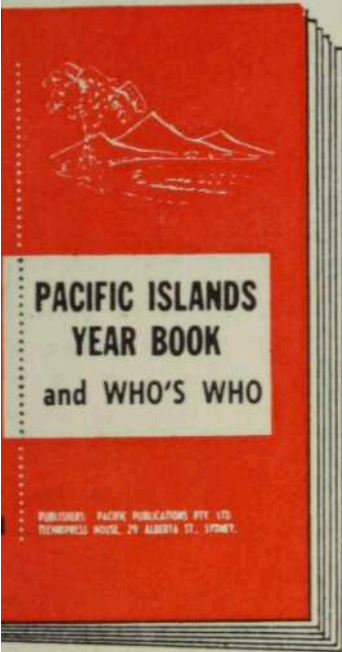












The cover of the book is red with a white title label. The label reads "PACIFIC ISLANDS YEAR BOOK and WHO'S WHO". Above the title is a small illustration of a tropical island with a palm tree and a person. Below the title, in small text, it says "PUBLISHED BY: PACIFIC PUBLICATIONS PTY. LTD. TELEPHONE HOUSE, 29 ALBERTA ST., SYDNEY."

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# Territories TALK~TALK

With Tolala

*It is always nice to see due regard given to the Correctness of Things, especially in this slap-happy age when the "that's good enough" policy is so prevalent.*

[ WAS glad, therefore, to read in the *New Guinea Times-Courier* of June 17 that the North Coast [New Britain] Development Association was showing some concern over the spelling of the name of the local centre there known as Keravat and which, according to the report, "is spelt with equal frequency" as Cerevat.

There is only one way to spell the name, so far as I am aware, and that is Keravat, although at one time I believe it was Kewarat; but never with two "e's".

The changeover from "w" to "v" in native names generally throughout New Guinea occurred about 1911 when the German Government brought in a rule that all "w's" in native names should appear as "v". The change naturally took time to implement, and in many cases where the letter was the first one in a name, no change was made.

Why this thusness I do not know; it could have had something to do with interfering with the indices in the records.

Since World War II and the greater publicity of native names in the press, incorrect spelling of proper names has been most apparent and, unfortunately, no attempt seems to have been made to standardise the spelling from an official angle.

This move from the NCDA, therefore, comes as a welcome augury of an awakening consciousness as to the correctness of Things. May it become general throughout the Territory. And, what is more, may it have the support of the Administration.

## A COLLEGE CHOIR ON TOUR

The Jones Missionary College Choir from near Rabaul is to make a tour of Australia in December. It is a seventh-day Adventist set-up and will travel from Cairns to Melbourne.

The delightful choral reproductions of the Tolai people have long remained in my memory. They have a natural harmony in their singing



**IN BLACK AND WHITE:** Of all the pictures we've seen of the recent tour of New Guinea by Australia's Governor-General, Lord De L'Isle, this is the one that most appealed to us. It was taken on the wharf at Rabaul by a Department of Information photographer. The names of the children were not vouchsafed to us.

which is a joy to hear. I always remember an occasion in the '30's when the Administration staged a concert-cum-native art exhibition in Rabaul when Tami, from Matupi Island, brought along a choir of his training and they rendered the *Hallelujah Chorus*.

With only a gramophone record as a guide, Tami had succeeded in training his choir to near-perfection.

If the SDA choir is up to that standard (and I expect it must be), then there is little doubt but that its tour in Australia will be successful —unless it is hampered too much by

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. . . Margaret Merrill.

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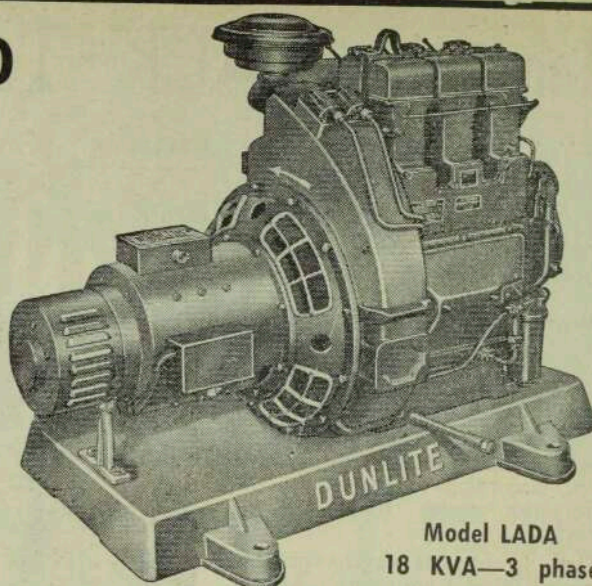
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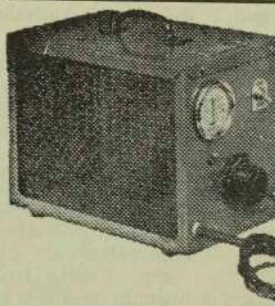
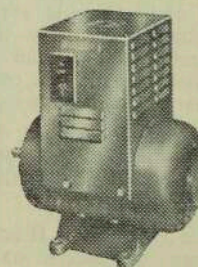


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g the singers were allowed to re-  
in normal Island attire and not  
rned out to imitate the stuffy Euro-  
an. . . . Good luck to the tour.

## ARLY ISSUES OF "PIM"

### WANTED

Came a letter t'other day from a  
riend who has, with much diligence,  
ccceeded in collecting an almost  
mplete set of the *Pacific Islands*  
onthly from 1930 to date. Eleven  
pies are missing: August, September,  
ctober, 1930; March, September,  
ovember, December, 1931; Sep-  
ember, 1932, and March, April, May,  
1933.

He has numerous duplicates back  
1931 to swap; but is naturally will-  
g to pay for any issues to complete  
s file. Anyone who has any of the  
pies in question and is prepared to  
rt with them may address me, care  
PIM. Thanks.

### EFAMATION

A report in a Sydney morning  
per quotes the Vatican newspaper,  
*osservatore Romano*, in denouncing  
e topless swimsuit for women, "as  
return to the 'bestial nudity of the  
avage.'"

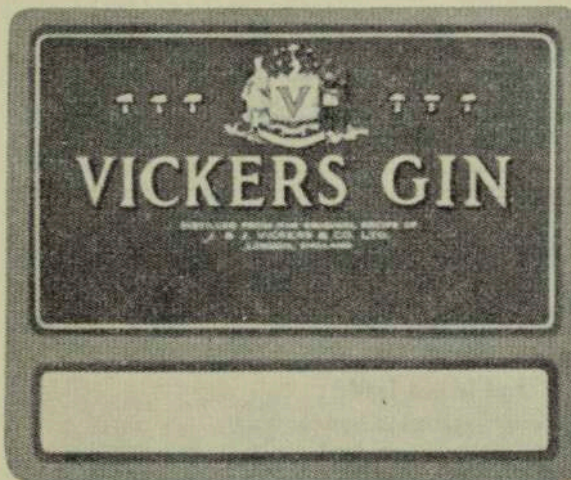
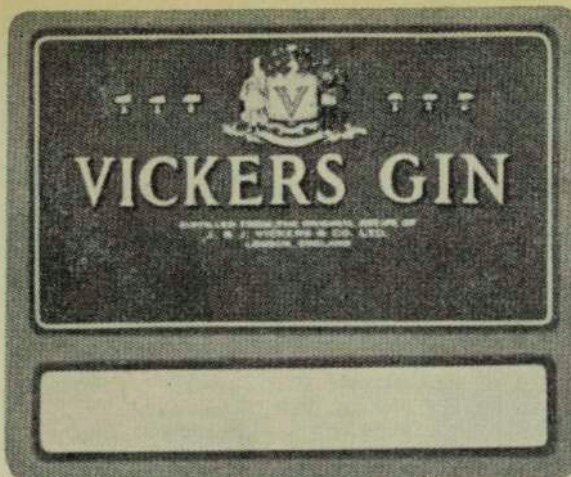
This is somewhat surprising, com-  
g from the foremost RC newspaper,  
hich is usually well-informed as to  
orld customs and cultures. I hope  
at the director of the Vatican  
aper, Ramondo Mazini, gets his  
ikles caned by some of his better-  
formed co-religionists who come  
to personal contact with the  
avages" to whom he refers.

They, at least know only too well  
at there is nothing "bestial" in the  
idity displayed by the savages of  
ew Guinea, at any rate; neither is  
ere any sex motive.

### VERBAL JUNGLE"

Numerous meaty letters have  
appeared from time to time in the  
loresby Press from Missionary  
ercy Chatterton, MHA, but he cer-  
inly deserves an orchid for his  
reed in the *South Pacific Post* of  
ine 30 under the heading "Stand-  
g Orders 'Verbal Jungle.'"

In this he pointed out the cavalier



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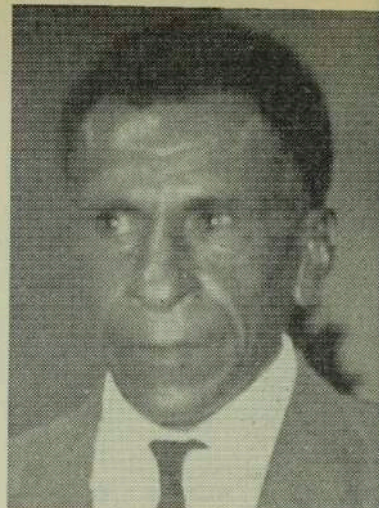
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manner in which Standing Orders were negated at the first session of the new House of Assembly.

Speaker Horrie Niall's job is going to be no sinecure if he is to maintain a fair and equitable balance in the House and that, presumably, will be his aim as it is in every democratic assembly.

Despite the rumours that emanated from the Sogeri political kindergarten that Standing Orders were to be de gobbledegooked, nothing apparently was done about it.

Perhaps I am a bit dumb, but I still fail to see why Standing Orders which were brushed aside to introduce bills for the Government's convenience and, apparently, passed through all stages at the one sitting should not have been suspended to give Handabe, the member for Tari, an opportunity to air his views through his interpreter.

And why Motuan as one of the "official languages"? Why not Tolai? I'll lay a few odds that more people speak Tolai than Motuan, and it would surprise me if there is one member in the House speaking Motuan who is unable to understand and speak either English or pidgin.

### UNIFORM PACKAGING

Many features of the opening of P-NG's first House of Assembly have been highlighted in the Press, local and in Australia, but there was one aspect, especially, which intrigued me and created a line of thought.

This was:

The paternal Government adopting a uniform packaging policy for members and putting them into the uncomfortable confines of Western





**MAN HONoured:** When Mr. A. J. Strehlow, of Lae, was honoured by the Queen with the MBE recently, he was swarmed with congratulations from his many friends. For many years he has been one of Lae's hardest working community leaders. He has lived more than 20 years in Papua-New Guinea and at the time was mining at Edie Creek. PIM took the photo the day his honour was announced.

...; divesting them of their freedom and unrestricted clothing to make of them tailor's dummies in their light cotton suits. (By courtesy of the School Board, perhaps?).

Undoubtedly there would be a psychological reaction found in this far-seeing anthropologists in that many of the people, accustomed to wearing g-strings or lava-lavas, would not better to Western guidance and might if attired in Western raiment, be shorn of much of their natural dignity.

One can easily realise the distracting discomfort experienced by the more primitive members, accustomed to unrestricted raiment, when addressing the House in their newly-donned robes, every effort being made by them to concentrate their mental faculties on their speech and then at the same time to be suffering physically from pinching shoes, chaffing undergarments or a too-tight shirt collar.

Government action, implementing such conformity, makes one wonder whether there is not some truth in a pamphlet, recently published by the Advancement League Inc., of South Australia, and written by T. G. H. Strehlow, of the University of Adelaide, who was born at Hermannsburg, Northern Territory, and was for some years a patrol officer and Deputy Director of Native Affairs in the Northern Territory.

A review of the pamphlet, "Assimilation Problems: The Aboriginal viewpoint" in *The Bulletin* of May 1964 says:

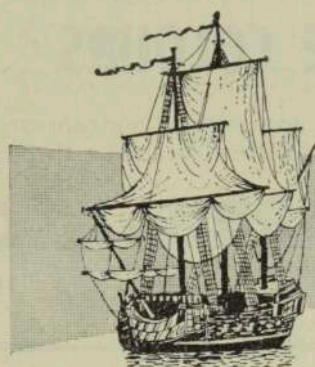
"Strehlow comes out strongly

against assimilation in his pamphlet, and surely he is right. An assimilation policy is the logical result of that supreme arrogance which leads us Europeans to think that not only is our way of life the best, but that civilisation is synonymous with Northern European standards. The issue is important for it seems that the average white Australian will not accept the aborigine until he is a white black man. Or maybe not until he is physically white?

"But make him a white man so

that his own customs and past are completely obliterated, and we, the white Australians, will be so much the poorer. It is not just handicrafts and material objects that enrich Australian culture but the languages and different customs and values."

That could apply equally to our thoughts and actions in P-NG. To us, no way of living is right except our way; there is only one standard of intelligence and that is our standard. How wrong can we be in our xenophobic thinking?



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## Aerial Search For Minerals To Begin In BSIP Next Year

The BSIP Government has announced plans for an aerial geophysical survey of the Solomon Islands, the aim of which is to discover exploitable minerals in the Group.

The survey is expected to start in April or May next year, and it will continue for three and a half years.

The BSIP's Chief Geologist, Mr. C. Grover, said in a radio talk on June 30 that the aerial survey is "of the greatest possible moment" for the "grant-aided" Solomons because it would help to achieve in a few years what would ordinarily take years or more.

"More than that," he went on, "it makes feasible some discoveries that would be impossible by any other means."

Mr. Grover said the techniques to be used could neutralise concealment of vegetation, deep soil cover and boulders, and it would even be possible to detect some types of mineral occurrences covered by up to 400 ft of hard, barren, sedimentary rock.

### UN Grant

The total cost of the project is estimated at about \$1,450,000, of which the United Nations Special Fund will contribute about \$880,000. The BSIP will contribute the services, equipment and facilities of its Geological Survey Department, plus a small proportion of the costs of the experts employed under the project.

In his radio talk, Mr. Grover said: "If we find, say, 100 geophysical anomalies, then we know that we can direct our ground parties straight to them without wasting time beating about the bush."

Ninety-odd anomalies out of 100 might be due to structures containing mineralisation that was not economic, he said.

But several anomalies would be due to mineral occurrences, which could receive concentrated attention on the ground by the geological survey, by the end of which work it could be possible to recommend sites for drilling.

Mr. Grover said there would be difficulties in the aerial survey, because fixed wing aircraft had never

carried out such work in such rough country.

"We do not know exactly what will be possible as we are still in the planning stage," he said, "and much will depend on the decisions reached by the specialist geophysicists and the aerial survey companies, after the local difficulties have been studied and appreciated."

However, in the end it would be the ground follow-up team, cutting its way through virgin jungle, which would provide the answer as to

whether an anomaly was worth further detailed attention.

For three years his department had been educating and training Solomon Islander staff to the necessary standards, so that the follow-up field survey work, grid layout, magnetometer, electromagnetic, geological and geochemical surveys could be done expeditiously.

The work of the last decade had shown beyond doubt that the BSIP had mineralisation, and that an aerial geophysical survey was required.

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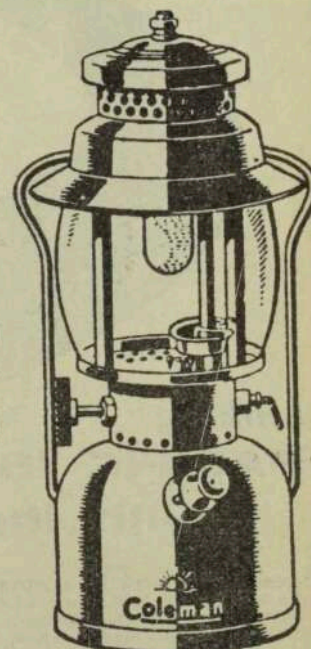
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## THE MONTH IN WESTERN SAMOA

# Much Ado About UN Expert's Bombshell On Education

From R. F. Rankin, in Apia

Unesco adviser Dr. Chester Williams, a guitar playing humorist in his spare time, didn't have many NZ teachers laughing when he left Apia on completing his term at the end of June.

He dropped a bombshell on educational and administrative circles when he said in a newspaper interview that for two years he had been knocking his head against a brick wall.

Dr. Williams, an American previously assigned to Somaliland, was appointed by UN to assist in drawing up an education policy and development plan for Western Samoa, and to draw up a curriculum meaningful to the needs of the country. But, he claimed, he was frustrated at every turn by the lack of top level co-operation in the NZ Education Department.

He said that the New Zealand approach to education in Samoa was hampered by insularity, blindness to the real needs of the country, lack of professional leadership and supervision, and was barren of educational philosophy. Furthermore, New Zealand did not fancy relinquishing control of the system.

He said that the New Zealand approach to education in Samoa was hampered by insularity, blindness to the real needs of the country, lack of professional leadership and supervision, and was barren of educational philosophy. Furthermore, New Zealand did not fancy relinquishing control of the system.

### Real Needs Ignored

Dr. Williams claimed that in transplanting a New Zealand system of education tied to the School Certificate Examination, educationists were ignoring the real needs of the country.

The *matua* who pass Standard 8 are the really important people," he said. "Not the few who pass the School Certificate."

We have to get away from the philosophy of education for the elite education for the masses.

What the country really needs is change in ideas; an infusion of an educational philosophy that can see the broad needs of the country and the School Certificate."

Dr. Williams said the present



Dr. Williams.

standard of the Teachers' Training College, which had a New Zealand principal and a number of NZ staff, was "abominable", and that the curriculum was unrelated to the real needs of education.

In the limits of the country's resources, education had gone as far as it could, and the great need now was to upgrade the quality of instruction.

"No new schools should be opened until the quality of education is improved," he said, adding that the extent of education could not be increased without increased taxation; more revenue resulting from economic development; or increased aid.

"New Zealand aid will have to be increased and provided for far longer than is apparently expected if educa-

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... Margaret Merrill.



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Prime Minister Mataafa.

on is to be substantially improved," said.

"This place is both a paradise and hell. The people have more leisure than almost any place in the world, but what do they do with it?"

"They are often mere vegetables. Until this enormous waste of human potential is utilised—until the creative ability of the people is given expression, education is sterile."

In Apia, reaction was immediate. Education and administrative officials were shocked, and local UN head, Harry Spence, bent over backwards to dissociate himself and his office from Dr. Williams' statement.

Prime Minister Mataafa repudiated Dr. Williams' criticism in a radio speech.

Others criticised Dr. Williams in the Press for being unconstructive, for not making his comments until he was about to leave Samoa, and so forth.

But amid the cries of outraged innocence, there were many who supported Dr. Williams.

"When you think about it, he is dead right," said one New Zealand teacher with long service in Samoa.

ON July 1, Coca-Cola produced by the American Samoan-owned Bottling Corporation of Samoa came on sale in Apia for the first time at the Vaisigano store of American Samoan businessman Pila Patu. The drink is produced at Tafuna under managing director Dick Carpenter.

With free "cokes", sun visors, pencils and rulers, Apia children wish that new drinks were introduced every day.

**WHAT** with Dr. Williams blasting the education system and Public Service Commissioner Vaiao Ala'ilima shooting down the Elvins Report (*PIM*, March, p. 49), the air was hot with charge and counter charge in Apia during the last week of June.

The main faults in the Elvins Report according to the PSC and many local public servants, who were on the same side for a change, were that it gave insufficient emphasis to the Samoanisation of the public service.

"I appreciate many of the technical

suggestions made by Mr. Elvins as to departmental organisation," said Public Service Commissioner Ala'ilima, "but I doubt whether he was sufficiently acquainted with Samoans and their struggle for independence to suggest radical changes in conflict with the Constitution, and the policy to Samoanise the public service as soon as possible."

He said the Public Service Commission did not agree with Mr. Elvins on a number of points:

- The Commission did not share Mr. Elvins' view that it would be impracticable to train Samoans for

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executive positions until students who had completed full secondary education were available.

He said: "The Prime Minister and eight Cabinet Ministers are performing important executive duties though only one or two have had a secondary education. If they were disqualified because of lack of formal education we would not today have an independent country".

- The Commission strongly disapproved of Mr. Elvins' proposal to place the Public Service Commission under the Secretary to the Government (an overseas officer) on the ground that it violated the Constitution and made the professional work of the Commission even more susceptible to political influence.

- The Commission believed Mr. Elvins' salary scales would considerably increase the disparity between the salaries of local and overseas officers and it doubted whether this could encourage harmony, confidence, efficiency or economy in the public service.

- The Commission did not believe sound recommendations could be drawn up based on personal interviews with a few selected individuals conducted by Mr. Elvins and recommended calling in a recognised management consultant firm to do the job.

ALTHOUGH Samoa seems determined to hold staunchly to its independence and not join the Commonwealth, Samoan politicians have apparently decided that the annual free trip for one of their number to the Commonwealth Parliamentary Conference is too good a chance to turn down.

In mid-June, Tuaeopepe Tame was chosen to represent Samoa at this year's conference to be held at Kingston, Jamaica, in November. He edged out Lesa Anisi in a final ballot by 23 votes to 21. Other members nominated and eliminated by ballot were Tuala Paulo, Toleafoa Talitimu, Talotutoatasi K., and Polataivao Tosi.

Representatives of previous years include G. F. D. Betham, Amoa Tausilia, P. Plowman and Magale etc. Samoa's parliamentary set-up and procedure is modelled closely on British lines.

WHAT with a recently formed and flourishing film society; a well-supported if irregular public lecture programme; the Church College of Western Samoa's annual operetta; the highly successful presentation in Apia by Pago students of the *King and I*; a talent-filled repertory society; and painting displays in the

Library, the arts and cultures in Apia seem in no danger of being neglected.

The high standard of local talent was once more illustrated by players of the Apia Repertory Society in their production of the two-act play, *The Reluctant Debutante* at the end of June.

The cast of Rosaleen Smyth, Meredyth Tunick, Michael Watt, Peter Creevey, Jennifer Neal, Louise Thieme, Laurie Harding, and Liselotte Thieme gave a remarkably good performance under the direction of Max Stevenson.

The Samoa College auditorium was packed for both nights of the performance and audience response was very enthusiastic.

THE face of Apia is starting to change so rapidly and there are so many strangers in town that old residents may soon be wondering just where they are!

The £70,000 Ellicot cutter suction dredge with its 16 in. discharge had its first trial run at the end of June.

Within a day a small island appeared in the Bay built from sand, mud and coral dredged from the jetty basin.

This was some indication of the speed with which the eight acres behind the new wharf site at Matautu, and the 30 acres in front of the town between Beach Road and the harbour reef will be reclaimed.

Work on the wharf site started

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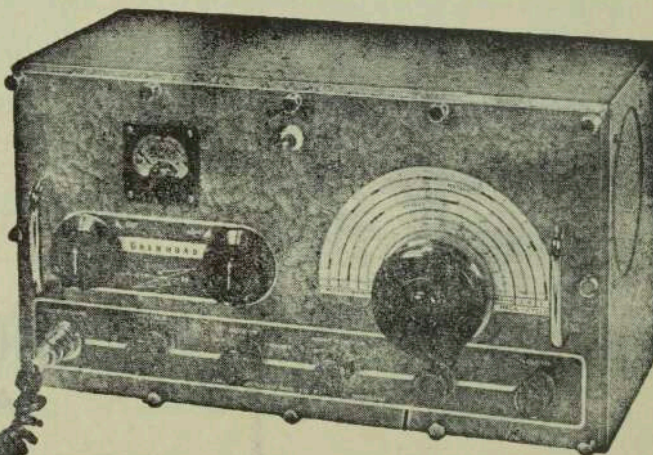
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Laufli Time, Minister of Agriculture.

early in July and was expected to be completed within 45 days.

As the dredge was having its trials, Cabinet approved in principle a public works town planning scheme incorporating the new land.

The scheme provides for a controlled tidal canal sweeping right through the back of Apia, a swimming pool and sports area on the reclaimed town front, and of all things, a new airport only about two miles from the centre of town.

Using the dredge, a dream from German times will be fulfilled. The swamp and wide, shallow Vaiusu Bay east to the west of Apia are to be reclaimed to make an ideal airport and probably a large central sports area on which the South Pacific Games will one day be held.

With harbour dredging expected to be completed within 18 months, it is planned to start reclaiming the Vaiusu Bay area in 1966.

If the growing friction between the Lands and Survey Office and the Public Works Department over who is responsible for town planning can be settled soon, Apia promises to be the garden city of the Pacific within another four or five years.

DICKNICKERS and sportsmen had every right to complain about the weather in Apia in June. The rainfall for the month has been exceeded only three times in the last 50 years.

Meteorologist Vern Andrew reported that rainfall for June this year totalled 10.26 inches, almost double the average of 5.21 inches.

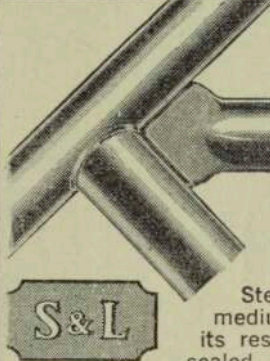
Higher figures were recorded in 1950 with 11.37 inches; 1947 with 1.88 and 1945 with the all-time high of 13.44 inches.

Rainfall for the first six months of the year totalled 70.12 inches, not much above the average for the period, which is 65.06 inches.

**F**OLLOWING an investigation into Western Samoa's banana industry, which, according to new Minister of Agriculture Laufli Time is in a "serious condition", the local Department of Agriculture has announced a number of staffing changes. Emphasis has been laid on increased extension work and a banana research programme.

A new position of Agricultural Officer—Research has been filled by former scholarship and Lincoln College student Tavita Leupolu. He will be in overall charge of departmental research and Nafanua Station and will immediately implement a comprehensive banana research programme.

Seventeen extension officers have been posted to districts to explain to growers the new policy aimed at increased production and to survey plantations to arrive at the fixed quota system soon to be introduced.



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ALBERT HENRY

## A CONTROVERSIAL FIGURE FOR 20 YEARS

From a Rarotonga Correspondent

Ever since he erupted into public prominence in 1945 as secretary of the Auckland branch of the Cook Islands Progressive Association, Albert Henry, founder of the first Cook Islands political party (*PIM*, July, p. 9) has been a figure of controversy.

**H**IS enemies regard him as a rebel and an agitator; his followers as a champion fighting for their rights.

Some people see him as the Cook Islands' first Prime Minister under self-government next year—provided legislation on residential qualifications, to be considered later this year by the New Zealand House of Representatives and Cook Islands Assembly, enables him to stand.

Mr. Henry is a clever, well-read man, a fine orator, and a person with a deep, genuine interest in the welfare of his people. He fails to understand how the rumour got around that he is anti-European as he lived for almost 20 years in New Zealand where his four children grew up, and all his children are married to Europeans.

However, he undoubtedly distrusts many Europeans resident in the Cook Islands, and with good reason by his own lights, as he has been opposed to many European interests and the dictatorial powers of NZ Resident Commissioners all his life.

### Former Schoolteacher

Mr. Henry, who is a well-preserved 58, is the son of an Aitutaki chief and is a former schoolteacher.

He is one of those Cook Islanders who came under the spell of a kind of cargo cult that came to Aitutaki with an American Air Force unit in 1942.

Some of the men of this unit were openly critical of the New Zealand Administration's alleged indifference to the welfare of the Aitutakians; and as the unit employed the local people at unprecedentedly high wages and gave them services and amenities they had not previously had, many



Albert Henry.

Aitutakians became dissatisfied with the NZ Administration.

This led, in 1943, to the formation of the Cook Islands Progressive Association in Aitutaki, followed by a CIPA in Rarotonga in 1944.

CIPA leaders believed that they and their compatriots were being exploited by firms in the Islands trade, and they decided to do something about it.

Their main object was to establish a co-operative with its own trading stores and its own ship so that cash crops might be exported independently.

### Sent to N.Z.

As part of this plan, Albert Henry was sent to New Zealand in October, 1945, to establish headquarters of the CIPA in Auckland.

Henry worked in closely with the militant Auckland Trades Council which urged that trade union methods be used to obtain higher wages and political reform for his countrymen.

Within a few months, the CIPA had a major victory—the wages of Rarotonga watersiders were nearly doubled after they refused to work until their demands for better pay were met.

The New Zealand (Labour) Government then tried to get the troublesome CIPA to break away from the Auckland Trades Council, and when it failed, it sponsored another group called the Cook Islands Industrial Union of Workers to represent the Maoris of Rarotonga.

Henry and his followers claimed that this was an attempt to cripple the CIPA and tried to stop members

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AUGUST, 1964 — PACIFIC ISLANDS MONTHLY





**NEW CHIEF JUSTICE:** Fiji's new Chief Justice, Mr. Richard Hugh Mills-Owens, was sworn in at Government House, Suva, on June 27. Mr. Mills-Owens, seen here with his wife, was previously Puisne Judge in Hong Kong.—Photo: Rob Wright.

of the CIUW from working by picketing, etc.

Finally, in early 1948, the NZ Resident Commissioner in Rarotonga had to ask Wellington for a contingent of European police to control the situation after Henry (who had returned briefly to Rarotonga) and other CIPA members picketed the wharf to prevent CIUW members from working certain ships. In a showdown, the CIPA lost ground and from then on it declined as an industrial influence.

#### Co-operative Society

However, in 1949, CIPA members formed the Cook Island Producers Co-operative Society whose aim was to do all the things normally done by the trading firms. A total of £2,500 was raised by the sale of shares to Cook Islanders, and with this money in hand, Henry obtained an interest-free loan of £11,000 from the New Zealand Government to obtain a ship for inter-island trade.

A 112 ft. Fairmile, *La Reta*, was bought, but the CIPCS could not make much headway against established business interests and in 1950 NZ's newly elected National Government foreclosed the mortgage on *La Reta*. The CIPCS more or less folded up the following year.

After this setback, Albert Henry worked in NZ in various jobs, including secretary of a Labour Party branch. Meanwhile, he attended university lectures on economics and philosophy.

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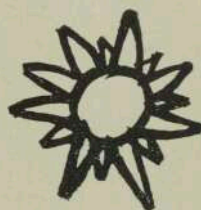
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## SEATING PLAN FOR NOUMEA GAMES

A contract has been signed with a Noumea architect, Mr. Rampal, to design and supervise the construction of seating accommodation for the sports field at Magenta, near Noumea, which will be the site of the 1966 South Pacific Games.

A stand seating 3,500 people—1,000 of them under cover—is the major work envisaged. Mounds to seat 2,000 persons are also to be constructed around the main arena. Total cost is estimated at 17 million francs (£85,000).

Mr. Rampal's plans and specifications should be ready in the next few months.

married and with families of their own, Henry went back to the Cooks, which are due for self-government next year.

Within 24 hours of his homecoming (PIM, May, p. 18), representatives of the CIPA, CIUW and IPSCS agreed to merge into a new association.

### Polynesian Agencies

Another organisation that Mr. Henry has established is a wholesale organisation registered in Auckland, known as Polynesian Agencies (Cook Islands) Limited.

This organisation has acquired business premises in Tutakimoa, a district of Rarotonga occupied mainly by landless Outer Islanders on very low incomes. These islanders have been invited to join the organisation by buying shares worth 4/- each, to a maximum of £20 worth.

The shares permit the shareholders to buy basic foodstuffs imported by the company, such as rice, sugar and corn beef, at landed cost plus 5 per cent.

Quite often several shareholders club together to buy a sack of sugar or a case of meat.

At the last count, there were 458 shareholders and Mr. Henry proposed to limit the number to 500.

His supporters say he is also actively engaged in finding New Zealand markets for Cook Islands produce, such as taro, native chestnuts and tomatoes, and indications are that there is a ready market among the 3,000 Cook Islanders,

Tongans and Niueans living in the Auckland area.

Mr. Henry says his original intention was to see his company successfully launched, hand over control to a board of directors to be elected by the shareholders, and return to New Zealand.

### Insight Into Maori Mind

But he has become increasingly interested in local politics and now intends to settle in Rarotonga and stand for election to the Cook Islands parliament as soon as he can.

He has given several talks (in Maori and English) at public meet-

ings in Rarotonga since his return, in which he has outlined the economic history of the Cooks, pointed out what he says are the blunders of the past, and tried to show how such mistakes can be avoided in future.

He does not pretend to know the answers to every Cook Islands problem. But he has insight into the Maori mind, a natural gift for oratory and a bright desire to help the underdog. He also has a reputation as a rebel. These facts, plus his personal history of struggle, have given him local *mana* second to none.

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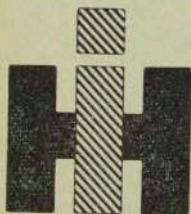


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Jacob Aroi, MBE, of Nauru.  
Photo: Irene Sexton.

## AROUI, MBE—TEACHER, MISSIONARY AND HON. DENTIST

From a Nauru Correspondent

The population of Nauru, phosphate outpost in the Central Pacific, had a warm feeling of satisfaction in June when they learned that 75-year-old Jacob Aroi had become the first Nauruan to be honoured by the Queen.

AROUI was made a Member of the Order of the British Empire in the Birthday Honour's list.

For 53 years Aroi has been in the service of education on the island, and he is one of Nauru's most prominent and interesting personalities. He is only now on leave prior to his retirement from the Nauru Public Service, and despite his age he is still an active and familiar figure as he moves about Nauru on his auto-cycle.

Born in October, 1888, soon after the German occupation of Nauru, Aroi has witnessed much of its interesting history.

At the time of the German occupation the islanders were fighting among themselves with guns and ammunition bought from the traders. Their weapons were confiscated by the Germans, and in 1899 the first European missionary to arrive started school. Aroi attended the school

along with other Nauruans of all ages.

In 1911 he started to teach and when the Australian Administration took over the schools in 1923 he was made Head Teacher of the three schools, each of them having one student teacher.

As the years went by so the number of teachers increased, but then came World War II.

### Japanese Occupation

The Japanese occupied Nauru and took over the schools, installing their own Japanese teachers. The Japanese language was taught instead of English.

He was on Nauru for a year under the Japanese occupation and then was taken with several hundred other Nauruans to Truk Island, in the Carolines. A few months after they arrived there, a school was started but it didn't last very long. It was bombed by the Allies.

Aroi became Superintendent of Nauruan schools after the war. The number of European and Nauruan teachers increased along with the children.

Aroi's knowledge of Nauruan customs and language and long experience in the schools has been of

invaluable assistance to the Administration. In recent years he has been regarded as a special adviser to the Director of Education.

In addition, he became Honorary Magistrate in the District Court in 1957 and of the Central Court in 1961. He remarked recently that he found that the cases which were brought before the Court were not very serious—no murders, nothing of that kind—as the Nauruans are a very peaceful people.

He is still honorary pastor of the LMS, a position which followed active mission work on Nauru after World War I.

He recalls that during the German time, because the people could not speak a word of German, he acted as interpreter for many years between patients and doctors. At that time he became a sort of honorary dentist.

"Sometimes people would come to me and say, 'I want my teeth extracted', but when I got my forceps out they would then say, 'I am quite well now, there is no more pain'," explained Aroi. "The next time they came I assured them I would be quick and there would be no pain. I used no anaesthetic.

"As soon as I got hold of a tooth the forceps never let go. The doctor told me to look after them, as they were a better pair than his."

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# Quiet Revolution In South Pacific Churches

From Correspondents in Suva and Lae.



*Side-by-side with the swift political changes throughout the South Seas in the last year or two has been a political revolution of a different kind—a revolution within the Pacific churches.*

Headquarters of the Anglican Mission in New Guinea is this big cathedral at Dogura, recently visited by the Australian Governor-General, Lord De L'Isle. The New Guinea Anglican Mission is one of the Pacific churches working towards unity.

—P-NG Information.

**T**HE churches are drawing together. They have already come so far along the road of unity that it is only a matter of time now before they will be able to speak and act with one voice through a South Seas division of the World Council of Churches.

Missionaries everywhere see the present developments as exciting, and agree that there never has been a time in South Seas history when the outlook in the churches looked brighter.

The first link in the chain of the recent developments was forged in Western Samoa in 1961 when representatives of Protestant churches got around the table to discuss first steps in church unity.

They decided that something in the nature of a South Pacific church council was needed if the churches were to pool their knowledge of local problems for the common good, and be able to exert pressures where they were needed.

## College Being Established

All realised that influence was especially needed in the South Seas, where the churches carried such a big responsibility in matters of education and health. Unlike the situation in more developed countries, most Pacific territories simply cannot run

their education systems without the churches and missions.

The Samoan meeting also agreed that the Pacific churches badly needed a central theological college, for only a central college supported by all could be strong and prosperous enough to provide advanced training for church leaders—churches which themselves were emerging to independence.

The meeting established committees to carry on the plans for both a council of South Seas churches and a central college, the college to be based in Suva.

## Hands to the Wheel

In the last three years there have been many hands to the wheel, and there has been no Pacific territory where work has not been going on towards reaching the twin objectives.

There have been many important meetings and visits between church leaders, and a number of vital conferences to allow views to be exchanged.

The last important one was in Lae, New Guinea, in April, when the continuation committee, under the chairmanship of a Fijian, the Rev. Setareki Tuilovoni, president of the Methodist Church in Fiji, laid the groundwork for what will be the first real assembly of the Pacific churches.

This will be in 1966.

Lae has been provisionally chosen as the site for it, although this won't be decided firmly for several months yet.

Also at the Lae meeting, were Pastor Vavae Toma, secretary of the committee and Pacific secretary of the World Council of Churches; Mrs. Fetaui Mata'afa, Western Samoa, wife of the Samoan Prime Minister, of the Congregational Church; the Rev. Graham Horwell, New Hebrides, Presbyterian Church; Pasteur M. Pont, New Caledonia, French-speaking churches; Mr. Stahl Mileng, New Guinea, Lutheran Church; Archdeacon H. V. C. Reynolds, representing the Melanesian Mission in the Solomons; Dr. Harry Haines, of the Department of Inter-Church Aid, World Council of Churches, Geneva; and the Rev. Paul Freyberg, New Guinea, Lutheran Missions.

It was hoped that the 1966 assembly will represent 1,650,000 Christians who are members of 21 churches, from New Guinea in the west to Tahiti in the east, and from the American Trust Territories in the north to Tonga in the south. Also attending will be observers from Australia, New Zealand, South-East Asia, Africa and the World Council of Churches.

The Lae meeting decided to invite some outstanding church leaders, in-



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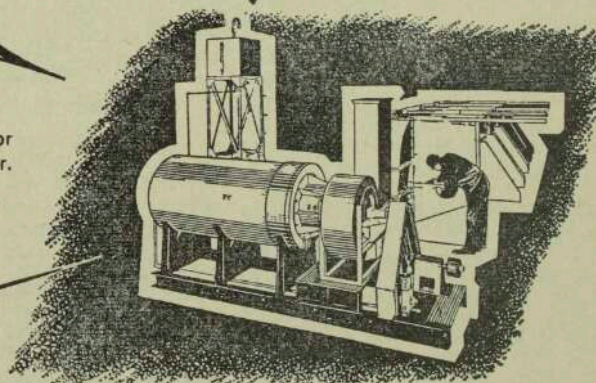
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cluding Dr. Visser 't Hooft, general secretary of the World Council of Churches, Geneva; Bishop Lesslie Newbigin, assistant secretary of the World Council of Churches and general secretary of the Dept. of World Mission and Evangelism; Dr. Madeleine Barot, secretary of the Department of Co-operation of Men and Women in the World Council of Churches; and Dr. D. T. Niles, Methodist minister from Ceylon.

### Exchange of Information

The plan is for all the churches to exchange as much information as possible before 1966 so that the assembly will meet fully equipped to discuss the problems ahead and the co-operation needed. Already there has begun an intensive exchange of representatives between churches in the areas.

Talks so far have indicated that the churches will find common ground especially in helping to solve the problems of youth, the family, marriage, education, native customs, organisation, and evangelistic work, which is still needed in many areas, particularly in New Guinea.

Conferences from time to time between now and 1966 will help to formulate ideas for the assembly. In August, for instance, there is a big meeting in Western Samoa on youth leadership training, with young men coming from a large number of Pacific territories.

### Catholics, Too

The first big Assembly in 1966 may not be an all-Protestant meeting, as the churches are hopeful that the Roman Catholic Church will take part.

"It would be a very good thing if they came along," said the Bishop of New Guinea, Bishop Hand, recently. Meanwhile other hard work has been going on towards establishing a central theological college in New Guinea, and it looks very much as if it will be opened in January, 1966.

Organising secretary of this side of the work has been the Rev. L. D. Fullerton, until recently chairman of the Fiji-Indian District of the Methodist Church in Fiji.

In June, Mr. Fullerton handed over his duties to a Methodist colleague, Rev. C. H. Germon, and he is now in the United States on a scholarship which will keep him away for some time.

The college has an executive committee, comprising the Bishop in New Guinea, the Rt. Rev. J. C. Vockler (chairman), and the Revs. S. A. Illoveni and Germon, with the view to co-opt.

The Pacific churches, which have

been kept informed of progress, have approved a budget of £F65,000 for building the college. £40,000 of this came from a grant of the World Council of Churches, and £25,000 from Pacific churches.

The churches will find the money to operate the college, and it is hoped that support will come from churches outside the Pacific.

A college council will probably hold its first meeting in September, and will arrange construction of the college, appointment of the staff and matters concerning the curriculum. A principal and bursar will probably be appointed early in 1965.

The council will comprise two representatives each from Congregational, Presbyterian, Methodist and Anglican communions, plus a representative of the World Council of Churches and the student body. It will have a large measure of academic independence.

### Representation

The churches represented so far in the college are:

Congregational: Western and American Samoa, Gilbert and Ellice Islands, Cook Islands, Niue.

Presbyterian Reformed: New Hebrides, New Caledonia and Tahiti

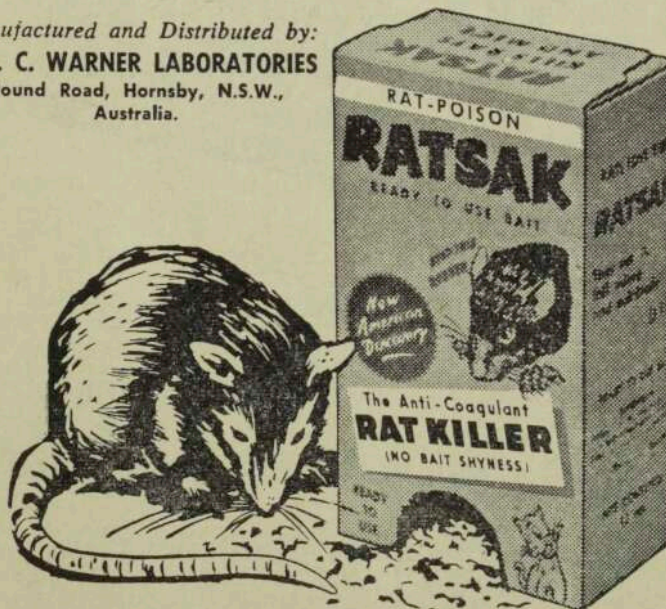
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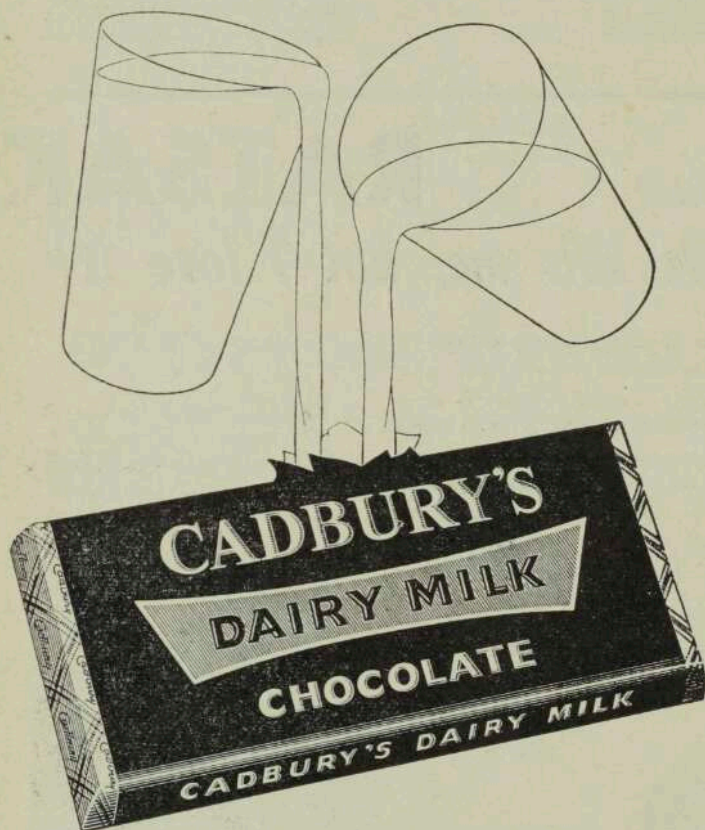
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(in the latter two places the French speaking Reformed Church).

Methodist: Fiji, Tonga, Western Samoa and American Samoa.

Anglican: Diocese of New Guinea.

Mr. Fullerton said before his departure for the US that it was anticipated that other Pacific churches would participate. The organisers hoped that the Anglican Dioceses of Melanesia and Polynesia would make formal decisions about this at the next Synods.

As a college site, the organising committee has applied to the Fiji Government for 15 acres of land at Veiuto, right on the point of Suva Peninsula. Already this area is a small centre of education, for it is opposite the Suva Grammar School which, in turn, adjoins the Catholic Corpus Christi Teachers' Training College, and several other Catholic schools.

The site is also close to the RNZAF base camp at Laucala Bay and it has been suggested that the camp, when the RNZAF finally leaves, may become a site for university development.

#### Many Courses

Mr. Fullerton said that once the foundation of sound theological training had been laid for the college it was planned to offer help to the Pacific churches through associate courses such as the training of missionaries, an institute of Christian education, a lay training centre, and courses in the French language, etc.

The purpose of the college was to take a small body of select students who already had had theological training.

"There will be a high ratio of staff to students—four full-time teaching staff and a bursar," he said.

"This follows the pattern of development of similar central institutions in Asia and Africa. Ultimately the facilities might be increased to provide training for the special abilities of 50 students. These students, it is hoped, will eventually replace men from overseas, who now give leadership to the churches.

"We want the college to give the churches well trained leaders from among the indigenous peoples. They will be men who have received training for a period of rapid social change."

The college will enrol students at two levels: A specialised course leading to the BD degree; and a course designed for pastors, for which the entry standard would be passed in a minimum of three units of the L. Th. (Licentiate of Theology) or an equivalent standard.



## Independence For Fiji's Methodist Church

From a Suva Correspondent

*Rarely has Suva, outside of Hibiscus Week anyhow, seen such junketings as there were in Suva in the first week of July when the Methodist Church celebrated the establishment of its own Fiji Conference—that is, the arrival of independence for the Methodist Church of Fiji.*

UNTIL now the church here has been part of the Methodist Conference of NSW, and the new arrangement is another important step in the moves of the Pacific churches everywhere towards South Seas unity.

The occasion was an especially important one for Fiji because about 95 per cent. of Fijians are Methodists, and between 20,000 and 30,000 of them almost took the roof off the city in celebrating the great day. For months the Fijian and Indian sections of the church had been making their preparations.

Casting a benevolent and fatherly eye over the whole proceedings—services, exhibitions, food and bazaar stalls, athletics, canoe races, and even fire walking—was the leading Methodist in the South Pacific area, the Rev. Dr. W. F. Hambly, President-General of the Methodist Church in Australasia.

### Important Visitors

There were other important visitors, Methodist ministers from every State in Australia, most of them former missionaries in Fiji or some other Pacific territory, and many of the High Chiefs of Fiji.

Outside of the church services, one of which began at 5.15 a.m., all the celebrations were centred on Albert Park, which was packed from early morning till the solemn epilogue at night with thousands of all races and not all of them Methodists.

All the main tribal divisions of Fijian society took the weight of the celebrations on their shoulders, each tribe being responsible for a day's programme.

To the tourist and others knowing nothing about Fijian society and customs the programme was a little puzzling with its Kubuna Day, its Burebasaga Day and its Tovata Day, but the rest was crystal clear. There were Fijian singing with its sonorous cadences and its faultless rhythm, Fijian laughter and the colourful spear dances, singing dances and the rest.

Ratu George Cakobau, the Vuni-valu and great-grandson of King Cakobau, whose conversion brought a flood of new adherents to the Methodist cause and firmly established Christianity in this Colony, referred to the juxtaposition of Church and State.

It was perhaps mere coincidence, he said, that they were celebrating the independence of their Church only a few days after the start of the new Member system, or "Cabinet" system, in Fiji politics.

The Governor, Sir Derek Jake-way, who formally opened the celebrations, was a little more concrete about the twin events.

"It could not fail to have been noticed that, a week after the introduction of the Membership system of government in this Colony, the Methodist Church has taken the final step to self-government," said Sir Derek.

"Church and State are separate; Religion is one thing; Government is another. There is no Established Church in this country, and it is unlikely that there ever will be, but this realisation of autonomy in the Church which represents no less than a third of the people of Fiji is, by any standards, a significant fact."

It was plain, therefore, that the Governor was thinking of another kind of self-government, and, bearing in mind the great assistance in cash and kind that Fiji gets from the Mother Country, maybe there was also some significance in another remark of Sir Derek's.

"God helps those who help themselves," he said. "You Methodists have never been afraid of following that doctrine. It is one which all of us in Fiji might follow, too."

How the two major races work together in an autonomous church may give some kind of clue to the future, although there is one important difference. In Fiji's population Indians outnumber Fijians, but in the Methodist Church of Fiji, Fijians outnumber Indians by 80 to 1.

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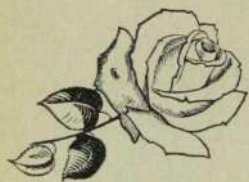
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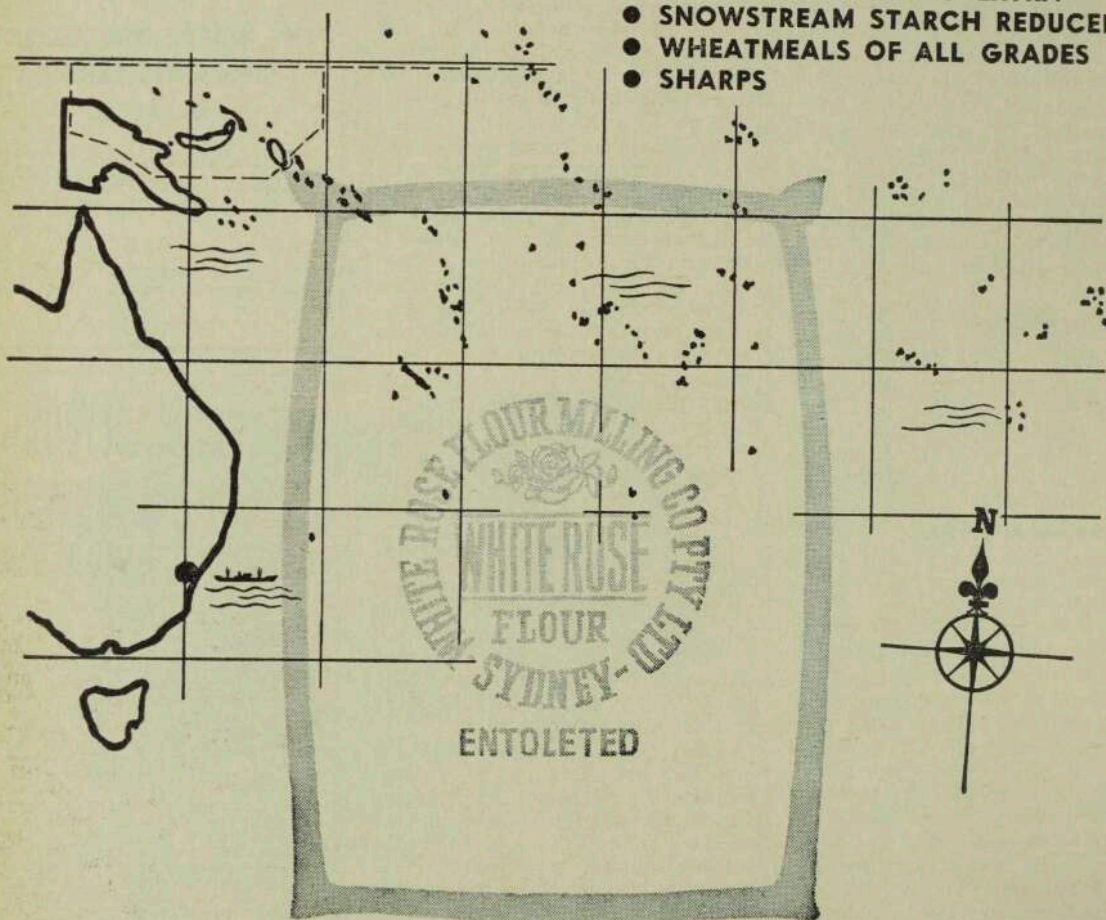
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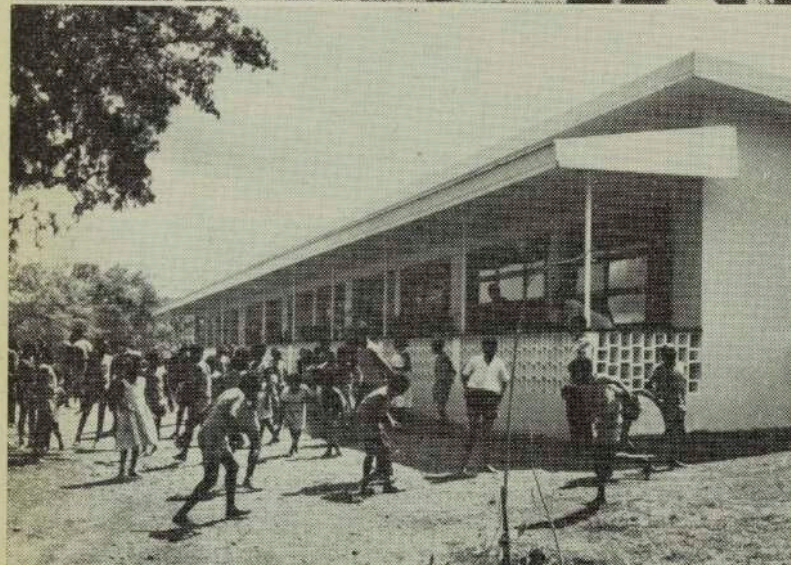
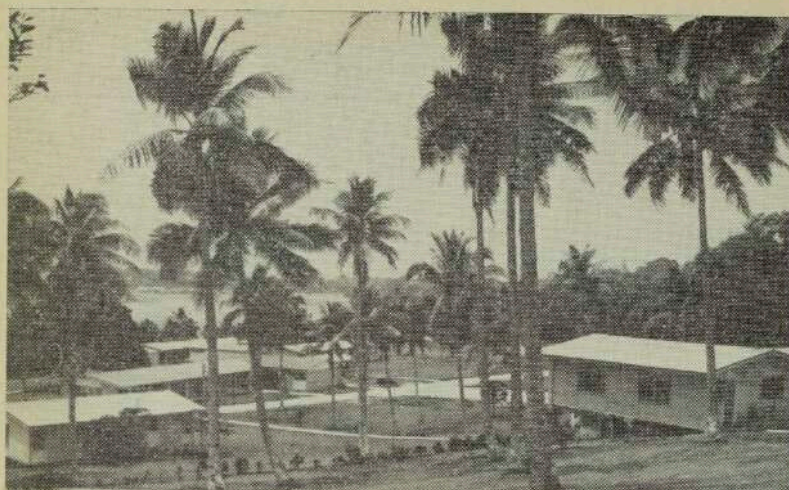


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## EDUCATION ON THE MARCH IN THE NEW HEBRIDES

A New Zealand firm of architects has been engaged by the British Administration in the New Hebrides to design a Government secondary school in Vila near the site of Kawenu Teacher Training College.

**T**HE firm is Warren and Mahoney, of Christchurch, winner of a New Zealand medal for architectural design.

The British Educational Advisory Committee, headed by the Senior Educational Officer, Mr. Albert Fowler, and representatives of the five Protestant missions which run English-speaking schools in the New Hebrides, proposed some two years ago that the Administration should build a secondary school as part of a plan to raise the standard of education in the Group.

Now, the Advisory Committee is seeking the appointment of British Education Officers in each of the four administrative districts of the New Hebrides, together with more New Hebridean Assistant Education Officers.

A meeting of the committee, at which these matters were discussed, was held in Vila from May 11 to 16.

A few days later, a new joint Government and Presbyterian school was opened at Emau, a small island off the northern coast of Efate. The school was built by the Presbyterian Church with the help of Government funds.

The Condominium Government is to provide a subsidy of £38,000 for education in the Group for the year 1964-65. This is equivalent to £3 for each child at present at school.

- These pictures, taken by Fiji PRO photographer Rob Wright, illustrate facets of education in the New Hebrides. Top is Kawenu College, just outside Vila, where promising students are trained as teachers. The middle picture shows the sole European pupil at a French school at Isangel, Tanna. (She is the daughter of a French worker employed by the Administration.) Below is the Isangel school.



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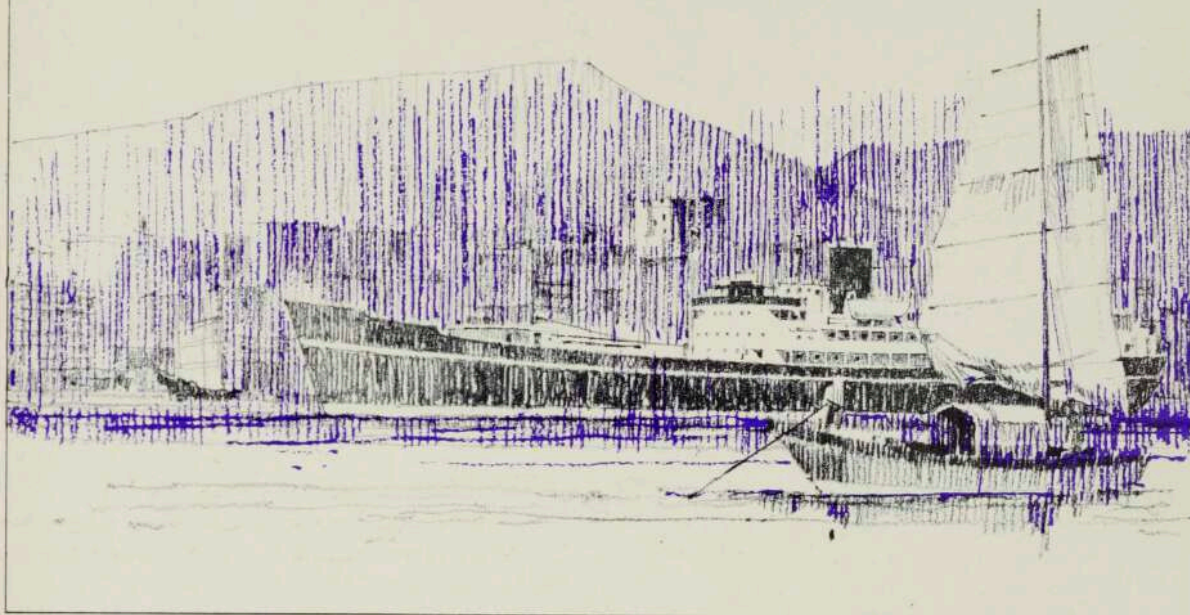
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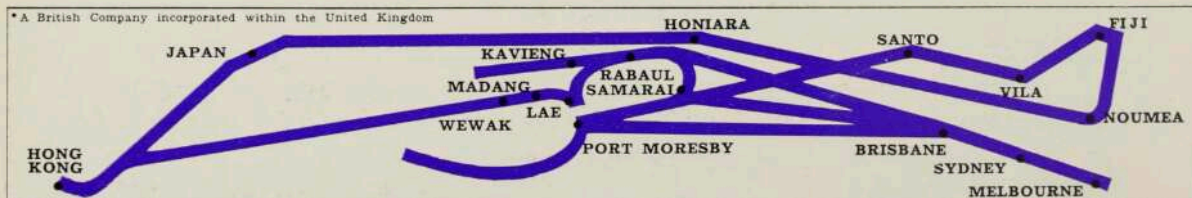
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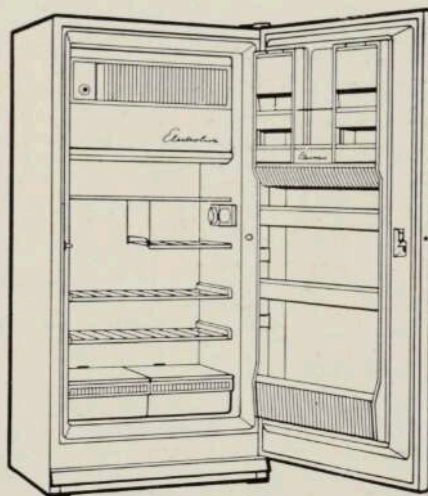
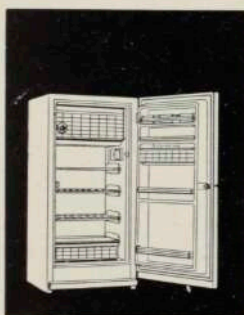
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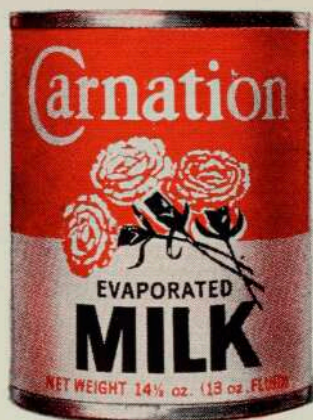
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73



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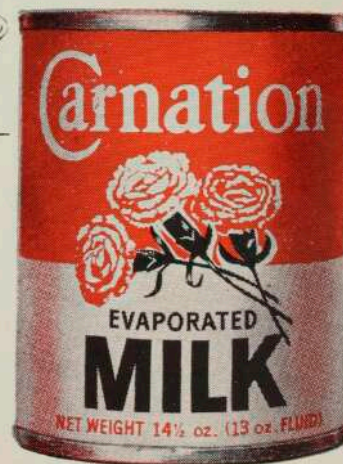


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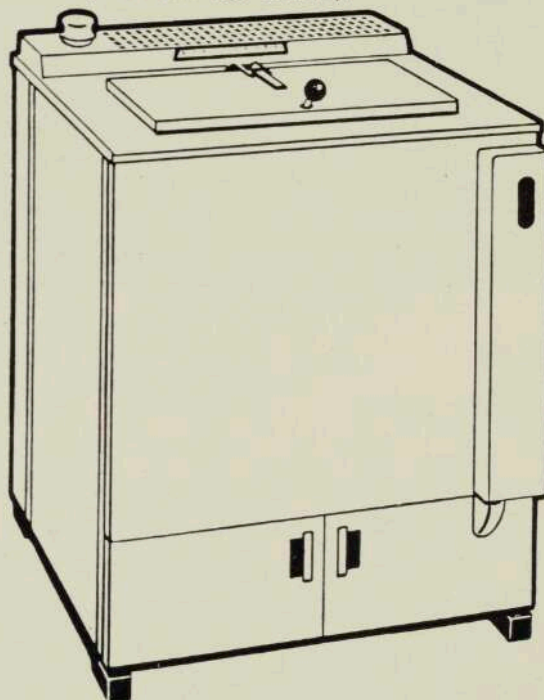
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Victoria Island, one of the lost islands of the Cook Group, was a reality to at least one person of recent times—William Marsters II, the time “patriarch” of Palmerston Island, who died in 1946 at the age of 84. Marsters, the bearded figure next to the right of the hut, claimed that he visited Victoria Island in his twenties. He is seen in the photograph with other members of his family. The photo was taken in the 1930's.



## People Lived There Last Century—Now They've Disappeared

Had the Cook Islands become British some years earlier than they did, they might have included the lost islands of Victoria and Tuanaki.

VICTORIA is still marked on some maps, but not on modern charts used by local shipping.

William Marsters, who died in 1946, aged 84, and who was the ruling head of the Marsters clan at Palmerston Island, claimed to have visited Victoria Island. This was when he was a young sailor in his twenties—so his visit to Victoria must have taken place in the early 180's.

Marsters used to say that he was one of the crew of a ship that took a Jew named Levy and a gang of native labourers from Suva to Victoria Island. They were employed by the firm to plant Victoria in coconuts so that future copra crops could be obtained.

Marsters described the island as having a barrier reef enclosing a narrow lagoon, similar to some atolls in the Lower Cook group.

It was not an atoll, but an island of volcanic origin, fairly well-wooded with a type of *puka* tree and possessing a natural boat passage.

Marsters' ship left Levy and his

men with three or four months' food, but the firm went bankrupt and no boats called at Victoria for 18 months.

By that time the stranded men had eaten everything edible on the island, including the coconuts they had been sent to plant, and they were rescued on the point of starvation.

Some time after that Victoria Island disappeared, probably as a result of volcanic action.

### No Sign in 1921

In early 1921, the well-known Islands skipper Captain “Andy” Thomson sailed over the spot where the island had been marked on early charts. There was no sign of the island and a search over a wide area failed to reveal it.

The trading schooner *Tagua*, in which he sailed, was equipped with radio and an accurate chronometer, and Captain Thomson obtained his position exactly. He later reported the non-existence of Victoria to American marine authorities.

The other “lost” island that would

## An Account Of The Lost Islands Of Tuanaki And Victoria By W. H. Percival Of Rarotonga

have come within the boundaries of the Cook Group was called Tuanaki.

It was said to be some 200 miles south or south-west of Rarotonga and to consist of three low, thickly-inhabited islands within a reef.

Two native seamen claimed to have seen Tuanaki from whaling vessels, and one of them said that he spoke to the people, who resembled Mangaian in dress and customs. This was in the 1840's.

The natives of Tuanaki told him they had heard of the overthrow of idolatry on Rarotonga and Mangaia, and were eagerly awaiting a visit from the missionaries.

In 1844, the Rev. George Platt, in command of a small missionary schooner, searched for Tuanaki without success. During the same year, the son of the missionary-explorer John Williams did the same, also without success.

Before starting his search, the younger Williams called at Aitutaki, where he interviewed a man named Soma, who claimed to have gone



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firm body tissue, and Niacin for good digestion. Keep up your good health and vitality . . . be sure to enjoy your Vegemite daily . . . on toast, in sandwiches and as a soup or gravy flavouring.



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ore at Tuanaki. Soma's story was interpreted and written down on the t.

Soma said: "Two years have passed since I saw that island. We went there by way of Rurutu Island, and when we found it, our captain searched for the entrance and then entered a boat into which we ascended. There were six of us, the captain making seven.

#### "House Full Of Men"

When we got ashore we found no one on the beach, so the captain told me 'Go inland and search for people. If you find them, return here.' The captain gave me a sword. When I reached some way inland I saw a house which was full of men. This was the house of the chief. The chief asked me, 'Whence do you come, from Araura?' (This is the native name for Aitutaki, still known today, but seldom used). I replied, 'Yes.'

'Come inside the house,' the chief

So I went inside. There were only men there, no women, as they have a separate house. After I sat down the chief asked again: 'Where do you come from Araura?' To that I replied, 'I come from Araura.'

'Where is the captain of your boat?' he asked.

I told him he was with the boat. He is afraid lest you should kill him. 'We do not kill men. We only dance and sing. We have nothing of war.'

I then returned to the captain and asked, 'How is it?'

'They are all there in a house.' 'Why do they stay there?' 'I do not know.'

The captain then went inland with a knife, taking with him some scissiors, and headdresses, and then entered the house and presented the knife to the chief. The captain told the chief his name.

He replied, 'Maeva-rua. Tuikura is my name, from Rarotonga.

#### Six Days Ashore

The captain and I slept there that night, whilst the boat returned to the shore taking some food—fowls, pigs, and bananas. We were six days ashore.

The people are exactly like us. Water is scooped up in a bowl, and the leaf of the giant taro. Their food is that of Mangaia, and they wear the *tiputa* (poncho-like garment of tapa) and use the same kind of tools as at Mangaia."

S. Mangaia lies 110 miles south from Rarotonga and Tuanaki

(Over)

## Bush Justice For A Coconut Casanova

The first shots fired by Australian troops in World War I echoed through the quiet coconut groves around Kokopo, some 20 miles from Rabaul.

### A Tale Of The Time Before By J. M. Bourke

**M**ILITARY administration, of what was then German New Guinea, was to last for seven years. The men of the Australian invading force—known ever afterwards as the "Coconut Lancers"—were allotted the various duties previously carried out by the official and unofficial residents of the Territory.

When civil administration was resumed in 1921, all the Government departments of the New Guinea Administration were staffed by ex-servicemen, including many of the original "Coconut Lancers".

The Crown Law Department at Rabaul was directed by qualified legal men, but the Courts of Petty Sessions, scattered throughout the various far-flung districts, were in charge of officers of the Department of Native Affairs, many of whom had no previous legal training. Consequently, justice was rough, but honest.

It was difficult to bring law and order to a people divided into hundreds of tribal groups and speaking as many different languages—in an area where head-hunting was a ceremony, and murder, rape and arson were a way of life.

The language of the courts was pidgin English, and evidence was taken through interpreters.

Where the qualified legal man would be bogged down by the rules governing the profession, the amateurs were unhampered by such impedimenta, and they were able to build a bridge between the

normal Australian sense of "fair go", and the law of the jungle.

Their decisions were seldom, if ever, questioned, and in the circumstances, it is doubtful if anyone could have balanced the scales more evenly.

Here is an example of the way they dispensed justice:—

A certain native preacher, a well-known philanderer, had been concentrating his amorous attentions so insistently on the young girls in the villages of his district that eventually a displaced suitor threatened to beat him up.

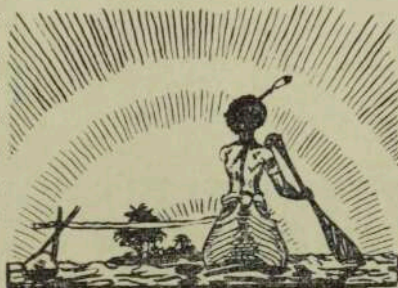
The Coconut Casanova decided that attack was the best method of defence, so he approached the European missionary and complained of the unwelcome attentions of a certain young lady.

The missionary decided that the dusky Delilah should be arraigned before the highest legal authority in the district, and when the case was heard, he conducted the case for the plaintiff.

When he explained to the District Officer that his native preacher was being lured from the path of virtue by the defending hussy, he said: "Ah! Major, only last week, my boy was lured into the bush by this hussy, and he fell. And Major, only but yesterday he was lured into the jungle by this hussy, and he fell again."

The court was hushed; there was no reply in defence. The defendant, with downcast eyes, trembled in her flimsy grass skirt before the bar of Justice.

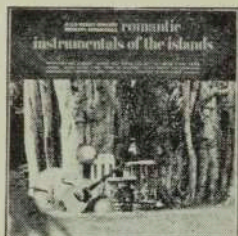
Then the District Officer turned a glassy eye on the plaintiff and said: "Six bloody moons—six bloody moons hard labour before he falls and breaks his neck."





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## LOST ISLANDS

(Continued from previous page)

was roughly 200 miles south or south-west of Rarotonga, Mangaia and Tuanaki must have been close together).

Having heard Soma's story, Rev. John Williams, Junior, sailed off in search of Tuanaki.

On board his ship was a native convert to Christianity called Maretu who was to stay at Tuanaki and to convert its people. But they never reached the island—if, in fact, it ever existed.

During the voyage, a violent storm was encountered. Heavy winds and seas snapped a boom and one of the masts; Maretu became seriously ill and the attempt to find Tuanaki had to be abandoned.

No one is known to have visited Tuanaki after Soma and his captives spent six days there in 1842, so cannot be stated for certain whether the island slid beneath the waves leaving no trace of its existence.

However, among the scanty records of the period is one that mentions an island that disappeared within the modern boundaries of the Cook Group.

A judge, J. A. Wilson, is reported to have said: "A trading vessel from Auckland was used at one time in the forties to visit an island, the position of which was kept secret. But on a subsequent visit it had disappeared."

### Position Unknown

The Rev. W. W. Gill, a pioneer missionary in the Cook Islands, says in his *Gems From The Coral Islands* published in London in 1856, that Tuanaki was known by tradition to all the islands of the Cook Group. But it had not then been discovered by Europeans, and the missionaries could not obtain its exact position.

Rarotongan tradition says that Rarotongans of the pre-Christian period used to visit Tuanaki in their sailing canoes, and that the voyage used to take two days and one night.

There seems to be no doubt therefore that Tuanaki did once exist, but there is possibly less certainty about Victoria Island.

Yet Victoria's position was reported by somebody with sufficient authority for cartographers to include it in their maps—such as the 19th edition of Phillips' Handy Volume Atlas of the World.

Perhaps some PIM reader may know who discovered it, or, at least how it came to get on the maps.



## Murder Case And Flu Outbreak Bring Eventful Days To Quiet Niuafu'ou

*From Dorothy Lavin, in Nukualofa*

Life on Niuafu'ou, the northernmost island in the Tonga Group, has been very much out of the ordinary lately. Back in March, history was made when a European judge presided for the first time over the island's court and heard the first murder case since 1897; and in June, the RNZAF at Laucala Bay had to make a mercy trip to the island with medical supplies because of an influenza epidemic.

**N**IUAFO'OU—better known as Tin Can Island because swimmers used to tow its mail in tin cans to and from ships anchored off-shore—is the home of about 600 Tongans, who live a simple life in the extreme.

There are no formed roads, and transport is by horseback or by horse and cart. The only mechanised vehicle, a tractor, is mainly used—with a trailer hitched behind—to cart copra from the villages.

Copra is the island's main export. But bananas and citrus fruits grow in abundance in the rich, volcanic soil, plus most of the other food the people need.

Chickens and pigs are plentiful, and fish are there for the catching.

Most fishing is done from the rocks because the rough weather along the island's unprotected coastline makes it impossible to use outrigger canoes more often than not.

From the breadfruit trees, the Tongans cut the uprights for their homes, and instead of nails they use the traditional method of binding with coconut fibre. The roofs are thatched and the sides of the houses made from woven leaves.

Crime on Niuafu'ou is so rare that police are not needed, and a visiting magistrate only occasionally dispenses justice.

The judge who had the distinction of presiding for the first time over Niuafu'ou's court is Mr. H. S. Roberts, Acting Judge of the Supreme Court of Tonga.

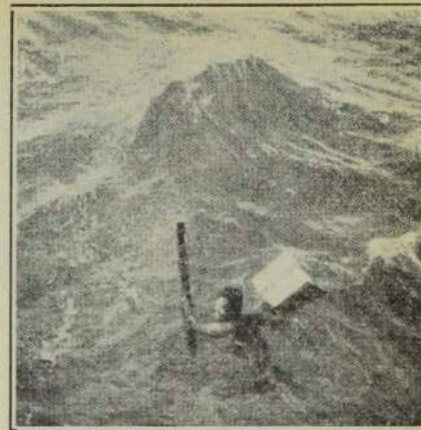
When he arrived at the island, he found the same difficulty in landing as many would-be visitors before him.

As there is no wharf, passengers are generally taken ashore in the ship's longboat. This can be a very hazardous adventure, as the longboat pulls close to a shelf of rock and the passenger has to jump from the longboat to the shelf at just the right moment in the ocean swell. Otherwise he is due for at least a thorough wetting!

### Damp, But Triumphant

After considering all this, the Judge decided to risk a run through the surf in an outrigger canoe, and this was able to beach on the black sand after an exciting race over the reef and through the surf.

Slightly damp, but triumphant, the Judge stepped ashore from the outrigger and was met by a welcoming committee, who offered him the use of the tractor and trailer for the four-mile journey to Angaha, the "capital", 400 ft above sea level.



This picture, taken more than 30 years ago, shows swimmers towing out cans of mail to a ship at Niuafu'ou—and explains how Niuafu'ou acquired the name Tin Can Island.

However, the Judge decided to go by horseback rather than by unsprung trailer; and after the welcoming ceremony was over, he set off gingerly, accompanied by an interpreter.

Before long he and his horse had come to terms, and Mr. Roberts was really enjoying the journey.

Vegetation crowded close to the track on both sides in a riot of green and bright tropical colours.

Several stops were made along the winding track for refreshments—sweet oranges swollen with juice straight from the trees, and coconut milk—before Angaha was reached.

At Angaha, Mr. Roberts found the Deputy Governor waiting to welcome him and a specially erected bungalow was ready for his use.

The bungalow consisted of a roomy bedroom, complete with double bed, separated from the rest of the house by huge tapa cloths, which had also been made specially for the occasion.

Tongan mats were on the floor; gay hibiscus flowers were everywhere; and there was a kerosene refrigerator stocked with cool drinks.

### Fanned By Girls

After a meal, during which girls brought bowl after bowl of island delicacies and fanned him while he ate, the Judge proceeded to robe himself for the big occasion while native drums beat out a solemn rhythm. Then the Registrar of the Court presented himself and announced that all was ready.

The Courtroom had also been

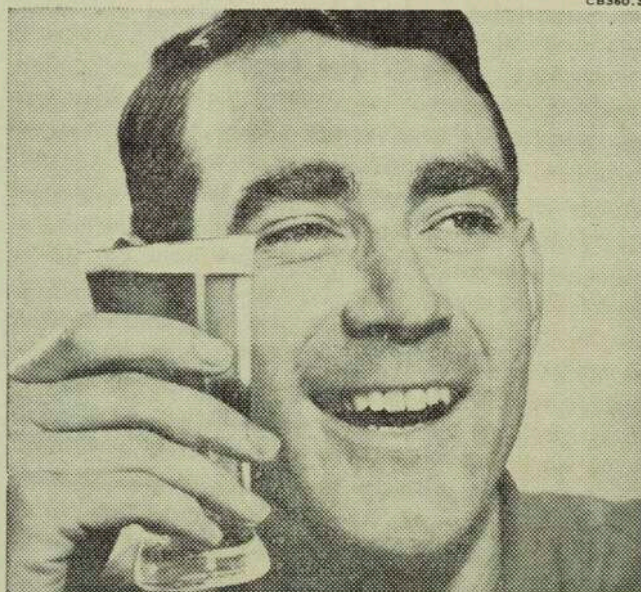


It was an RNZAF Sunderland such as this which made a mercy flight to Niuafu'ou in June.





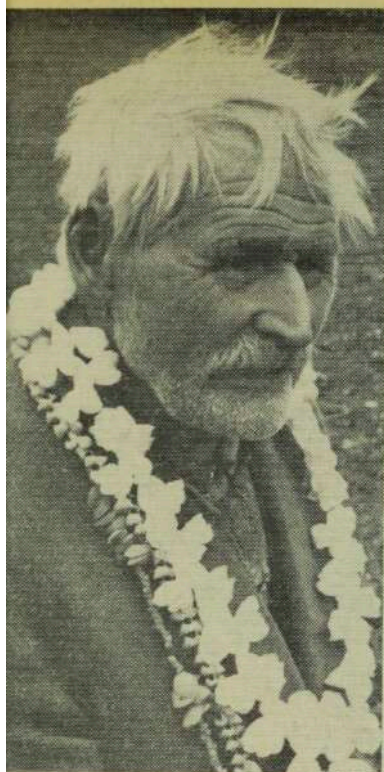
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One person like that is 71-year-old Johannes Hansen (pictured), a retired Danish farm worker, who lives in Denmark on only a shilling a day, so that he can visit Tahiti as often as he can.

In the last five years, Mr. Hansen has visited Tahiti four times, and, in all, he has been there about 10 times.

He has to be careful with his expenses because his only regular income is a pension equal to £20 sterling a month.

Of this sum Mr. Hansen saves up £18/10/0 a month for a third-class ticket to Tahiti.

To give himself a little pocket-money for the long trip, he does gardening for people in his home town of Odense, and sells fruit and vegetables from his backyard.

Mr. Hansen says that when he was in Tahiti last winter, he met a priest in a barber shop, who gave him permission to stay in an old

## His Danish Heart Is In Tahiti

*From Bjorn Westergaard in Copenhagen.*

school-house and paid him for doing his gardening.

"I will take him some Danish flower-seeds next time I go to Tahiti," Mr. Hansen says.

Mr. Hansen has never been a rich man, but he has managed to see much of the world.

He was in the United States in World War I, and has also lived in Cuba, Honduras, Venezuela, Argentina and Brazil.

"Travelling keeps me healthy and happy and I will go on visiting Tahiti every winter as long as possible," he says.

## EVENTFUL DAYS ON NIUAFO'OU

(Continued from p. 81)

pecially built for the occasion. It had a flat roof and open sides, and the uprights were decorated with palm leaves and hibiscus blooms.

The dock and witness stand were made from rough wood and were covered with coconut leaves, but the Judge's bench consisted of table and chair — impressive rarities on Niuafou'ou.

As the Judge approached the court, the Registrar announced loudly: "Okanga fakamaau lahi a ene afio!" (For Majesty, His Honour the Judge.)

The crush of natives stood up, and in the utter silence that followed, the Judge walked to his bench, bowed to the court and declared it open.

The natives sat down again on their mats, looking at the Judge in awed silence, for never before had they seen Justice in all its regalia of gown, wig and all.

The accused was a man of 25 who was charged with murdering a fellow-islander of 24.

He had elected trial without jury.

Because interpreters were needed, the taking of evidence was slow, but

as the case unfolded, it seemed obvious that the crime had not been premeditated, but was rather one of sudden anger.

As witnesses were sworn and gave their evidence, there was complete silence in the body of the court. The Tongans sat rigidly listening to every word, watching every gesture and facial expression—missing nothing!

Eventually, the prosecuting and defence counsels made their closing speeches, and Mr. Roberts reserved his judgment.

This was given on his return to Nukualofa, on April 28—the accused being found guilty and sentenced to life imprisonment.

All Niuafou'ou was still talking about this celebrated case when, about a month later, there was an outbreak of influenza on the island, with a threatened aftermath of pneumonia.

As Niuafou'ou has no hospital or medical staff, apart from a "dresser" with no drugs and little knowledge, the situation was serious.

After the Premier's Department in Nukualofa was advised of the

position arrangements were quickly made to combat the epidemic.

An RNZAF Sunderland took off from Laucala Bay, Fiji, with desperately needed drugs, and contacted the Telegraphs and Telephones Department at Nukualofa for an estimated position for the actual drop—the pilot having been asked to drop the drugs as close as possible to the chief's house.

Mr. Trevor Simmons, manager of the T. & T. Department, made a careful calculation of the "target" area, taking it to three decimal places, and the drop was made right on the chief's front door step!

The Assistant Chief Medical Officer at Nukualofa, Dr. Alo, also left for Niuafou'ou by the Government vessel *Hifofua* to render medical assistance.

He later went on to Niuatoputapu Island, 110 miles distant.

At Niuatoputapu, 638 people were down with influenza, but they were fortunate in having hospital facilities.

Altogether, 895 cases in a total population of about 1,400 in the two islands, were treated.

There were a few cases of pneumonia, but no loss of life, thanks to the prompt assistance the sick people received.



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*Things were going so badly for the Japanese in the Pacific War by mid-1944 that General Tojo was removed as Chief of the Japanese General Staff on July 18. This was one of the main news items in the issue of PIM for August, 1944. Other items were:*

ON August 1, US forces landed unopposed in the Cape Sausapor area at the extreme western tip of Dutch New Guinea, thus cutting off the last Japanese forces in New Guinea from Japan. However there were still numerous Japanese forces in New Guinea at places such as Rabaul, Kavieng and Aitape, but they were being steadily mopped up.

The most ambitious agricultural fair ever held in Papeete, Tahiti, was ruined by rain in July. A group of buildings in the old Tahitian style was erected on the racecourse, but prolonged rains turned the course into a "quaking morass".

The retirement was announced in Suva of the Chief Justice of Fiji, Sir Owen Corrie.

An epizootic tick was playing havoc with cattle in New Caledonia—creating a serious situation, as the cattle industry, after mining, was New Caledonia's largest. The territory had previously been free of the tick. Experts attributed its presence to the waiving of quarantine restrictions during the dark days of the Pacific war.

After a Japanese garrison on one of the Nissan Islands (200 miles east of Rabaul) was wiped out, a New Zealand soldier discovered three keys and a silver medal attached to an enemy wireless set. The medal, shaped like a Maltese cross, was inscribed, "Five Miles Ordinary Championship, C. R. Wilson, 1892. New Zealand Cycling Alliance". Inquiries revealed that the medal was owned by Mr. G. L. Wilson, of Nambour, Queensland, formerly manager of Asalingi Plantation, 35 miles from Rabaul.

In an outspoken article on New Guinea, *PIM* said: "The continuance of military government

## Yesterday

● This picture, published in *PIM* in April, 1934, shows the rudder of HMS "Bounty" just after it had been recovered from the seabed at Pitcairn Island where it had lain for 150 years. Parkin Christian, a descendent of Fletcher Christian, retrieved the rudder with the help of other Pitcairners after noticing the "Bounty's" gudgeon (the iron thing that attaches the rudder to the ship) on the seabed while out fishing. The rudder is now on display in Suva.



in Papua, 18 months after the last Jap has been thrown out of the Territory, is one of the remarkable political developments in the Pacific War.

"The Australian Government, being little better than an uncoordinated gang of bumble-footed blunderers, allows bureaucracy to do what it likes with the Territories; and, as the Australian public is completely indifferent to what happens there, there is no check on anyone. So the Australian Army, through a branch called ANGAU (Australian and New Guinea Administrative Unit) is running the Territories in its own way, irrespective of cost, and without any regard for the interests of the thousands of civilians who were compulsorily removed from both Territories when the Japs invaded."

The deaths were announced of a number of old Islands residents. They included: Captain Lloyd Pursehouse, a former New Guinea patrol officer, who was killed in action after the Australian 9th

Division landed in Lae; Mr. Emil Noller, a businessman in Papua from 1906 to his evacuation in 1942; Mrs. C. E. Hill, widow of a pioneer planter at Emae Island, New Hebrides; Mrs. Jane Beddoes, a well-known Fiji resident for more than 50 years; the Rev. Frere T. Lane, of the New Guinea Anglican Mission, who died in Brisbane; and Mr. Arthur Jewell, a well-known Papua resident, who died in Sydney at the age of 65.

Damien Parer, of the irrepressible Parer family of New Guinea, was winning the admiration of American troops for his daring in filming the fighting on Guam for Paramount News. Melbourne *Herald* war correspondent, Denis Warner, said in a dispatch from Guam: "The Marines think of him as a sort of legendary figure the bullets cannot touch. Four of their own corps' cameramen have been killed in the fighting here, but none took the same risks as Parer to get what he calls 'the best action pictures I have taken this war.'"





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## THE MONTH'S NEW READING

### UN MISSION LEADER TO NEW GUINEA TELLS HIS STORY

New Guinea Territorians who were shattered by the report of the UN Trusteeship Council's Visiting Mission, led by Sir Hugh Foot, in 1962, will find some answers to previous mysteries in Sir Hugh's own story, recently published. He has called it, with singular appropriateness, *A Start in Freedom*.

It seemed to Territorians in 1962, that Sir Hugh was advocating independence for Papua-New Guinea from Australia immediately, and this revolutionary thinking (revolutionary, at least, at that time), was even more of a shock because Sir Hugh and his team had seemed such pleasant fellows.

To New Guinea in 1964, 1962 is ancient history. Although the reaction against the report was strong at the time, the Australian Government has gone a long way towards putting the recommendations it made into effect, and everyone concerned has adjusted accordingly.

Nonetheless, the name of Foot, in the Territory, still produces the dim echo of a bogey-man rattling its bones like some unfortunate skeleton in a cupboard.

Although Sir Hugh had been a distinguished Colonial Governor and UK representative at the United Nations, except as a name, he was unknown to Territorians.

As a former British Governor, it was expected that he would have sympathy for the *status quo*; there was no way of knowing that he was an advocate of the belief that political independence and rule by the majority are ends in themselves. Here lay the initial shock of 1962.

#### Remarkable Family

Foot comes from a remarkable Cornish family—remarkable in its own right and remarkable for a family of a Colonial Governor who reached such prominence.

At no point did the Foots impinge on the Establishment. Hugh had a strict Methodist and radical upbringing, went to a Quaker School before Cambridge and, with his four brothers and two sisters, was devoted to his parents and much influenced by them, even in his adult years.

In the British parliamentary elections of 1945, no less than four members of the family stood—Foot Snr., brothers John, Dingle and Michael—the latter perhaps better known as a leader writer on the *Evening Standard* than as a Labour MP.

Hugh Foot joined the Colonial



Sir Hugh Foot.

Service in 1929 and his first posting was in Palestine. For the first 15 years of his service—which covered the vital war years—his service continued to be amongst Arabs in Jordan, Jerusalem and North Africa.

He became devoted to the people, and in one passage in his book he describes how he and several Arab Legion officers, thrown together during the war in Amman, became Arab enthusiasts.

"We didn't drink or smoke," he records, "we carried a string of Arab beads which we would run through our fingers as we talked in the evening. I gave more and more time to my Arabic . . ."

But in spite of his devotion to all things Arab, the Colonial Office had its way and he was transferred to Nigeria as Colonial Secretary in 1944 and thus began his climb to the top.

He was there as a guest in 1960 when Nigeria became independent, but in 1951 he had become Governor of Jamaica and remained there as such until Jamaica's independence in 1957.

#### UN Adviser

From Jamaica, Foot went to Cyprus and remained Governor through the years of disorder and was there to conduct the obsequies at independence in late 1960.

As the international humourists were now to point out, there were few former British colonies left for Foot to liberate and the United Nations was a logical step for his particular talents.

In 1961, he became the principal

### NZ Publishers Open Office In Sydney

New Zealand publishers, A. H. & A. W. Reed Pty. Ltd., came to join the growing number of Australian publishers in June by opening a Sydney office at 143-5 York Street.

The company has a list of over 500 books—almost all of them about New Zealand, with some excursions into New Zealand's Islands neighbours.

The company publishes all varieties of books—fiction, travel, biography, science, etc.—and as such has been of very great assistance to budding New Zealand writers. The company also produces text-books and more recently has ventured into the education field in the Islands.

To mark its Sydney debut, the company gave a buffet dinner at which the menu was entirely New Zealand—or almost. Due to a shipping strike, the Bluff oysters that were to have been item No. 2, became a casualty and Sydney rock-oysters had to be substituted.



It is interesting to note that, these days, films are not only made out of books but that books are made out of films. Or TV series.

**F**RANCIS DURBRIDGE is supposed to be the most famous serial writer in the world and his serials have been televised, filmed and published in 30 different countries. His *Tim Fraser Again* is based on his TV series of the same name.

For those who have watched it on TV, the book provides a refresher course. For those who don't watch TV, the book stands up on its own account as a well-written thriller, the action zig-zagging between England and Amsterdam and the tension being sustained to the last page.

Murder, diamond-smuggling and mysterious business with bulb-catalogues and a metronome are part of the ingredients.

(TIM FRAZER AGAIN. Hodder & Stoughton, 18/9.)

Osmington Mills is the pseudonym of a working journalist—female—whose extra curricula activities includes whodunnit writing. *Traitor Betrayed* is a complicated piece in which

## For Thriller Addicts

Scotland Yard, Military Intelligence, the Foreign Office and defecting physicists all play a part. The characterisation is well done although the author has a way of polishing off her victims that is brutal in its economy.

(TRAITOR BETRAYED. Geoffrey Bles, 17/-.

Although the perils in Francis Clifford's *The Hunting Ground* are numerous, the effect is less shattering because the action takes place on the balmy Caribbean Island of Santa Marta.

There is a sort of take-it-for-granted attitude to the fact that when Brennan, a professional photographer, finds himself sole eye-witness to a plane crash, he should become involved in all sorts of international skulduggery. The story is written with zest and although Brennan's assorted agonies are real enough, they are not without humour. This would make a good suspense film.—JT.

(THE HUNTING GROUND. Hodder & Stoughton, 20/-.)

adviser to the UK Mission to UN on problems affecting the emergent and newly-emerged countries.

He became a passionate defender of the British role in undeveloped countries in the past and even more vocal on the number of former colonies which had achieved independence under the British since the end of World War II.

He believed that the policy of fighting back against the anti-colonialists in the UN plus the willingness of the British to get out of their colonies were winning friends in Africa and Asia, and it was precisely on this point that he split with the British Government and resigned in 1962 over British policies in Southern Rhodesia.

He believed that if the UK Government did not fall in with the resolution of the General Assembly, made that year, and call a constitutional conference in Southern Rhodesia, the good that had been done by getting out of other colonies would be undone and that, in African eyes, Britain would be looked upon as the the supporter of Tshombe, Welensky, Salazar and Verwoerd.

Something of this same reasoning had already manifested itself in the Foot report on New Guinea in 1962, although few saw the significance of it at the time, and he amplifies this in this present book.

He says: "The danger is that Australia, as perhaps the last colonial power, will become the butt of intense anti-colonial feeling. Such a development would . . . do damage to Australia's position and influence in the Pacific and elsewhere.

"No great effort of imagination is required to foresee more immediately menacing dangers as long as Australia can be represented as a foreign power in New Guinea.

"Free elections and fully democratic representative government are necessary in New Guinea not only for local administration but for international defence."

This is an interesting book, even without its international politics—especially in its early chapters covering the life of a young man in his first Colonial appointment. And, as a self-revelation of the character of one man, it is quite extraordinary.

Perhaps one of its most remarkable

characteristics is that while the author goes to considerable lengths to show his complete devotion to the indigenous people he serves, he makes virtually no effort to show any appreciation of the very real problems faced by European colonists who whichever end of the problem you view if from, are accidents of history

Minorities, his philosophy seems to be, are expendable and the only service they can render further is to expire without a whimper.

## No Regrets

Foot hails the independence of each of the old Colonies he has "liberated" with unqualified pleasure and almost religious fervour—rather like a fundamentalist Christian who welcomes death as a preliminary to life in a better world. He appears to have none of the conventional regrets and fears of other men who have found themselves in similar circumstances.

This feeling for the rightness of his cause is the dominant theme of the book and the belief, as Foot puts it, that one of the great movements of this age is the creation of new nations is one that is held not only by the mature man of 56 but by the young man of 21, on his first appointment.

At the end, the reader is likely to emerge with either of two views about the writer: That he is a supreme realist in international affairs and knows the impossibility of swimming against the present tide; or that he is a single-minded prophet of what he believes is a great cause.

## Perilous Path

But whether one or the other realist or crusader, it is interesting to note how perilous is the way of a prophet. In 1962, Sir Hugh Lumpp, Tshombe in with the other targets of nationalistic African hate; yet, in mid-1964, on the day the UN quit the Congo, Tshombe returned from European exile and now seems likely to become Prime Minister.

Again, on the night Sir Hugh left Cyprus in 1960, he said this in a broadcast: "What of the future? It is for you to answer that question. A few dismal commentators say that the people of Cyprus will destroy each other—that you will tear yourselves to bits—Greek against Turk, Left against Right. There are a few who say that the island will go down in a sea of blood and hate. It could be—but I don't believe it. People who have been to the brink of hell don't want to go over the edge."

—J.T.

(A START IN FREEDOM. Hodder & Stoughton, 44/6.)



FICTION DEPARTMENT

# ies, MI5 And Red Badmen; Drama n The High Seas

Apart from the fact that *The Alien*, by Josephine Bell, and *The Thunder and the Flame*, by Alexander Fullerton, are novels, there is no point of resemblance between our only two items in this month's fiction department.

JOSEPHINE BELL usually writes either detective stories or straight novels. In *The Alien* she seems to have combined the two techniques and produced a story that requires a great deal of delving into the psyches of the principal characters and a lot of thriller gimmicks.

Ex-Polish military attaches, spies, a pair mother's helps, baddies from behind the Iron Curtain and MI5, all take a part to play.

There is also a moral theme—the notion of the English to aliens generally and to the ex-Polish attaché in particular.

THE ALIEN; Geoffrey Bles, 18/9.)

It is befitting of an ex-RN officer, Alexander Fullerton writes about the sea. His first best selling novel, *The Thunder and the Flame*, was based on his own service with submarines in the Mediterranean and the Far East during World War

For *The Thunder and the Flame*, he has gone back back over 370 years to the days of Drake, Howard, Popham and Grenville and their adventures against the Spaniards in the High Seas.

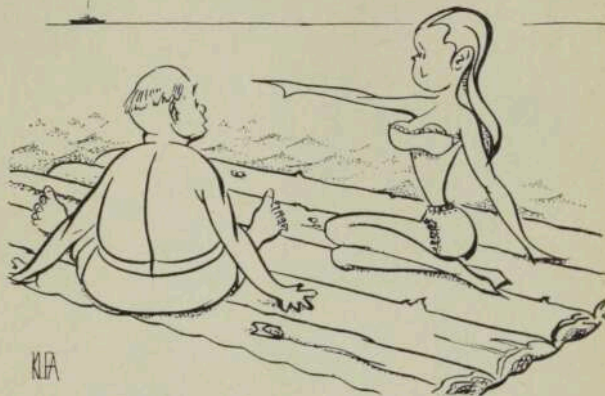
On the last day of August, 1591, the Azores, Sir Richard Grenville, in the 500-ton *Revenge* which had been Drake's flagship against the armada in 1588, fought alone against Spanish ships for 15 hours.

The result was inevitable and Grenville gave his life for his country, but he took 3,000 Spaniards with him and 16 of their galleons.

The battle is still regarded as one of the great epics of English fighting men and it Fullerton bases his novel, producing some fictitious characters, on the authentic historical incident and arry the story.

THE THUNDER AND THE FLAME. Geoffrey Bles & Stoughton, 24/3.)

## Kupa's View



"Wave Something!"

## Atmosphere And Objectivity In NG Literary Travelogue

The latest book on New Guinea—and it seems now there is always going to be a latest book on New Guinea—is a sound piece of work in low key, like the man who wrote it. It has neither the adventure nor the sweep of history of some recent books on the Territory.

AUSTRALIAN film producer Maslyn Williams has made a literary travelogue of his seven years of film-making in P-NG (during which he made about 30 films), and the book's title, *Stone Age Island*, sets its tone.

Mr. Williams has obviously seen too much of the outback of the Territory to believe that any headlong rush there towards independence is going to be in anybody's best interests.

At the same time, he is aware that the political future of the country could be decided by pressures over which there is no intelligent control, so his book does not crusade for one approach or another.

He is content to report mildly on the things he has seen and the things he has heard.

He quotes planter Bobby Gibbes: "I think, maybe, that someone down in Canberra had best start thinking about making our New Guinea folk

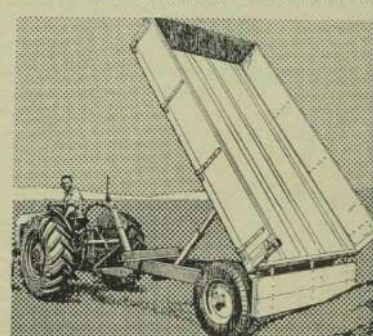
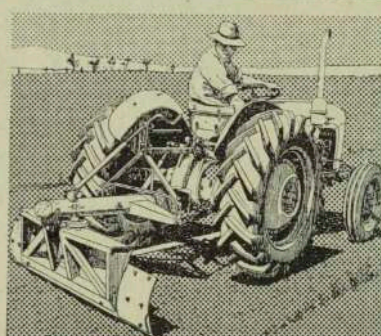
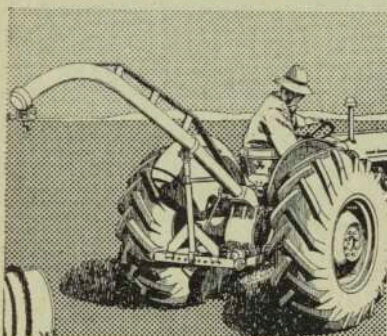
into dinkum Australians, before they decide they'd rather be something else".

And an unnamed resident: "It is neither the Highlander nor the coastal sophisticates whom we whites need to worry about, or even the disgruntled and confused Buka of the Solomons or the arrogant Mekeos of Papua.

"It will be governments, including our own, following paths of political ambition or expediency, who will decide our future without reference to ourselves or to the people of New Guinea, or any kind of morality or justice, unless we ourselves do something soon.

"Faith in the future is a fine thing, but history is what happens. Look what they did in West New Guinea. Even semi-literate villagers in this country were shocked and dismayed when 700,000 people of their race were given away in a political poker





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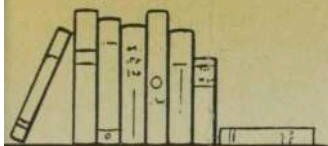
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|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------------|





me played in the ante-chambers of the United Nations."

And Mr. Williams quotes himself, when discussing the refusal of some lais to give up land so the Rabaul strip can be improved:

"Compared with the great issues that divide the world today it is a trivial matter. Elsewhere it might be solved by physical or financial pressures. But Australia hesitates to meet these pressures. First of all because she believes that New Guinea people should willingly contribute towards their own advancement, and secondly because any suggestion of coercion will bring well-instructed watchdogs baying at the bar of the United Nations."

It is across this rickety bridge that compromise that Australia is trying to lead a straggling cavalcade of mutually antagonistic and heterogeneous human beings into the 20th century, out of an isolated and moribund past, into a gregarious and unified future. It seems an impossible task."

Mr. Williams' passing report on the three New Guineas—the coast, the hinterland and the highlands—states very well just what kind of future it all is.

His favourite New Guineans are the Highlanders, "who look you in the eye and smile without doubt or shyness. They have self-respect and are prepared to meet you halfway and to do things for themselves, not needing or wanting charity, being forced by poverty to subsist on deceit."

#### Hope in Highlands

The Highlands are the real hope of New Guinea's future, Mr. Williams seems to believe. There in the uplands, with almost half the native population of the Territory, they are different people from the coastal people, who were delivered from tribal obscurity by missionaries, different from the people of the coast, "who had Prince Otto Bismarck and the merchants of Hamburg for godparents".

The future of the Territory and of Australia might well depend, he feels, on just how sensibly the relationship between Australians and Highlanders is developed.

There are, of course, different rates of progress in the Highlands. The pig people are bright and breezy, pig feasts and sex play the most

exciting delights in life; the Southern Highlanders still prefer a good inter-tribal battle for their entertainment.

Among many anecdotes and stories of this area is Mr. Williams' on-the-spot report of how the first wheeled transport came to Tari.

It was a Land-Rover whose chassis, too big to be flown in, had to be manhandled 60 miles over the mountains from Laiagam.

More than 2,000 Laiagam natives started it on its way by cutting a laddered track up the sheer sides of their valley to the escarpment above, passing the chassis and the tray hand over hand above their heads, then ADO Bill Crellin in Tari (now of Samarai) and his carriers "walked 11 desolate days in one of the earth's most lonely places, through valleys unknown to the outside world, carrying an automobile". They crossed into Papua at 10,000 ft and waded two great rivers.

When the Land-Rover was being put together 10 miles of road were built by the locals, who considered that Crellin was mad for wanting a track so wide.

#### Maiden Run

The first vehicle in Tari had its maiden run on the airstrip before a large and curious crowd, who turned and ran without shame as soon as the "house" began to move off with a roar. Women snatched up their babies and hid behind the station buildings.

When the excitement died down, Crellin, Williams and two policemen set off to try out the new road.

"As we left the airstrip and turned on to the road leading to the Tagari bridge," Williams reports, "a great shout went up from all the men who were watching, for now they could see the reason and the meaning of the road, and they ran after us, hooting with excitement".

As the truck stopped briefly to load some shovels, the crowd stood wide-eyed, "enlightenment and understanding flooding even more fully into their minds as they nudged each other and pointed out the thing carried a man's load for him, and as much as many men could carry".

But as Mr. Williams points out, progress in many other ways is swift in New Guinea and there is no uniformity of development. Some of the statistics in *Stone Age Island* are out-of-date already.

But such is New Guinea today that no book can keep up with the statistics. It is atmosphere and objectivity that counts, and *Stone Age Island* supplies both.—SI.

(STONE AGE ISLAND. Collins, London. 45/-.)

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# Best Of The Paperbacks

## Fact:

**THE SPLENDOUR OF GREECE**, by Robert Payne, is more than a book about the ancient monuments of this ancient land, it is a travel book as well, relating the new to the old. The author obviously loves and knows his subject; his book has been called a "synthesis of history, archaeology, topography, myth, legend and literature". (Pan; 7/6.)

**A SURGEON IN ROME**, by George Sava, is based on the experiences of the author when he was Professor of Plastic Surgery at the University of Rome. (Pan; 5/6.)

**STYLE**, by F. L. Lucas. If good writing style can be learnt, this writer is regarded as best qualified to teach it. Based on a series of lectures given at Cambridge where he is a Fellow of King's College, Lucas writes with humour as well as in his own style. The way men write, it is shown, can be even more important than what they write. The suicide of the Light Brigade at the Crimea is said to be the result of a misinterpretation of a battle order; Sir Roger Casement, so-called World War I traitor, is said to have been hanged by the misplacing of a comma. (Pan; 7/6.)

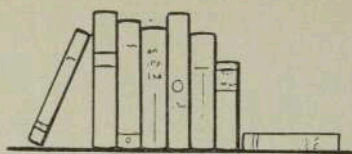
**PROFILES OF THE FUTURE**, by Arthur C. Clarke, a sort of latter-day Jules Verne, who sees the day when man will conquer time, overcome gravity and communicate across space. (Pan; 5/6.)

**EXPLORING THE OCCULT**, by Douglas Hunt, is what the title suggests: An excursion into hauntings, black magic, hypnosis and other shenanigans. (Pan; 5/6.)

## Religion:

**CONFESS YOUR SINS**, by John R. W. Stott. This is one of a series by evangelical churchmen published under the auspices of the Evangelical Fellowship of Anglican Communion. (Hodder; 5/3.)

**JUNGLE PILOT**, by Russell T. Hitt, who tells the story of Nate Saint, an American who was one of five missionaries murdered in Ecuador in 1956. The author incorporates much of Saint's own writing in the narrative. (Hodder; 7/6.)



## Thrillers and Crime:

**THE BUSY BODY**, by Elizabeth Ferrars. The heroine of this story married in haste and the excitement she got was not what was expected. Fast moving, good writing and even, at times, funny. (Fontana; 4/-.)

**GENTLY WHERE THE ROADS GO**, by Alan Hunter, whose hero is Superintendent Gently. (Pan; 4/-.)

**BONY AND THE WHITE SAVAGE**, by Arthur Upfield, is one of the last exploits of Detective-Inspector Napoleon Bonaparte, being produced only a couple of years before his creator's death. This adventure takes place in south-west Western Australia. (Pan; 5/6.)

**MURDER ON THE ORIENT EXPRESS**, **MRS. McGINTY'S DEAD**, **ORDEAL BY INNOCENCE** and the **PALE HORSE**, all by Agatha Christie in 1934, 1952, 1958 and 1961, respectively. (Fontana; 6/- each.)

**CHARADE**, by Peter Stone, is the story of a film of the same name, that is international in flavour, and amusing as well as mysterious. (Fontana; 6/-.)

## Fiction:

**THE SYSTEM**, by John Burke, is adapted from the screenplay—a story of "cynical sex and flaring violence". (Pan; 4/6.)

**SCARAMOUCHE** and **LOVE AT ARMS**, by Rafael Sabatini, who is enjoying a posthumous revival for his historical novels. These two cover the notorious Borgias and the French Revolution, respectively. (Pan; 7/6 and 5/6.)

**THE VIOLENT SEASON**, by Robert Goulet, has a French-Canadian background and a Zola tang to it. When the lumberjacks return to their village after a season in the forests, it's not to their wives but to the girls of the local brothel,

## PAPERBACK OF THE MONTH

Anyone who has ever taken an sort of interest in the great debate of last century on the theories of evolution is bound to have heard of Alfred Russel Wallace.

But it's not so likely that he or she will ever have read a line of Wallace's works because these have not been reprinted with anything like the frequency of those of fellow evolutionist Charles Darwin, for example.

Now, however, Wallace's most famous book, "The Malay Archipelago", has been republished for the first time since 1922 by Dover Publications Inc., of New York, at \$2 a copy in a strong paperback edition.

This book, which was first published in 1869, is a record of eight years of travel in what Wallace called "the land of the orang-utan and the bird of paradise"—i.e., the area between Malay and Sumatra in the west and the "bird's head" region of West New Guinea in the east.

The book combines adventure, natural history, linguistics and anthropology.—RL.

which has been set up under the guise of a rosary-bead factory. (Pan; 7/6.)

**MR. STANDFAST**, by John Buchan, in which Richard Hannay the hero of *The Thirty-Nine Steps* continues his adventures. (Pan; 7/6.)

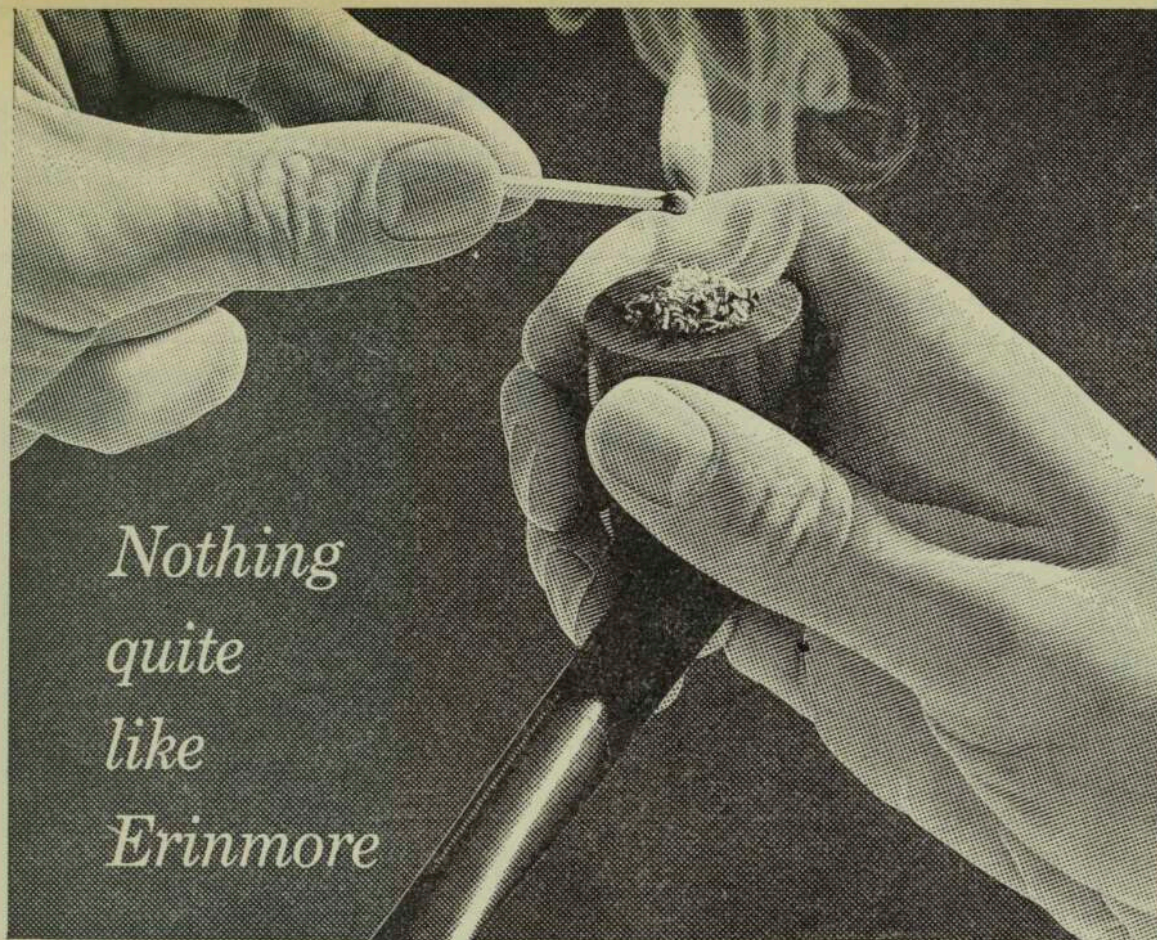
**THE GLASS BARRIER**, by John Packer, is a slightly more sophisticated and contemporary story of South Africa than the same writer's *Valley of the Vines*. (Pan; 7/6.)

**PASTORAL**, by Nevil Shute, one of this author's less metaphysical jobs and one of his best on the Russian front at war. (Pan; 5/6.)

**THE LONG SHIPS**, a saga of Vikings, by Frans G. Bengtsson, has been made into a film spectacle. It has been described as the story that has everything—sex, fighting, travel and history. (Fontana; 8/-)

**NAMBA**, by Stuart Cloete, is a departure from his usual books about South African pioneering. The setting is modern Africa and the problems are also contemporary. (Fontana; 6/-.)





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# Pacific Shipping And Cruising Yachts

## More Formosan Trochus Poachers Arrested

The crew of a Formosan fishing boat was arrested at gun-point in July for trochus-poaching in the Fead Islands, about 170 miles north-east of Rabaul. This was the second time in less than two months that a Formosan fishing boat's crew was arrested for trochus-poaching in the Pacific.

THE first instance occurred at Aneityum, the southernmost island in the New Hebrides, on May 27. (PIM, July, p. 103).

In the second case, the arrests were made by Captain Bill Hallam, retired ship's master, who is manager of a coconut plantation in the Fead Islands. He arrested 10 men on July 12.

After receiving a radio report from Captain Hallam, the P-NG Administration sent an official party from Sohano in the Government boat *Nivani* to investigate. The party comprised the District Commissioner for Bougainville, Mr. P. Mollison, a magistrate and a contingent of native police.

The *Nivani* escorted the Formosan boat to Rabaul where, on July 17, the captain was fined £5 for being an illegal immigrant.

Captain Hallam, in radio-telephone

calls to associates at Rabaul, said that the Fead Island natives had complained to him on July 11 that Formosan seamen were raiding the islands for shell fish and coconuts. He sighted their junk the next day and followed it in a powered canoe.

The Formosans would not let him near them so he went back to his house for a gun. He found them still brazenly shell-fishing on the reef so he told them to go ashore.

"They wouldn't move so I sent a shot over their heads and they understood quickly enough," Captain Hallam said. "I have arrested them and their ship, which I have every right to do under marine law".

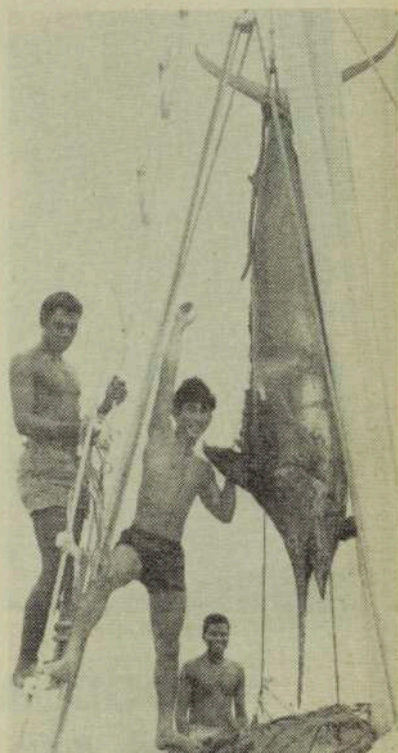
Captain Hallam added that he made the Formosans sail their boat to an anchorage near his house, where he kept watch on them. There had been no violence nor attempts to escape.

Earlier this year, Captain Hallam unsuccessfully chased a mysterious sampan whose crew was reported to have made two unauthorised landings in the Fead Group. (PIM, April, p. 105).

Captain Hallam and a few white missionaries are the only people apart from native subsistence farmers who live on the Fead Islands.

Commenting on the poacher nuisance, a P-NG Administration spokesman said in July that there was little the Administration could do about the fishermen as they were "operating on a shoestring".

*Footnote:* A Japanese fishing ship, *Hoyogo Maru*, landed a swimming party of 14 men at Funafuti in the GEIC on June 7, but village policemen ordered them back on board. The Japs obeyed.



**NEW HEBRIDES WHOPPER:** This swordfish, caught off the island of Tongoa recently by Captain Guenet, of the Condominium ship "Rocinante", is believed to be the largest ever caught in New Hebrides waters. It measured 3 metres, 60 cms., or about 11 ft. 7 in.

—Photo: R. E. Norman Smith.

### In The News This Month

|               |                 |
|---------------|-----------------|
| anette        | Makogai         |
| readia        | Mariposa        |
| aluma         | Matua           |
| ria I         | Monterey        |
| au-Kai        | Neophyte        |
| aron Jedburgh | Nivani          |
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| rothie        | Royalist        |
| rope          | Sayadra         |
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| oyogo Maru    | Tahiti Maru     |
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| sch Katrine   | Waiana          |
| orrie         | Waimihi         |
| acuata        | Yik Cheong      |

### NEW BUNKERING SYSTEM AT LEVUKA

The Shell Oil Co. has installed a £65,000 bunkering system at Levuka to cater mainly for the Japanese fishing fleet which will be based near there.

The supply lines and the main tanks have been finished, but work is still to be done on the office block and loading docks. With the new installation, Levuka has become the second bunkering port in Fiji.

When the Japanese-owned fishing fleet reaches maximum strength of 105 catchers, plus a mother ship or two, Levuka, the former Fiji capital,





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will be busier than it has been for several decades.

Towards the end of June, Levuka welcomed its first oil tanker, the *Jane Maersk*, which, coming with 4,000 tons of diesel fuel for the Shell Co's new installation, was the first tanker and the largest ship to tie up at the wharf.

Under charter to Shell, the *Jane Maersk* is 555 ft long and has a capacity of 20,000 tons. She was brought alongside without difficulty by the pilot, Captain P. H. Gosschalk.

Until she arrived, the largest ship to tie up at the wharf was the *President Tyler*, a 10,500-ton troop ship, which spent a week at Levuka during World War II.

#### WHALECHASER REFITTED FOR NEW ROLE

The *Byrond I*, an old whalechaser, has been refitted at Ballina, NSW, for a new job as a hydrographic survey ship on the Australian and New Guinea coasts. She has also been given a new name, *Ataluma*.

The cost of refitting the ship was about £75,000. Most of her machinery has been duplicated so that maintenance work can be carried out without the need to interrupt surveys.

The crew will be changed every six months. The *Ataluma* will operate at sea for long periods during which she will be provisioned and refuelled without sighting land.

#### INCREASING LORD HOWE TOURIST BOAT FLEET

A cause of complaint by visitors to Lord Howe Island may be removed during the coming summer by the addition of five boats to carry tourists on excursions.

Last season only one boat, licensed to carry 14 passengers, was available for tourist excursions outside enclosed waters; and there was also a glass-bottomed boat available for coral viewing licensed to carry 15 passengers.

The biggest of the new boats is being built at Lord Howe by Mr. Alan Williams, proprietor of the Somerset Guesthouse. Most of the material has been imported from Australia.

She will have a length of 45 ft, a beam of 14 ft and a 5 ft draught, and will be equipped with two-way radio and echo-sounding gear.

Although the primary purpose of the boat is for the pleasure of tourists, the commercial possibilities have not been overlooked. Mr. Williams has plans for a freezing plant, and may engage in commercial fishing.

Mr. Neil Woolnough returned to Lord Howe in April with plans,

timber and a shipwright to build a sailing catamaran, and a glass-bottomed boat. One hull of the catamaran is finished and the second is well on the way. Both boats should be in operation by October.

Mr. Clive Wilson is having a 33 ft passenger craft built at Sydney, designed specially for Lord Howe conditions. Her beam will be 12 ft and the loaded draft will be 2 ft.

Subject to a stability test, she will be licensed to carry 24 persons on outside excursions. She will be powered by a 97 hp Parsons diesel engine, and will have two-way radio. The boat will be freighted to Lord Howe Island.

The fifth vessel is expected to be a 40 ft twin screw passenger and fishing boat for Mr. Carl Dignam. Mr. Dignam is not yet certain of building arrangements, but hopes that the craft will be ready late in 1964 or early in 1965.

#### AUSTRALIA-ISLANDS FREIGHT RATES INCREASED

On August 1, shipping companies regularly engaged in the Australia-Fiji service, increased freight rates to and from Australia by 15/- a ton. The increase comprises 7/6 to cover the recent Australian basic wage rise and 7/6 to cover "normal increased trading costs".

The shipping companies concerned said that the "normal increased trading costs" included the higher stevedoring costs in Fiji through recent substantial wage increases for dock workers.

The companies also announced that

#### PACIFIC SHIPPING

the Lautoka differential freight rate had been eliminated and the new rate would be 182/6 a ton from Sydney to both Suva and Lautoka, and 207/6 a ton from Melbourne to Fiji.

The companies which maintain regular services between Australia and Fiji are the CSR Co. Ltd. (*Rona*), Matson Lines (*Mariposa* and *Monterey*), Pacific Shipowners (*Lakemba*), and USS Co. Ltd. (*Waiana*).

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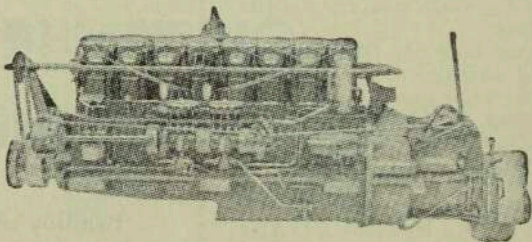
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98 AUGUST, 1964—PACIFIC ISLANDS MONTHLY



## PACIFIC SHIPPING

### MORE JAP SHIPS FOR PACIFIC TRADE

The Daiwa Line of Japan has bought two new ships to trade between Fiji and Japan. They are the *Fiji Maru* (9,830 tons) and *Tahiti Maru* (9,053 tons).

The *Fiji Maru* was scheduled to leave Japan about July 4, and arrive in Fiji, via Guam, Apia and Pago Pago about July 26. On the return voyage she is expected to call at Lautoka, Noumea, Vila, Santo and Honiara.

The *Fiji Maru* has accommodation for nine passengers and cruises at about 15 knots.

The *Tahiti Maru*, which cruises at about 14.5 knots, can accommodate six passengers.

The ships have been added to the line's existing Pacific fleet because of increased trade.

### WORK BEGINS ON DEEP WATER BERTH AT HONIARA

Hornibrook Constructions Ltd. engineers and other staff assembled at Honiara late in July to start work on the deep water berth at Point Cruz.

Under the contract, the work has to be finished by Christmas Eve, 1965.

### LAU OUTRIGGER CANOES CREATE INTEREST IN SUVA

To show that they are still supreme in the building and handling of outrigger canoes, 24 Lauans from Kabara in Fiji's Southern Lau Group set sail in five canoes ranging from 18 ft to 30 ft on June 28, and arrived at Suva on July 7.

They struck bad weather for most of the 200-mile voyage and lost one canoe—the smallest—when it was swamped by rough seas.

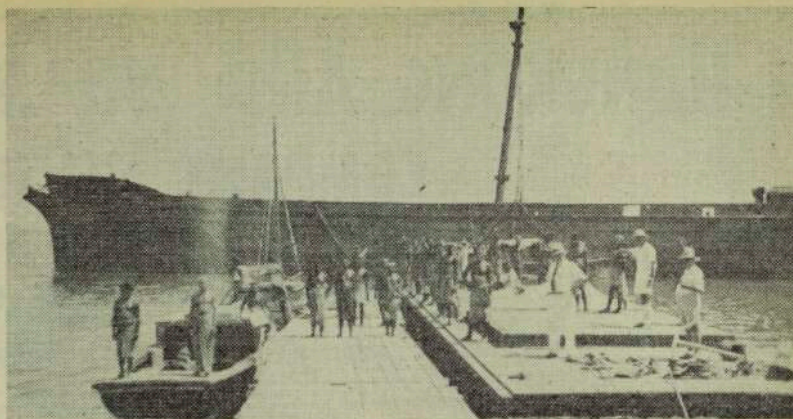
Fortunately, the auxiliary ketch *Makogai* was escorting the fleet and was at hand to pick up the crew of two, Filipe Temo and Jone Mate.

The canoes visited Suva for the Methodist Conference independence celebrations. They took part in two races in Suva Harbour and attracted large crowds to the waterfront.

The canoes are small compared with the giant *drua* (twin hulls) which were built by the Lauans' ancestors in the early days.

These carried more than 100 people and took them on long voyages. One type of *drua* had a dais on the deck for the chief.

The *drua* had holds where food and other goods were stored.



### OLD CLIPPER IS STILL DOING A JOB

Rather battered after its wartime experiences, but still doing the job as breakwater for the Burns Philp jetty behind the company's store at Kokopo, New Britain, is the hulk of the old England-Australia clipper "Loch Katrine".

In the pre-war picture above, the vessel is seen as she was soon after she had been towed from Rabaul to form the breakwater. She had previously been the coal hulk for BP ships at Rabaul.

The figure in white with arms akimbo is Jim McEwan, then BP manager at Kokopo. Behind him in khaki shorts, is Wally Tait, the firm's well-known stevedore.

The "Loch Katrine" was a steel ship of 1,200 tons, built in 1870. She was in the England-Australia trade until 1910, when she was dismantled off Cape Howe and towed to Sydney, and then turned into a coal hulk.

The writer recalls the old ship coming to Melbourne to load wool in the early part of the century. She was carrying some apprentices who were being trained in sail.

In those days the ship was smart and well-kept, and officers and crew were proud of her gleaming paint, white decks, good accommodation, and fine spread of canvas at sea.—FRED ARCHER.

### CHINESE JUNK ON AUSTRALIAN COAST

Mr. Dudley Shuter, a retired grazier who now lives at Redland Bay, near Brisbane, recently sailed the *Lorrie*, an 80 ft junk, from Hong Kong to Brisbane. He intends to use his acquisition as a demonstration model and sell craft like it for use in Australian waters.

The *Lorrie* had quite an eventful journey. She narrowly missed a typhoon off the Philippines, then she struck a floating log, and finally ran on to a reef north of Cooktown. She was winched off the reef without damage.

Finally, at Cairns, the Immigration Department refused to allow the five Chinese crew ashore, even though Mr. Shuter had adopted one of them.

In addition to the crew, the *Lorrie* carried two American missionaries. She was joined by a shipwrecked yachtsman when she put into Thursday Island for repairs and water.

Although fitted with sails, the

*Lorrie's* twin engines were used for her voyage.

Mr. Shuter said on arrival at Brisbane that a fleet of junks could become a useful addition for the meat trade with Asia. Each junk could carry 60 to 70 head of cattle.

### "BULOLO" PLOUGHS INTO RABAU WHARF

The Burns Philp ship *Bulolo* (6500 tons), carrying 200 passengers, hit a steel and concrete wharf at Rabaul while berthing on July 6, and ploughed 6 ft into it. She tore out electric cables and fractured concrete castings up to 200 ft away.

Five sections of one strake in the bow were sprung, and the hull was torn in two places. But no one was hurt.

The *Bulolo* was under the command of Captain Brett Hilder, of Sydney.

It was reported that the *Bulolo* was making a wide sweep under her own power to come alongside the



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## NEW HARBOUR TUG FOR HONG KONG

A new Kort Rudder tug, "WHAMPOA", built by the Hongkong & Whampoa Dock Company Limited for their own use and constructed under Lloyd's Special Survey for Classification + 100 A1 "For Service in Hong Kong Colony waters, was taken into service on May 19, 1964.

This vessel had been designed at the yard to serve the purpose of a relatively powerful, yet highly manoeuvrable tug to handle ships during berthing, drydocking and harbour towages. She is 96 ft. 6 in. in length overall, 25 ft. in breadth and 12 ft. moulded depth: her mean draft is 9 ft. 3 in. The tug, of all welded construction (except for rivetted main frame connections), has been specially designed to have a bollard pull of 18 tons. The free running speed is 11 knots. Ample stability in all conditions was considered of primary importance and a G.M. in excess of 2 ft. in the worst condition has been achieved.

Main propelling machinery is a Crossley HGP6/60 turbo-charged marine oil engine, developing 1,150 B.H.P. continuously under tropical conditions running at 600 r.p.m. The engine is coupled by means of a flexible coupling to a Hindmarch/MWD oil operated reverse-reduction gearbox, type M2WR size 5A, incorporating a reduction ratio to give a propeller speed of 200 r.p.m.

The engine has been arranged for bridge control by means of Chadburns system of mechanically operated remote engine control system combined with mechanical telegraph, all complete with

suitable linkages between bridge, engine and gearbox and having disconnecting clutch so that orders can be signalled from bridge to engineroom telegraph as a straight forward non-reply telegraph system.

Electrical power at 220 volts D.C. is provided by a Gardner oil engine driving 20 K.W. auxiliary generator, which also drives an air compressor of 18 cu. ft. per minute at 350 lbs. per square inch. A second identical Gardner set also drives a self priming G.S. pump of 45 tons/hour against a head of 75 ft.

The electrically operated anchor and mooring windlass with two independent cable lifters is fitted with warping drums on each end: The windlass operates singly and the warping ends operate independently of the cable lifters. It is capable of breaking out and bringing home two anchors at an average speed of 30 ft. per minute. The after electric warping capstan is capable of a pull from the barrel of 1 ton at 50 ft. per minute. Suppliers: Thos. Reid & Sons (Paisley) Ltd.

Electro-Hydraulic Steering Gear, supplied by Frydenbo is of the "Hydrapilot Super" rotary vane type: this gear incorporates automatic and immediate change over arrangement at the helm for emergency transfer to hand-hydraulic operation.

A patent Towing Hook manufactured at the yard is installed on the aftermost portion of the engine casing and has remote controlled pneumatic releasing mechanism.

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## PACIFIC SHIPPING

wharf. She got too close, however, and rammed the wharf head on, causing a cloud of concrete dust and sparks from tearing steel.

Despite the mishap, the *Bulolo* left Rabaul on schedule on July 7. She had a small steel-plate patch over some small holes in her bow.

Engineers worked throughout July 6 to make temporary repairs to her bow. Full repairs will be made when the *Bulolo* returns to Sydney.

### LORD HOWE ISLAND CARGO HANDLING PLAN

The New South Wales Government has made a grant of £15,000 for waterfront improvements at Lord Howe Island.

Two construction engineers visited the island in June and said they hoped that work would start late in July.

One project is to provide cargo handling facilities at Ned's Beach on the eastern side of the waterfront; a second is to improve the jetty landing area on the western side.

In the past it has been necessary for men to wade into the water, and carry cargo out of surf boats when unloading at Ned's Beach.

The plan for this beach involves building a slipway and cradle and then a travelling hoist to carry the boats out of the water for unloading on land.

### NEED TO REPLACE "MATUA" WITHIN FIVE YEARS

The USS Co. Ltd. will have to consider replacing the 4,250-ton *Matua* within the next five years, the company's chairman and managing director, Mr. F. K. Macfarlane, said recently. He said the ship was reaching the end of her economic life.

The *Matua*, which was launched in 1936, recently underwent a survey at Auckland. The survey was more extensive than anticipated, and she was



**A Coily Customer:** A Tongan fisherman had a narrow escape from this nine foot eel recently after he shot a spear at it while fishing in the lagoon, but missed. The eel coiled itself round the man's body, and as its grip became tighter, the fisherman, in desperation, grabbed the eel's head and bit it many times. Eventually, the eel relaxed its grip and was dragged to a nearby canoe and killed.—Photo: Hettig.

unable to resume her schedule on June 23, as planned (PIM, July, p. 103).

The *Matua* operates a passenger and cargo service between New Zealand ports (Auckland, Wellington, Lyttelton) and Suva, Lautoka, Nukualofa and Apia.

### NEW ROLE FOR FAMOUS COOK ISLANDS TRADING SCHOONER

The former Cook Islands trading schooner *Tiare Taporo* (173 tons) was scheduled to leave Auckland about the middle of July for New Guinea to trade between that territory and neighbouring islands.

The schooner, which is 50 years old, has made several "last" departures from Auckland and Rarotonga, but has always returned like Dame Nellie Melba.

However, her owner, Mr. W. B. Christophers, says her departure from Auckland this time will definitely be her last.

### FIJI'S SAFETY AT SEA INQUIRY ENDS

Fiji's Safety at Sea Commission, which followed the *Kadavulevu* disaster in March, ended its public hearings on July 8.

The *Kadavulevu* capsized on March 29, while on a voyage from Nairai in the Lomaiviti Group to Suva. She was grossly overloaded, carrying more than 90 persons, whereas she was licensed to carry only 29, including a crew of seven. The death toll was either 89 or 90, and only three people survived.

The Safety at Sea Commission, comprising Mr. Justice Knox-Mawer as chairman, Mr. C. D. Aidney, a Suva businessman, and Captain S. B. Brown, started public hearings after preliminary and formal inquiries into the *Kadavulevu* disaster (PIM, July, p. 97). At 24 public sittings they heard 42 witnesses.

The witnesses included the Comptroller of Customs, Mr. E. J.



### DARU'S NEW WHARF

Right out at the end of this embankment is a much needed new wharf for Daru, in the Western District of Papua. It is due to be completed this month. The wharf cost £80,000 and will take ships up to 250 ft. A slipway will be built nearby, taking ships to 600 tons. The embankment gives protection for smallcraft.—Photo: P.N.G. Information.



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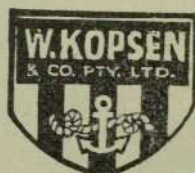
LENGTH O.A.: 16 ft. 10 in.      BEAM O.A.: 6 ft. 3 in.      MAX. DRAFT: 20 in.  
MAX. SPEED: 6 knots      LOADED: 1,800 lbs.      EMPTY: 800 lbs.

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Jim Shortall.

... Mabbs; the Harbour Master, Captain E. L. James; the Assistant Harbour Master, Captain P. G. Lough; the managing director of V. R. Carpenter and Co. (Fiji) Ltd., Mr. W. G. Johnson; the shipping manager of Burns Philp (SS) Co. Ltd., Mr. G. R. Simpson; the shipping manager of Morris Hedstrom Ltd., Captain A. A. Visser; the Comptroller of Transport and Civil Aviation, Mr. G. Smith; and the Commissioner of Police, Mr. R. H. T. Beaumont.

The Commissioners will send their report to the Governor, Sir Derek Aikman.

#### **SMALL SHIP PULLED OFF REEF**

Toma Shipping's 40 ft workboat, *Talama*, was pulled off the reef near New Massawa Plantation, New Britain, on the night of July 7. She was not damaged. The *Talama* ran aground before dawn on July 7 after an overnight voyage from Rabaul to

deliver cargo to New Massawa about 50 miles away on the north coast of New Britain. Another Toma Shipping craft, the *St. Christopher*, pulled the *Talama* off.

#### **FREIGHTER ABANDONED IN CORAL SEA**

The crew of the freighter *Dorothie* (1,058 tons) abandoned ship in Jomard Passage, off the eastern end of New Guinea, early on July 12, after the ship struck a reef the previous night and started to sink. The crew, five New Zealanders and 10 Chinese, were unharmed.

One of the New Zealanders is Mr. J. P. (Jim) Shortall, a former PIM staff writer, who was serving as radio officer. Jim is widely known in the South Pacific.

The *Dorothie* was on a delivery voyage from Auckland via Sydney to a new owner at Hong Kong.

Jomard Passage is about 370 miles south-east of Port Moresby, and is on the route through the Coral Sea between Australia and Asia.

A British freighter, the *Baron Jedburgh*, which was about two and half miles away when the *Dorothie* was abandoned, rescued the 15 men from the stricken ship.

The master of the *Dorothie*, Captain L. Boulton, said later in Rabaul, that the *Dorothie* was a total loss. She had broken her back on the reef, and would probably sink if she was pulled off.

"This was my first mishap in more than 30 years as a ship's captain, and this was my last voyage," he said.

Captain Boulton, who was born in Sydney, has lived in New Zealand for the past 30 years and is best known as former master of the *Maui Pomare*, on the NZ-Cooks run.

The *Dorothie*, formerly called *Karu*, was a trader on the New Zealand coast for about 30 years. Her regular run was between Auckland, Timaru and Dunedin, with occasional calls at Wellington.

#### **PACIFIC SHIPPING**

#### **EARTHQUAKE DAMAGE TO MUSSAU ISLAND WHARF**

Earth tremors, late in June and early in July, damaged a wharf at Mussau Island, 250 miles north-west of Rabaul. The Seventh-day Adventist Mission reported that a new wharf, of concrete, sank one foot.

#### **TRAGEDY ON FORMOSAN FISHING BOAT**

A member of the crew of the *Yik Cheong*, a Formosan fishing boat, was killed when two ammonia cylinders, strapped to the ship's deck-house, exploded while the ship was in New Guinea waters on June 30. The captain, Hui Ching Yit, was critically injured, and early in July was still between life and death in the Nonga Base Hospital, Rabaul.

Hui survived three days in the *Yik Cheong*, receiving only the most primitive treatment from the crew. On arrival at Rabaul he was taken to the Nonga Hospital. Doctors in emergency operations amputated one arm and one leg. Hui also suffered severe burns.

Two Government ships, the *Mangaia* and the *Laurabada II*, escorted the 70 ft *Yik Cheong* into Rabaul.

#### **SAVUSAVU WELCOMES "ARCADIA"**

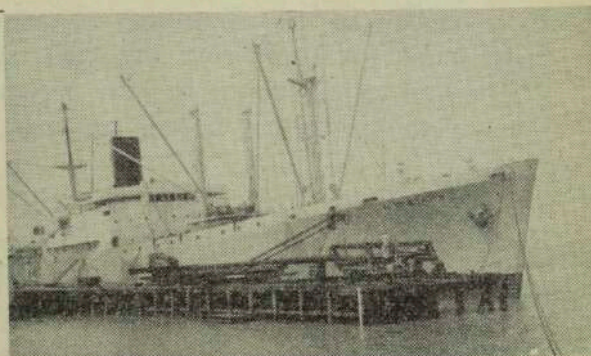
The first-ever visit of a cruise liner to Savusavu, unspoiled port on Fiji's second largest island of Vanua Levu, was so successful last year, that the P and O-Orient Line was all for a second visit this year.

The Savusavians saw their second P and O-Orient ship, the *Arcadia*, on July 9. She brought 1,200 free-spending Australians to this little known part of Fiji, and Savusavu gave them a royal welcome.

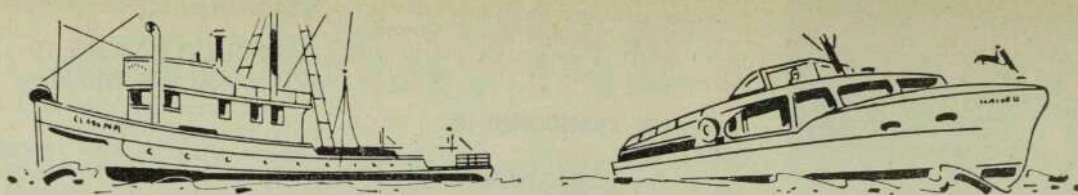
There were Fijian ceremonies and feasts, swimming, reef exploration, and a genuine Fijian fish drive in

#### **Wharf To Be Extended**

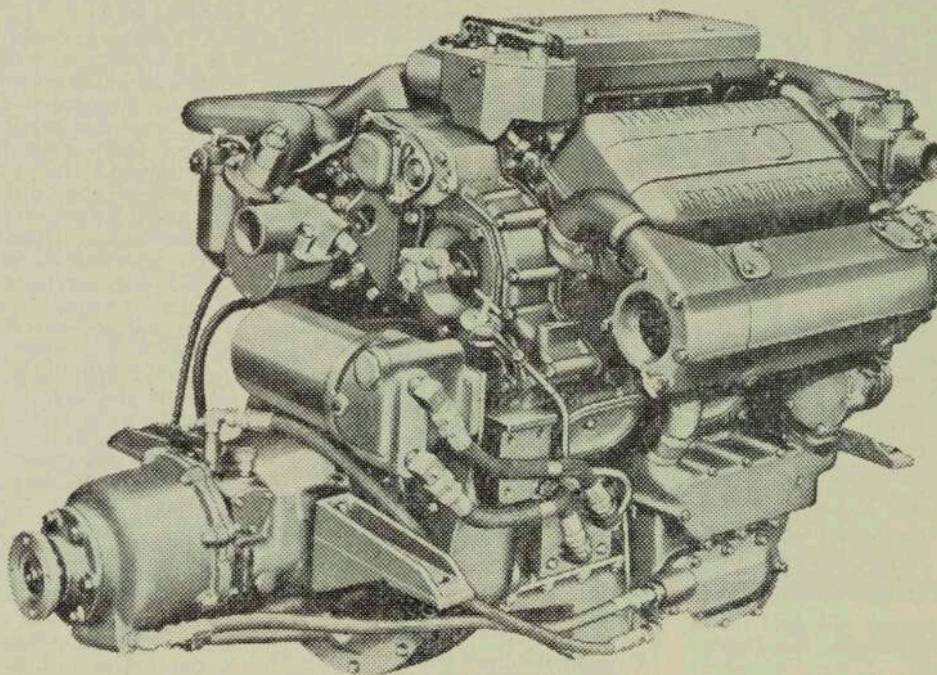
Lae hopes to become the main commercial centre for New Guinea when work on extending its wharf is completed in about 18 months. The work was in its initial stages when this photograph was taken in late June. The extension will take the wharf another 100 ft. to the right of the picture and enable two ships to unload at once. Such is the demand for berths that on occasions four or five overseas ships are standing off awaiting their turn. Another cargo shed is planned.







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which the villagers drive the fish to an ever-diminishing circle before catching them.

When the Australians, sunburnt and laden with Fijian handicrafts and souvenirs, arrived at Suva the next day they made the Suva folk jealous with their superlative descriptions of Savu.

"But, heaven be praised," said the Suva shopkeepers, "the tourists had not most of their money in their wallets, and handbags until they reached here".

## NEW ZEALAND SAILORS HAVED THEMSELVES

Suva has never seen a more well-manned crowd of sailors than those entertained on July 9. Nearly 200 were at Suva for 24 hours when the New Zealand frigate *HMNZS Rotoiti* came in at the end of a cruise in Fiji and Rotuman waters.

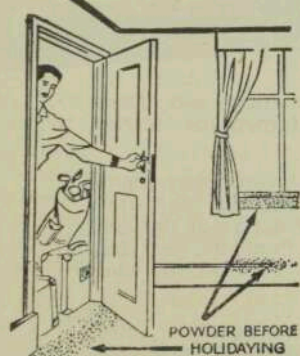
The *Rotoiti* had been to Suva only a few weeks before with the cruiser, *HMNZS Royalist*, and on that occasion the sailors "took the city by storm".

Cafe and hotel owners, private citizens, and *The Fiji Times* combined about it, and this brought a vent apology from the *Royalist's* commander.

It was said at the time that the ships' companies had not had shore leave for 30 days and were letting off steam.

On the second occasion either all steam had been let off at other ports in Fiji, or the men were told, "have, or else".

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## Cruising Yachts

● **VALROSA**, magnificent 35-metre yacht, sailed from Papeete on July 2 with all sails set after spending two months in Tahiti. The yacht is skippered by Marc Darinois, whom *Le Journal de Tahiti* has described as "one of the last adventurers of the sea, in the noble sense of the word".

*Valrosa* is heading for Hong Kong and will call at the two Samoas, Fiji, Wallis Island, New Caledonia, Timor and Bangkok. She will return to Tahiti in about a year's time.

*Valrosa* was built in a British shipyard in 1903. She has a crew of seven, and is carrying seven passengers—Christian Jonville, Carlos Paez Villaro, Biki Marque, Hugh O'Brien, Bob Putigny and Jean Jacques. Rosita, a dog, is the ship's mascot.

● **WAIMIHI**, 30 ft steel yacht, arrived at Apia on June 10, from Suva, with a youthful crew of three—two New Zealanders and an American. The skipper is Philip Wells, 19, of Whitianga, NZ. The others are Paul Goodwin, 19, of Panmure, NZ, and Frank Engli, 22, of New York.

The young men caused a stir in mid-June when they did not report their whereabouts. A search was about to start for them when word reached Fiji that they were at Apia. Their original plan on leaving Fiji

for Vancouver was to stop off for a day or two at one of the Lau islands, and then sail for Pago Pago and Honolulu.

In Suva they said they would inform the proprietress of a Suva guest house of their arrival in Pago Pago, which was to be the first port of call.

They were due at Pago Pago on June 10, and when nothing was heard from them, the guest house proprietress, Miss Cynthia Sutherland, advised the search and rescue organisation. A telegram to Pago Pago revealed that they were not there.

The search-rescue authorities were considering making a search for the *Waimihi* when word was received at the Nadi search-rescue centre that the yacht and her crew were at Apia.

● **JINNI**, an American yacht skippered by Captain Reems Mitchell, arrived in Apia on July 8 from Hawaii via the Tokelaus. Captain Mitchell, a former marine, was in Apia during the war.

*Jinni* is on a pleasure cruise. A day or two after her arrival in Apia, Captain Mitchell had not decided how long he would stay in Western Samoa and where he would go next.

● **KATHLEEN**, 32 ft yacht, skippered by Bryan Galpin and Roy Andrews, two young New Zealanders, left Nukualofa for Suva on July 4. Next stop will be New Caledonia; and after that, home to Whangarei.

● **NEOPHYTE**, 45 ft ketch, owned and skippered by Lee Quinn, an American with a penchant for all-

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**NEW CARGO VESSEL**, under construction, steel 61 x 18, can be completed 2 to 3 months about £22,000-£25,000 depending on purchaser's requirements.

**DIESEL WORKBOAT**, steel, 50 x 13.6 x 7 M.D., launched 11/1963, 84 h.p. Gardner diesel, F.W. cooled, engine and all accommodation aft, well constructed and well furnished, echo sounder, 2 way radio, £16,000.

**WORKBOAT**, 36 x 12.6, wheelhouse aft, large hatch/hold, 85 h.p. diesel 3/1 reduction, F.W. cooled, radio, echo sounder, good seagoer, £4,750.

**28 ft. WORK LAUNCH**, launched 11/1963, 4 cylinder diesel, 12 knots, large cockpit, 2 berths, toilet, galley, £2,750.

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## He's Sailing Solo Round The World

A small sloop skippered by a 50-year-old Englishman, Bill Procter, arrived in Tahiti on June 27 in the course of a solo voyage round the world.

Bill Procter's voyage began in Portsmouth and has so far taken in ports in the Canary Islands, Antilles, Panama, the Galapagos, Marquesas and Tuamotus. The longest stretch was between the Galapagos and the Marquesas—30 days.

From Tahiti, Bill will go on to other islands in the Society Group, then Samoa, Tonga and Australia.

and crews, was due to leave Auckland about July 18, for Tonga, Fiji, New Caledonia and Brisbane.

About 40 girls applied to Quinn to join *Neophyte's* crew during the yacht's stay in Auckland.

He engaged two Australian girls who were working as waitresses at a New Zealand resort hotel. They are at Seedsman, 21, law clerk, of Kew, Melbourne, and Glenda Siede, 20, of Ingleby, Melbourne, who worked in the same office.

The other three girls in the yacht's complement give the crew an international flavour for two are New Zealanders and one is an American. The New Zealanders are Gillian Higgins, 21, a broadcasting programme officer from Nelson, and Marlene Newbold, 18, an Auckland warehouse assistant. The American, Barbara Adt, 28, comes from Chicago and is a newspaper advertising copywriter.

Quinn said in Auckland he would not be returning to New Zealand, so the girls he engaged there would have to pay for their return trip. The girls would also have to pay for food while on board the *Neophyte*.

● *PAISANO*, 61 ft ketch, from Princeton, New Jersey, and skippered by John Hazelhurst, was in Apia in mid-June.

● *TE MATANGI*, 35 ft Block Island ketch, with her builder-owner, Jack Ferguson and his wife Daisy arrived in Brisbane from Auckland, a Lord Howe Island, in May. They plan to spend the winter in Brisbane and then sail south to Sydney.

*Te Matangi*, which is registered in

San Diego, California, has been cruising the Pacific since 1955.

Mr. Ferguson built her in Nevada in the 1950's and hauled her 200 miles to launch her at Sacramento.

The current cruise is planned to end in America in 1966. By that time Mr. Ferguson will have spent 18 of the last 30 years as a cruising yachtsman. He spent seven years in the Pacific in the 'thirties and 'forties.

● *TROPIC SEAS*, yacht, arrived at Lord Howe Island on June 23 from Port Macquarie en route to America. The yacht is jointly owned by five young adventurers, none of whom has had previous sailing experience.

● *ULULANI*, 63 ft ketch, owned and skippered by Ben Moore, of Los Angeles, arrived at Brisbane, via Lord Howe Island and the Great Barrier Reef, at the end of June. The ketch, which draws 9 ft, was one of the deepest draught yachts ever to anchor in the Lord Howe lagoon.

A Lord Howe resident, Richard Gwaller, was a member of the crew. He signed on at Noumea after having taken part in the Auckland-Noumea race as a member of the crew of the *Cutty Sark*. At Lord Howe, the yacht picked up two female "hitch-hikers". The women and the crew of five all left the *Ululani* at Brisbane.

In Brisbane, Mr. Moore planned to



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take on two American geologists and a crew for a trip to the Great Barrier Reef on a speculative survey for oil and minerals.

The owner, a former teacher and builder, intends to sail round the world, working at ports of call.

● *ATRIA I*, 43 ft steel yacht, has arrived at Brisbane from Auckland with skipper-builder-navigator Mr. John Smith and his family. Mr. Smith, a few years ago, sailed another yacht, the *Revel*, to Brisbane, and on returning to Auckland built the *Atria I*.

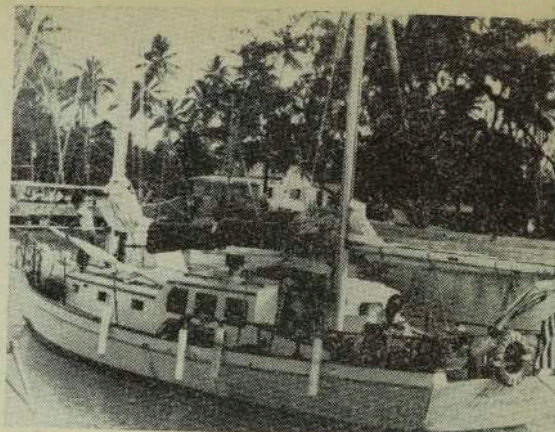
He plans to remain afloat indefinitely. His small daughter, 2, is already a seasoned sailor. She has lived aboard for 12 months.

● *ANNETTE*, 48 ft auxiliary ketch, which left Sydney for Tahiti on April 13 via Lord Howe Island, Norfolk and the Cooks, has been carrying supplies between Rarotonga and the nearer islands of the Cook Group in recent weeks because of the shortage of licensed shipping there.

On board is owner Jim Pike, his

"Auau-Kai", 37 ft. American yacht, with Roger and Elizabeth Bath and their two teenage sons, has been back in Tongan waters recently after a spell in New Zealand. The Baths are on a world tour.

Photo: G. J. Clear.



father S. Pike, Terry Dower of Tasmania, and Lloyd Williams of Sydney.

Early in July, Jim Pike was planning to remain in the Cooks until the services of his yacht were no longer required, and then go on to Tahiti. *Annette* has a capacity of 15 tons.

● *AUAU-KAI*, 37 ft yacht, skippered and owned by Roger and Elizabeth Bath, of Long Beach, California, expects to leave Nukualofa at the end of August for Fiji. The yacht has been in Tonga for several months, having left New Zealand on April 7.

The Baths' two young sons, Roy and Philip, are sailing in the yacht. They have become expert seaman and take their turn at the wheel.

Mr. Bath is a professional photographer covering the whaling season in Tonga for the *National Geographic Magazine* in conjunction with Sydney author Olaf Ruhen, who is also planning a book on the subject.

Olaf and his wife Madeleine have been in Tonga since June 20. During their first three weeks, they stayed in a spacious Tongan *fale*, specially built by Captain Tefita Fifita.

Captain Fifita was skipper of the ill-fated yacht *Tuaikaepau* which was wrecked on Minerva Reef in 1962, and Olaf is the author of a book called *Minerva Reef*, which describes the wreck and its dramatic aftermath.

After three weeks in Nukualofa, the Ruhens, the Baths and Captain Fifita were to move to Ha'apai for the whaling season.

The whale boats will be manned by survivors from the *Tuaikaepau* under Captain Fifita, who has his own special method of harpooning whales. He brings the whale boat close enough to the whale to hand spear it, instead of throwing the harpoon.

The rope attached to the harpoon is hand held all the time, and just

enough is allowed to run out to keep a taut line.

Tonga is one of the few places in the world where the hand-harpooning of whales is still practised.

The whales are caught purely for their meat, each whale being towed to the beach and cut up for sale.

● *DEFIANT*, a 57 ft A C keeler, left Auckland on June 10 with two veteran members in the crew—owner-skipper Roy Lidgard, 70, and Frank Peal, 81, a Boer War veteran. Mr. Lidgard is well known in Fiji shipping circles. A few years ago, he bought the old Burns Philp (SS) Co. Ltd. auxiliary ketch *Macuata*, and sailed her from Sydney to Auckland.

Messrs. Lidgard and Peal visited Fiji last year in the *Fairmile Sayao*, which operates cruises from Auckland.

Other members of *Defiant's* crew are brothers Len and Bob Sklenars and Lester Aitken, who are all in their 50's, and David Rose, 21. Mr. Lidgard and Mrs. Len Sklenars were to fly to Fiji to join the *Defiant*.

Mr. Lidgard is president of the Great Astrolabe Lagoon regatta which will be held in Kadavu when he arrives. Part of the regatta is a climbing contest up and down a 100 ft coconut tree.

The current target for the regatta is to beat the climbing record of 10 seconds set by Ratu Timoci Mataitahi.

● *EUROPE*, 75 ft yacht, skippered by Rene Corpel, was at Apia in the middle of June. The skipper was admitted to Apia Hospital for medical treatment soon after arrival, but was later discharged.

The *Europe*, carrying a crew of five, is on a world cruise, which has so far lasted two years. Fiji is the next group on the yacht's itinerary.

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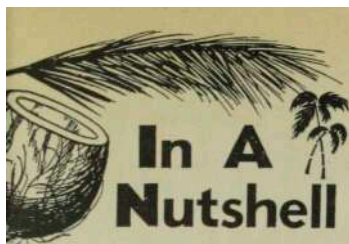
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ACK leaf streak disease, which posed a threat to Fiji's £200,000 banana export trade to New Zealand, has completely infected the Viti Levu Valley, one of the major production areas. It has been identified at Naosi and on the Wainibuka as far as Nayavu. The Wainibuka is another big production area. The Fiji Government brought in experts from the United Kingdom in an effort to eradicate the disease. The experts are investigating chemical control, but the methods known at present are uneconomic for small growers, who are the main banana producers.

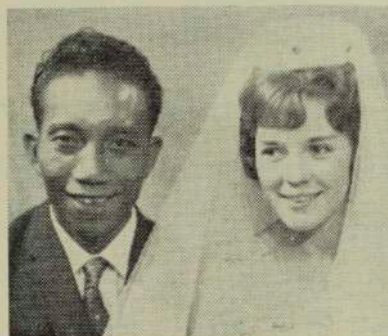
The RNZAF Signals Station at Suva Bay, Fiji, picked up a signal on July 19 from the 70-year-old American raftman William Willis saying "All's well".

Willis left Apia, Western Samoa, on June 30 on his raft *Age Unlimited* to complete his drift voyage across the Pacific from Peru to Australia. He began last year. He left under cover of darkness following rumours that an American yacht intended to follow him to film his progress. This would have ruined the value of Willis' own film. Willis expected to reach Sydney in about 12 weeks.

The Government Printing Office in Suva, with all its machines, equipment and records, has been destroyed by fire. The Government's photograph library, two typewriters and some tables were among the few things salvaged.

A mile-long cable was suspended across Pago Pago Bay in American Samoa from the top of Mount Alava to the Government House. The end of the month it was expected to be carrying cargo to complement the TV installation on Mount Alava. Later, the cable will provide transportation for sightseers.

Britain's nuclear testing base at Christmas Island has been "mothballed" as a result of the current test ban treaty. The Royal Air Force base at the base was due to leave the end of June, and the GEIC



**SOMETHING IN COMMON:** July 11 was the day and Rabaul was the place of the weddings of both of these couples—Mr. and Mrs. Donald Waldon (top) and Mr. and Mrs. Martin Fong (below). Mrs. Waldon was formerly Miss Janet Kassi, and Mrs. Fong was Miss Julie Sinclair.

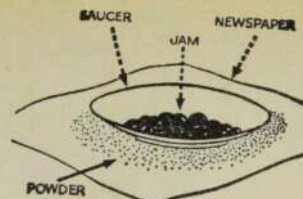
Photo: Chin H. Meen.

Government was planning to repatriate the Gilbertese labour force.

- The French Prime Minister, Mr. Georges Pompidou, arrived in Noumea on July 25 en route to Tahiti and the atomic testing centre at Mururoa Atoll.

- The possibility of exporting live cattle from the New Hebrides to the Solomons is being investigated by the BSIP Director of Agriculture, Mr. F. M. Spencer, and Mr. D. L. Andersen, cattle manager of Lever's Pacific Plantations. The two men visited the New Hebrides in late June for discussions with Mr. de Boissoudy, head of the Condominium Agricultural Department, and with plantation and cattle owners in Vila and Santo.

- The Niue Public Library, which has 111 members of whom 44 are Niueans, is trying to stimulate reading in the villages by sending boxes of books to outlying villages so that villagers who don't come into Alofi very often can borrow them. If the plan succeeds, a travelling library making a regular circuit of the island may be introduced.



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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## Niue Gets A Do-It-Yourself Post Office

Until a few weeks ago, Niue's Post Office staff used to fill in the necessary form whenever anyone wanted to send a telegram, money order, etc.

But the postmaster now says the people are well enough educated to do it themselves.

"In every other country," he said in a recent issue of the 'Niue Newsletter', "the filling in of forms is the task of the individual. The staff is there for the purpose of checking amongst other duties."

In the Post Office, the postmaster is displaying filled-in samples of various forms and Niue's public have to write out their own.

● The South Pacific Commission and the World Health Organisation have combined to conduct a refresher course on tuberculosis at Commission headquarters in Noumea from July 1 to August 11. Medical Officers attending come from French Polynesia, Western Samoa, New Hebrides, Tonga, Papua-New Guinea, Niue, the United States Trust Territory of the Pacific Islands, the Gilbert and Ellice Islands Colony, Fiji and New Caledonia.

● The Speaker of P-NG's House of Assembly, Mr. H. L. R. Niall, has announced that the next meeting of the House will open at Port Moresby on Tuesday, September 1. This will be the first Budget session for the new House of Assembly and the second meeting since it was officially opened in June.

● Vila's new hotel, Hotel Vate, has officially opened on July 11. The hotel, which is air-conditioned, has 14 bedrooms and four studios with their own bathrooms and toilets, and four self-contained apartments. The hotel is owned by the Societe d'Investissement aux Nouvelles Hebrides, the chief shareholder in which is Mr. Raymond Lavoix.

● Troops of the Australian Army's first pentropic division started an intensive mobility and jungle conditioning exercise in Papua-New Guinea on July 20. A total of 320 officers and men were flown to Port Moresby in

one of the largest Army airlifts to the Territory since the Pacific War. They established a base camp for the exercise in Port Moresby.

● Two former Suva children and their grandmother died in a gas tragedy in Sydney on June 27. They were Iona, 8, and Cynthia, 6, daughters of Dr. and Mrs. Felix Emberson, and Mrs. Emberson's mother, Mrs. Ida Elizabeth Russell, 58. Dr. Emberson was with the Fiji Medical Department until about a year ago.

● An American, William C. Brown, Jr., was charged in the High

Court of American Samoa on July 7 with having threatened the life of Governor H. Rex Lee. Brown had been discharged from the construction branch of the Public Works Department on June 19 because his services were unsatisfactory. His case will be heard by the High Court on August 18.

● Twist tobacco will not be a compulsory part of an indigenous workers' ration in P-NG soon because of a recent amendment to the Native Employment Ordinance. Employees will have the right to choose tobacco or cash in ration issues for themselves and their wives.

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● As part of a build-up of the Pacific Islands Regiment, the Australian Government plans to extend accommodation and facilities at existing Army installations in P-NG. Tenders have been called for the work.

● The P-NG RSL has threatened to take civil defence into their own hands unless the Administration acts immediately to take some action to safeguard the Territory. This was decided at a recent meeting of the Territory RSL executive.

The decision followed a statement by the president, Mr. R. Bunting, that the country was in danger of being

bombed, "not in the next 12 months, but now".

The Administrator, Sir Donald Cleland, said at Port Moresby he was willing to meet the RSL executive any time to discuss the matter.

● At the 16th annual General Assembly of the Presbyterian Church, held at Avundatari village on Malo Island, New Hebrides, in June, the Rev. Pastor Jonathan Wynbong was appointed Moderator. The Rev. H. F. Peak, of Vila, said later that the Assembly was noteworthy for the increasing part New Hebrideans were taking in the control of their church, and the point was made that the

Mission Council would soon cease to exist and the New Hebridean pastor would take on more responsibility.

● Tenders have been called for Supreme Court buildings, worth a total of £432,000, at Rabaul and Port Moresby. The Rabaul building will cost £152,000. That at Port Moresby estimated to cost £280,000, will replace a building partly damaged by fire in 1957.

● More than half a million people in P-NG are now protected from malaria, according to P-NG's malaria eradication specialist, Dr. J. J. Saave. The people live in the Milne Bay, New Guinea Highlands, Sepik and Eastern and Western Highland Districts. The protection is provided by an intensive house-spraying and distribution of materials.

● Cave explorers in New Guinea Eastern Highlands recently discovered what is probably the biggest cave found in the territory. The cave, near Kundiawa, is 250 ft. long, 150 ft. wide and about 70 ft. high. A party of 18 penetrated into a cave area for about a mile before discovering the huge cavern.

● Mr. Mohammed Ramzan, secretary of the Fiji Public Works and Allied Workers Union, has been invited by the International Labour Organisation to attend a course at Geneva. The course will last for six weeks. It is intended for trade unionists who have regular contact with the ILO.

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### *Typhoid Outbreak On Rarotonga*

All people leaving Rarotonga, Cook Islands, by air or sea in recent weeks have been receiving anti-typhoid injections because of a small outbreak of the disease on the island.

The health authorities have instituted strict measures to bring the outbreak under control, and late in July the position did not appear to be deteriorating.

However, since April there have been about 50 suspect cases, 20 of which proved positive. Two people died in April.

A bacteriologist from the Wellington Hospital flew to Rarotonga late in July to help the local authorities to detect carriers.



## FIRST ELECTIONS FOR NEW HEBRIDES ADVISORY COUNCIL

The first elections for the New Hebrides Advisory Council, the highest consultative body in the group, were held at the end of June.

Four councillors—two British and two French—were chosen by members of the New Hebrides Chamber of Commerce, Agriculture and Industry; and four New Hebrideans—one for each administrative district—were chosen by the local councils in those districts.

The successful European candidates were Messrs. G. Seagoe and K. Solway (British) and Messrs. R. Guichard and L. Leca (French). The New Hebrideans elected are: Michael Ala (Northern District), John Kalsakau (Central No. 1), Joseph d'Uripiv (Central No. 2) and Jean Marie Leyhe (Southern).

In the past, all members of the 5-member Advisory Council were nominated by the British and French Resident Commissioners.

Statistics on aircraft movements in the past five years, published in the *Bulletin d'Information* of the French Residency in the New Hebrides in July, illustrate dramatically the increasing importance of aviation in the New Hebrides.

The figures show that 2,794 flights were made in 1963, compared with 1,101 in 1962, 1,902 in 1961, 1,250 in 1960 and 888 in 1959.

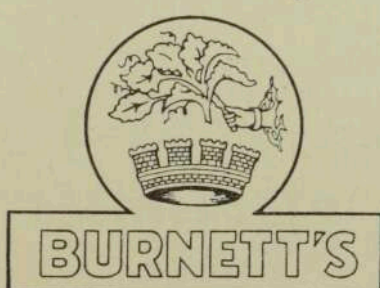
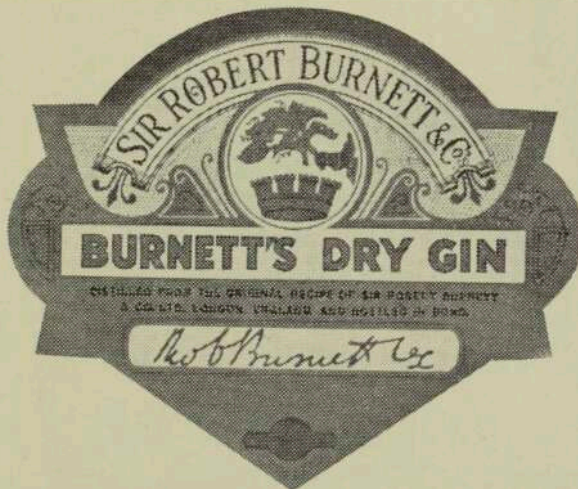
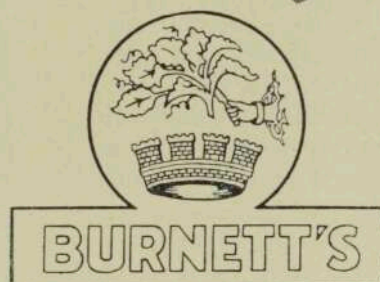
Vila's Bauerfield easily headed the list in 1963 with 1,440 aircraft movements. Next came Santo with 492 followed by Lenakel, Tanna, with 388.

Movements for other airfields in 1963 were: White Sands, Tanna, 162; Omanga, 54; Aneityum, 64; Ua, 36; Aniwa, 24; Tongoa, 26; Brym, 8; Pentecost, 26.

In 1959, only four airfields were in use in the Condominium—Vila's Bauerfield and those at Santo, Pentecost, and Norsup, Malekula.

An energetic anti-rat campaign was carried on Rarotonga since August, 1963, had yielded 85,388 dead rats about the middle of June.

Water charges were increased in Moresby on July 1 because, the assessor, Mr. A. P. J. Newman, said, existing charges were uneconomic. New rates were designed to cover the actual cost of production.



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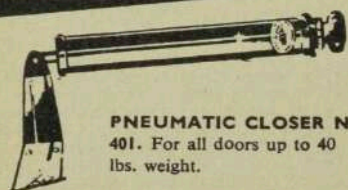
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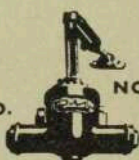
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## People

**A**USTRALIA'S High Commissioner to Malaysia, Mr. T. I. Critchley, will spend about 10 days in New Guinea from about mid-August following a vacation in Australia. Mr. Critchley told the Press recently that as head of the mission in Malaysia it was important for him to have current knowledge of Australian New Guinea.

● Pastor Andrew G. Stewart, 82-year-old missionary with 40 years of service in the Pacific, blessed the first Seventh-day Adventist aircraft for medical missionary service in New Guinea at a service at Sydney Bankstown Aerodrome on June 27.

The plane, a Cessna 180, named "Andrew Stewart" gives recognition to this missionary who worked in the New Hebrides and New Guinea at the turn of the century.

The plane, provided by Adventists in Australia, New Zealand and the US, carries the licence number V-SDA.

● Bishop E. J. Crawford, OP, of the Western Solomons, blessed the new brick cathedral of St. Peter's Gizo, BSIP, on June 18, in the presence of a large crowd, including many Roman Catholics from outstations in the area.

● The Chief Justice of Papua-New Guinea, Sir Alan Mann, left Port Moresby on July 13 for medical treatment in Brisbane. Sir Alan became ill at Tari on July 10 while on circuit.

● The newly appointed Vicar Apostolic of the Cook Islands, Mr. Rev. Henry de Cocq, received the episcopal consecration from the auxiliary Roman Catholic Bishop of Auckland, the Most Rev. R. Delargey, at St. Joseph's School, Tutakimoa, Rarotonga, on June 28.

Bishop de Cocq was born in Holland and after studying in Rome taught at the Balkenburg seminary in Holland. He then worked for two years in England as an adviser of family missions.

● Mr. A. I. N. Deoki, the senior Indian member of the Fiji Legislative Council, left the Colony early in July for the United States on a US State Department foreign leadership visit. Mr. Deoki also hopes to go to Puerto Rico and the West Indies.



● Two medical lecturers from the P-NG Public Health Department will go to Russia this year to study under WHO scholarships. The lecturers chosen are Dr. S. Reid, Lecturer in Obstetrics and Gynaecology at the Papuan Medical College, and Dr. R. Mylius, Lecturer in Public Health at the same college.

● Dr. Le Clercq, of the World Health Organisation, arrived in Vila recently to take up the post of technical adviser for the Condominium campaign against TB, due to begin in August. Dr. Le Clercq expects to be in the New Hebrides for two years.



**SEA TRAVELLERS:** Passengers in the Matson liner "Monterey" when she left Sydney for San Francisco in July included these two Islands couples. At top are Mr. and Mrs. Lionel Michel who were on their way to Noumea for a six-week holiday after having spent 2½ months in Sydney. Mr. Michel is a civil servant in the New Hebrides. Below are Captain and Mrs. Herbert Kienzle who were on their way to the US for two months' holiday. The Kienzles live at Mamba Rubber Estate, via Port Moresby, and are among the largest rubber planters in P-NG.

● The Anglican Bishop of New Guinea, the Rt. Rev. David Hand, and three other people escaped injury when a single-engine Cessna in which they were travelling crashed on the Goroka airstrip on July 15.

● Sir Robert Foster, the new High Commissioner for the Western Pacific, and Lady Foster, began their first tour of the BSIP on July 6 in the RCS *Coral Queen*. Their first stopping places were Kira Kira, Auki, Malu'u and Wagina. They returned to Honiara on July 16.

On July 29, Sir Robert was due in Vila for a week's visit to the New Hebrides.

● Mrs. Lima Kirkland has taken over from Mrs. Mary Pritchard as manageress of Pago Pago's Rain-maker Hotel.

● Thirty-five-year-old Chief Kapesu, of the Mortlock Islands, paid his first visit to Port Moresby recently at the invitation of the Assistant Administrator, Dr. J. T. Gunther. He saw his first car and had his first ride in an aeroplane.

When he returned home he took with him Australian flags and pictures of the Queen. The people were short of them, and they were very fond of the Queen and of the Australian Government, he said.

● Mr. V. O. Bennett, an Englishman, has been appointed Adult Education Officer in the P-NG Education Department. He is the first AEO appointed to the department. He will be responsible for developing an adult education programme for natives, with emphasis on teaching English.

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Max Haleck, Pago Pago, Eastern Samoa.  
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Etablissements Ballande Noumea, New Calédonie.  
Fiji Trading Co. Ltd., Suva, Fiji Islands.  
Gilbert & Ellice Islands Colony Wholesale Society, Betio, Gilbert Islands.  
R. J. A. Ingram, Rarotonga, Cook Islands.  
Société Franco Océanienne, Papeete, Tahiti.  
British Phosphate Commissioners, Christmas Islands, Nauru and Ocean Island.

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(See advertisement on page 126)





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## Pacific Commerce and Produce

### Fiji's Trade Figures Don't Balance Again—But ...

From a Suva Correspondent

When, each year about this time, Fiji releases its trade statistics, not the least interesting set of figures to be given prominence in the public mind is that showing trade balances between Fiji and some other countries.

FOR years, the figures have shown that Australia has sold more to Fiji but Britain has bought more. Since the greater part of Fiji commerce is, in fact, in the hands of Australia, this imbalance has been regarded by many people, in some peculiar way, as something rather below the belt.

The insinuation has been that Australia ought to be ashamed of itself for not balancing its trade.

The latest figures—those for 1963—are now out, and the pattern is the same, or even more so.

Australia last year lead the field by exporting goods worth £F5,775,000 to Fiji, an increase of more than £900,000 on the previous year; which gave her 28.6 per cent. of Fiji's import trade.

### Drought Cuts New Caledonia's Nickel Production

New Caledonia's nickel industry is facing a crisis because a drought has reduced the level of water in Yate dam. This, in turn, has reduced production of hydro-electric power to work the smelters.

The power output has fallen at a time when the nickel smelters should be working at full capacity because of extra orders received for nickel.

Auxiliary diesel generators are in use, but unless there is heavy rain for the remainder of the year, the power output will be so small that ferro-nickel production could drop by as much as 70 per cent by February.

Britain sold the British Colony goods worth £F4,733,000, which was virtually the same as the previous year, but the UK took the largest share of Fiji's exports—worth more than £F9,298,000.

But there has been one important addition to the latest statistics. Fiji has officially pointed out that, when releasing them, criticism of trade imbalances is not always intelligent, as circumstances vary.

#### Official Comment

Reported the Commerce and Industries Officer, Mr. R. W. Parkinson: "There is often a good deal of comment on this bilateral aspect of trade and suggestions made that some countries should buy more from us because we buy from them.

"These considerations are common enough in world trade—though whether the outcome of bilateral agreements is desirable may be debated—but with our small range of exportable commodities it is virtually impossible to attempt to strike a balance with individual countries.

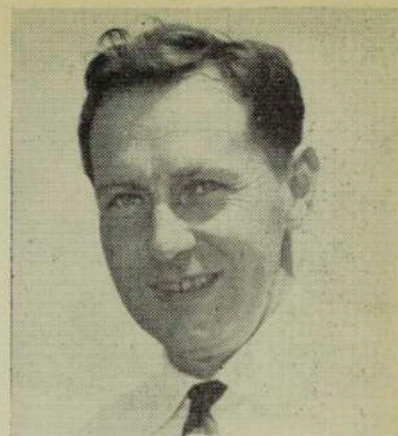
"For instance, there is little we could export to India or Indonesia, but it suits our importers to buy petroleum and textile products from these sources.

"Clearly any attempt to balance out country by country would need rigid controls and would very strictly limit our importers' ability to find the best source of supply and our exporters' opportunity to sell where they could get the best returns.

"It is unlikely that such action would be in the best interests of Fiji."

The fact is, of course, that Australia is a tropical country and produces the goods that tropical Fiji wants to export. Britain doesn't.

Australia produces her own sugar,



**NEW MANAGER:** Recently arrived in Rabaul to take over the ANZ Bank is Alan Waters who replaces Keith MacNish who is returning to Queensland after three years in Rabaul.

and Britain bought from Fiji sugar worth £8,259,274, which accounted for virtually all but £1 million of her purchases from the Colony.

Australia has her own supplies of coconut products, which is why Japan took all Fiji's copra last year and the UK took the greatest part of the coconut oil.

But Australia bought all Fiji's gold, worth more than £1,557,000.

Fiji in 1963 had favourable trading balances with: United Kingdom, £4,565,000; Canada, £3,147,000; United States, £1,899,000; Western Samoa, £457,000; West Germany, £373,000; the Netherlands, £283,000.

There were adverse balances with: Australia, £3,837,000; Japan, £1,473,000; India, £1,125,000; Indonesia, £1,042,000; New Zealand, £840,000; Hong Kong, £740,000; Singapore, £537,000.

Overall, Fiji had a favourable trade balance in 1963—the first for six years.

Total trade running at more than £42 million, £9 million higher than in 1962, left a net balance of £1,865,000.

Mr. Parkinson, a cautious man, said that the long term effect of such sudden and sweeping changes in the state of the economy would be of vital interest, but it was probably safe to say that the overall state of the economy had never been stronger than it was at the end of 1963.

The favourable position was due almost entirely to the sugar industry in which there was a far greater output than ever before, at prices close to those which ruled during the Suez crisis of 1956.





## Strike Settled At Fiji's Vatukoula

**B**OTH sides in a dispute which arose at Fiji's Emperor Gold mine at Vatukoula made an amicable settlement in July.

The dispute arose through the management of the Emperor Gold Mining Company Ltd. refusing a request of the Fijian Mineworkers' Union to dismiss a senior underground foreman for allegedly using abusive language to union members.

The refusal prompted the union to strike in June. A deadlock was reached and work was resumed only after the Governor, Sir Derek Jakeway, set up a commission of inquiry into the dispute.

Evidence was heard in public, but no report of the findings of the Commissioner, Senior Magistrate A. J. Jeddere-Fisher, has been published (and it is not now expected to be).

Copies of the report are understood to have been sent to the parties and after a visit to the mines by the Labour Commissioner, Mr. J. Amputch, in July a joint statement was released in which it was revealed that the union executive committee had made proposals for the settlement of the dispute, and that the company had accepted them. The foreman was to apologise.

About 1,500 men are enrolled in the union. The industry in Fiji supports about 5,000 to 6,000 on the field.

The dispute came at a time when a revised working agreement between the union and the company is under negotiation.

During the inquiry Mr. A. Watson, the company's general manager, told the Commissioner that the industry could not afford any loss of production or increase in costs.

Mr. Watson produced a cable from the company's chief general manager,

Mr. N. E. Nilsen, which asked him to bring to the notice of the Fiji Government and the union officials the company's great concern at strike action, because of the company's limited financial resources.

The cable added that the company's delicate economic position, with a fixed price for gold, prohibited acceptance of either an interruption of revenue or of increased expenditure.

The cable did not seem to augur well for shareholders' dividend prospects (no dividend on ordinary shares has been paid since 1956) nor a union demand for revised wage scales.

## New Company Law In Papua-New Guinea

**T**HE new Papua-New Guinea Companies Ordinance came into force on July 1. Public companies are now required to lodge with the Registrar of Companies much more detailed returns, annual balance sheets, etc., than previously.

The P-NG Secretary for Law, Mr. W. W. Watkins, said recently that the new laws could affect most companies operating in the Territory as nearly all, technically speaking, were public companies.

## BSIP Logging Projects

**T**HE Allardye Lumber Co. Ltd. hopes to start logging this month in the Allardye Harbour area at Santa Ysabel, BSIP. A second company, the Kalena Timber Co. expects to start operations in the Viru Harbour-Kalena Bay area, by the end of the year.

The BSIP Government and local landowners in the Allardye Harbour area have entered into an agreement under which the landowners will receive £4,000 as a down payment

## New Industries In Port Moresby

*A moulding factory producing timber mouldings, dowel rods and broom handles, and a sheet metal factory turning out continuous guttering, downpipe and water tanks, are two light industries recently established in Port Moresby by Steamships Trading Company Ltd.*

The moulding factory is already exporting large quantities of dowel rods and broom handles to Sydney and soon will be exporting mouldings. The factory, equipped with the latest machinery, has only one European supervisor. It cost Steamships £50,000 to establish.

The sheet metal factory is using new German machinery to produce the continuous guttering. Photos show New Guinean workers producing rods and others finishing off water tanks.

for 75,000 acres of timber land. The landowners will receive annual payments each year timber extraction takes place.

The Colonial Timber Corporation, of which the Allardye Lumber Co. Ltd. is a subsidiary, exported trial shipments of logs. The exports from that area will be mainly the *Camposperma* species.

The Government and the Kalena Timber Co. are working under a similar arrangement in the Viru Harbour-Kalena Bay area, where 68,000 acres will be worked. The terms include the payment of 10 per cent of timber royalties to former landowners in each year in which timber working takes place.

In the initial stages the exports



It will be mainly the *Calophyllum* species.

Mr. G. E. C. Mears, a director of the company, expects that 100,000 super feet of logs and 20,000 super feet of sawn lumber should be produced a day when the company is in full operation.

## Fiji Expects Record Sugar Crop

THE Fiji sugar crop for 1964 is expected to be a record 320,000 tons, the chairman of the Colonial Sugar Refining Co. Ltd., Mr. J. W. Dunlop, told the annual meeting of the company at Sydney in July. Mr. Dunlop did not say what the crop would be worth, but it should be between £15,000,000 and £16,000,000.

The 1964 return should be about £16,000,000 more than that of 1963, when it was £14,375,000, but the increased output for 1964 (21,000 tons above that of 1963) is likely to bring less per ton.

The 1963 average was just below 13, f.o.b., while for 1964, based on early July world prices, and the guaranteed return of £Stg.46/0/10 for 126,000 tons under the British Commonwealth Sugar Agreement, the average will be a little better than 17.

Mr. Dunlop told shareholders that crops had not been much affected by severe flooding in March this year. After mentioning previous expansion, including an increase in the

capacity of the mills to crush 320,000 tons of raw sugar this year, Mr. Dunlop said there would be further expansion in the next two years, when extra cane would come from existing growers, growers re-entering the industry and new growers.

The acreage under cane was expected to increase materially, and there would be large capital expenditure to raise the capacities of transport, milling and sugar storage in the next two years.

Mr. Dunlop said that Fiji (and Australia) had shown themselves, by performance, to be reliable suppliers to the U.S. If there was to be a change in quotas the CSR Co. hoped that the reliable performances would be favourably recognised for both Fiji and Australia.

### Profit Tops £7m.

CSR's consolidated net profit for the year ended March 31, was £7,395,839, an increase of £2,889,022, or 64.1 per cent. over the previous year.

The final dividend was 1/6 a share, making a total distribution of 2/6 (12½ per cent.) for the year.

The board hopes to maintain dividends at the rate of 12½ per cent.

## Trading Notes

**PLACER DEVELOPMENT PROFIT:** The estimated net profit of Placer Development Ltd. for the year ended April 30 was \$4,578,763, or \$1.75 a share, compared with a net profit of \$2,728,925 or \$1.05 a share in the previous year. For the three months to April 30 the estimated net profit was \$1,226,512.

**POPCORN EXPERIMENTS:** An experimental crop of popcorn at the Laloki Plant Introduction Station, near Port Moresby, has proved successful, according to the Department of Agriculture's Plant Introduction Officer, Mr. G. Keleny.

**DECIMALS FAVOURED:** Fiji's Decimal Currency Committee has concluded that Fiji would benefit from switching to decimal currency, but it has not reached a final conclusion on the value of the monetary unit or the date on which decimal currency should be introduced, according to an official statement on July 6. However, the committee believes it would not be practicable to decimalise before January 1, 1967.

**HIGHER PROFITS FROM COFFEE:** Kinjibi Holdings Ltd., coffee producer, made a net profit of £10,568 for the year ended December 31, 1963, while the profit of its subsidiary, Norikori Coffee Ltd. was £939. The chairman of both companies, Mr. M. W. Flack, said in his annual report that the Kinjibi profit represented an increase of 269 per cent. on the 1962 result.

## AVATIU GENERAL TRADERS

Mr. D. C. Brown of Rarotonga has irons in many fires in the Cook Islands but his interests don't extend to the Avatiu General Traders, islands merchants, of Rarotonga.

We indicated that they did, in listing businesses in the Cook Islands section of the 9th edition of the "Pacific Islands Year Book" and Mr. H. S. Pemberton, managing-director of Avatiu General Traders, is understandably wrath. We apologise.

The entry was made in good faith and came, we thought, from an unimpeachable source. Someone got their wires crossed and Mr. Pemberton would like it to be known that Mr. Brown has never, at any time, had any connection with AGV, which neither owns ships nor exports copra (like Mr. Brown), but carries on business as importers and general island merchants.

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## The Stock Market

### SYDNEY SALES PRICES

|                      | June 22 | July |
|----------------------|---------|------|
| Bali Plantations     | 6/9     | 6/   |
| Burns Philp          | 114/-   | 114  |
| Burns Philp (SS)     | 60/-    | 65   |
| Choiseul Plntn.      | 89/-    | 97   |
| C.S.R. Co.           | 87/-    | 82   |
| Dyulup Plantations   | 8/3     | 8/   |
| Fiji Industries      | 17/9    | 19/  |
| Hackshall's          | 19/-    | 19/  |
| Kerema Rubber        | 3/9     | 4/   |
| Koitaki Rubber       | 18/-    | 18/  |
| Lolorua Rubber       | 8/11    | 8/   |
| Makurapau Plntn.     | 5/1     | 6/   |
| Maribol Rubber       | 6/6     | 6/   |
| Pacific Is. Timbers  | 4/10    | 5/   |
| Palgrave             | 2/6     | 2/   |
| Plantation Holdings  | 3/6     | 3/   |
| Queensland Insurance | 94/-    | 88/  |
| Rubberlands          | 4/6     | 4/   |
| Soger Rubber         | 8/-     | 7/   |
| Stn. Pac. Insurance  | 32/-    | 31/  |
| Steamships Trading   | 15/4    | 15/  |
| W. R. Carpenter      | 39/9    | 38/  |
| Watkins Consolidated | 3/-     | 2/   |

### OIL AND MINING SHARES

|               | Dec. 4, 1958 | June 22, 1964       | July, 1964         |
|---------------|--------------|---------------------|--------------------|
| Emperor       | b9/-         | NQ                  | b4/1               |
| Loloma        | b30/-        | b17/3               | b19/9              |
| Bulolo G.D.   | b32/-        | b48/-               | b49/9              |
| N.G.G. Ltd.   | b2/3         | b3/-                | b3/-               |
| Oil Search    | b9/9         | b2/10 $\frac{1}{2}$ | b2/9 $\frac{1}{2}$ |
| Ent. of N.G.  | s11d         | b2d                 | s3d                |
| Pac. I. Mines | —            | b3/-                | b3/11              |
| Ditto Opt.    | —            | b3d                 | b1/4               |
| Papuan Apin   | b4/6         | b3/9                | b4/3               |
| Placer Dev.   | b91/-        | b335/-              | b337/              |

Sydney Stock Exchange share price dex for "Ordinaries" on July 22 375.26, on June 22, it was 369.98.

## EXCHANGE RATES

**FIJI.**—Through BANK OF NSW, A BANK and BANK OF NZ. Australia, Fiji, basis £100 Fiji: Buying, £A111/2, Selling, £A113. Fiji-London, basis £1 London: B, £110/15/-; S, £112. NZ-F basis £100 NZ: B, £111/11/9; £110/4/3.

**SAMOA.**—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. Samoa London, basis £100 London: B. £99/7/ S. £101/10/-; Samoa-NZ, basis £100 NZ B. £100; S. £100/10/-; Samoa-Fiji basis £100 Samoa: B. £111; S. £110.

**NORFOLK IS.**—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

**PAPUA-NG.**—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), AN BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF A/ASIA. Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

**FRENCH PACIFIC COLONIES.**—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. FRENCH BANK (Comptoir National D'Escompte de Paris, Sydney), in July 1964, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom. Pac. francs to £ Aust.; 247 Pac. franc to £ Stg., 96.5 Pac. francs to US \$ Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London Selling 13.711 francs to £Stg.



## Produce Prices

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons WPHC areas; 196 Pac. Frs.; \$US2.25.)

### COPRA

**APUA-NEW GUINEA:**—All production delivered to Copra Marketing Board, controlled by six members, including three growers' representatives; and the Board sets distribution and sales, and makes payments to the producers. Production is mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (plus as available). Prices generally follow with ruling rate in Philippines, with premiums for hot-air dried.

**-NG Board's Tentative Purchase prices for copra delivered main ports are:**—Air Dried, £61/10/- per ton; FMS, 60/- per ton; Smoke-Dried, 59/- per ton.

**FIJI:**—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. 13 prices were: HAD £F60/15/-, £F58/5/-.

**WESTERN SAMOA:**—Official Copra Board takes all production, sells same and makes payments to producers. It is mainly to Abels Ltd., NZ crushers, on the open market. Local price recently was £56/12/6 Samoan, first lot.

**TONGA:** Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part to open market.

**SOLOMON IS.**—All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output is to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in July was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP (Honiara, Yandina and Glzo). **ALBERT AND ELLICE:**—Production marketed in Europe through official Copra Board, at prices based on Philippines prices less freight, etc. The Copra Board advises the price at: First Grade £42/2 per ton, Second Grade £22/21 ton.

**NEW HEBRIDES:**—Price on June 24 approximately £A41/-/- (8,200 Pac. Frs.), French price at that time was francs per metric ton, c.i.f., sealed.

**COOK IS.**—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average London price for previous three months, plus handling charges. Prices for third quarter, July-Sept., 1964, is £NZ59/14/8 1st grade, £NZ58/9/8 standard grade—f.o.b., Rarotonga.

### OTHER PRODUCE

**COCA:**—Islands prices are usually based on the rates for Ghana cocoa. 1st shipment is £Stg.205/-/- per ton, f.o.b., Sydney.

**-N.G.:** Sydney buyers on July 21 reported: Quote No. 1: In store, Rabaul, 1st quality £175 per ton, or on wharf Sydney, according to quality: 1st quality No. 2: Best quality, on wharf Syd., £205, in store, N.G. ports, 1st quality (for UK, Continent and USA markets).

**SAMOA:**—Nominal prices quoted in Sydney, July 10, were: Grade 1, £175; grade 2, £160, f.o.b., Apia.

**COFFEE:**—P.-N.G.: July 21, good quality A grade, per lb, 4/- to 4/2; B grade 3/9 to 4/-; C grade, 2/9 to 3/6, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on July 14 as Kenya AA £Stg.410 (good quality), £Stg.390 (f.a.q.); A £Stg.405 (g.q.), £Stg.385 (f.a.q.); B £Stg.395 (g.q.), £Stg.375 (f.a.q.); C £Stg.370 (f.a.q.). Uganda Robusta (standard) £Stg.284. Tanganyika AA £Stg.375, A £Stg.370, B £Stg.365.

**PEANUTS.**—P.-N.G.: Sydney agents reported July 21—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/7 lb.

**RUBBER.**—P.-N.G. price is based on Singapore rate, which on July 20 was: No. 1 RSS, Spot, 66½ Straits cents per lb (23.05d Aust.).

**VANILLA BEANS.**—Victor Karp Tulk & Co., Sydney, reported June 24: White and yellow label processed, standard packs, 32/-, green label 31/3, 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 July 21 by Sydney independent shell agents were: Sound £850, D £625, E £350, EE £235 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

**TROCHUS.**—Sydney buyers on July 17 indicated the following quotations to Islands producers: No. 1.—Papua—nominally £85-£90 per ton, f.o.b., Papuan ports; N.G.—£85-£90, c.i.f., Sydney; B.S.I.—£85-£90, f.o.b., Honiara. No. 2.—Papua—£110 per ton; N.G., B.S.I.—£90 per ton.

**GREEN SNAIL SHELL.**—Sydney buyers quoted on July 17: No. 1: £300 per ton, f.o.b., Rabaul; £280 on wharf, Sydney. No. 2: £300 (best quality), on wharf, Sydney; or £305 f.o.b., Islands ports.

**CROCODILE SKINS.**—On July 17 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—26/- per in., f.o.b. P.-NG ports, small scale (salt water); large scale (fresh water) 17/1 per in. B.S.I. 26/- (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.

**ICEP Pty. Ltd.,** Sydney, are interested in offers of well prepared edible varieties.

**SHARK FINS:** Chang Sing Loong Co., Suva, offer F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

### London and US Quotations

**COPRA:** LONDON, July 17, Philippines, in bulk, \$207 US (equal to £Stg.92/15/1) per long ton c.i.f., UK/Nth. European ports. Malayan, FMS, NQ, UK/Nth. European ports. NEW YORK: July 17, Philippines, \$187.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 955 Rupees per ton, c.i.f.

**Coconut Oil:** LONDON, July 17, Ceylon, 1% in bulk, £Stg.110/10/- per ton, c.i.f., UK/North European ports. Straits, 3½%, NQ c.i.f.

**Rubber:** LONDON, July 20, c.i.f., RSS No. 1 Spot, 19½d Stg. lb, August nominal, c.i.f., 20½d Stg. lb, Oct. prompt c.i.f. 20-1/16d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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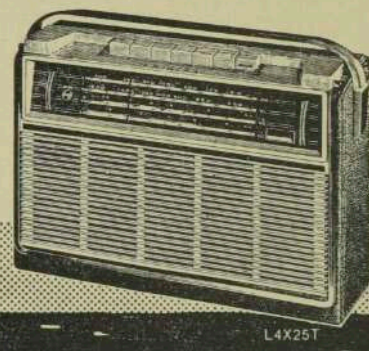
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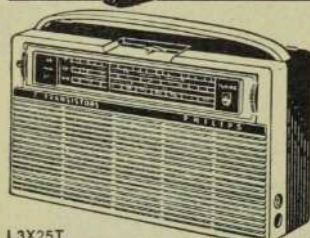




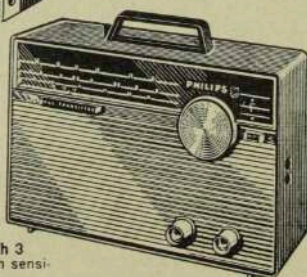
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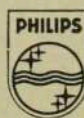


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*For Philips' Agents/Distributors, see page 119.*



## DEATHS OF ISLANDS PEOPLE

### Mr. Jean Francois Toby

former Governor of French Polynesia, Mr. Jean Francois Toby, in his home village of Saint-Jeul-Bignon, Brittany, early in 1964. He was 64.

Toby, who was living in retirement, was Governor of French Polynesia from September, 1954, to July, 1958. During this term Toby visited 109 islands of the Territory in an effort to encourage economic and social progress. It was due to his initiative that the French Government decided to build an international airport in Tahiti.

### Mrs. V. E. Dawborn

Mrs. Veronica Elaine (Vee) Dawborn, died suddenly at her home in Newberry on June 20, aged 31.

She was the wife of Lieutenant-Commander Royston M. Dawborn, who was based at Lombrum, Manus, from June, 1957, to June, 1960, as Base Intelligence Officer.

Her elder child, Elissa, 5, was in the naval hospital at Lombrum Point. They had one other child, Melanie, 3.

### Wiliame M. Wainiqolo

Wiliame Makasiale Wainiqolo, a former Roko Tui (provincial governor) of Lau, died at the CWM Hospital, Suva, on June 22. He was 65.

In 1940, after working for commercial firms, Wiliame became Buli (district head) of Lomaloma. He held government posts for several years before he became Roko Tui of Lomaloma in 1949.

Three years later he returned to Lau in a similar capacity, where he was Roko Tui of Lau till he went on pre-retirement leave in 1960.

He was a member of the Native Land Trust Board at the time of his death.

Wiliame is survived by his widow, Mrs. Tupou, and five children.

### Mr. T. Nevitt

Mr. Thomas Nevitt, a retired P-N-G miner, businessman and MLC, died at Brisbane on July 3 at the age of 66.

His funeral was attended by many well-known members of P-N-G's pre-community.

Mr. Nevitt, who was born at Manton, Queensland, went to Australia in 1910 to start rubber planting in Kanosia. In the next few years he engaged in rubber planting at Sogeri, and at Misima and sisal hemp planting at Tavai.

He was manager of rubber plantations at Kanosia from 1917 to 1923, visiting agent for KW Estates Ltd. from 1923 to 1926, and manager of the British New Guinea Development Co. Ltd. from 1926 till he retired and left the Territory in 1951.

Mr. Nevitt was a member of the Production Control Board, ANGAU, from 1943 to 1946, a member of the War Damage Commission, Papua, from 1946 to 1949 and a member of the Papua Legislative Council from 1938 to 1946.

In 1941 he married Vi Ashton, a member of the well-known Ashton family of the Territory. His widow survives him.

### Mr. W. P. F. Wight

Mr. William Payne Fredrick Wight, a former Tonga planter, died at the Auckland Public Hospital in June at the age of 72.

He had a coconut plantation in Tonga from 1920 to 1960, when he retired to live in New Zealand.

Mr. Wight is survived by seven children, William (Tonga), Mrs. Kathleen Tuki (Malaya), Mrs. Colleen Cowley (Tonga), Harry (Hawaii), Mrs. Mary Higby (United States), Charles (Auckland) and Fredrick (Auckland).

### Mrs. Amelia Barber

Mrs. Amelia Barber, a pioneer settler in the Rewa Valley, Fiji, died at Whangarei, North Auckland, NZ, on June 14 at the age of 86. Her husband, Mr. John Barber, died about six years ago.

She spent about 50 years in Fiji, most of it in different parts of the Rewa Valley.

### Mr. Fred Waqa

A tragic car accident on Nauru on June 6 caused the untimely death of Fred Waqa, at the age of 27.

Mr. Waqa was an assistant teacher at the Combined Primary School, where he was generally regarded as the leading Nauruan teacher.

He followed a successful Administration scholarship course at Wolaroi College, Orange, NSW, by becoming the first Nauruan to gain an Australian trained teacher's certificate.

He was president of the Nauruan Teachers' Federation as well as president of the Parents and Citizens Association of the Combined Primary School.

He is survived by a widow and four children.

### Mr. A. W. Small

News reached PIM in June of the death in Auckland on December 30 last year of Mr. A. W. Small, who served with the Fiji District Administration Department for 39 years from July, 1910.

Mr. Small died at St. Andrews Presbyterian Hospital at Glendowie, Auckland, after having been a patient for more than a year. He left a widow Dorothy, a son Tony, and a daughter Phyllis. A younger son David was drowned in Tonga.

### Mrs. Ada Wilson

Mrs. Ada Wilson, a pioneer of the tourist industry of Lord Howe Island, died on June 26. She was 80.

Born in Sydney, Mrs. Wilson went to Lord Howe Island in 1898 where she married Mr. G. C. Wilson in 1908.

Her husband and their eldest son, Jack, disappeared in 1936 when sailing a boat for the tourist trade from Sydney to Lord Howe.

She and her husband started the Ocean View guest house in 1913, which is now being run by her eldest surviving son, Allen.

There are five other direct survivors—four daughters and one son.

### Captain N. MacDonald

One of the fast-dwindling body of sea captains who got their masters' tickets in the days of sail, Captain Norman MacDonald, doyen of Fiji's private pilots, died in the Colonial War Memorial Hospital, Suva, on July 19 at the age of 74.

Born at Waipu, North Auckland, Mac, as he was popularly known, was one of the best known skippers in the South Pacific and had a host of stories about adventure at sea in two world wars.

Holder of his master's ticket at 26 when he was skipper of a sailing ship, he fell in love with Fiji 40 years ago during his visits to the Colony as first officer of the famous *Niagara*.

In the late twenties, Mac left the sea and became manager of a pineapple venture at Waidau on Ovalau. But the venture foundered, and in 1932 he went back to sea as a pilot.

His services were always in great demand and he was probably the only man to be harbourmaster at Fiji's three main ports, Suva, Levuka and Lautoka.

His services were particularly valued at Lautoka during the war.

Mac's funeral at Suva, the day after he died, was one of the largest for some time.

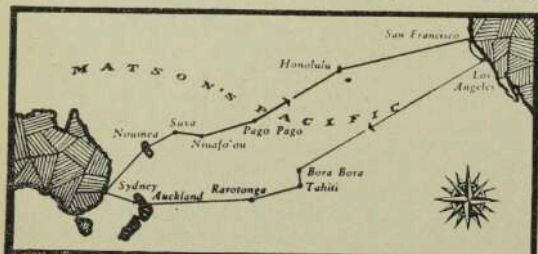




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## India Now Within Easy Reach Of S. Pacific

The inauguration of Air-India's daylight service between Sydney and Nadi early in August has put the great sub-continent of India within easy reach of travellers from all major island groups of the South Pacific.

As most of the South Pacific islands are connected by air with Nadi, travellers can now reach India from here without changing planes.

India, a land of great variety geographically and climatically, offers the visitor the opportunity to see centuries-old art and architecture side by side with modern science and technology.

Added to this is great variety in the dress and customs of the country's 50 million people.

Hindustani is the national language, but English is spoken and understood by many of the people. Almost everyone the tourist is likely to come in contact with has, at least, a smattering of English.

### Major Seasons

India has three major seasons—winter, summer and the monsoon (rainy season). The winter months (November-March) are pleasant throughout the land, with bright sunny days. In the northern plains the minimum temperature at times drops steeply and there is snowfall in the hills.

### SERVICE TO LONDON SOON VIA MOSCOW

Air-India will start a passenger service between Delhi and London, via Moscow, in October. It will be the shortest and fastest service between Delhi and London, according to Mr. B. R. Patel, vice-chairman and general manager of Air-India.

As there is a time differential of 5½ hours between India and Britain, the flight leaving Delhi at 10 a.m. will arrive at London at 4 p.m. the same day.

An agreement between Air-India and Aeroflot (the Russian airline) allows Air-India to operate two services a week on the Bombay-Delhi-London route, with traffic rights to Moscow.



In the south, Maharashtra and the Deccan, and in Eastern India, December and January are pleasantly cool, and never really cold.

The summer (April-June) is hot in most parts of the country, and it is during that season that hill resorts such as Darjeeling, Shillong, Simla, Mussoorie, Kulu and Kashmir Valleys, etc., provide cool retreats.

The south-west monsoon season usually starts about the middle of June on the west coast, and it reaches other areas later. With the exception of the south-eastern areas, India receives most of its rainfall between June and September.

The south-eastern areas receive most of their rainfall from the north-east monsoon between November and June.

### Clothing

In the north, where the evening and night temperatures drop steeply in winter, woollen clothing is necessary from the middle of November to the middle of February.

Winter in other parts of the country is mild, and tropical clothing is sufficient. For those visiting the hill resorts during this time, heavy woollens are essential.

During the summer months, only light tropical and cotton clothing is comfortable. But for the hill resorts, light woollens are best. Evening dress is optional.

### Hotels

The standard of hotels, and with it the rate for accommodation, vary throughout the country. In New Delhi, for example, there are hotels equal to the best in the world, while in Bombay the standard is only fair. Calcutta is not a good city for hotels.

"Pacific Islands Monthly" is a member of the Australian National Travel Association and the Pacific Area Travel Association.

## TRAVEL TALK

But even though some of the bigger centres might not have a generally high standard of public accommodation, there are, as a rule, two or three places which can offer comfortable, if old-fashioned, accommodation. The older hotels are rarely air-conditioned, but most of the new ones are. Rates are about £2/10/- a day upwards.

### Food Sampling

India gives travellers an excellent opportunity to sample tasty, exotic foods. India is the home of curry, but they have not kept it to themselves, except that curry served outside India rarely compares favourably with the home product. (Fiji

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## TRAVELLERS' GUIDE TO INDIA

(Continued from previous page)

is an exception for Fiji-Indians claim they can make a much better curry than Mother India citizens, even though they call them Madras, Bombay, Bengal, etc., curries).

The visitor may find the curry which the Indians themselves eat is a little too hot or spicy. Indian restaurants, aware of this, cater for their visitors' needs by offering a much milder version.

Most hotels and restaurants also offer Western-style meals. Each of the bigger centres has its own specialty.

Delhi offers roast chicken, butter made from buffalo milk; Calcutta offers excellent local sea fish, cheeses, and a limited variety of fruit in season (mangoes, papaws, limes); Bombay has the famous Bombay duck, which is a kind of dried fish, along with a variety of sea foods; and in Madras and Bangalore there are such regional dishes as pancakes with potato filling, rice cakes, and crisp spicy wafers of rice or flour.

India has a multitude of liquor

laws, which vary from State to State. Some States are completely dry, while others have partial prohibition. In the dry States, tourists may find it tough going. Hotels have "liquor rooms" where the drinking must be done.

Maharashtra, Gujerat and Madras are completely dry, and in Bihar, West Bengal, Jammu and Kashmir, there is no prohibition.

On production of a tourist introduction card, visitors can get liquor permits in Bombay from the India Tourist Office, the security inspector at the airport, the excise inspector at Mole Station, in many of the large hotels; and in Madras from the India Tourist Office.

In some places, such as Delhi, drinking in public is prohibited, but overseas visitors can buy liquor from authorised wine dealers, or order it in their hotel rooms. In almost all big cities, such as Calcutta and Delhi, certain days of the week are observed as "dry days", when the sale of liquor is prohibited.

Customs formalities in India are

### HOTEL ALTERATIONS

Cathay Hotels (Fiji) Ltd. are carrying out extensions at both the Grand Pacific Hotel, Suva, and the Cathay Hotel, Lautoka. The Grand Pacific's tapa room (dining room) is being extended, two new function rooms are being added, and work has started on a new swimming pool. Extensive repainting and renovations have been carried out at the Cathay Hotel.

not as streamlined as in Fiji—where they are streamlined indeed. Visitor to India may sometimes wonder whether the battle to get past the red tape at the airport is worth it—but it is.

Return first-class air fare Nad to Bombay is £A650/13/-; economy class is £A467/4/-. In some months there is an excursion fare for economy class travel of about £A312

### Excursion Fare

From Fiji, the excursion fare is available in January, March, July, September and November, and from Bombay on the return journey in February, April, June, August

## Be on a Winner!

Make the highlight of your Holidays this year a Melbourne Cup Cruise on M.S. "Kuala Lumpur" departing Sydney at noon on October 31; in Melbourne 9 a.m., November 2, to 6 p.m., November 7; back in Sydney, 3 p.m., November 9.

The excitement of Cup Day and the Spring Meeting at Flemington is combined with a relaxing sea voyage, making an altogether luxurious holiday.

All cabins are air-conditioned, most having their own private bathrooms.

Fares include accommodation and all meals, and range from £65-£100 for a two berth cabin, and £70-£110 for a single cabin.

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**AIRI GIRLS:** Bill Raikuna, effervescent representative of the Fiji Visitors' Bureau at Nadi International Airport, did not take long to make friends with the charming air-clad hostesses from the Air-India being when the plane reached Nadi on its proving flight from Sydney.

Photo: Rob Wright.

October and November. The excursion ticket is valid for a year, but stopovers are not allowed between Nadi and Bombay.

There is a special Sita World Travel 13-day tour of India, costing about £A237, including internal air fares, hotel accommodation, sightseeing, guide fees, etc. It does not include fare to and from India. Details are:

**Wednesday**—Arrive Bombay by Air-India and stay overnight at Taj Mahal Hotel.

**Thursday**—Morning sightseeing to Elephanta Caves; afternoon tour of the city and Hanging Gardens.

**Friday**—Bombay to Udaipur by air, and go to Lake Palace Hotel; afternoon tour to the Palace of the Maharana.

**Saturday**—Udaipur to Jaipur (the Pink City), and stay at Rambagh Palace Hotel; afternoon excursion to Amber, including an elephant ride.

**Sunday**—Morning sightseeing tour in Jaipur, and then by air to Delhi; stay at Ashoka Hotel.

**Monday**—Morning sightseeing tour of Old and New Delhi; afternoon free.

**Tuesday**—Free. All meals and accommodation at the Ashoka Hotel.

**Wednesday**—Delhi to Agra, city of the Taj Mahal, by air; afternoon visit to the Taj Mahal; stay overnight at Clark's Shiraz hotel.

**Thursday**—By air to Benares, the holy city on the banks of the River Ganges; afternoon city tour; stay at Clark's Hotel.

**Friday**—Early morning visit to the Burning Ghats, including a boat ride on River Ganges; afternoon flight to Calcutta, biggest city in India; stay at Grand Hotel.

**Saturday**—Morning sightseeing tour of city; afternoon free.

**Sunday**—By air to Madras and stay at Connemara Hotel; afternoon city tour, including the marine drive.

**Monday**—Leave India by Air-India.



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## LAKE'S TRANSAIR LODGE IS ONE TO REMEMBER

**F**OR simple, friendly yet efficient accommodation for the air traveller, the TAA-owned Transair Lodge is the place to stay in Lae, New Guinea. Lae is the terminal point for the TAA and Ansett-ANA trunk services between Australia and P-NG, and the centre for internal air operations. It will get bigger and busier.

Lae has the Hotel Cecil, at present being operated by a receiver after the owning company struck trouble, and the Transair Lodge. Steamships Trading Co. will start in the next nine months a £250,000 hotel at Lae, but it will be two years before it is in operation.

Meanwhile the Transair, with 52 beds, is available to all air travellers, and bookings can be made through mainland agencies.

But it is important to book in advance, as sometimes special tours take all the accommodation, and travellers should see to it that their travel agent makes a firm booking.

Transair started life not long after the war as a staff and travellers' lodge for Qantas, which then had the trunk-line monopoly between Australia and the Territory. It at that time filled a valuable gap in the Lae accommodation scene.

Accommodation is bungalow style, with a central dining room and

lounge, and covered walks connecting with the bungalows.

Each bungalow has a common bathroom and toilet and writing room, but there are wash basins in the rooms and efficient central fans, although no airconditioning.

Services include a night porter, shoe-cleaning, same-day laundry, free morning and afternoon tea, transport to and from the airport and of course special calls to meet aircraft.

Transair is not licensed, but the TAA Social Club, which is part of the central service block, is. Genuine air travellers have no difficulty in being signed in to the club as guests, and drinking conditions are pleasant.

The Lodge is five minutes walk to the main Lae shopping centre.

Rates are £A4.0.0. single, £7.0.0 double, including meals. If asked to share, which sometimes can happen when the Lodge is heavily booked, single is £3.10.0.



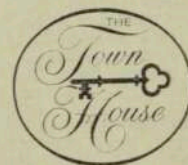
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## SHIPPING TIMETABLES

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: Aug. 6, 30 (approx.). Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

### Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Walana Sept. 28 (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 sailings from Sydney: Aug. 6, late December (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 Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Oceanien: Taiohae Aug. 14, Papeete Aug. 16-19, Vila Aug. 26-27, Noumea Aug. 28-31, arr. Sydney Sept. 3.

Tahiti: Papeete Sept. 19-22, Vila Sept. 29-30, Noumea Oct. 1-4, arr. Sydney Oct. 7.

Next outwards voyages, ex-Sydney: Caledonien: Dep. Sydney Aug. 1, Noumea Aug. 4-7, New Hebrides Aug. 8-16, Noumea Aug. 17, Papeete Aug. 23-27, Taiohae Aug. 30.

Oceanien: Dep. Sydney Sept. 6, Noumea Sept. 9-12, New Hebrides Sept. 13-21, Noumea Sept. 22, Papeete Sept. 28-Oct. 2.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: Aug. 28, Sept. 18.

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 Sept. 9-11, Wellington Sept. 14-16, Auckland Sept. 18, Tahiti Sept. 23-24, thence via Panama to Southampton, arr. Oct. 21.

Southern Cross: From Southampton (UK) via South Africa at Sydney Oct. 14-16, Wellington Oct. 19-21, Auckland Oct. 23, Fiji Oct. 26, Tahiti Oct. 30-31, thence via Panama to Southampton, arr. Nov. 25.

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).

● 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.

Next sailings: Colorado del Mar from Sydney Aug. 8, 29 (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 port.

Next Sydney sailing: Aug. 21. 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. Sailed July 31, going into dock for six to eight weeks on her return.

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrun, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Aug. 14 (approx.).

Bulolo sails about every six weeks Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt.

### Australia-NZ-Fiji-Canada-USA

|               | IBERIA              | ARCADIA     | ORSOVA   | ARCADIA    |
|---------------|---------------------|-------------|----------|------------|
| SYDNEY        | depart Aug. 24      | Sept. 14    | Nov. 16  | Jan. 2     |
| AUCKLAND      | arr/dep thence      | Sept. 17    | Nov. 19  | Jan. 5     |
| SUVA          | arr/dep Manila†     | Sept. 20*   | Nov. 22  | Jan. 8     |
| HONOLULU      | arr/dep Sept. 16    | Sept. 26    | Nov. 27  | Jan. 13    |
| VANCOUVER     | arr/dep Sept. 22    | Oct. 1-2    | Dec. 2-3 | Jan. 18-19 |
| SAN FRANCISCO | arr/dep Sept. 24-25 | Oct. 4-5    | Dec. 5-7 | Jan. 21-22 |
| LOS ANGELES   | arr/dep Sept. 26    | Oct. 6      | Dec. 8   | Jan. 23    |
| HONOLULU      | arr/dep Oct. 1      | thence via  | Dec. 13  | Jan. 28    |
| SUVA          | arr/dep ††          | West Indies | Dec. 20  | Feb. 4     |
| AUCKLAND      | arr/dep             | to UK       | Dec. 23  | Feb. 7     |
| SYDNEY        | arrive Oct. 28      |             | Dec. 26  | Feb. 10    |

\* 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 July 12     | Aug. 6      | Aug. 30     | Sept. 20        |
| LOS ANGELES   | arr/dep July 13    | Aug. 7      | Aug. 31     | Sept. 21        |
| BORA BORA     | arr/dep July 21    | Aug. 15     | Sept. 8     | Sept. 29        |
| PAPEETE       | arr/dep July 22-24 | Aug. 16-18  | Sept. 9-11  | Sept. 30-Oct. 2 |
| RAROTONGA     | arr/dep July 25    | Aug. 19     | Sept. 12    | Oct. 3          |
| AUCKLAND      | arr/dep July 30-31 | Aug. 24-25  | Sept. 17-18 | Oct. 8-9        |
| SYDNEY        | arr/dep Aug. 3-6   | Aug. 28-31  | Sept. 21-24 | Oct. 12-15      |
| NOUMEA        | arr/dep Aug. 9     | Sept. 3     | Sept. 27    | Oct. 18         |
| SUVA          | arr/dep Aug. 11    | Sept. 5     | Sept. 29    | Oct. 20         |
| NIUAFOOU      | arr/dep Aug. 12    | Sept. 6     | Sept. 30    | Oct. 21         |
| PAGO PAGO     | arr/dep Aug. 12    | Sept. 6     | Sept. 30    | Oct. 21         |
| HONOLULU      | arr/dep Aug. 17-18 | Sept. 11-12 | Oct. 3-6    | Oct. 26-27      |
| SAN FRANCISCO | arrive Aug. 23     | Sept. 17    | Oct. 11     | Nov. 1          |

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)



Moresby, Brisbane, Sydney. Next Sydney sailing: Sept. 11 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Moresby, Sydney. Next Sydney sailing: Sept. 11 (approx.).

Raesian sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Rabaul, Madang, Lae. Next Sydney sailing: Sept. (approx.).

Details from Burns, Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

Boochow and Shansi leave Sydney about every four weeks for Brisbane, Pt. Moresby, Samarai, Sydney.

Next Sydney sailings: Shansi Aug. 3; Boochow Aug. 17.

Details from New Guinea Australia Line (Pire and Yuill Pty., Ltd., agents), 8 Bridge Street, Sydney (BU 4701).

Metholm: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Aug. 25 (approx.).

Letta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Aug. 26 (approx.).

Details from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

Austasia Line's vessel Makati runs between Australian ports (turn round at Melbourne) and Papua-New Guinea.

Makati: Dep. Melbourne Aug. 24, Sydney Sept. 1, Brisbane Sept. 4, Pt. Moresby Sept. 8, Lae Sept. 12, Madang Sept. 13, Rabaul Sept. 16.

Details from Blue Star Line (Aust.) Pty., 17-19 Bridge St., Sydney (BU 1271).

### Sydney - P-NG - Far East

Australia-West Pacific Line's Motorships maintain services between Australia and Hong Kong via Islands ports. Southbound vessels call at: NG, BSI (arterly), New Hebrides (irregularly), and Australian ports. Northbound vessels in Sydney call regularly at NG ports.

Amos: From Hong Kong and Manila, Rabaul Aug. 7-8, Madang Aug. 9-10, Lae Aug. 11-12, Brisbane Aug. 16-18, Sydney Aug. 20-24, thence Adelaide and Melbourne.

Benos: From Adelaide and Melbourne, Sydney Aug. 28, arr. Brisbane Aug. 31, Rabaul Sept. 4-6, Lae Sept. 7-8, Madang Sept. 9-10, thence Hong Kong and Manila.

Details from Wilh. Wilhelmsen Agency, Bridge St., Sydney (BU 6301).

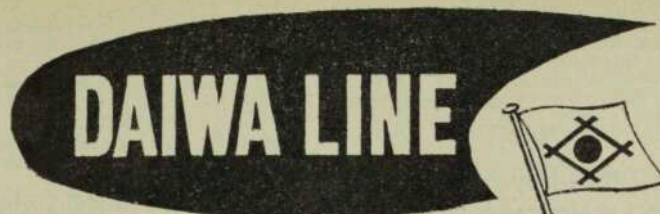
China Navigation Co. Ltd. vessels sailing and Anshun call at Rabaul, on their way north from Sydney to Hong Kong. Next vessel:

Linking: Dep. Sydney Aug. 24, for Brisbane Aug. 26-28, Rabaul Sept. 1-2, thence Manila and Hong Kong.

Details from Swire and Yuill Pty. Ltd., 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.

Francis Drake: Dep. Sydney Aug. 10, Brisbane Aug. 14-15, Manila Aug. 26-28, Hong Kong Aug. 29-Sept. 1, Japan



DIRECT SERVICE

## JAPAN / SOUTH PACIFIC

M.V. "TAHITI MARU" Voy. No. 1

(D/W 9,053 Tons)

Dep. YOKOHAMA, JAPAN, August 11.

GUAM August 17.

APIA August 29-30.

PAGO PAGO August 31.

\*NUKUALOFA Sept. 2.

SUVA Sept. 4-5.

LABASA Sept. 6-7.

LAUTOKA Sept. 8-9.

NOUMEA Sept. 12.

VILA Sept. 14.

SANTO Sept. 15.

HONIARA Sept. 18.

\* Subject to inducement.

Heavy lift and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

## 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.



Sept. 7-14, Guam Sept. 18-19, Rabaul Sept. 23-24, arr. Sydney Sept. 30.

George Anson: Dep. Sydney Sept. 12, arr. Brisbane Sept. 14-15, Manila Sept. 26-27, Hong Kong Sept. 29-Oct. 1, Japan Oct. 7-15, Guam Oct. 19-20, Rabaul Oct. 24-25, Sydney Oct. 31.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

### 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.

Wonosobo (RL): From Continent and London, arr. Papeete Aug. 17, Noumea Aug. 26, Tarawa Sept. 2, Honiara Sept. 5, Pt. Moresby Sept. 8, Rabaul Sept. 11, Lae Sept. 13, Madang Sept. 15, Alexis-hafen Sept. 16, Wewak Sept. 17, Sukarnopura Sept. 18, Biak, Manokwari, Sorong.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

### Europe-Tahiti-New Hebrides- New Caledonia-Australia

Messageries Maritimes cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Velay Aug. 14 (Noumea Aug. 20); Ventoux Aug. 24 (Noumea Aug. 30).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Euphrate (Papeete Aug. 11, Vila Aug. 23, Santo Aug. 25, Noumea Aug. 27, Australia Sept. 4).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

### Far East-Fiji-NZ-Sydney

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Roggeveen) calling periodically at Suva and/or Lautoka.

Roggeveen calls at Lautoka Aug. 17, Suva Aug. 20; Van Cloon at Lautoka Oct. 9, Suva Oct. 12; Van Noort at Lautoka Nov. 1, Suva Nov. 3.

Details from Royal InterOcean Lines, 261 George St., Sydney (2-0573).

### Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia, usually return to Japan direct.

Herbjorn: From Japan and Hong Kong due Wewak Aug. 23, Madang Aug. 25, Lae Aug. 29, Rabaul Sept. 2, Pt. Moresby Sept. 10, Suva/Lautoka Sept. 15, Noumea Sept. 22, retiring from this service when she reaches Japan, Oct. 19.

Chungking: From Japan and Hong Kong due Kavieng Sept. 10, Rabaul Sept. 18, Madang Sept. 22, Lae Sept. 25, Moresby Sept. 29, Santo Oct. 3, Vila 6, Suva/Lautoka Oct. 9, Noumea Oct. 12, thence to Japan, arr. Nov. 4.

Details from China Navigation Co., (Swire and Yuii Pty., Ltd., agents Spring St., Sydney (BU 4701).

### Japan-Samoa-Tonga-Fiji- N. Cal.-N. Heb.-BSI

The Daiwa Navigation Co. Ltd. run regular service from Japan, calling Guam, Sukarnopura (opt.), Apia, Pago, Nukualofa (opt.), Suva, Levu Lautoka, Noumea, Vila, Santo, Honiara thence returning to Japan.

Current voyage: Tahiti Maru dep. Japan Aug. 10.

### New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) maintains approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and other Cook Islands when cargo warrants. Details from NZ Department of Internal 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, N. Samoa, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Sept. 1, 29.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa.

## The Pacific's Most Modern Cargo Fleet...

23

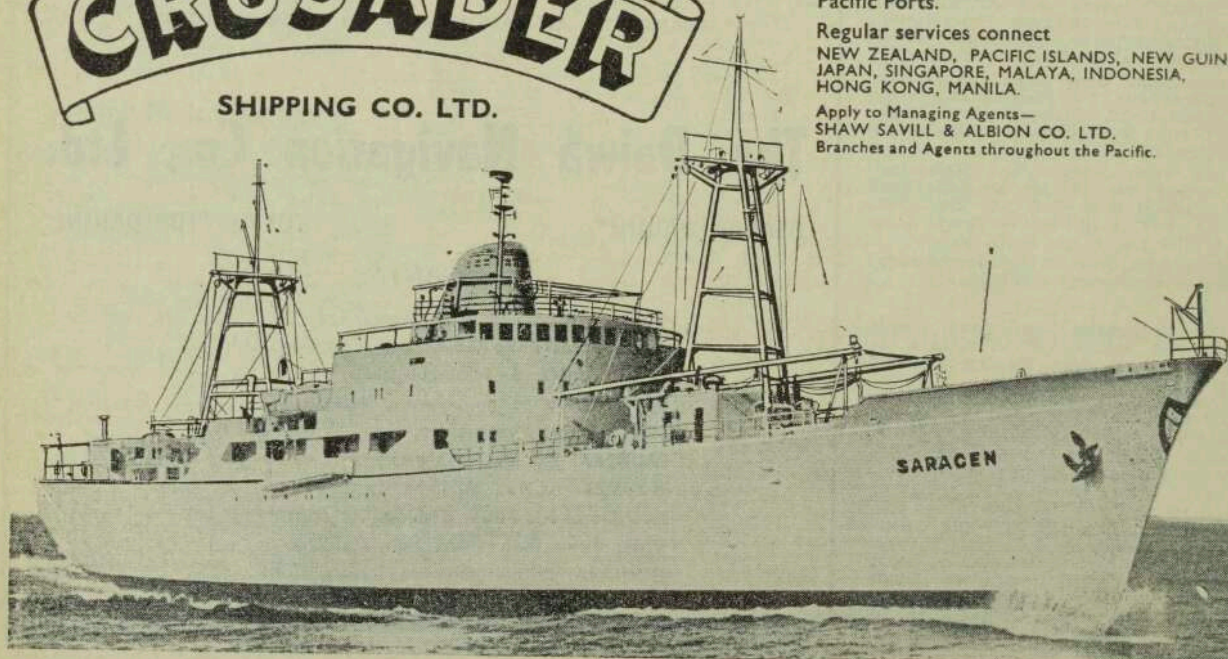
# CRUSADER

SHIPPING CO. LTD.

Consign refrigerated and general cargo by Crusader, for fast, efficient delivery to leading Pacific Ports.

Regular services connect  
NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAYA, INDONESIA, HONG KONG, MANILA.

Apply to Managing Agents—  
SHAW SAVILL & ALBION CO. LTD.  
Branches and Agents throughout the Pacific.





Suva, and return to Auckland. Auckland sailings: Aug. 18, Sept. 15. Calls from Union Steam Ship Co. Z, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

## Z-New Caledonia - P-NG-Far East

Adasader Shipping Co.'s cargo vessels, sailing between NZ and the Far East, at New Caledonia and Papua, and, in instances, Guam. Next voyages: rt Montreal: Dep. Auckland Aug. 21, Guam Aug. 30, thence to Japan. usader: Dep. Auckland Aug. 28, for nea Aug. 31, Pt. Moresby Sept. 4, ce Singapore, Pt. Swettenham, Manila Hong Kong.

tails from Shaw, Savill Line, agents, Queen St., Auckland. (Tel.: 30-310).

## New Zealand-Tahiti

w Zealand Shipping Co. Ltd. vessels, ating between NZ and UK, via ima, make a call every two months ahiti, northbound and southbound.

ext northbound voyage: Rangitoto, Wellington Aug. 22, due Papeete 28.

ext southbound voyage: Rangitane London, due Papeete Sept. 1.

tails from NZ Shipping Co. Ltd., omhouse Quay, Wellington, NZ.

## Tonga-Fiji-Samoa

onga Shipping Agency operates a o and passenger service between ualofa and Fiji (Suva, Lautoka, gton, Rotuma) with MV Aoni. Calls also made as required at Apia (V. oa) and Pago Pago (Am. Samoa). round in Suva is usually two days. the Agents there are W. R. Carpenter ) Ltd.

## UK-Panama-Samoa-Fiji

he Fiji Direct Service is maintained Conference vessels, sailing at regular ightly intervals out of London, via ama, for Apia, Suva and Lautoka, hell, Gwyn and Co., Ltd., act as Load-Brokers in London.

ext sailings: ex-London: Aug. 13, t. 10.

## UK-Papua-NG-BSI

ank Line operates a direct service from ope to P-NG and BSI, vessels going to Australia for cargo-loading and urning to UK via Suez. Next vessels: inebank: From Continent and London, Pt. Moresby Aug. 21, Samarai Aug. 24, Aug. 25, Madang Aug. 28, Wewak t. 30, Rabaul Sept. 1, Honiara Sept. 5. overbank: From Continent and don, arr. Pt. Moresby Sept. 28, arai Sept. 30, Lae Oct. 2, Madang t. 6, Wewak Oct. 8, Kavieng Oct. 11, aul Oct. 12, Honiara Oct. 14.

etails from Bank Line (A/asia.) Pty. ., 269 George St., Sydney (BU 2041).

## USA-Tahiti-Am. Samoa-Fiji-Australia

atson-Oceanic Line operates a five-eks passenger-cargo service from Los geles with the Sonoma, Sierra and

- PIM's shipping and airways timetables are correct to time of publication.

Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura Aug. 10 (approx.); Sonoma Sept. 17 (approx.); Sierra Oct. 11 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

## USA-Tahiti-Australia

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Isle Sept. 15; Pioneer Glen Nov. 11.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

## USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: Dep. San Francisco Aug. 7, Los Angeles Aug. 11, arr. Papeete Aug. 22-24, Pago Pago Aug. 28-30, Apia Aug. 31-Sept. 1, Suva Sept. 4-5, Lautoka Sept. 6-7, Noumea Sept. 9-10, Apia (open), Pago Pago Sept. 14-15, due Los Angeles Sept. 29, San Francisco Oct. 1.

Thor I: Dep. San Francisco Sept. 16, Los Angeles Sept. 19, arr. Papeete Sept. 29-Oct. 1, Pago Pago Oct. 5-8, Apia Oct. 9-10, Suva Oct. 13-14, Noumea Oct. 16-18, Pago Pago Oct. 30-31, due Los Angeles Nov. 13, San Francisco Nov. 15.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

## AIRWAYS TIMETABLES

### 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 (Aug. 14, 28, Sept. 11, 25, Oct. 9, 23, etc.).

##### SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 3.25 a.m., Wed., Fri., Sun., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.). Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.25 a.m., Thurs., Sat., Tues., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.). Sat.: San Francisco (service begins from

## 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.



Vancouver alternate Sats. (Aug. 15, 29, Sept. 12, 26, Oct. 10, 25, etc.) Honolulu, Nadi (arr. 6.55 p.m., Sun., 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 DC8 Jet)

##### NORTHBOUND

Alt. Sat. (Aug. 8, 22, Sept. 5, 19, Oct. 3, 17, 31, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

##### SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).

Alt. Tues. (Aug. 11, 25, Sept. 8, 22, Oct. 6, 20, 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. Mon.).

##### 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**  
Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.40 a.m.  
Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

#### Christchurch-Melbourne

**QANTAS-TEAL, with Electra Mk. II's**  
Thurs.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.m.  
Sat.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.  
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.

Sun., Mon., Wed., Thurs.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m.

\*Tues., Wed., Fri., Sat.: Dep. Sydney 12.30 a.m., arr. Auckland 6.15 a.m.

†Sun., Wed.: Dep. Sydney 4.30 p.m., arr. Auckland 10.15 p.m.

\* Does not operate on Aug. 4, 7, 11, 12, 15, 19, 22, 26, 29.

† Does not operate on Aug. 2, 5, 9.

**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**

Tues., Thurs., Fri., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.

Tues., Wed., Thurs., Fri., Sun.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

### Sydney-Wellington

**QANTAS-TEAL, with Electra Mk. II's**

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m.

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

Sat.: Dep. Sydney 11.30 a.m., arr. Wellington 6.25 a.m. (commences Aug. 15).

Sat.: Dep. Wellington 8 a.m., arr. Sydney 10.20 a.m. (commences Aug. 15).

### 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-Fiji

**Air-India with Boeing 707**

Tues.: Dep. Sydney 1.30 p.m., arr. Nadi 7.05 p.m.

Wed.: Dep. Nadi 8.40 a.m., arr. Sydney 9.45 a.m.

#### Sydney-Lord Howe Is.

**Airlines of N.S.W. (Sandringham Flying-boats).**

Return flight from Rose Bay base every Tues. and Sat. Departure time from Sydney is dependent on time of high tide at Lord Howe Is.

#### Sydney-New Caledonia

**QANTAS-UTA with Electra**

Thurs.: Dep. Sydney 10.10 a.m. for Noumea (arr. 2.40 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. Norfolk Is. 11.30 a.m. Flight extends NI-Auckland (See "Inter-Territory Services").  
Sun.: Dep. NI 2.45 p.m., Sydney arr. 4 p.m.

### Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett-Australia operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Fridays, Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

##### NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 9 p.m., arr. Brisbane 11.50 p.m., dep. Brisbane 12.40 a.m. next day, arr. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

Fri.: Dep. Sydney 9.30 p.m., arr. Brisbane 11.35 p.m., dep. Brisbane 12.25 p.m. Sat., arr. Pt. Moresby a.m., dep. Pt. Moresby 6.45 a.m., arr. Lae 7.45 a.m.

Ansett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 9.45 p.m., arr. Brisbane 11.45 p.m., dep. Brisbane 12.40 a.m. next day, arr. Pt. Moresby 6.10 a.m., dep. Pt. Moresby 7 a.m., arr. Lae 8 a.m.

##### SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sat. Sun., 9.15 a.m., arr. Pt. Moresby 10.15 a.m., dep. Pt. Moresby 11 a.m., arr. Brisbane 4.10 p.m., dep. Brisbane 4.10 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

**TAA, with Fokker Friendship Prop-Jets**

Alt. Mon.: Dep. Townsville 1.50 p.m., arr. Cairns 2.45 p.m., dep. 3.50 p.m., arr. Pt. Moresby 6.10 p.m. (Aug. 17, 31, Sept. 14, 28, Oct. 12, 26, etc.).  
Alt. Wed.: Dep. Lae 12.30 p.m., arr. Moresby 1.30 p.m., dep. 2.15 p.m., arr. Cairns 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, etc.).

**CAIRNS-PT. MORESBY-CAIRNS**

Ansett, with Fokker Friendship Prop-Jets  
Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Aug. 8, 22, Sept. 5, 19, Oct. 3, 17, 31, etc.).  
Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Aug. 9, 23, Sept. 6, 20, Oct. 4, 18, etc.).

### INTER-TERRITORY SERVICES

#### Fiji-Am. Samoa

**PAA, 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.

Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m. Mon. Dep. Nadi 2 a.m., cross International Dateline, arr. Pago Pago Sun. 5.45 a.m.  
Dep. Pago Pago 10 a.m., cross International Dateline, arr. Nadi Mon. 11.40 a.m. Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

**Fiji-Gilbert & Ellice Islands**

Fiji Airways Ltd., with Heron Aircraft  
Mon. (Aug. 17, 31, Sept. 14, 28, Oct. 12, 26, etc.): Dep. Suva 7.45 a.m., arr. Nadi 8.25 a.m., dep. 9.10 a.m., Funafuti arr. 1.05 p.m. Next day (alt. Tues.) dep. Funafuti 7 a.m., Tarawa arr. 11.40 a.m.

Wed. (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, etc.): Dep. Tarawa 7 a.m., Funafuti arr. 11.40 a.m., dep. 12.40 p.m., Nadi arr. 4.35 p.m., dep. 5.20 p.m., Suva arr. 6.05 p.m.

**Fiji-New Hebrides-BSI**

Fiji Airways, Ltd., with Heron Aircraft  
Thurs.: 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.  
Sat.: 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

Thurs.: Dep. Nadi 6.45 a.m. for Auckland, arr. 11.30 a.m.  
Thurs.: Dep. Auckland 6.30 p.m. for Nadi, arr. 11.10 p.m.

TEAL, with Electra Mk. II's.

Fly: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.  
es., Thurs., Sat.: Dep. Nadi 5.45 a.m., arr. Auckland 9.35 a.m.  
d., Fri.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.  
n.: Dep. Nadi 12.30 p.m., arr. Auckland 4.20 p.m.

Tues., Wed., flights ex-Auckland and Nadi are operated by Qantas under charter to TEAL.

**Fiji-Tonga**

Fiji Airways, Ltd., with Heron Aircraft  
t., alt. Thurs. (Aug. 20, Sept. 3, 17, Oct. 1, 15, 29, etc.): 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 Cade, Suva.

**Fiji-Western Samoa**

Fiji Airways, Ltd., with Heron Aircraft  
t. Thurs. (Aug. 13, 27, Sept. 10, 24, Oct. 8, 22, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Aug. 12, 26, Sept. 9, 23, Oct. 7, 21, etc.).  
t. Thurs. (Aug. 13, 27, Sept. 10, 24, Oct. 8, 22, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (Aug. 14, 28, Sept. 11, 25, Oct. 9, 23, etc.).

**New Caledonia-Fiji-Tahiti-Fiji-New Caledonia**

UTA-Air France with DC8 Jet

Wed.: Dep. Noumea 8.50 a.m. for Nadi, arr. 11.35 a.m., dep. 2 a.m. Thurs. for Papeete (cross International Dateline) arr. 8.05 a.m. Wed.

Sun.: Dep. Papeete 6.30 a.m. for Nadi (cross Dateline) arr. Mon. 9.15 a.m. Dep. Mon. 10.15 a.m., arr. Noumea 11.20 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 Comet 4 Jet

Fri.: Dep. Noumea 1 p.m. for Auckland, arr. 4.25 p.m.

Fri.: Dep. Auckland 10 a.m. for Noumea, arr. 12 p.m.

**New Caledonia-Wallis Island**

UTA, with DC4 Aircraft

Monthly service (second Wednesday)

Wed. (Aug. 12, Sept. 9, Oct. 14, etc.): Dep. Noumea 8 a.m. for Wallis Is., arr. 3.30 p.m.

Fri. (Aug. 14, Sept. 11, Oct. 16, etc.): Dep. Wallis Is. 8 a.m. for Noumea, arr. 1.30 p.m.

**Norfolk Is.-New Zealand**

TEAL, by Qantas Skymaster (Charter)

Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

Sat., Aug. 8, 22: Dep. NI 2.15 p.m., arr. Auckland 6 p.m. Dep. Auckland 10 a.m., arr. NI 1 p.m.

**P-NG-Solomons**

TAA, with Fokker Prop-Jet and DC3.

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Aug. 10, 24, Sept. 7, 21, Oct. 5, 19, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Aug. 12, 26, Sept. 9, 23, Oct. 7, 28, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Aug. 18, Sept. 1, 15, 29, Oct. 13, 27, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, etc.).

**P-NG - West NG**

TAA, with DC3 Aircraft

Alt. Tues. (Aug. 18, Sept. 1, 15, 29, Oct. 13, 27, etc.): Dep. Lae 10 a.m., for Madang, Wewak, Sukarnopura, arr. 2.35 p.m.

Alt. Wed. (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, etc.): Dep. Sukarnopura 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3).

Alt. Tues. (Aug. 11, 25, Sept. 8, 22, Oct. 6, 20, etc.): Dep. Biak 6.15 p.m., Sukarnopura, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.

Alt. Wed. (Aug. 12, 26, Sept. 9, 23, Oct. 7, 21, etc.): Dep. Lae 9.15 a.m., Sukarnopura, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

**Tahiti-(Hawaii)-USA**

UTA, with DC8 Jet Aircraft

Wed.: Dep. Papeete 6 p.m. for Honolulu, arr. 11.35 p.m. Dep. Honolulu 12.20 a.m. Thurs. for Los Angeles, arr. 8.35 a.m. Dep. Los Angeles 12.30 p.m. Thurs., arr. Papeete 6 p.m.  
Fri.: Dep. Papeete 8.30 a.m. for Los Angeles, arr. 7.25 p.m. Dep. Los Angeles 1 a.m. Sat., arr. Papeete 6.30 a.m.

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## Tahiti-USA

**Pan American Airways, with Intercontinental Jet Clippers**  
 Mon.: Dep. Los Angeles 9 a.m., dep. Honolulu 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 p.m., arr. Los Angeles 7.45 a.m., arr. San Francisco 9.45 a.m.

## W. Samoa-Am. Samoa

**Polynesian Airlines Ltd., with DC3 Aircraft**  
 Between Western Samoa and American Samoa—flight time: 45 minutes.  
 Dep. Faleolo (W. Samoa): Sun. 5 a.m., 7.45 a.m., 3.30 p.m.; Tues., Thurs., Sat. 3.30 p.m.  
 Dep. Pago Pago (American Samoa): Sun., 6.30 a.m., 9 a.m.; Mon. 9 a.m., Tues. 3.15 p.m.; Thurs., Sat. 4.45 p.m.

## W. Samoa-Cook Islands

**Polynesian Airlines Ltd., with DC3**  
 Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).  
 Dep. Faleolo 8 a.m. each Friday, arr. Aitutaki 2 p.m., dep. 2.30 p.m., arr. Rarotonga 3.35 p.m.  
 Dep. Rarotonga 8 a.m. every Sat., arr. Aitutaki 9.05 a.m., dep. Aitutaki 9.40 a.m., arr. Faleolo 2.10 p.m.

## W. Samoa-Fiji

**Polynesian Airlines Ltd., with DC3**  
 Alt. Wed. (Aug. 19, Sept. 2, 16, 30, etc.): Dep. Faleolo 10 a.m., arr. Nadi next day 2.04 p.m.  
 Alt. Fri. (Aug. 7, 21, Sept. 4, 18, etc.): Dep. Nadi 2.45 a.m., arr. Faleolo alt. Thurs. (Aug. 6, 20, Sept. 5, 19, etc.). 8.25 a.m.  
 International dateline crossed between Faleolo and Nadi.  
 Agents: Polynesian Booking Office Terminal, Air-Centre Buildings, Beach St., Apia; R. E. Pritchard, Pago Pago; Qantas Empire Airways Ltd., Nadi Airport.

## INTERNAL SERVICES

### Fiji

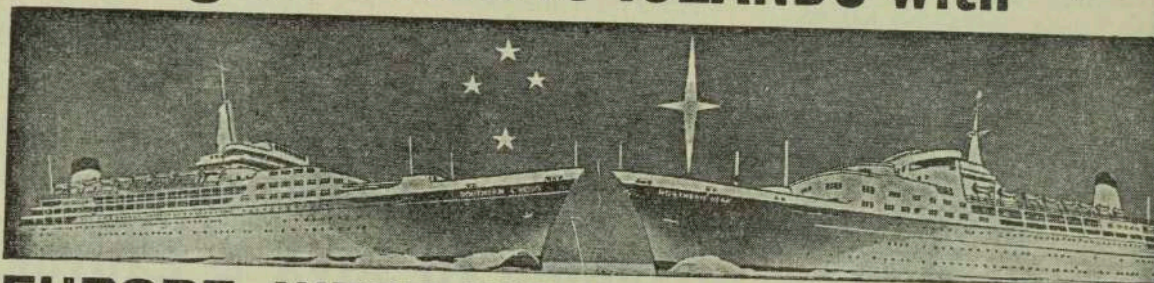
**Fiji Airways, Ltd., with Heron and Drover Aircraft**  
 Suva-Nadi-Suva: Two flights daily: Dep. Suva 7.30 a.m., arr. Nadi 8.15 a.m., dep. Nadi 9 a.m., arr. Suva 9.50 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.—all Heron flights.  
 Suva-Nadi: Dep. Suva Mon., Wed., Fri. and alt. Thurs. 4 p.m., arr. Nadi 4.50 p.m. (July 9, 23, Aug. 6, 20, etc.).  
 Nadi-Suva: Dep. Nadi Tues., Thurs., Sat. and alt. Fri. 6.15 a.m., arr. Suva 7.05 p.m. (Aug. 7, 21, Sept. 4, 18, etc.).  
 Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri., Sat. and Sun.

Suva-Labasa-Savusavu-Labasa-Suva: 11 a.m. Tues.  
 Suva-Savusavu-Matel-Suva: Dep. 11 Mon.  
 Suva-Ura-Savusavu-Suva: Dep. 7.20 Wed.  
 Suva - Savusavu - Labasa - Savusavu: Dep. 11 a.m. Thurs., Sat., Sun.  
 Suva-Ura-Suva: Dep. 7.20 a.m., Sun.  
 Suva-Labasa-Matel-Labasa-Suva: Dep. a.m. Mon.  
 Suva-Matel-Labasa-Matel-Suva: Dep. a.m. Fri.  
 Suva-Savusavu-Suva: Dep. 11 a.m., V Details from Fiji Airways, Ltd., Vio Arcade, Suva.

## French Polynesia

**RAI, with DC4 Aircraft**  
 Services to the Leeward Group (Sous le Vent), Society Islands.  
 Mon., Wed., Thurs., Sat.: Dep. Papeete a.m. Raiatea, arr. 8.55 a.m., dep. a.m., Bora Bora, arr. 9.35 a.m.  
 Tues.: Dep. Papeete 7 a.m., Huahine, 7.50 a.m., dep. 8.10 a.m., Raiatea, 8.30 a.m., dep. 8.50 a.m., Bora B arr. 9.10 a.m.  
 Fri.: Dep. Papeete 7 a.m., Raiatea, 8 a.m., dep. 8.20 a.m., Bora Bora, 8.40 a.m.  
 Mon., Wed., Sat.: Dep. Bora Bora 4 p Raiatea, arr. 4.20 p.m., dep. 4.40 p Papeete, arr. 5.30 p.m.  
 Tues.: Dep. Bora Bora 9.30 a.m., Tikeh arr. 11.20 a.m., dep. 3.15 p.m., Pape arr. 4.30 p.m.

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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.

Dep. Bora Bora 9 a.m., Tikehau, arr. 10.50 a.m., dep. 2.10 p.m., Rangiroa, arr. 2.35 p.m., dep. 3.5 p.m., Papeete, arr. 4.30 p.m.  
 Dep. Bora Bora 5 p.m., Papeete, arr. 6.10 p.m.  
 Details from RAI, Qual Bir Hakelm, etc., or any UTA office.

## New Caledonia

NSPAC, with Heron and/or Dragon and/or Aztec

nea-Mare: Tues. dep. Noumea 2.30 a.m. for Mare, Noumea, arr. 4.30 p.m. Fri. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m.  
 nea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Mon. dep. Noumea 8.15 a.m. for Lifou, Noumea, arr. 10.15 a.m.  
 nea-Isle of Pines: Mon., Wed., Fri. dep. Noumea 10.45 a.m. for Isle of Pines, Noumea, arr. 12 noon. Sun. dep. Noumea 8 a.m. for Isle of Pines, Noumea, arr. 5 p.m.  
 nea-Ouvea: Tues. dep. Noumea 10.45 a.m., Noumea, arr. 2 p.m. Sat. dep. Noumea 8 a.m., Noumea, arr. 10 a.m.  
 nea-Houailou-Poindimie: Tues., Wed., Fri. dep. Noumea 9 a.m. for Houailou and Poindimie, Noumea, arr. 10.50 a.m. Sat. dep. Noumea 1.30 p.m. for Houailou and Poindimie, Noumea, arr. 1.20 p.m. Sun. dep. Noumea 3 p.m. for Houailou and Poindimie, Noumea, arr. 4.50 p.m.  
 nea-Kone-Koumac: Mon. dep. Noumea 7.45 a.m. for Kone and Koumac, Noumea, arr. 10.15 a.m. Fri. dep. Noumea for Kone and Koumac, Noumea, arr. 4.30 p.m. Wed. dep. Noumea 2 p.m. for Kone only, Noumea, arr. 3.40 p.m.

## New Hebrides

New Hebrides Airways, with Drovier.

a., Fri.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.15 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aniwa or Erromanga before the scheduled departure for Vila).

ss.: Dep. Vila 8.30 a.m. for Tongoa, arr. 9.05 a.m., dep. 10 a.m., Vila, arr. 10.35 a.m. (with extension to Pentecost and Santo on demand).

Details from New Hebrides Airways, a.

## Papua-New Guinea

Operated by TAA

T. MORESBY-LAE (Fokker Prop-Jet)  
 Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Aug. 18, Sept. 1, 15, 29, Oct. 13, 27, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Aug. 18, Sept. 1, 15, 29, Oct. 13, 27, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, 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. (Aug. 7, 21, Sept. 4, 18, Oct. 2, 16, 30, etc.).

### PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 8 a.m. for Daru, Lake Murray, Daru, arr. 3 p.m. (Aug. 13, 27, Sept. 10, 24, etc.).

Alt. Fri.: Dep. Daru 9 a.m. for Pt. Moresby, arr. 11.15 a.m. (Aug. 14, 28, Sept. 11, 25, 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. (Aug. 10, 24, Sept. 7, 21, Oct. 5, 19, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Aug. 24, Sept. 21, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Aug. 31, 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., Wapenamunda, 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.

Thurs.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.

### LAE-FINSCHHAFFEN-LAE (Cessna)

Tues.: Dep. Lae 7 a.m. for Finschhafen, Lae, arr. 8.15 a.m.

### RABAU-BUIN-RABAU (DC3)

Wed., Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.40 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 6.30 a.m. for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.

Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.

Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.

Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.

Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Luml, Nuku, Wewak, arr. 11.05 a.m.

Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.

Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.

Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.

Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.

Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.

Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.

Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.

Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.



Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.  
 Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.  
 Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.  
 Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.  
 Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.  
 Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.  
 Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.  
 Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.  
 Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.  
 Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.  
 Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

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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, Woiwape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.  
 Dep. (Piaggio) Pt. Moresby 8.20 a.m. for Tapini, Woiwape (opt.), Pt. Moresby, arr. 9.50 a.m. (30 min. later if call made at Woiwape).  
 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 Woiwape, Tapini, Pt. Moresby, arr. 10.30 a.m.

● PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

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, Woiwape, 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 Woiwape, 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. (Aug. 13, 27, Sept. 10, 24, Oct. 8, 22, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embi, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1.45 p.m.  
 (Aug. 20, Sept. 3, 17, 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, Woiwape, Pt. Moresby, arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 for Rorona, Aroa, Kairuku, Moresby, arr. 3.35 p.m.  
 Dep. (DC3) Pt. Moresby 2.30 for Bereina, Pt. Moresby, arr. 4.35 p.m.  
 Sat.: Dep. (DC3) Pt. Moresby 7.30 for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.  
 Dep. (Piaggio) Pt. Moresby 8.30 for Woiwape, Tapini, Pt. Moresby, 10.30 a.m.

### Solomon Islands

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Tues.: Dep. Honiara 8 a.m. and 4 p.m. arr. Auki (Malaita) 8.25 a.m. and 5 p.m., arr. Honiara 9 a.m. and 5 p.m.  
 Tues., Thurs. (in Fokker week): Dep. Honiara 9.30 a.m., arr. Yandina (Bella Is.) 9.55 a.m., dep. Yandina 10 a.m., arr. Honiara 10.40 a.m.  
 Fri. (in Fokker week): Dep. Honiara a.m., arr. Munda (New Georgia) 9 a.m., dep. Munda 9.25 a.m., arr. Barakoma (Vella Lavella) 9.45 a.m., dep. Barakoma 10 a.m., arr. Munda 10 a.m., dep. Munda 10.30 a.m., arr. Honiara 11.45 a.m.  
 Fri. (in DC3 week): Dep. Honiara 8 a.m., arr. Yandina 8.25 a.m., dep. 8.40 a.m., arr. Munda 9.25 a.m., dep. 9.45 a.m., arr. Barakoma 10.15 a.m., dep. 10 a.m., arr. Munda 11.05 a.m., dep. 11 a.m., arr. Yandina 12.10 p.m., dep. 12.30 p.m., arr. Honiara 1 p.m.  
 (Note: Fokker week and DC3 week refer to TAA services from Papua-New Guinea. See timetable under Inter-Territory Services.)  
 Details from Megapode Airways, P.O. Box 103, Honiara, BSIP.

### PACIFIC AIR FARES

(APPROX. FIRST CLASS)

|                         | FROM SYDNEY (Aust. currency) TO— |       |        |       |
|-------------------------|----------------------------------|-------|--------|-------|
|                         | Single                           |       | Return |       |
|                         | £                                | s. d. | £      | s. d. |
| Moresby . . . . .       | 48                               | 14 0  | 92     | 5     |
| Lae . . . . .           | 60                               | 4 0   | 115    | 5     |
| Rabaul . . . . .        | 70                               | 9 0   | 135    | 15    |
| Noumea . . . . .        | 56                               | 18 0  | 108    | 3     |
| Honiara . . . . .       | 92                               | 4 0   | 179    | 5     |
| Norfolk Is. . . . .     | 27                               | 10 0  | 52     | 5     |
| Lord Howe . . . . .     | 16                               | 9 0   | 32     | 18    |
| Nadi . . . . .          | 85                               | 9 0   | 162    | 8     |
| Suva . . . . .          | 91                               | 5 0   | 175    | 0     |
| Auckland . . . . .      | 54                               | 10 0  | 103    | 11    |
| Christchurch . . . . .  | 54                               | 10 0  | 103    | 11    |
| Wellington . . . . .    | 54                               | 10 0  | 103    | 11    |
| Pago Pago . . . . .     | 121                              | 4 0   | 278    | 4     |
| Honolulu . . . . .      | 282                              | 12 0  | 536    | 19    |
| San Francisco . . . . . | 350                              | 9 0   | 665    | 18    |
| Vancouver . . . . .     | 350                              | 9 0   | 665    | 18    |
| Papeete . . . . .       | 181                              | 5 0   | 344    | 8     |

| FROM AUCKLAND (NZ currency) TO— |     |       |     |
|---------------------------------|-----|-------|-----|
|                                 | £   | s. d. | £   |
| Nadi . . . . .                  | 43  | 0 0   | 81  |
| Norfolk Is. . . . .             | 20  | 15 0  | 39  |
| Papeete . . . . .               | 114 | 10 0  | 217 |
| Noumea . . . . .                | 45  | 10 0  | 86  |

| FROM SUVA (Fiji currency) TO— |    |       |     |
|-------------------------------|----|-------|-----|
|                               | £  | s. d. | £   |
| Nadi . . . . .                | 5  | 16 0  | 12  |
| Nukualofa . . . . .           | 18 | 10 0  | 45  |
| Apia . . . . .                | 25 | 0 0   | 47  |
| Honiara . . . . .             | 67 | 10 0  | 128 |
| Vila . . . . .                | 30 | 13 0  | 58  |
| Santo . . . . .               | 39 | 14 0  | 75  |

| FROM NADI (Fiji currency) TO— |    |       |     |
|-------------------------------|----|-------|-----|
|                               | £  | s. d. | £   |
| Pago Pago . . . . .           | 31 | 15 0  | 60  |
| Noumea . . . . .              | 35 | 11 0  | 67  |
| Papeete . . . . .             | 87 | 5 0   | 165 |

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## EDUCATION

(Continued from page 11)

ed on four years' secondary school-

Existing and future teachers' colleges be integrated as colleges of university in a school of educa-

A faculty of medicine and dentistry should include the existing medical College from 1966.

The commission estimated that establishment of the university and institute and operating costs of both could reach £15,700,000 by 1970.

The first stage of the higher technical institute should be occupied by 1966, and seven university buildings including a school of education, science faculty, arts faculty, anthropology and territory museum, and a school should be finished by 1972.

The commission also recommended an interim council and a principal should be appointed in 1964-65, the proposed technical training institution.

An engineering course should start in 1967.

The Minister for Territories, Mr. E. Barnes said the Government agreed that provision of adequate technical training was one of the most urgent needs of the Territory.

The Government was considering the recommendations so that it could start construction as early as possible. He said the university provisions would be investigated.

The members of the commission, George Currie (chairman), Dr. T. Gunther and Professor O. H. K. Tate, made 172 recommendations in their 336-page report, which has been released in full.

## AMERICAN YACHT CUTS RECORD BY 24 HOURS

The beautiful American yacht "Ticonderoga", skippered and owned by Robert F. Johnson, easily took line honours in the trans-Pacific yacht race from Los Angeles to Tahiti in July. "Ticonderoga" completed the course on July 6 in the remarkable time of 17 days, five hours, 57 mins. 55 sec., cutting more than 24 hours off the existing record.

"Novia del Mar", the biggest yacht in the race, was the second to arrive—some 24 hours after "Ticonderoga".

The winner of the race on corrected times was the 15-metre yacht "Rascal", skippered by Melle Wilson.

## Classified Advertisements

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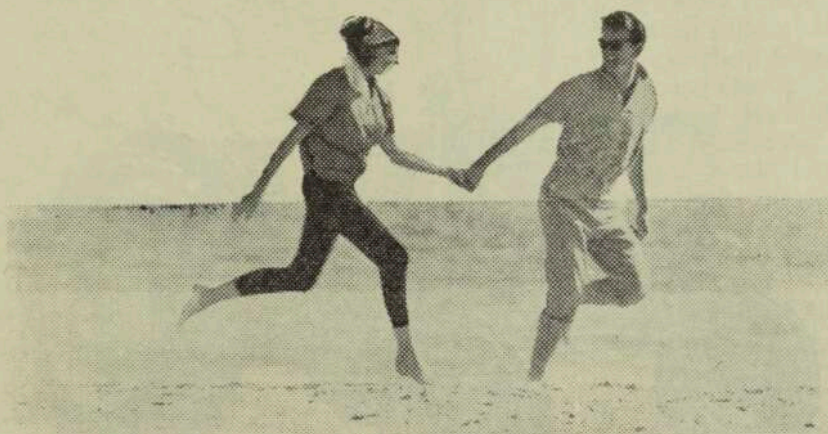
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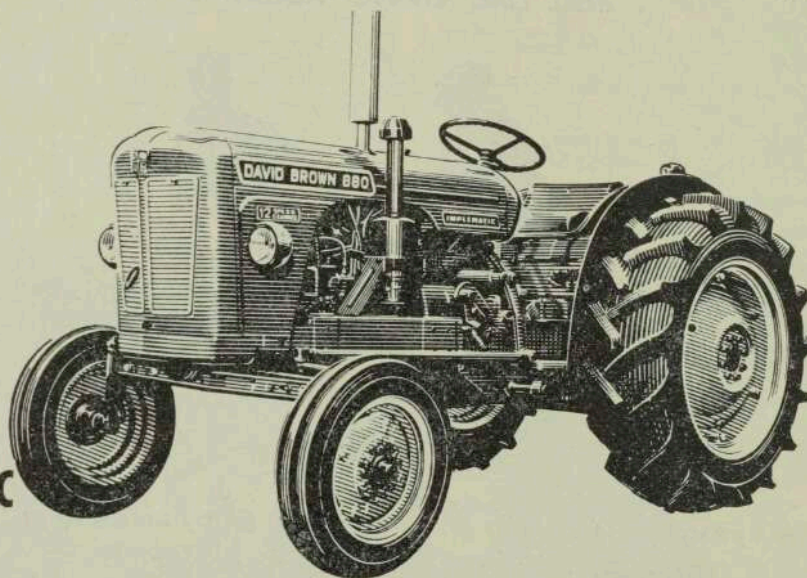


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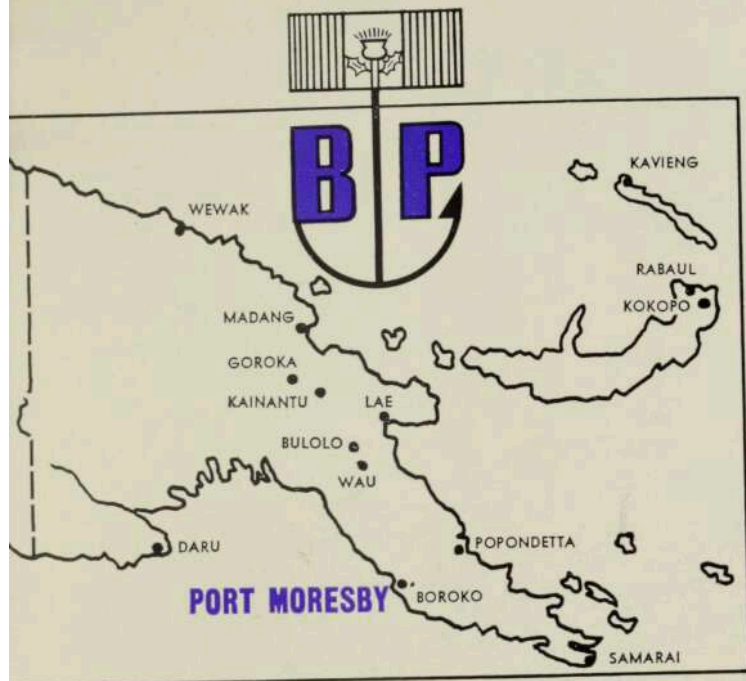


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