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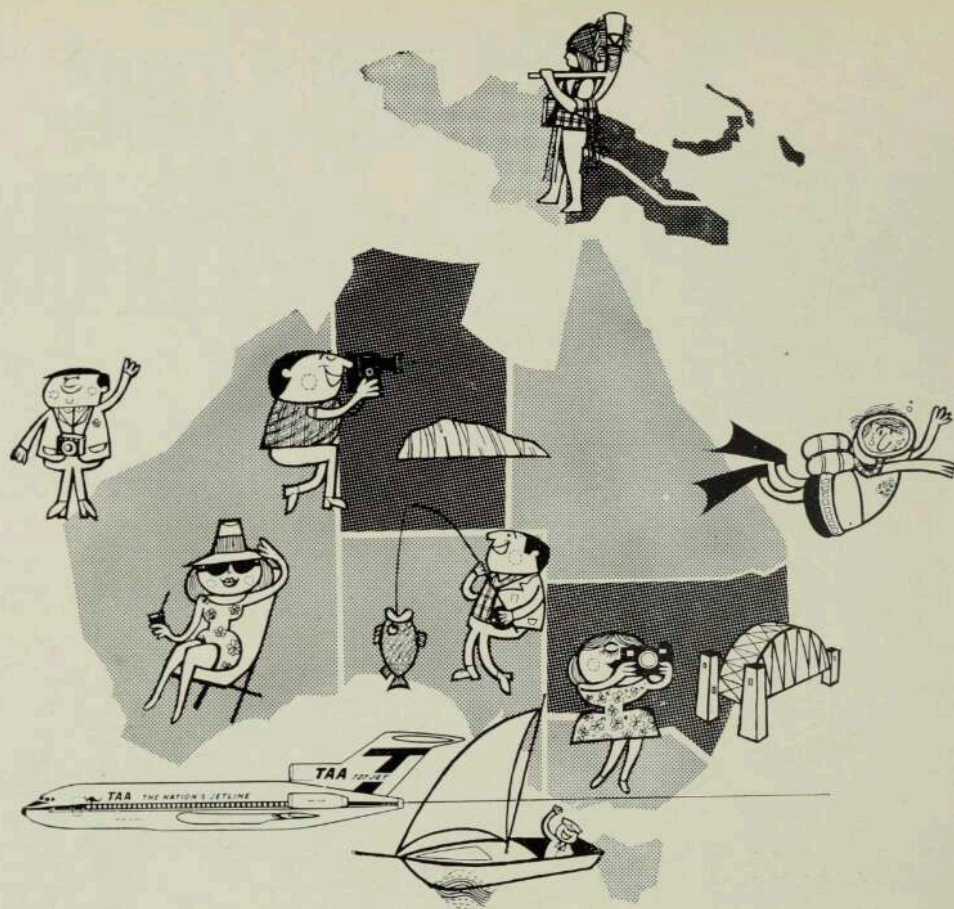
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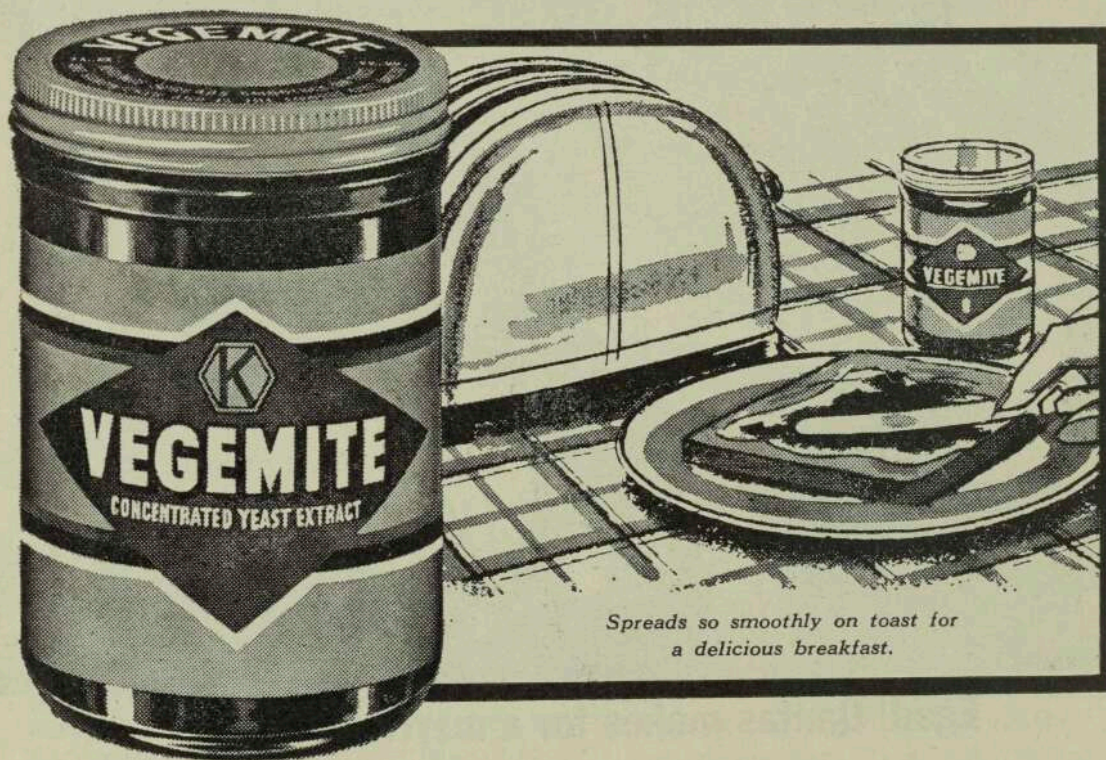
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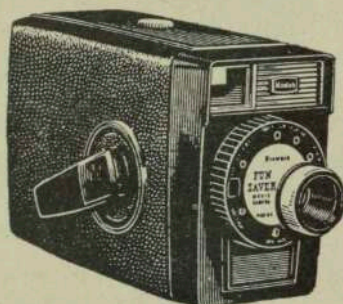
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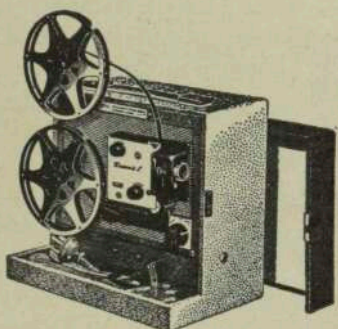
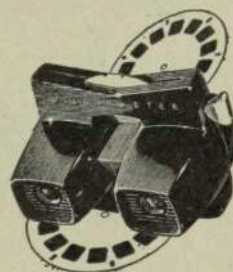


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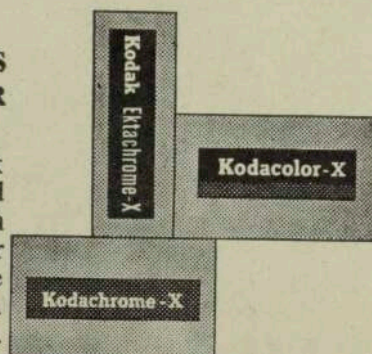


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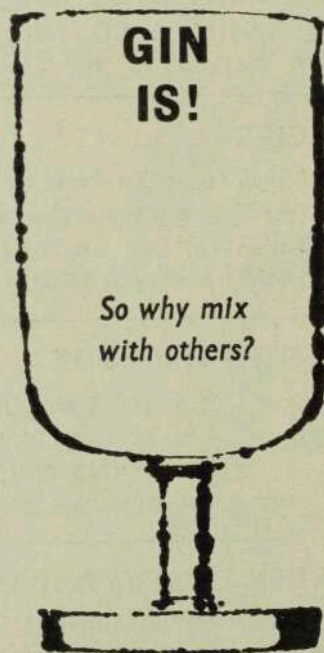
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THE COVER: We don't know who she is but she's Papuan—and obviously sweet. Future developments in Papua New Guinea are going to affect her and her friends quite a lot—as readers will see who take the trouble to absorb the message of PIM's economic survey of New Guinea, complete in this issue.

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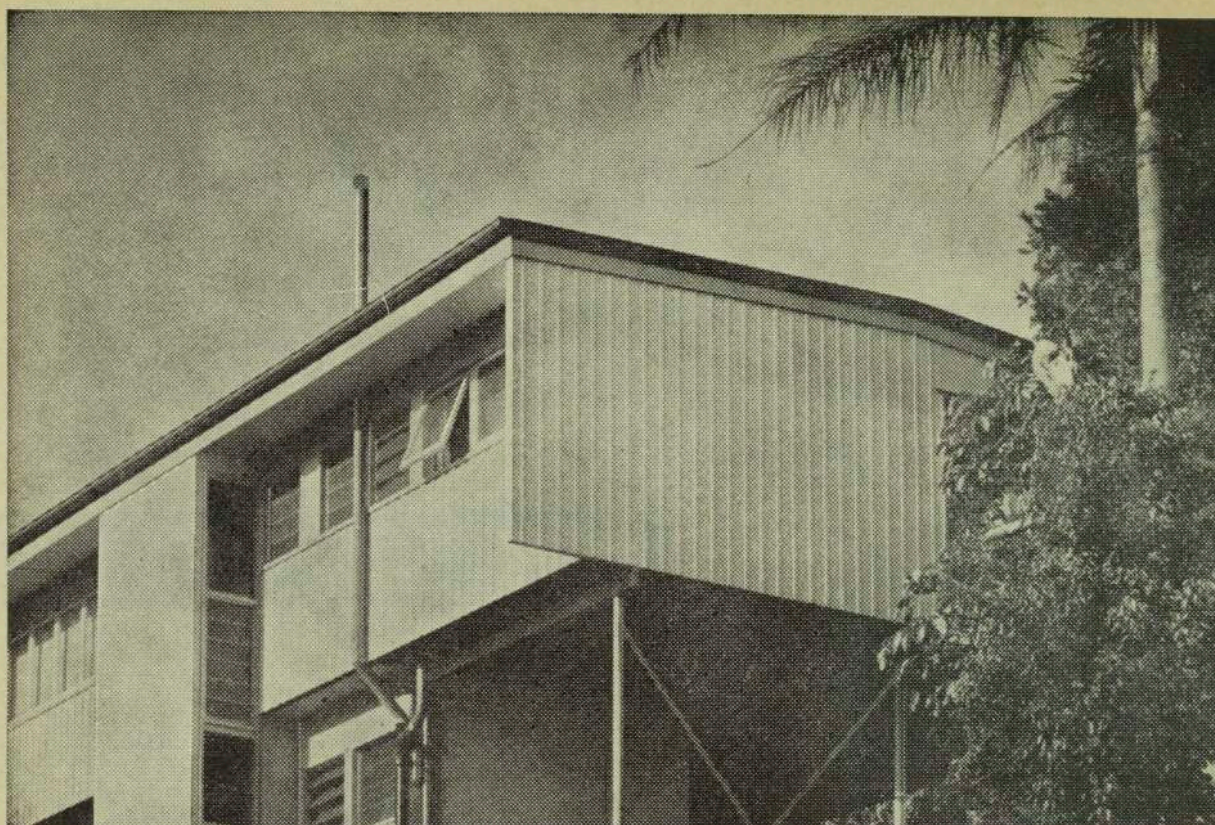
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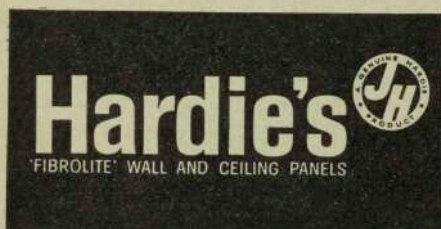
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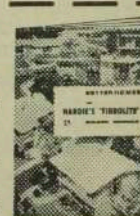
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DISEASES AND AUSTRALIANS SEEN AS THREAT TO ISLANDS BANANA MARKETS

A Special PIM Review

The South Seas were in an uproar in October over their traditional banana market with New Zealand.

AUSTRALIAN banana growers had broken into the New Zealand market for the first time, and South Seas growers were concerned that this was the thin edge of the wedge. They feared that Queensland and Northern New South Wales growers would attempt to undercut their prices and establish themselves firmly in New Zealand. Banana exports were vital to Islands economy.

The Australian growers were able to ship to New Zealand because growers in Fiji and Western Samoa were unable to meet their New Zealand quota for November and New Zealand had to turn elsewhere.

Fiji's growers have been hard hit as a result of the severe floods of March and April, and by an outbreak of a fungus disease known as black leaf streak. Western Samoa's banana plantations have been ravaged by a virus called bunchy top.

Meanwhile, no large supplies are available from Tonga (which has commitments in Japan) nor in the Cook Islands (which are not geared to large scale banana production at present).

NZ Fruit Distributors Ltd., the

Black leaf disease in bananas kills the leaves leaving the bunch immature.
Photo: Rob Wright.



main buyer of bananas for NZ, found the Australian growers only too happy to supply the NZ market because the gathering misfortunes of the Fiji and Western Samoan growers came at a time when there was an over-supply of bananas in Australia.

The initial order was for 15,000 bushel cases from NSW and 5,000 cartons from Queensland, to be loaded in the *Indian Reefer* in Brisbane early in November.

The NSW bananas are packed in fingers, and each bushel case weighs about 53 lb, while the Queensland cartons are packed in hands of about 36 lb each.

Mr. K. Hack, general manager of the NSW Banana Growers' Federation, at Murwillumbah on the far north coast of NSW, told *PIM* that the November shipment was a trial shipment and that he did not know about future prospects.

But he said a regular trade with New Zealand would be of great advantage to the Australian industry as Australia had been "heavily supplied in bananas in the last few years".

Price A Secret

He forecast that the growers would get "pretty close"—within 1,000 cases—of meeting New Zealand's November order.

Neither Mr. Hack nor Mr. C. R. Walker, general manager of NZ Fruit Distributors, would reveal the price of the Australian fruit. But the fact that bananas which would be rejected for export in Fiji were selling from Sydney barrows at 3d each may be some sort of clue. There doesn't seem much doubt that

the Australian bananas were more expensive to NZ than Islands fruit.

Mr. Walker told the NZ Press in mid-October that no great improvement in the supply of bananas from Fiji or Samoa was expected in November or December.

He added: "If the shortage of supplies from the Islands continues, it may be necessary to arrange another shipment of bananas from Australia to provide our Christmas requirements." He considered the Australian supply a temporary arrangement.

Meanwhile, there is a feeling of gloom in some of the Islands about the future of the banana industry there, irrespective of this new threat.

In Fiji, generally, growers are still reeling from the blow delivered last month by Mr. Robert Leach, a plant pathologist from the Cambridge School of Agriculture, who was engaged by the Colonial Office to investigate black leaf disease in the Colony's banana plantations.

Mr. Leach said in a report that the disease was spreading steadily through the Colony and that measures to combat it were so expensive that in scattered, unorganised plantations, it might make banana growing uneconomic.

In Tonga, black leaf streak does not yet appear to be a threat but there is growing concern over bunchy top, particularly as many growers have no idea what it looks like.

At a meeting of Tonga's Agricultural Council in October, the European trading community's representative, Mr. Bill Wight, successfully moved a motion seeking forth-

New Guinea Survey

An exhaustive review of Papua-New Guinea's economic potential begins on p. 25 of this issue. *PIM* specially commissioned Sydney economic expert Ray Melrose to make the survey at a time when there is vital interest in the Territory's future.

Mr. Melrose is a former financial editor of the *Sydney Sun* and manager of the *Sydney Morning Herald's* New York office. He is now with a Sydney stockbroking firm.

right Government action on the disease.

A few days before this discussion took place, the New Zealand Shipping Company vessel *Turakina*, under charter to the Crusader Shipping Line, left Nukualofa for Japan with 6,975 cases of Tongan bananas—the first of a series of shipments to be made over five months. The shipment was 1,025 cases short of the prescribed quota.

Mr. Adolf Johansson, manager of the Tonga Produce Board, said that the shortage was mainly due to the fact that some growers did not carry out the recommendations of the Agriculture Department on spraying their fruit with DDT.

In mid-November, Tonga has to ship 8,000 cases to Japan in the *Port Montreal*, and a further 15,000 cases are due to go in the *Turakina* in December.

Samoa Situation

In Western Samoa, where bunchy top is now reported to be so serious that the banana export industry may be wiped out within a decade unless something drastic is done (see p. 57), there was some relief for growers in October when Fruit Distributors Ltd. finally agreed to a long sought after price increase, following personal representations by Prime Minister Mataafa, who made an official visit to NZ early in the month.

The increase, which averages about 2/- a case, brings the FOB price up to 24/- a case from January to July and 28/- a case from August to December.

Of the 2/- only 1/- is being passed on to the grower. The balance is being taken up in increased freight rates, to recoup losses being made by Western Samoa's Marketing Board, and to pay for the bunchy top campaign estimated to cost about £20,000 a year. The increase takes effect from October 31.

Western Samoa's export shipment's showed a steady decline through September and October, with the *Tofua* sailing in mid-October with 9,995 cases. The allocation was 15,000 cases.

The price may be a bigger factor in the recent fall off in exports than bunchy-top although the latter could be lethal in its long-term results. Bunchy-top has been known to exist in certain districts of Upolu for at least five years, where it was supposed to have been introduced through experimental importations of manila-hemp, which is of the same family as bananas.

Before then no one in Samoa

(Continued on page 134)

A New Member And A New Direction For The SPC

By Stuart Inder

A big meeting of South Pacific peoples to be held in New Guinea next July could be a vital turning point in the fortunes of the South Pacific Commission.

THE meeting—the Sixth South Pacific Conference, to be held at Lae on July 6—will for the first time since the Commission's inception in 1947 be invited to propose a programme of work for the SPC to follow in the next two years.

This will be done by forming a new committee from conference delegates—each Territory being entitled to elect one delegate.

The committee's proposals will go to the full Commission meeting in Noumea next October, and may, as a result, constitute the Commission's 1966-7 programme.

Influence Begins

If the experiment is successful it means that Islanders themselves will begin to influence the activities of the SPC, which is a regional organisation responsible to the five metropolitan South Seas powers—Australia, Britain, France, New Zealand, and US—and the independent State of Western Samoa. The SPC's jurisdiction covers 20 per cent. of the earth's surface.

If the Lae experiment is successful it means the regular three-yearly South Pacific conferences could develop into a kind of regional council and meet more frequently.

One proposal already discussed unofficially is that the works committee would meet each two years and that every alternate conference would be a full-scale one attended by a greater cross-section of Islanders and able to discuss a wider agenda, as the present three-yearly conferences do.

Future action will depend on the success or otherwise of the Lae meeting. The SPC's Research Council will not meet next year, so as to "clear the decks" for the Lae experiment.

The decision to make the experiment was taken in Noumea in October at the 26th session of the SPC, probably one of the most significant sessions held.

It was also the session in which Western Samoa was admitted to full membership—the first independent

Pacific State to join the metropolitan powers on the Commission. The way was cleared for her admission by series of amendments to the SPC Agreement, signed in London on October 6.

Charter Alterations

The new charter alters the SPC's financial arrangements and establishes a new system of voting, giving Australia five votes, France, New Zealand, the UK and the US four each, and Western Samoa one.

A two-thirds majority is required to decide any question, and a unanimous vote is needed to decide financial matters involving contributions by the member governments.

To solve the problem of future admissions to the SPC, member governments are required to transfer one of their votes to the government of each Territory it ceases to administer and which shall be admitted to the SPC.

Any future territory may be admitted on the same basis as Western Samoa—that is, by invitation, if it is an independent State and all its territory is, immediately prior to its independence, within the territorial scope of the SPC.

There has been a significant alteration in the territorial scope which now includes Pacific territories "east from and including the Australian territory of Papua and the Trust Territory of New Guinea".

Indonesian Situation

The original agreement included Netherlands New Guinea, not Indonesian-controlled, and some governments were concerned that this could allow Indonesia to seek entry to the SPC.

The new agreement now makes this impossible.

Western Samoa, as a member which is not a metropolitan power, in the position of benefiting from decisions she herself helps to make. She will still be able to set



TRIO OF TRIPLETS: There has been almost an epidemic of triplets in the South Pacific in recent weeks. The first—all girls—were born to Anitilose Tu'itupou, a 34-year-old Tongan woman, in Nukualofa, on August 29. The next—two girls and a boy—were born to another Tongan woman, Vai Mikilolo, at Pea village, on September 6. The trio that made it a boy—all boys—were born in Port Moresby September 24. Their mother, Eliza, 26, comes from a village near Koda. Our picture shows the first trio, who weighed 6 lb 4 oz, 7 lb, and 8 lb 14 oz, with their mother.

Photo: Tulua Bros.

legates to the South Pacific conferences, but in this case the delegates will not be allowed a vote. One of the interesting points about the Lae plan and what may follow is that the changes have been made within the framework of the agreement, without having to throw it open for wide revision.

Some governments were frankly tired of a major revision in case left loopholes for an expansion of the SPC on political lines. All governments are agreed that the C must remain a regional body dealing technical and social assistance and not serve as the framework for what could develop into political federation of the South Seas.

Whether they can guarantee to keep it under control and still make it useful in future years, when the hands people really begin to manipulate strings, is another matter. I personally am not one of the nics who say that South Seas political maturity is a long way off. There is every sign of it coming at a rattling pace.

And there is, as Australia's Senior Commissioner, Mr. R. S. Swift, commented at the end of the Borneo session, "quite clearly a great quickening of interest throughout the South Seas in the role of the Commission".

A SIXPENNY ROCKET FOR SOME FUN AND GAMES

From a Suva Correspondent

Although it will be four days after Great Britain and sundry members of her brood celebrate Guy Fawkes Night with the usual spectacular displays of fireworks, Fiji's Legislative Council, which meets on November 9, is likely to have a grand display of political pyrotechnics all on its own—with a sixpenny rocket as the main attraction.

THE sixpenny rocket is the sixpenny basic tax which the Government proposes should be levied, as well as the ordinary income tax, to bring in those people who, because of their low incomes, never pay tax.

Not everyone will pay it, and nothing will come out of the empty pockets of the near-destitute.

The whole scheme, thought out by the Fiscal Review Committee, is incorporated in a new bill to amend the Income Tax Ordinance which will be the main bone of contention for chewing by the Legislative Council.

The fireworks are likely to come from the Indian members, who have been opposed to the sixpenny tax from the beginning, but the 64 dollar question is "Who will light the sixpenny rocket? Will it be the Member for Social Services, Mr. A. D. Patel?"

If he does, then Fiji's new, much-

vaunted Member System will hit the rocks, for, if Mr. Patel decides to rebel against the Government, he would have to resign.

So bitter was his opposition against the sixpence that Mr. Patel, as a member of the Fiscal Review Committee, wrote his own minority report opposing it tooth and nail. He proposed instead that such things as kerosene and certain foods should be taxed—a move which would have penalised the poorer classes much more than the new basic tax.

Mr. Patel's lieutenant, Mr. S. M. Koya, has been stumping the countryside among the cane farmers of the North-West, inveighing against the sixpence. His propaganda has even brought a reaction from the Government.

A Revolt?

They have composed a reply and an explanation of the new measure and are following in Mr. Koya's footsteps with their propaganda.

Doubtless, Mr. Patel and his other lieutenant, Mr. James Madhavan, who is a Member of the Executive Council without a portfolio, put up a wordy struggle against the bill behind the closed doors of the executive council meeting.

The Government has given in on one or two points in an attempt to meet some of Mr. Patel's objections, but the tanner tax remains.

If Mr. Patel does not oppose it in the Legislative Council meeting, as a member of the Government he supports it and swallows the sixpence, a fact which will be seized on eagerly by his political opponents.

There have been rumours among the Indian community that Mr. Patel is going to stage a grandstand revolt against the Government, and a spectacular resignation in the council chamber. The truth of this will be known no doubt by the time this is in print.

But, the constitutional conference will be taking place in London some



Mr. A. D. Patel.

time early next year and Mr. Patel will certainly want to be there. He'll rate higher at the conference table as the Member for Social Services than as Mr. Patel, elected member for the Western Constituency.

The concessions made by the Government may give Mr. Patel the ladder he might want to climb off the twin horns of the dilemma that he's on.

However, if he manages to have his cake and eat it, his opponents will certainly take the icing off the top.

New Taxes

Another new impost proposed is a dividend tax of 5 per cent., whether paid to a person or a company.

Company tax under the new law will be cut from 6/3 in the £ to 5/9.

There are several other concessions for wage and salary earners.

It is proposed to increase tax free allowances to £320 each for man and wife (previously £200 for taxpayer and £250 for wife), and the child allowance from £50 to £65.

The surtax rates on taxable incomes over £1,000 will be on a new basis, and represent a reduction.

The previous rates were 1/3 in the £, rising in stages by 1/3 to 10/- in the £ on incomes over £30,000.

The new law envisages a surtax of 1/- in the £ starting at £2,000 of the chargeable income, and rising by 1/- stages to a maximum of 6/- at £20,000.

At the time of writing, the Government had not made up its mind whether to place the new Police Bill on the order paper for the meeting. As it proposes giving near-dictatorial powers to the Commissioner of Police, it is likely to be an extremely controversial subject.

It will certainly light a few extra fireworks, but will it cause any resignations from the Government?

That's hardly likely, though *The Fiji Times*, in a leader vehemently attacking the bill, challenged the six Unofficials who are in the Government.

The job of opposing the bill "rests squarely on the shoulders of the remaining unofficial members of the Legislative Council," it said.

Maybe one of the unofficials on the Government side of the chamber might think his shoulders should also take the weight, in which case he also would have to resign.

The smoke of battle will have hardly cleared away at the end of the council meeting before the members will be back again.

The Budget meeting will open on November 27. If the Government is sticking to the recommendations of the Fiscal Review Committee it is



NEW LOOK: European and New Guinean police throughout Papua-New Guinea began wearing their new uniforms (top picture) on October 1. For the New Guineans, the new uniform of royal blue shorts, light blue shirt and cap, long socks and boots replaces the royal blue serge lap-lap style of uniform, which they had worn since the Papuan Police Force was formed under Sir William MacGregor at the end of the last century.

Photo: P-NG Dept. of Information.

likely there will be proposals to lighten the burden of those who pay the largest share of the taxes.

That will bring more opposition from those who purport to speak for the people in the lowest income brackets.

November promises to be an interesting month on Fiji's political front.

Partially-Elected Legislative Council For Solomons

The people of the British Solomon Islands Protectorate will elect part of their Legislative Council under a new constitution for the Protectorate approved by the Queen at a meeting of the Privy Council in London on September 25.

THE new constitution replaces that of 1960 which set up the first Legislative and Executive Council in the Protectorate, and puts in effect the recommendations of a special select committee of the Legislative Council published last October.

Under that constitution, there were 11 official and 10 unofficial members of the Legislative Council—all 21 official members being nominated by the High Commissioner.

There will still be 11 official members, but the new constitution provides for the election of eight of the 10 unofficial members—the other two being nominated by the High Commissioner as before.

Direct Ballot

One elected member will be elected by a direct ballot to represent Honiara. The other seven will each be elected by an electoral college.

There will be one electoral college for the Eastern District, one for the Western District, three for the Malaita District, and two for the Central District, excluding Honiara. Each college will elect one member.

The members of the electoral colleges will be chosen by the members of all the local councils in the areas.

The new set-up will be brought into operation in several stages, which the Government hopes will be complete before mid-1965.

The first stage will be the registration of electors in Honiara. This is expected to take place in December.

Local councils will then meet to choose members of the electoral colleges and the present Legislative Council will be dissolved.

The elections themselves will follow, and, finally, the first meeting of the new Legislative Council will be held.

The new constitution also provides for a new Executive Council to be appointed after the elections.

In a statement on the new set-up

he BSIP's Chief Secretary, Mr. M. O. I. Gass, said: "The changes represent a further stage in the constitutional development of the protectorate towards its longer-term aim of a wholly-elected Legislature".

MICRONESIA TO GO TO POLLS

THE people of the United States Trust Territory of the Pacific Islands (Micronesia) will go to the polls for the first time in mid-January to elect representatives to a new two-house body to be known as the Congress of Micronesia.

The Congress will give Micronesians a large share in the government of their 2,100 islands, which are scattered over three million square miles of the Pacific. The islands have a total area of only 700 square miles, and their total population is 88,200.

The Congress' two houses will be known as the House of Delegates, made up of two representatives from each of the six administrative districts, and the General Assembly with representatives apportioned on a population basis. The first General Assembly of the Territory will have four members each from the Marshall Islands and Ponape Districts, three members each from the Mariana Islands District and Palau District, five members from Truk District, and two members from Yap District.

The new Congress will have power to levy taxes and to refer legislative bills twice vetoed by the US High Commissioner to the Secretary of the Interior for further action. It will also participate in the preparation of the annual budget of the Trust Territory before it is submitted to the United States Congress. A full-time legislative counsel will be made available to assist the Congress, which will meet annually for 10 days at the provisional capital in Pohnpei.

By special provision, during the first four formative years of the Congress, membership will be fully open to persons employed in the executive branch of the Trust Territory Government.

NEW TAHITI GOVERNOR

Mr. Jean Sicurani, formerly "chef de cabinet" of the French Army Minister, Mr. Messmer, will take over from Mr. Aime Grimald as Governor of French Polynesia from the beginning of next year. Mr. Grimald has been Governor since December, 1961.

The UN In West Samoa: New Advisers For Old Schemes

From Judy Tudor, in Apia

On Saturday, October 24, I stumbled by accident into the grounds of the old Casino Hotel in Apia, Western Samoa, and found the United Nations celebrating its 19th birthday with morning tea. There were more European faces gathered together there in one place than I have seen in Western Samoa for many a year.

THIS fact is causing the usual varied comment in the independent State of Western Samoa, now right on the threshold of its own third birthday. A lot of the comment is uninformed.

Few Samoan residents seem to know how many UN personnel are now working there. One told me that "there must be 50"; another that "it probably is at least 30". As far as I could gather, the real figure is about 20. Some of these have wives and this makes the "UN crowd" look bigger than it officially is, although it might be said, of course, that even UN wives have influence.

The big build-up of UN personnel has occurred in the last two years—there were only five there when I was last in Apia in December, 1962.

A sober assessment of the situation is that Western Samoa would undoubtedly have been a great deal worse off without these people and that they have probably done better than the New Zealand officials whom

they replaced, if for no other reason than that they are not bogged down by history.

There is a fundamental, child-parent antagonism between Western Samoa and New Zealand which even after three years of independence seems as strong as ever.

The UN pays the salaries of its personnel and to this extent Western Samoa is saving money although it has had to provide homes for some officials—expensive on Samoan standards—while others seem to live (like the NZ public servants before them), at the ancient German-built Casino Hotel.

Valid Criticisms

One of the more valid criticisms of the UN team is that it brings to the task a set rule of procedures, taking no account of the Samoan temperament, customs or traditional way of doing things.

As international public servants they have an impersonal, uninvolved, some say selfish approach, and a belief that all people can be pushed into the same mould whether they be Kashmiris, Tanganyikans or West New Guineans. Samoans, naturally enough, feel that they are Samoans and therefore different.

Another criticism is that they are all producing the very same plans for development that experts employed by the New Zealand Government produced years ago and put in pigeon-holes.

What Samoa needs, say the local financial experts, are plans plus the money to carry them out. So far New Zealand is the only outside source of development cash, and that only along specified lines.

The casual observer in Apia today, hearing the beachside gossip and the often scurrilous, usually hilarious and always unprintable stories of people in high Samoan places, might wonder who rules Western Samoa in its third

DEATH OF RAY GADABU

Raymond Gadabu—Official Secretary of Nauru—died on Nauru in late October following an illness.

Mr. Gadabu was a leading Nauruan personality, well known throughout the South Seas and in Australia, who had been closely involved in the Nauruan resettlement proposals.

He was the first Nauruan to be appointed Official Secretary, and for a term was Head Chief of Nauru. He was the first Nauruan to represent his territory at the United Nations.

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FIJI — SAMOA — TONGA

ear of freedom—the UN international public servants in key positions, or the Legislative Assembly. The Assembly, however, pursues its way in true Samoan fashion that ultimately is likely to outlast any of the theoretical ideas of even the UN, and sometimes by masterly inactivity actually achieves advantages.

For example, Western Samoa has not yet made up its mind whether it wants to belong to the British Commonwealth; it still sits on the fence while enjoying all the trade and diplomatic advantages of being British.

A local correspondent is currently giving his knuckles rapped over allegedly quoting the Prime Minister out of context as having a preference for joining the UN (which Western Samoa couldn't afford to do, anyhow), rather than the Commonwealth on the ground that Western Samoa gets more help from UN. This probably is what Western Samoans, if not the PM, think but is not good local form to say so. The fact is, of course, that though the UN provides technical assistance, NZ is the country that fights in with cash and NZ is very rich of the Commonwealth.

Liquor Laws

Again, new liquor laws were held several years ago "until independence" but nothing yet has been done, though the old points-and-permit system seems now more honoured in the breach.

The fact is that the Government takes about £Stg.100,000 a year out of grog sales and this is hard to bego. Nonetheless, it is believed that although many members of the legislature are heavy drinkers themselves they believe that liquor is horrible, European-introduced temptation and that they would like to bring themselves around—some—to banning it altogether.

Western Samoa must soon have its own reckoning of its three years of freedom. It faces, for one thing, a deficit of £600,000 in the current financial year which is a lot for a small country of 110,000 people. At the same time, superficially, the country seems prosperous enough and retail trade buoyant—facts that are hard to reconcile with falling export income. Some Samoan residents point to the money brought in by way of UN personnel salaries to account for this; others to the money that is sent to relatives by Samoans working in NZ. (Under Samoa's treaty of friendship with NZ, Samoans have virtual unrestricted entry to the Dominion. Some calculations are that between £100,000-£250,000 NZ currency per annum comes into Samoa this way,

usually in the form of £5 or £10 notes slipped into letters.

In view of NZ's restrictive currency regulations that make it virtually impossible for its own nationals to get money out of the Dominion, it is a real laugh that currency should be drained out to Samoa (and also to the Cook Islands), in this way.

In the material sense, Apia has changed little in three years and its waterfront, apart from the New Zealand High Commissioner's office

and additions to Aggie's Hotel, is still not all that different from the way the Germans left it.

The greatest monument to progress is the reclamation on the harbour side of Matautu Point that will accommodate the new deep-sea wharf. The wharf, when it is built, will facilitate loading and unloading, which has always been done with lighters; and the project is financed by a £1 million loan from NZ and £500,000 raised locally.



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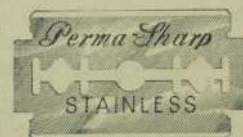
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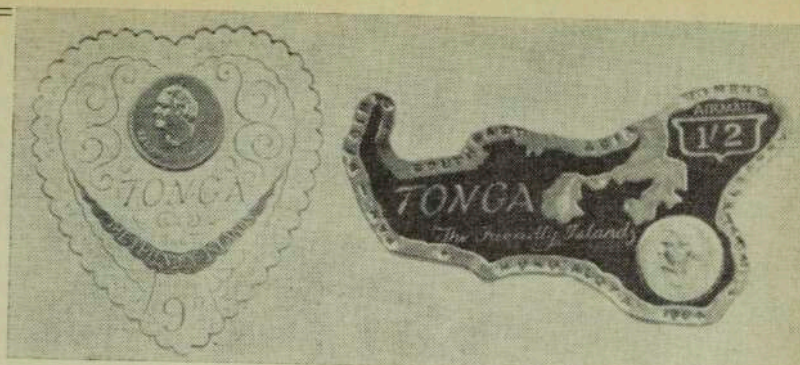
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Tonga's new stamps.

Photo courtesy Govt. Printer, Tonga.



Tropicalities

The phenomenal rise in value of the circular gold stamps which Tonga issued last year ("PIM", July, 1963, p. 39) caused stamp collectors to rush the even more unusual gold stamps which Tonga issued in October to commemorate the recent conference in Nukualofa of the Pan-Pacific and South-East Asia Women's Association. Full sets were soon sold out.

THE news stamps, in two series, were produced by the same firm which produced the circular series—Walsall Lithographic Co. Ltd., England. One series is heart-shaped; the other is in the shape of a map of Tongatapu, the main island of the Tonga group.

The heart-shaped stamps, for face mail, are in denominations of 10d, 9d, 2/-, and 5/- in baby pink, sky blue, moss green and lavender respectively.

The map stamps are for airmail. Their values are 10d, 1/2, 3/6 and 1/-, and their colours are emerald green, jet black, ruby and royal blue respectively. The total value of the two series is £1 Tongan.

The gold foil used to produce the stamps was what was left over from the production of the circular stamps. Hundreds of orders which arrived after the day of issue, October 30, by airmail and cable had to be turned by the Post Office to their owners, and, thousands of others en route met the same fate.

Among those who were disappointed—but necessarily because orders arrived too late—were many New Zealanders, who found the Reserve Bank of New Zealand would not allow them to use NZ currency to buy the stamps. After the bank learned that the Tongan Post Office had issued an official notice stating that payment for the stamps could be made in

NZ currency to the Bank of New Zealand in Auckland, the Auckland manager of the Reserve Bank, Mr. H. N. Avery, made it quite clear that it was "quite contrary to the law" to send NZ funds overseas to buy stamps.

Faced with what it called "these restrictive regulations", the Tongan Post Office then had to turn round and print a pile of circulars "sincerely apologising" to all New Zealanders who had ordered the stamps.

It seems that one way or another Tonga's new stamp issues always start a brou-ha.

Unique Stamps

But at least they are usually unique and in short supply and this makes them worth collecting. The explanation is certainly not as Tonga's official *Chronicle* claims:—"The enormous success of the uniquely produced Tongan commemoratives is undoubtedly due to the appreciation of collectors and dealers everywhere of their highly aesthetic and cultural nature."

The *Chronicle* adds: "The Tongan Government respects the intelligence of its philatelic patrons and believes no artistic effort or financial expenditure is too great to gratify their collections."

Collectors we know are unanimous that aesthetically the latest issue is one of the ugliest ever.

A Practical Farmer Goes To Norfolk

NORFOLK Island these days is pinning its future prosperity on the tourist industry, with the result that the agricultural potential is being neglected. If, in fact, anything can be done to greatly improve this side of Norfolk's resources, then we suspect the man to do it will be Mr. Roger Nott, who took over as Administrator on October 30.

Mr. Nott, a former NSW Minister for Lands, and until recently Administrator of the Northern Territory, is a practical farmer. Both he and his wife have a love of the land. They are the kind of people who would probably itch to buy their own property on Norfolk and put their experience to a practical test in a new environment. Or perhaps they might even find the room in Government House grounds.

But The Landings Are Hard Work

THIS story of why the natives of Dreikikir, in the Sepik district of New Guinea, don't like to fly is told by Arthur Affleck, in a less paraphrased version, in his book *The Wandering Years* (reviewed this issue).

In March 1951, an Auster aircraft owned by Gibbes Sepik Airways, departed Maprik for Dreikikir, 20 miles away, with one New Guinean passenger and 395 lbs of freight. The New Guinean, Yohongi, worked for a recruiter but had been visiting Wewak where he had bought a bright red suitcase, or *bokis*, and a steel tomahawk, or *lik-lik akis*. In the plane he held onto both like grim death.

Unfortunately, just short of the

airstrip the single engine of the plane coughed its last and headed for a jungle-clad hill 700 yards from the strip.

When it became obvious that the aircraft must crash, and badly, the pilot decided that his passenger should be given some chance of living. He turned to Yohongi and instructed him to open the doorway and jump as soon as the plane hit the 100 ft tree that they were heading for.

Yohongi unfastened the door and stood on the seat, still clutching his *bokis* and *lik-lik akis*, but was, naturally, reluctant to jump. The

pilot, therefore, took his foot off the rudder and gave Yohongi a push on the behind just as the tree came along and hit them. Yohongi, *bokis* and *lik-lik akis*, all disappeared from view and the pilot lost consciousness.

A small party of Europeans rushed to the scene of the crash and dragged the pilot out. When he had partly recovered his senses he told them he had had a passenger.

They rushed back to the tree and for hours every available person scoured the area for hundreds of yards around the wreckage, but not a sign of the New Guinean could they see. When it was dark they

concluded that the pilot had been hit on the head in the crash and wasn't responsible for what he said.

But when the recruiter who had been one of the searchers went into his house he found Yohongi setting the table for dinner and as soon as the boy saw him he burst into Pidgin in the longest speech he had ever made, confirming everything the pilot had said.

"Master," he said, in effect, "I don't like these aeroplanes. When it was time to come down the pilot kicked me in the backside. I had to climb down a tree to reach the ground! I managed to hang on to my box. I want you to get me a new tomahawk from the pilot. I lost mine when he pushed me out of the aeroplane."

Several months passed and other members of the tribe avoided air travel. But eventually a young woman became very ill and had to be sent to hospital in Wewak. When she was convalescent she was sent back to Dreikikir in another single-engine plane. Over the kunai plains the engine cut out and the pilot, knowing that the landing on a patch of rough kunai was going to demolish the undercarriage, turned to two police boys who were passengers, and said in Pidgin: "Jettison the door and when the plane lands throw the girl out and jump yourselves."

Adds Arthur Affleck: "It was several years before all the Dreikikir people could be persuaded that this was not the normal way of disembarking from an aeroplane. They considered flying as purely 'for the birds'."

Another Moresby

BURNS PHILP'S new 4,000 ton cargo vessel for the New Guinea service, at present being built in Newcastle, NSW, is to have a famous name—*Moresby*. *Moresby* was the name of BP's first vessel and the name keeps up the practice of having seven letters in the names of BP ships. It had been planned to call the new ship *E*. There is already an HMAS *Moresby*—a new survey vessel.

New Guinea Council Gets Weaving

A SEMINAR on education in New Guinea, to be held in Sydney in November, will launch activities of the recently formed Council on New Guinea Affairs. Main speaker will be Professor O. K. Spate, a member of the New Guinea education commission, who can be expected to have a few points

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Prospectus from the Principal, G. E. Thomson, B.Com., or Secretary,
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things to say about the delay in establishing a university in the Territory—and the professor has proved himself no mean hand at saying what he means.

Meanwhile energetic Peter Hastings, executive officer for the Council, is preparing to get under way a widely circulated monthly newsletter on New Guinea matters, and a half yearly magazine (eventually to be a quarterly) to be called *The New Guinea Journal*. Contributors will be invited to discuss controversial New Guinea problems—and, goodness knows, there are plenty of these about.

With The Castaways

SYDNEY-based author Olaf Ruhen (he's really a New Zealander) and his wife Madeleine returned to Sydney in October after 102 days in Tonga gathering material for a new book on Tongan whaling. He is also writing an article on it for the *National Geographic Magazine*. There is special significance in those 102 days. The crew of the Tongan boat *Tuaikaepau* were cast away 102 days on Minerva Reef—the story of which was so dramatically told by Ruhen in one of his books. Mr. and Mrs. Ruhen were special guests of some of the famous castaways in Tonga (See also p. 129).



WINNER: It looks a bit as if this man is carrying a pile of laundry, she is, in fact, a Tongan bride, with groom, in typical Tongan wedding costume. The photo won Mr. August Hastings first prize in a Nukualofa Camera Contest. The club has about 40 members, Tongans and Europeans.

CALL ME MADAME

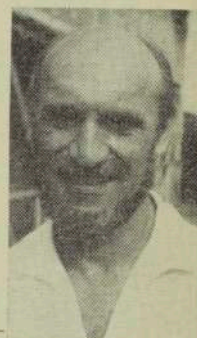
The French Consul-General in Sydney recently sent a passport to a New Guinea woman who is possibly the first New Guinean to receive French nationality.

The woman (pictured) is Mrs. John H. Huon de Navrancourt, of Wau, whose husband (also pictured) claims to be a distant relative of Captain Huon de Kermadec, the French explorer after whom Huon Gulf (on which Lae is situated) was named.

Mr. and Mrs. Huon were married early this year. Mrs. Huon, a nursing assistant, was formerly Miss Aroro Sakail, of the Sekal tribe, New Britain. Through her marriage, she automatically gained French nationality.

Mr. Huon has lived in New Guinea since 1952. He worked as a lay missionary until joining the Public Health Department in 1956.

In a note to PIM, Mr. Huon says he "enjoys the privilege of double nationality, French and British". He adds that the arrival of his wife's French passport "should be a lesson for the Australian Administration which imposes so much red tape to the naturalisation of even mixed-blood persons from the Territory."



Performing Dolphins Next?

ONE of these days, Suva might vie with Miami, Florida, as a place to see performing dolphins—and all because Suva identity Harold Storck used to keep a tankful of (ornamental) tropical fish at home for his own entertainment.

Mr. Storck, who with his brother Vince, operates tourist cruises out of Suva in the launches *Oolooloo*, *Ooloolootoo*, *Oo-la-la* and *Bimbo*, has developed his hobby of keeping tropical fish to the stage where he now has a 36-tank aquarium open to the public, and he is exporting fish all over the world at the rate of 10,000 a year.

If this business continues to grow as Mr. Storck hopes, he foresees the day when dolphin and shark tanks might be installed at the aquarium site at Walu Bay, on land that could be reclaimed from the area.

Mr. Storck is one of only about eight people in the world who supply tropical fish to aquariums and hobby suppliers.

He got into this business after an American from a Matson liner saw his tank of fish on display in Suva, and offered to buy some.

When the American got back home, he told a dealer about his purchase, and the dealer came to

Suva to arrange for Mr. Storck to supply him with fish on request.

"We have now been shipping fish for 3½ years, and have been running our aquarium for two," Mr. Storck says. "The aquarium was originally in a building in the heart of Suva, which has been bought by the CML. It has been at Walu Bay, about three-quarters of a mile out of town, since last December.

"Our business has now reached the stage where the aquarium is self-supporting in that even if no one comes to look at the aquarium, we make enough money from the export of fish to keep it going.

"The export business would probably have developed quicker if the airlines had been able to keep the fish warm, and so save the heavy losses in transit, which cost hundreds of dollars.

"However, Qantas have recently installed specially-heated equipment in their aircraft, and with this we should be able to put things on a better footing."

When Mr. Storck dispatches an order of fish, he puts them in a plastic bag with water, tranquilisers and antibiotics, blows up the bag with oxygen, and places the bag in a foam plastic box which is completely sealed.

With this treatment, the fish can be sent on a plane journey of 60 to

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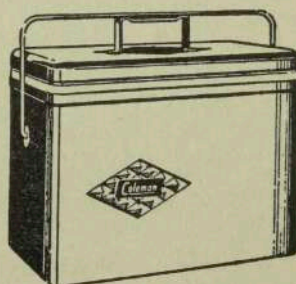
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70 hours with few losses, provided they are kept warm.

Most of the fish that go overseas are caught for Mr. Storck by Fijians who know all the answers on how and where to catch the different varieties required.

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The Storcks, by the way, belong to one of the oldest European families in Fiji. The original Storck arrived 104 years ago.

Britain's New Men

BRITAIN'S new men in overseas affairs should help speed up independence around the world, and Fiji will get its share of the pressures from within. Even Sir Hugh Foot, as new Minister and permanent representative to the UN, will have his influence.

But the colonies could have got much worse than Mr. Anthony Greenwood as Secretary of State for Colonial Affairs. Greenwood, 51, is a socialist, but he is certainly no way out—and those in the know say he will bring some liberal views to his new job.

Good-looking, Greenwood is an Oxford MA and a former RA Intelligence officer, who has travelled widely. His wife is a prominent display designer.

Whither The New Hebrides?

WHICH reminds us, Britain could be expected to want to take a closer look at the protocol of the New Hebrides—the instrument which allows France and Britain to jointly govern the Condominium. It's back in need of an overhaul—as is the New Hebrides itself—and the new Government will get things moving. Some moves would have been made earlier, but Princess Margaret annoyed the French by cancelling her Paris visit, and there was all the trouble over the Common Market so it was decided the time wasn't opportune for the *entente cordiale*.



N.Z. Parliament Passes Cook Is. Constitution Bill

The Cook Islands Constitution Bill, setting out the constitution for the Cook Islands when they come self-governing early next year, was passed by the New Zealand Parliament in October.

THE Labour Opposition generally supported the bill, although the opposition's spokesman on Islands Affairs, Mr. J. Mathison, and several other Labour members had somegivings.

Labour speakers said there was no evidence that the Cook Islanders wanted self-government or that, if they did, they were ready for it. They suggested a plebiscite be held to find out what the Cook Islanders' views really were. They also maintained that the residential requirement for a political office in the Cooks could be less than the three years prescribed in the bill.

Wishes Of The Cooks

The Minister of Island Territories, Mr. J. R. Hanan, said he was satisfied the bill represented the wishes of most Cook Islanders, and the Government thought the three-year residential provision should remain because the present Cook Islands Assembly wanted it that way. Mr. Hanan said the three-year provision had been part of the law since 1958 and was aimed then at excluding some "political opportunists" who were willing to stay and work in the group only if their bid for election were successful. It seemed to be for similar reasons that the present Assembly wanted this

provision retained, even though it could be a hardship in some cases. Mr. Hanan said there had been some discussion about the possibility of holding a referendum to get the Cook Islanders' views on self-government, but a delegation visiting NZ from the Cooks felt the concept would be fairly tested by the forthcoming elections. He added that the Constitution would not take effect until after the election had been held and after the new Cook Islands Assembly had met to consider it again. The Under-Secretary for Finance, Mr. Muldoon said not too much notice should be taken of the submissions of expatriate Cook Islanders. One who hoped to be Prime Minister under certain circumstances next year, Mr. Albert Henry, had given evidence on the deprivation of the right of succession to family lands for those absent for three years and on the system of land tenure. Under cross-examination, Mr. Henry admitted there was nothing wrong with the law on land tenure, but only that it was not understood.

Photo: NZ Dept. of Island Territories.

● Port Moresby reports in late October indicated that the P-NG Administration might not go ahead with several large works contracts—including erection of a new teachers' college at Goroka (see p. 124).

NEW MOVE TO SOLVE NEW HEBRIDES LABOUR PROBLEM

Mr. Emile Ratard, of Santo, New Hebrides, will visit Tarawa soon to look into the possibilities of recruiting copra cutters in the Gilbert and Ellice Islands Colony for plantations in the New Hebrides, according to a recent GEIC newsletter.

Mr. Ratard, who is a cousin of Mr. George Brechterfeldt, of Betio, GEIC, will represent a consortium of New Hebrides planters.

European planters in the New Hebrides have long been hampered by lack of labour, as the New Hebrideans, who generally have their own plantations, seldom care to work for extended periods on the plantations of others unless amenities such as free liquor and picture shows are provided.

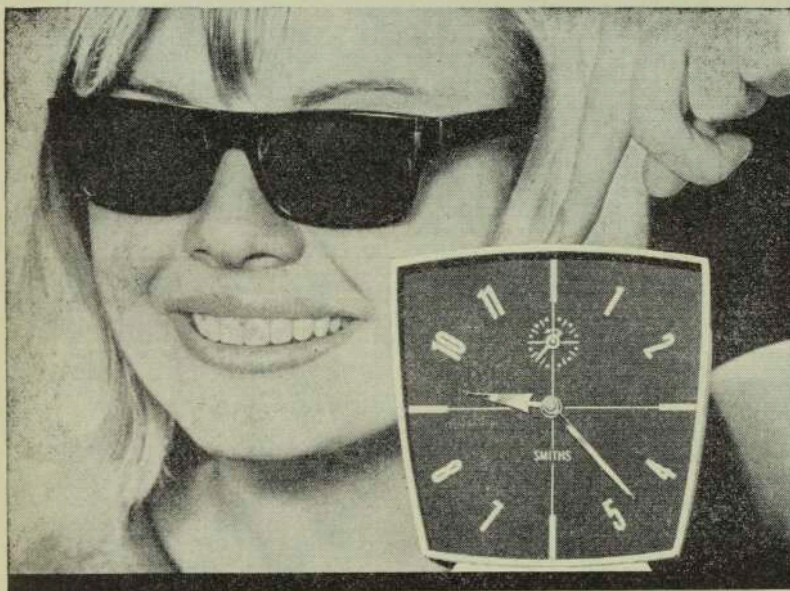
Over the years, various attempts have been made to solve the labour problem—by importing labourers from French Indo-China (now Vietnam), Italy, Tahiti and Wallis Island.

Only the importation of labourers from Indo-China ever amounted to anything—thousands of these people being brought in between 1921 and the outbreak of World War II on five-year contracts.

In the last few years, a few dozen Gilbertese have been employed in the tuna fishing industry at Palekula, Espiritu Santo. But the present move is believed to be the first to obtain Gilbertese for New Hebrides copra plantations.

Provided the New Hebrides planters can meet the strict conditions that the GEIC Government is likely to insist on, the Gilbert Islands could prove a fruitful source of labour, as those islands are poorly endowed with resources for their expanding population to develop.

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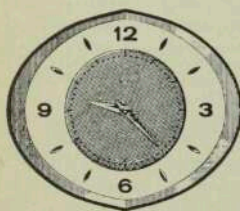
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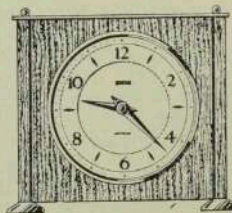
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IN TOKYO: Mr. and Mrs. August Chai of Rabaul, were among a number of New Guinea people who were in Tokyo in October to see the Olympic Games. Others included Messrs. Owen Not, Adrian Partridge, Dick Doyle, John Cross, Alan Quinn, Mr. and Mrs. Michael Seel (Lorengau), Mr. and Mrs. Gabriel Achu and Mr. and Mrs. Seeto Kim How.

Photo: C. H. Mee

New Caledonians Urged To Better Suva's Games Effort

From Fred Dunn, in Noumea

New Caledonia's Governor Mr. Marc Biros, threw something of a challenge into the ring when he presided over the inaugural meeting in Noumea in October of the organising committee of the 1966 South Pacific Games to be held in Suva.

AFTER extolling the splendid work done by the Suva organisation in making a complete success of the first South Pacific Games last year, Mr. Biros said:

"Our aim must not only be to equal the work of the Suva organisers, we must better their effort."

Both Mr. Biros and Mr. Roger Kaddour, president of the South Pacific Games Council and president of the New Caledonian Sports Association, said that little time remained to prepare for the Noumea Games—both being aware that New Caledonians "never do today what can be put off till tomorrow".

During the meeting, the committee elected Mr. Yves Attali as president. Mr. Attali is the dynamic president of New Caledonian Credit. The committee members are: M.

● For the South Pacific Games in 1966, Noumea is not expected to do things on quite the same scale as the Japanese did in Tokyo for the Olympic Games. But everything points to an outstanding effort by South Seas standards. Our photo, taken by C. H. Meen, of Rabaul, shows one of the venues in Tokyo.



Attali (Protocol), Mr. Numa Daly (Finances), Colonel Orsini (Medical services), and Messrs. Jean Leques (Reception head), Louis Eschemrenner (Housing of Officials), Robert Roche (Housing of Athletes), Roger Leizour (Radio), Gerard Derenty (Internal Telephone Communications), H. Coursin (Press), J. M. esse (Transportation), H. Chevelu (Works programme), J. Laplagne (Chief Interpreter), Daniel Lehy (Folklore), and A. Ohlen (Territorial assembly representative).

It was confirmed at the meeting that the French Government in Paris will provide considerable aid, both financial and otherwise, to stage the Games.

An engineer-architect is due in Noumea soon to inspect all plans drawn up for the new stadium complex at Magenta. As soon as he has given his OK, credits in

France will be released and work will start immediately on the big building programme which will give New Caledonia probably the best sports arena in the South Pacific.

The municipality of Noumea will start work on the Olympic pool project at Anse Vata early in the New Year, and the pools should be ready some months before the start of the Games.

Mr. Maurice Herzog, High Com-

missioner of Youth and Sports in the French Government, is due in Noumea before the end of the year to look into Games problems.

Footnote: A profit of nearly £3,000 (Fijian) is expected from the first South Pacific Games held in Suva last year. This sum will be distributed to the 13 participating territories. Over 59,000 people paid to see the Games, and total revenue was £F56,000.

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In this and following pages is an exhaustive survey of Papua-New Guinea's economic potential by leading Sydney economic expert Ray Melrose, who was specially commissioned by PIM to make it. The survey is the result of an extensive tour by Mr. Melrose of major Territory centres and of discussions with leading political and business personalities both in the Territory and in Australia. PIM presents this survey at a time when there is vital interest in the emerging Territory and when investors, and in fact all interested in the Territory's future, must have authoritative information at their fingertips.

Business Is Booming In Papua-New Guinea

BY RAY MELROSE

An unprecedented era of prosperity and dynamic economic development has begun in the Australian-administered Territories of Papua and New Guinea.

This is the clearest revelation emerging from an intensive survey of activity in the major centres of the Territory, and an examination of the factors likely to promote or inhibit development in the years ahead.

Everywhere, spending is rising and business is booming. The big Islands mining companies, established in the area for up to 80 years, are increasing investments in old and new projects. At the same time, big Australian companies like BHP and Appleton Industries are starting new industrial ventures.

OUT to enter the Territory in a big way is the Australia New Guinea Corporation, a merchant shipping operation that is backed by one of the biggest financial interests in Australia, as well as substantial overseas capital.

First project of this group is the building of a substantial headquarters building in Port Moresby; this will be followed by a number of sponsored projects aimed at developing resources of the islands. Millions of pounds are being poured into development of the mining activities that form the backbone of the economy and appear certain to continue to do so for many years to come.

Copra, cocoa, tea, pyrethrum, palm oil, peanuts and a range of other commodities head the list of these highly important products. Some are already bringing in the bulk of the Territory's export income; all are expected to earn many millions more in the years ahead.

Secondary industry, too, is the subject of an intensive development programme. Lae is pin-pointed as the site for a meat canning industry to utilise the produce of a substantially expanded cattle industry. A nail

factory and a plant to make steel drums will also be sited there. A drum plant is likely for Rabaul, and a window louvre plant for Port Moresby. These are merely a few of the facilities planned for the Territories.

Recognising that no economic advance is possible without adequate means of communication, the Administration is almost trebling its expenditure on road and bridge building. In particular, engineers are tackling the task of providing roads into the Highlands of New Guinea. Here in valleys 5,000 ft above sea level live three-quarters of a million people whose lands are rapidly becoming a rich agrarian province.

BUILDING ACTIVITY

Through rugged jungle terrain and rocky mountain passes, an all-weather road is being pushed from Lae deep into the highlands, while another is opening up the valley of the Ramu and still another is being considered to connect remote Highlands areas with the port of Madang.

Other communications are also being developed at a fast rate. Lae air-

port is being enlarged to take jets, and a new enlarged strip will be in service soon at Mt. Hagen, deep in the Highlands. Wharf facilities are being enlarged at Lae and Madang, and a direct cable from the Australian mainland to Madang is now a reality.

Accompanying this widespread development is a rush of new building activity. Commercial and domestic premises are going up at a record rate, and timber yards, cement brick plants, and even sheet metal plants have been established to service the boom.

All this impressive evidence of surging growth and long-term planning has emerged against a background of uncertainty and doubt that is never very far from the minds of Territory businessmen and residents when they talk of the future.

Their chief concern is for the security of their jobs, their businesses, their families and their homes at that still incalculable time in the future when New Guinea becomes a politically independent State.

Everybody agrees that independence is coming, but very few even dare to think seriously of how soon it may come.

Another basic concern is the suspected — though yet unvoiced — interest that Indonesia may have in adding the rest of New Guinea to the western half so recently wrested from the Dutch.

The uncertainty caused by these

P-NG SURVEY

considerations has deprived the Territories of much new private capital and many personnel who have returned to Australia rather than risk their future. The difficulty of obtaining first-class staff is a continuing major handicap to the development of the country.

Yet development is proceeding at a pace never before known in the country, primed mainly by the big increase in the amount of funds pumped into the economy by Australia in the past three years.

The assurance that it will continue is to be found in two external factors that are already combining to outweigh practically all other considerations that have until now guided the progress of the Territories. These factors are:

- New Guinea is now virtually the only major responsibility of the Trusteeship Council of the United Nations and thus has become the major target for the Soviet bloc's propaganda on anti-colonialism. It is inevitable that this must result in continuing pressure on Australia to hasten the day of independence for New Guinea.

- The World Bank survey of the Territory, the report on which was completed some time ago but has still not been published, is expected to recommend a decisive acceleration in the pace of economic development which can only come from a major increase in the amount of money provided for that purpose.

Australia is, of course, not bound to accept the recommendations of the World Bank report and, indeed, may not do so in some of its sections. But any failure on our part to hasten the pace of development and the implicit march of independence would be an open invitation to censure and further intervention by the United Nations, which recommended the World Bank survey.

INDEPENDENCE COMING

Thus, this combination of pressures is clearly leading to two sure end results — unprecedented economic activity, and independence for the indigenous people. Where it leads beyond that, nobody is quite sure.

But what is sure is that, for many decades to come, the people of New Guinea will need the friendly support and guidance of an economic "Big Brother".

As in virtually every other nation that has achieved independence in the past decade or so, "outs capital and technological aid will be needed for a long time to enable the country to achieve and maintain a satisfactory standard of living for its people. Even Australia is still in that position.

Where that "Big Brother" aid comes from is the chief concern of Australia. Big Business, having seen the position up, appears to have made an almost unanimous decision that New Guinea's loyalty will be with Australia.

Businessmen and Administration officials alike see no sentiment emerging that represents any real danger to the continuing security of Australian investment in the country.

They believe, and at this stage seems a valid conclusion, that there is no reason why businesses that have served the people for many decades should not continue to do so as independence is achieved.

In only a few of the new independent nations has Congo-style chaos developed or outside investment been widely expropriated. Most have welcomed the continuing support of foreign capital—New Guinea is one outstanding example,

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PAPUA-NEW GUINEA
NEW HEBRIDES-AM. SAMOA

tern Samoa is a further example
ne Pacific.

would seem that only incredible
and ineptitude could cost us
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FAITH NEEDED

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is the conclusion of this survey
there is neither room nor any
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we do not have faith in this
simple precept, then we might
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Territory back to the Trusteeship
ncil.

ie survey that led to these con-
ons began with an examination
e criticisms levelled at the Aus-
in Administration, generally by
Soviet delegate, in the United
ons. Reproduced below are ex-
s that illustrate the general line
ese criticisms:

WHAT THE UN SAYS

Political Advancement: The
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no real power and is, in effect, "a
without a kernel".

Economic Advancement: "Eco-
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al and human resources of the
tory."

instead of diversifying the
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nbalanced character by develop-
only those agricultural crops
h do not compete with Australian
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On Social Advancement: "Discrimination still exists in the matter of wages, and only 7,000 out of a working population of 56,000 are members of trade unions. There is no legislation regulating relations between employers and employees. There is no system of social security."

On Education: "After almost 50 years of virtual Australian domination of the Territory, the people are still illiterate. Reforms just carried out cannot conceal the true state of affairs—that 80 per cent. of the population is illiterate and that 66 per cent. of school-age children are not attending school."

These extracts are the very latest expressions of opinion on these matters and come from the Report of the United Nations Trusteeship Council for the year ended June 29, 1964, which was published several weeks ago in New York.

UN WILL ATTACK

Supplemented by criticisms that will undoubtedly emerge from the report of the World Bank, they will form the basis of the attacks on Australian administration that will undoubtedly be heard in the United Nations again this year.

The sort of answer that Australia will be able to give to the more important (and accurate) of these charges is contained in the detailed sectional survey of conditions in the Territories to be found in the following pages of *PIM*.

But first it is necessary to look at the probable form of the World Bank report, which is unofficially stated to have expressed severe criticism of some aspects of our administration and to have called for some sweeping changes.

POINTS OF BANK REPORT

According to informed sources, some of the main provisions of the report will be:

- The urgent necessity for greater emphasis on economic development.
- The establishment of some financing organism such as a Rural and Industries Bank to provide

P-NG SURVEY

finance for development.

- The provision of substantial increased funds from Australia.

- Specific industry recommendations, including proposals for large scale cattle development in the Maham, Ramu and Highlands valleys

- The necessity to provide quickly as possible modern, efficient roads, particularly linking the Highlands regions with the north coast of the main island.

- A procedure for breaking stranglehold on development that has been imposed by the Administration's scrupulous regard for the land tenure custom of the New Guineans. It is understood that the Bank regards this as vital, and recommends a system of direct leasing of land from native owners who would be offered the option of buying the capital improvements after say 30 years, with the aid of bank-provided finance.

- Establishment of an Economic Advisory Council to advise and coordinate in respect of all matters affecting the economic development of the country.

Another proposal suggested in some quarters is the establishment of a New Guinea Development Commission to handle all matters affecting the relationship between the Australian Government and the development of New Guinea.

It appears likely that the Administration will accept most of the recommendations, and many, indeed represent merely an amplification and acceleration of projects already underway.

LAND REFORM NEEDED

On the crucial matter of land reform, however, there appears to be some doubt about which way the Administration will move. On the one hand are the urgent requirements of a development programme that must be implemented; on the other the fear of offending the New Guineans on the basic matter of their land rights.

It is a conclusion of this survey that the broad overriding requirements of the long-term situation call for reform of the land tenure system and that the procedure outlined above is a fair and equitable one to all parties.

It appears that there is no shortage of indigenous owners who would be prepared to lease their land on appropriate terms and that this would help both the individual owners and the long-term prosperity of both the Territory and their country.

The Territory Of Papua And New Guinea

This comprises the Australian Territory of Papua, and the Trust Territory of New Guinea, which includes New Britain, New Ireland, Manus, Buka and Bougainville in the Solomons, and about 600 lesser islands. Together they occupy an area of about 183,000 square miles, and they are administered jointly from Port Moresby in Papua.

They are governed by a House of Assembly of 64 members, of whom 54 were elected this year in the first common-roll election in the Territory's history. There are also 10 appointed members who are departmental heads. Ordinances passed by the House of Assembly do not become law until assented to by the Administrator or, in some cases, the Governor-General of Australia.

There is some criticism, from both European and New Guinean sources, about the system whereby departmental heads are required to sit in legislative judgment on criticism affecting their own standards of administration.

It is felt that these posts should be abolished, or at least filled by people whose views could be expected to be more objective when departmental matters are under discussion. This is not a criticism of the individuals concerned but of the general principle involved.

In the House of Assembly itself, very little has yet appeared in the way of cohesive national thinking, either among the white members or the New Guineans, who still reflect the extreme fragmentation of the country, which has more than 500 different languages—not dialects. Several very able and dedicated New Guinean members are making their mark but there is no sign as yet of the emergence of a national leader.

The People

Population of the Territory totals a little more than two million people, of whom about

RURAL ACTIVITIES WILL CONTINUE AS MAINSTAY

Rural pursuits and production, which so far have been the mainstay of the economy, will remain the basis of economic development in Papua-New Guinea in the foreseeable future. At present they provide more than 80 per cent. of the country's exports.

The great majority of inhabitants live off their own land and paid rural employment is provided for about 50,000 indigenous people. Copra, cocoa and coffee make up the greater part of the total, with cocoa and coffee rising strongly each year, and copra slowly starting to recover ground after a standstill in plantings in recent years.

1½ million live in the Trust Territory, and about 28,000 are European. Racial types vary greatly from district to district, as do customs and languages. Their relationship with European settlers is generally first-class, although some resentment based on colour-consciousness and economic differences is evident in some of the major centres, notably Port Moresby and Rabaul.

Between 40 and 50 per cent. of the people of the Trust Territory live in the Highlands and it is here that the major plans for economic development of the country are being concentrated. The Administration envisages a population "explosion" in the Highlands within the next 10 years, and other sources foresee population centres of up to one million people in the area within 20 years.

The people, particularly in the Highlands, are capable when instructed, industrious, and intelligent. They are responding well to education and there is every indication that their modern culture will be one based on their pleasing personality, Australian standards of health and hygiene, and a universal English language.

There may, however, be another six or seven years before this culture starts to take form and it will be important in the intervening period to retain the goodwill of the people.

THE increasing importance of cocoa is well illustrated by the rise in exports from £1.6 million in 1960/61 to £3.4 million in 1963/64. This is a rise based mainly on increasing production rather than rising world prices. Present plans envisage very substantial increases in production over the next five years.

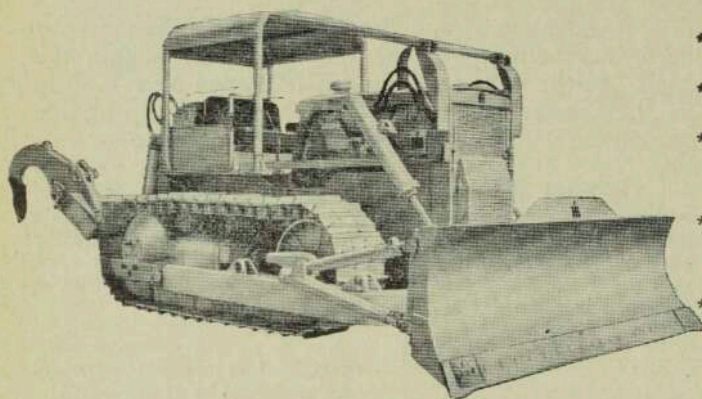
Coffee production has also increased enormously in the current decade and for 1963/64 brought in about £2.7 million in export income compared with £1.1 million in 1960/61. Plantings on European-owned plantations are being developed under rigid control but indigenous planters, who currently produce about half of the country's coffee crop, are under no such control. Forecasts suggest that the present overall production rate will be doubled within the next seven years.

TEA PLANTING

Indigenous owners also produce about 25 per cent. of the country's copra and about the same proportion of its cocoa. In Highlands areas they are now being encouraged to plant tea following the success of experimental plantings at the Government station at Garaina and the announcement that W. R. Carpenter has taken up three areas in the Wahgi Valley between Banz and Mt. Hagen and will spend more than £1 million on growing tea there.

Three further areas are to be released soon, and it is understood that other substantial Australian and overseas interests are likely to tender for them. The tea project is expected to be fully productive in 6-7 years and will provide sub-

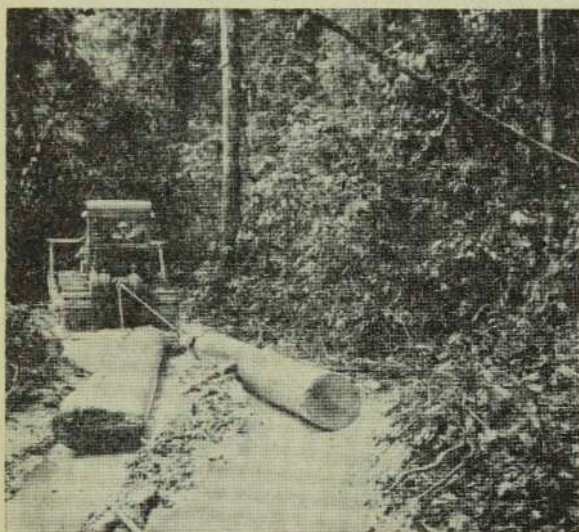
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Tea growing, first undertaken commercially by the Administration at Garaina, where New Guineans are seen plucking the leaves for the local factory, is on the threshold of vast commercial development.

stantial employment for the people of the valley.

The tea project includes the building of factories which will handle both the production of the European-owned crop and that grown by New Guineans in their own plots. If developing production warrants it, the Administration is likely to provide tea factories for New Guinea growers where European facilities are inadequate.

Departmental estimates are that tea plantings will grow from the present 1,500 acres to a total of 33,000 acres by 1972. This will provide jobs for about 40,000 people and provide a big export crop from the projected production of 17,000 tons a year.

It will also mean a demand for £100,000 worth of local plywood a year to make tea chests.

While tea is the largest new development currently taking place in the Highlands it is by no means the only one. Pyrethrum, the daisy-like flower which is used to make insecticides, is currently planted over about 1,200 acres and is estimated to yield 400 tons of dried flowers this year.

PYRETHRUM PLANS

This is forecast to rise to 11,000 acres with a yield of 3,700 tons by 1972. This is seen as mainly an indigenous crop with minor European participation. An extraction plant to handle the flowers is planned for Mt. Hagen. At present Kenya is the world's biggest exporter of pyrethrum and Australia alone uses pyrethrum extracts to the value of about £200,000 a year.

Peanuts, passionfruit and rice are other crops that are being developed

with some success, and the oil palm is regarded in some quarters as likely to supplant the coconut palm as a source of oil. This is because it is a faster grower and, according to estimates, can be grown twice as densely as the copra producer. (See p. 132).

Still another project under consideration is the development of sugar on a substantial basis. An expert pointed out that this was a natural crop for New Guinea—it had always been grown there by the native people, and the plantings for some of the best Hawaiian and Pacific Islands plantations had been secured from New Guinea.

Development of the cattle industry, still in its infancy, offers one of the

P-NG SURVEY

brightest hopes for a fully integrated industrial complex. There are now perhaps 27,000 head of cattle in the country, mostly in the Markham and Wahgi Valleys and around Madang. Killings have been running at a rate exceeding 2,000 head a year, and an abattoir has been established at Lae, with substantial capacity for expanding its production.

It is stated Administration policy to build up herds quickly and a level of 50,000 head is likely to be reached within the next year or two. An Agriculture Department estimate for the Western Highlands shows a six-fold lift in herd numbers by 1972 and a similar rise in the number slaughtered each year. It is envisaged that about half of total annual production would be going to the export market by 1970.

STRESS ON CATTLE

The World Bank is known to have recommended, in the strongest terms, quick development of cattle-raising in the rich lowland and Highlands valleys out from Lae. It is understood that Australian interests with large capital resources are investigating the prospect of establishing cattle properties in the area and an early announcement is likely on this.

Similarly, indigenous interests are being encouraged to go into the business of cattle-raising, along with pigs and poultry. Breeding stock has been imported from Australia, and



Coffee production, mainstay of the Highlands in recent years, cannot expand greatly now because of international controls. But there are assured returns for many who got in early. This young coffee, covered for protection, is on the plantation of Territory identity Tom Cole, at Banz. In the picture is Janette Beirne, wife of plantation manager Tony Beirne.

the level of quality of existing stock is continually being improved.

It has been found that Australian cattle do very well in the Highlands, but special heat-resistant stock has frequently been more successful in the lower, hotter altitudes. In the Rabaul area, there has been considerable success with Jersey cattle.

The vast forests of New Guinea are also among its prime productive assets, and exports of all forms of timber in 1963/64 exceeded £1.8 million, compared with £1.3 million in the previous year and £1.1 million in 1960/61. Huge new projects in timber development are now under way or in prospect. By 1966 one million super feet a week is scheduled to come out of the Gogol area, near Madang. Still another prospect is the great pine stands in the isolated Jimmi Valley between Madang and Mount Hagen.

Where production is now under way, such as in the area near the plywood factory at Bulolo, extensive replanting programmes are constantly in progress to ensure indefinitely the future of the industry.

Of the other natural resources of the Territory, rubber remains an important export earner and there is some movement by indigenous people into growing new and improved strains that have become available.

Investigation is going on into the prospect of growing tobacco as part of the cigarette and tobacco plant operation by W.D. & H.O. Wills at Madang.

FISH RESOURCES

The vast fish resources in the waters around the islands are also being critically examined as the possible basis for a fish-canning industry.

The sum total of all these activities and plans is an impressive picture of an agrarian province with unrivalled potential for growth. But it is also evident, and admitted in many quarters, that the income from these operations alone will not start to flow quickly enough, or in sufficient quantity, to support any aspirations by the population of the area to a standard of living anywhere near what would be regarded as satisfactory by modern standards.

Not only a "crash" programme of development but new concepts, too, are needed if we are to equate the pace of progress with the demands that will come ever more swiftly and insistently from a growingly-sophisticated indigenous population.

NEEDED URGENTLY: MONEY FOR ROADS, WHARVES

Roads and efficient means of communication are the greatest need of the Territories. Without them all the great expansion plans will be strangled by high costs and the impossibility of arranging dependable transport at all times of all seasons.

SO vital is this necessity, so urgent is the requirement, that there seems every reason for an approach to the World Bank to provide funds for the construction of trunk roads in the area bounded by Lae, Madang and Highland points such as Goroka and Mt. Hagen.

It is known that the World Bank has been bitterly critical of the slowness of economic development and has called for more and better roads as an integral part of the desired speed-up.

It is surely appropriate to ask the Bank to back up its judgment by doing the job it was constituted to do and has done in so many other parts of the world—providing money to carry out tasks of which it approves as likely to develop a country.

The blueprint for the needed roads is already there—there is, in fact, a road through from Lae to Mt. Hagen and beyond but it needs improvement; another needs to go from Lae along the Ramu River to Madang; and others should go from the Ramu Road through gaps in the mountains to places such as Mt. Hagen.

This would join up all the important points of what will unquestionably be the richest province in the country, give them all access to two great seaports, and cut present crippling freight costs in half.

HAGEN MOVING FAST

It would also encourage the development of new timber stands, open up new country for development, and result in a big trucking industry, probably run largely by the indigenous people.

Much work has already been done. It is possible to drive from Lae to Mt. Hagen if you are hardy and all the crude bridges are intact. The road in many places is incredibly rough and narrow, is unsealed, but is termed an all-weather road.

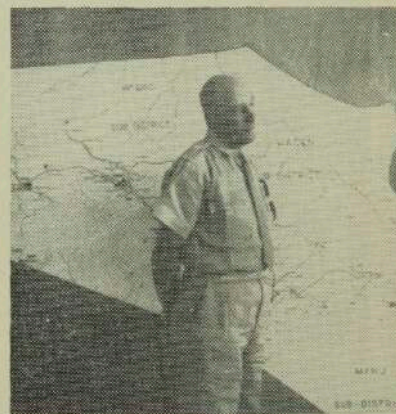
Construction costs are enormous—60 miles cost £1½ million and the next 40 miles will cost £1¼ million.

Costs of maintenance also are high—other local experience suggests as much as £1,000 a year for each mile of road.

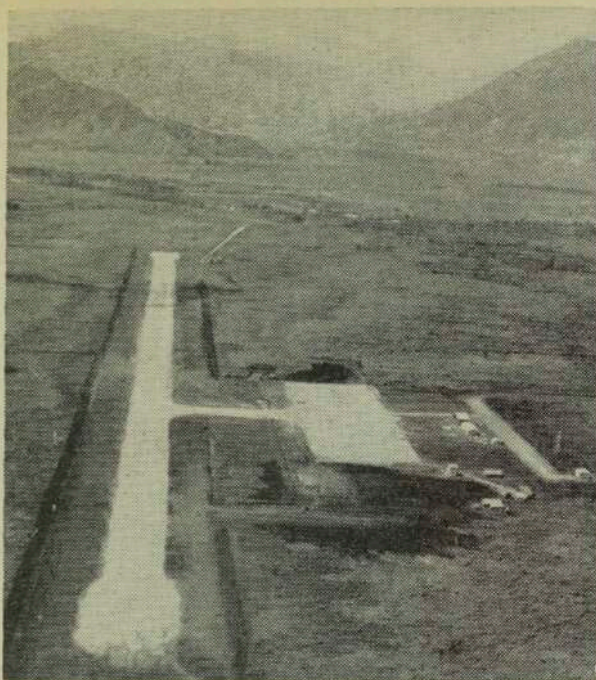
A road is also being pushed along the Ramu towards Madang, while much of a road that could connect Madang with Mt. Hagen has also been formed. However, this has not been part of an overall plan for such a road and there still remains the difficult and costly problems of surveying a pass road through the mountains, and building a high level bridge over the Ramu River.

Some such road access from Madang to connect the Western and Southern Highlands is, however, an obvious necessity to cope with the big production expected to come from the tea plantations, and the other producing facilities of this vast district.

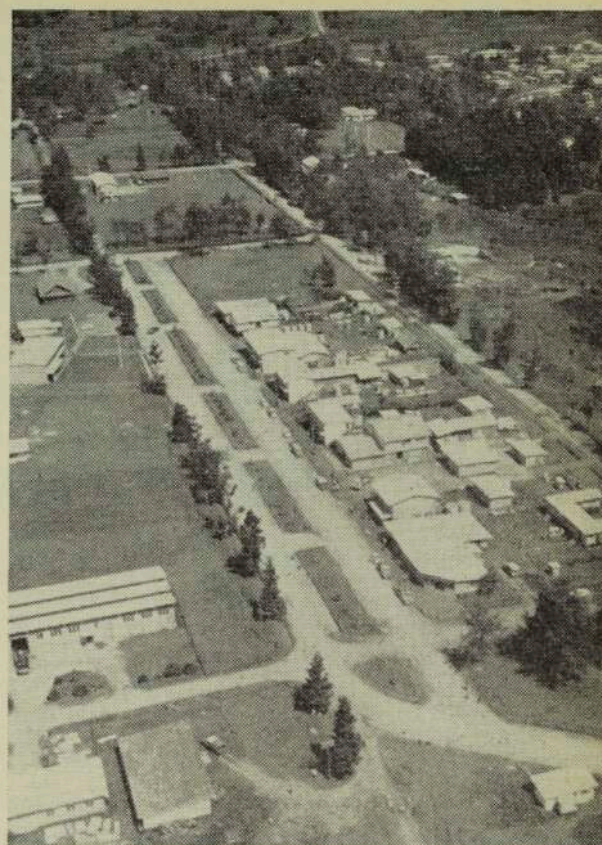
Mt. Hagen is the fastest-expanding town in the Highlands and it needs this road to Madang to achieve a freight advantage that will not be possible if its produce has to take the long way through Goroka to Lae. The desirable form of development appears to be that Madang should serve as the seaport for the



Active Western District Commissioner Tom Ellis, seen here in his office at Mt. Hagen, is a leading advocate for a road to Madang.



Mount Hagen, whose main business centre is seen from the air at right, is the fastest expanding town in the Highlands. It's the centre of a district of 287,000, including 1,350 Europeans. Kagamuga airstrip, now nearing completion, on the floor of the Wahgi Valley eight miles out of Hagen, will allow the area to expand even faster. The strip is 5,600 ft long and can be extended to 12,000 ft.



Western and Southern Highlands, while Lae serves the Eastern Highlands and the big industrial complex that is destined to grow up around the Markham Valley area.

These developments will involve construction of new berthing facilities at both Lae and Madang and the installation of modern cargo handling equipment at both centres. Airports, too, will need to be developed to take jet-age aircraft; some work along these lines is now occurring at Lae and Mt. Hagen.

The proposition advanced by this survey is that the World Bank should make available sufficient funds, under normal government guarantees, to ensure that the necessary roadwork is carried out and to a standard that will eliminate the huge annual maintenance bill that is inevitable with present construction standards.

Research suggests that the economics of the roads are soundly-based in the light of the new development they will generate. Timber royalties, alone, are likely to pay for the Madang-Mt. Hagen Road in less than 10 years. Other big projects, such as sugar-growing, are planned for the Jimm Valley, which the road would open up.

SECONDARY INDUSTRY STILL IN EARLY STAGES

The development of secondary industry in Papua-New Guinea is still in a very early stage, and there is little prospect in the immediate future of any large-scale growth based on local resources and local economic production.

LATEST statistics available show that there were 331 factories operating as at June 30, 1963, employing a total of 6,953 people who received salaries and wages amounting to £2.5 million during the year. More than 80 per cent. of those employed were indigenous people.

Almost half of the factories were in the class represented by industrial metals, machines and conveyances. The next biggest class included saw-mills and joineries at 23 per cent., while food, drink, tobacco and other industries such as paint manufacture, printing, and coconut oil processing made up the rest.

Clearly the development of new secondary industries depends upon the establishment of a large home

market that will make economic production a possibility. There are two million people in the country but probably only 20 per cent. of this number use money to buy their daily needs; the rest are still outside the conventions of modern living.

If the remaining 1,600,000 people could be turned into customers for the products of secondary industry, then the potential would exist to produce peanut butter from the peanut crops; to make soap from the oil products; to save £500,000 a year in imports by canning the fish that is so plentiful. This latter project is, in fact, one of the industries currently being planned for the country.

A meat canning industry, based on the big expansion scheduled for the

cattle industry, is also planned for establishment at Lae. A pyrethrum extraction plant outside Mount Hagen, costing an estimated £250,000, a nail factory at Lae, and a steel drum factory at Rabaul or Lae, or both, are all in the planning stage, too. The giant Australian steel monopoly, BHP, is interested in the nail and drum ventures through some of its many subsidiaries, and it is expected that production will be extended to include such items as fence posts.

All of these will provide much-needed employment for the New Guineans; will reduce the country's import bill; and provide new sources of export income. The extent to which this is needed is to be seen in the terms of trade for 1963-64 when imports totalled £35 million and exports £20 million.

Plans also exist for the development of industries in the Highlands where, as previously pointed out, almost half the indigenous people of New Guinea are to be found. Tea factories are envisaged that will provide employment for 40,000 people. Coffee factories are already operating in many parts of the Highlands and there is one recently-formed indigenous company that is taking

P-NG SURVEY

the coffee right through to the stage of roasting and packaging. It has a capital of £100,000.

But much more is needed to provide employment for the estimated population of two million people who will live in the region in 20 years time. Research into the problem has taken two lines:

- (1) The possibility of further processing local products.
- (2) The introduction of new industries to produce the requirements of the population.

In connection with the first proposition, investigations are being made into converting the waste part of the coffee berry into such products as alcohol, cattle fodder, fertiliser, wallboard, and soft drink.

In the matter of new products, one plan aims to overcome one of the major problems of the area—the lack of containers in which to store locally-grown produce. Research has indicated that a low-capital industry could be established to make polythene-lined cardboard containers which would overcome the problem. It is also suggested that the con-

tainers would have a valuable role in ensuring relatively long-term storage of milk produced in the district.

Replacement of imported wheat flour with locally grown corn flour, or processed kau kau (sweet potato) is also regarded as another means of developing Territory self-sufficiency in an essential item.

CEMENT INDUSTRY

But the most important, ambitious, and essential proposal is for the establishment of a cement industry. A Highlands proposal is that a plant be established on the Highlands ridges on the southern side of the ranges and that the big gas deposits found at Puri some years ago be piped to the site to provide the necessary power for the operation.

Other interests see such a project based more naturally on the southern shore where there are extensive coral deposits to be ground up instead of limestone and where the cost of powering the plant would be lower.

Whatever the merits of the respective arguments, there is no doubt that a local source of cement would be an immense boost to local construction development and would help in reducing many costs. The cost of a ton of cement at Mt. Hagen, in the Highlands, is £58 whereas the cost at Madang, on the coast, is only £16.

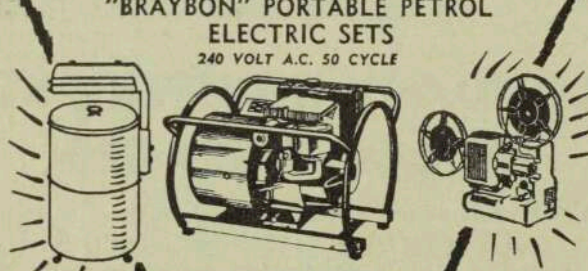
With such a cement plant, Highlands planners envisage a building programme of 2,000 native houses a year, costing £1,000 each. These would be financed by banks on £50 deposit, with the balance repayable over, say, 40 years, at £1 a week. This, say the planners, would inject £2 million a year into the economy and stimulate the development of many other supply industries.

Meanwhile the call for cement products is being successfully cared for by the Australian Monier group which has several very busy plants in the Territory, and by a number of smaller cement brick manufacturers.

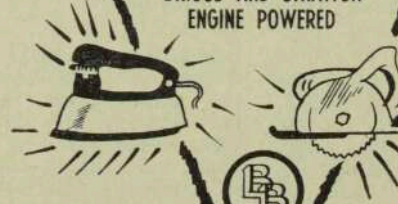
The net effect of this development—actual and planned—and with so much of it centring around the Morobe and Highlands districts, is to make it plain that the town of Lae is headed for a period of growth that will undoubtedly make it the commercial capital of the country.

With the increased pace of development that is bound to follow the World Bank report, its facilities for handling the boom will be inadequate unless still more wharf space is provided (in addition to the present expansion) and other communications facilities are enlarged.

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POSITIVE INCENTIVES STILL NEEDED FOR COMMERCE

How do we finance the development now being undertaken in the Territory?

THE whole basis of the Territory's solvency lies in the annual grant made by Australia. In recent years this amount has climbed substantially and it is evident that further steep advances in monetary grants will occur in the years immediately ahead.

In addition, or as part of a general scheme, there will probably be the necessity to establish and finance some sort of development organisation, such as a Rural and Industries Bank.

Figures since 1948 illustrate the way New Guinea has made increasing demand on Australia. In that year, total expenditure was £2.7 million of which £1.8 million came from Australia and the balance was raised internally.

By 1960, annual expenditure was in excess of £19 million, of which Australia contributed more than £12 million.

MASSIVE HELP

Last year's contribution by Australia was £25 million of a total expenditure of £38 million, while this year the country is budgeting to spend almost £44 million, of which £28 million is in grants from Australia.

While these figures demonstrate the massive support given to New Guinea development by Australia, they also show the increasing ability of the country to raise its own revenues—in total, if not in proportion to the whole budget.

In addition to the grant from Australia, large sums, estimated as high as £15 million a year, are being spent on such matters as defence establishments, civil aviation and other areas which were not included in the Territory's public accounting system. Recent activity in these spheres suggests that this infusion of funds is likely to show a healthy increase in the near future.

Apart from the Commonwealth grant for 1963/64, the main items of revenue were £3.5 million from Customs duties, £3.3 million from direct taxation, and £2.2 million in miscellaneous receipts. These collections are all estimated to rise by relatively small amounts in the current year.

The explanation for the smallness

of the increase at a time when major development effort is clearly called for is to be found in the Budget speech, made in the House of Assembly on September 1.

The Treasurer and Director of Finance, Mr. A. P. Newman, then disclosed the intention to bring down revised measures on direct taxation "as soon as possible".

The reason for the delay in presenting these measures, according to Mr. Newman, is the delay in announcement of the recommendations contained in the report of the World Bank.

It is certain that more money will have to be collected in taxes from the Territory, and it is expected that this will be done initially by attempting to impose taxation on a wider section of wage earners than at present. Here, however, there are two big problems:

- The difficulty that will exist in collecting taxes from much of the indigenous population, when they become liable for tax.

- Low taxation in New Guinea is one of the few real incentives

P-NG SURVEY

offering to attract people and capital to the country. A tax rise would take even that lure away.

Loan raisings, too, play a part in financing the operations of the Territory. In 1962 these amounted to £898,000, and in 1963 almost £1.7 million. Projected loan raising for the current financial year exceeds £3 million.

Of the projected expenditure for the current year, just on £27 million, or almost 63 per cent. of the total funds available, will go in departmental spending. Half of that amount will go for salaries in the departments. In the previous year, departmental spending amounted to £24 million with £11.6 million going for salaries.

Spending on new works is scheduled to rise by more than 25 per cent. to £10.6 million. The main increase is a near trebling of the amounts to be spent on roads and bridges—from £841,000 in 1963/64 to £1.8 million in the current year; and in sanitation, water supply and sewerage—up from £299,000 to almost £900,000.

Reflecting the shifting emphasis from social to economic development, projected expenditure on residences, hospitals and schools is all

(Over)

Special Aid Needed For Minerals

Mineral resources of Papua-New Guinea are still largely an unknown factor.

GOLD has been discovered in substantial quantities in some areas, and more than £30 million has been spent in a fruitless search for payable oil—although one large well was brought in late in the 1950s at Puri in Papua. This was accompanied by a big flow of gas for which uses are now being sought. The search for oil also is continuing but on a much reduced scale.

Minor quantities of platinum, iron, lead, zinc nickel, chrome, sulphur, low-grade coal and bauxite have been reported in various places, while a Canadian group is now actively investigating the possibility of mining a copper deposit near Port Moresby. There has been renewed interest in gold on Misima

(Papua) and in part of the Western Highlands of New Guinea.

Exports of gold have been declining in recent years and it is evident that a much more intensive approach to mineral exploration is needed before minerals can be expected to make a more significant contribution to the country's wealth. In this connection it would seem that special incentives might be offered to big exploration groups already operating in Australia to transfer at least some of their attention and activities to New Guinea.

In the past few years these companies have transformed the face of the Australian mineral industry with huge finds of minerals such as bauxite and iron ore. So far New Guinea is virtually untouched by modern mineral exploration methods, and this is one field of endeavour which could be richly rewarding to both the successful explorer and the New Guinean people.

lower this year than last, but provision for offices and other buildings is up sharply.

External trading was at a new record level with exports totalling £20.5 million. However, imports soared by £7½ million to a new record of £35.7 million, the increase being mainly in food, tobacco, clothing, metals and machinery.

BUSINESS IS BUOYANT

Internally, business was buoyant, and remains so. Savings bank deposits reached a record level of £9.4 million compared with £8 million a year previously; trading bank deposits increased from £8.2 million to a record figure of £9.8 million. During the year, the number of local companies registered increased by 121 to 752, with a nominal capital of more than £113 million.

Motor vehicle registrations, building statistics, postal revenues and shipping and airline movements are all rising, providing further evidence of the overall buoyancy of the economy.

As previously pointed out, however, without the Australian, or some equivalent, contribution, the economy of the country would be impossibly unbalanced, providing unarguable evidence of the urgent necessity to stimulate the productive capacities of the country and put it on the road to self sufficiency.

To do this, much more private capital needs to be attracted to the Territory. This can only be done by providing positive financial incentives, and tangible guarantees of security against political risks. The Administration has done much in this direction but more is still to be done.

MORE NEEDS TO BE DONE ON P-NG EDUCATION

Probably the severest criticism levelled against the Administration from all sources has been on the score of education. At the same time the World Bank has complained that too much emphasis has been placed on social development, including education, and not enough on economic development.

IT appears that of the estimated 450,000 children of school age in the Territory only about 150,000 are at school. Millions of pounds have been spent by both the Administration and by Missions on educational facilities and training students, yet the output in terms of scholars capable of taking their place in a sophisticated environment has been negligible.

At its last meeting the United Nations Trusteeship Council investigated progress in education and resolved that more intensive efforts were needed to expand education and to ensure that a sufficient number of students acquires the professional, administrative, and technical qualifications essential to the Territory at its present stage of advancement.

As a result of these criticisms, the emphasis on educational development is being swung to secondary educational facilities which will absorb the wave of children now going through primary school.

For the time being, it seems, the requirements of thousands of primary school-age children in remote areas are to be neglected, although existing facilities will continue to be developed.

At the same time, this change in policy emphasises the need to speed up economic development so that jobs of a satisfying character will be available to the children who flow out of the secondary school system.

Beyond this still is the urgent need for education at tertiary level. New Guinea is already a State of 2 million people without a university. Firm proposals have been advanced for establishing a university in the Territory but so far the Government has not acted, nor does it seem likely that it will act in the immediate future.

The need is small at this moment, but it is there. At March 31, 1964, there were only 3,504 pupils at secondary schools. On the same date, there were 12 New Guineans studying at higher education institutions in Australia—four at universities, and eight at technical colleges.

Technical training is, perhaps, in a more satisfactory state in the Territory. It starts in the villages where community technical training is given aimed at making some specific improvement in living conditions by co-operative effort using local materials and resources, as much as is possible.

There are seven junior technical schools which give training in such skills as brickmaking and laying, carpentry, plumbing, and car servicing. Classes of this type are also held at the two main technical schools in Lae and Rabaul. At these higher-level schools, students take two years of general education after which they are eligible for apprenticeship in a first class trade. They then receive a further two years of training in those trades.

Training in business principles, typing, book-keeping, etc. is given at Port Moresby, and training is given in manual arts annexes at 10 other centres throughout the Territory.

Latest figures available show that there are over 700 students attending Administration and Mission technical schools.

Rabaul, pre-war capital of the Trust Territory of New Guinea, is booming today. Photo shows the wharf area.



P-NG SURVEY

Overall, the figures on achievements in education are not impressive in our long tenure in the Territory taken into account.

From a hard economic point of view, however, it is probably just as well that we have done no better in view of the similar failure to encourage economic development which would have provided jobs for graduating students.

HEALTH

The Administration's achievements in the field of public health have earned high praise from virtually all quarters. Perhaps the only adverse opinion is the opinion that we have provided facilities in health, as in education, that it would be impossible for the State to maintain without substantial outside assistance.

The UN Mission in 1962 said, "In no sphere of government activity there has been a greater effort made and more success achieved than in the sphere of public health". Millions of pounds have been spent on fine modern hospitals in every main area, infant and maternal welfare centres established total well in excess of 100.

B, malaria, yaws and other diseases have been the subject of highly successful eradication campaigns, and the better health of the remote communities is already being reflected in a decreasing mortality rate which is forecast to result in population being doubled within 20 years.

Improvement of the nutritional standards of native foods is also the subject of an intensive campaign. This involves the introduction of new seeds, new storage techniques, and the supply of high-protein foods at present economically available.

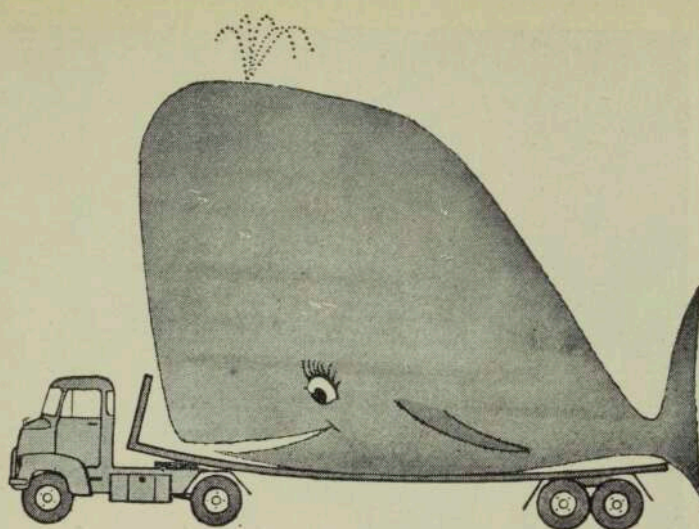
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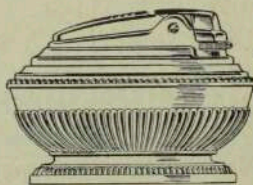
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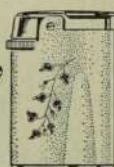
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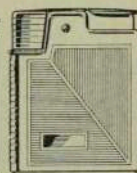
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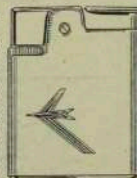
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Development Hamstrung By Land Problems

There is a vital necessity in Papua-New Guinea to achieve prompt reforms in the system of land-holding. This has been mentioned previously in this report.

THE 1962 UN mission expressed the opinion that "by far the most important and at the same by far the most difficult, of the problems to be tackled in order to achieve economic progress are the problems of land and land tenure".

Later in the same report, it said, "we see no hope or prospect of saving the agriculture of the Territory (on which its whole future must depend) on a sound basis until a system of individual land holding is created".

It is understood that the World Bank concurs most vigorously with this attitude and has suggested the reforms referred to earlier in this report.

Land is classified as native-owned, freehold, Administration land (including that leased to indigenous people), and ownerless.

Business interests and settlers (and apparently the World Bank) claim that the Administration's policy is hamstringing development by denying justice and progress to indigenous owners.

Land may be bought from New Guinean owners only by the Administration and may then be leased out to the Administration. In many instances the terms of the lease are to be well in excess of the value paid to the original owner.

In many town areas there is plenty of native-owned land which is being put to no use, yet land for business and residential development purposes is virtually impossible to obtain.

LEASING PLAN

The proposal expected to be made by the World Bank that direct leasing to indigenous people be permitted is generally regarded as likely to break this land bottleneck on progress.

It is obvious that supervision of leasing arrangements would be needed to ensure that native owners received fair terms, but it is claimed that this would give them a better return than they now receive when they sell to the Administration. Even if important, they would have

the chance to acquire the capital assets created, at the end of the lease period.

It is impossible to overstate the importance of this question to the future of development. The sanctity of land-holdings is all important and full justice must be done to the New Guinean in any action that is taken. But such action must be taken if we are to discharge the obligation we have to develop the country in the best interests of its people.

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Political Security 'For Some Time To Come'

The election earlier in 1964 of a House of Assembly based on a common roll is generally admitted by most people to be the first step on the road to independence, and this matter has been discussed previously in this survey. The question of how long before independence is achieved is fairly widely debated, as are the likely political effects on the European residents of the country.

THERE is, however, an apparent absence of any deep worry on this subject, and most private residents and businessmen appear to have adopted an attitude of "let tomorrow look after itself".

Among native leaders, probably the most significant recent development is the proposed formation of a 7,000-strong federation of workers' associations under the presidency of Maneto Kuradal. The opening of the conference where this was launched was addressed by the Assistant Administrator, Dr. John Gunther. Other New Guinean leaders, Mr. John Guise and Sinake Giregire have also achieved considerable prominence in the affairs of the new Parliament.

Perhaps the most interesting development as a pointer to the future is the suggestion made some time ago by Dr. Reuben Taureka that a Federation of the New Guinea Islands should be established. This suggestion envisages three separate

P-NG SURVEY

States of the Federation—Papua, present Trust Territory, and a State of West New Guinea.

It is understood that this proposition has been discussed with native people from West New Guinea (Indonesian) and that it has received general support.

The suggestion regarding the western part of the island is obviously incompatible with the present political situation but the general proposition should not be dismissed too lightly.

For quite some foreseeable time, however, the political security of the country, as far as European residents and their investments concerned, appears safe. And, when independence comes, the general feeling is that coexistence will be possible.

PROGRESS MUST BE SWIFT

It is the conclusion of this survey that:

Australia's role in the Territory is neither a happy nor a simple one. In effect, the conduct of New Guinea affairs has been largely taken out of our hands but we still have to foot a bill which is starting to look like an open cheque.

In a shorter period of time than many judge to be either wise, or realistically possible, we have to transform a subsistence economy into a cash economy that can stand, more or less, on its own feet.

Unlike the Congo or Rhodesia, or many other emergent States, New Guinea starts with no rich, fully-developed resources. Many of the riches of the Territory have been put there by Australians, and it will be Australians who will bring New Guineans to the full realisation of the ultimate aim of Statehood.

If we act expeditiously to bring swift progress to the people of New Guinea, and join them in the great experience of founding a new nation, there is no reason why we should not enjoy enduring friendship and association with them.

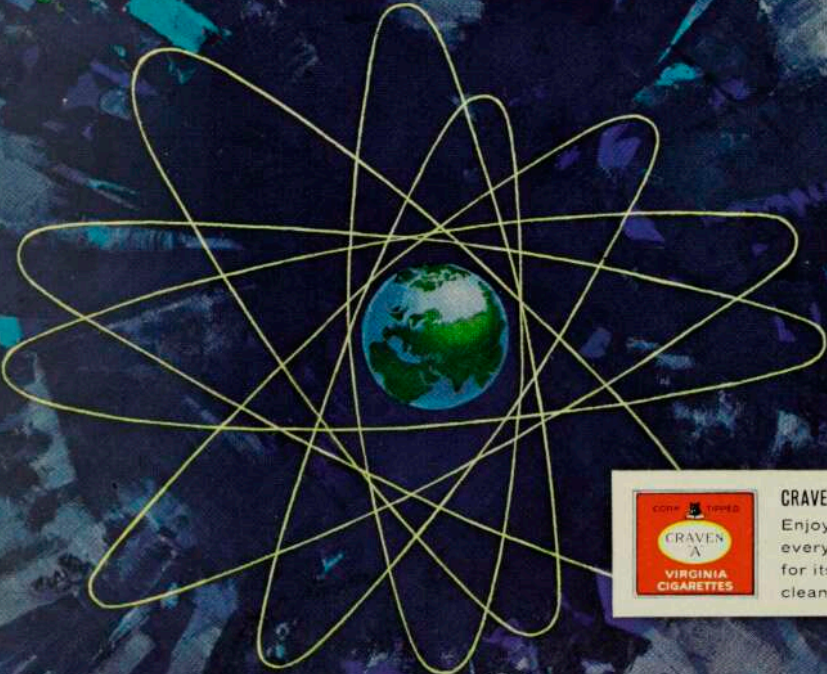
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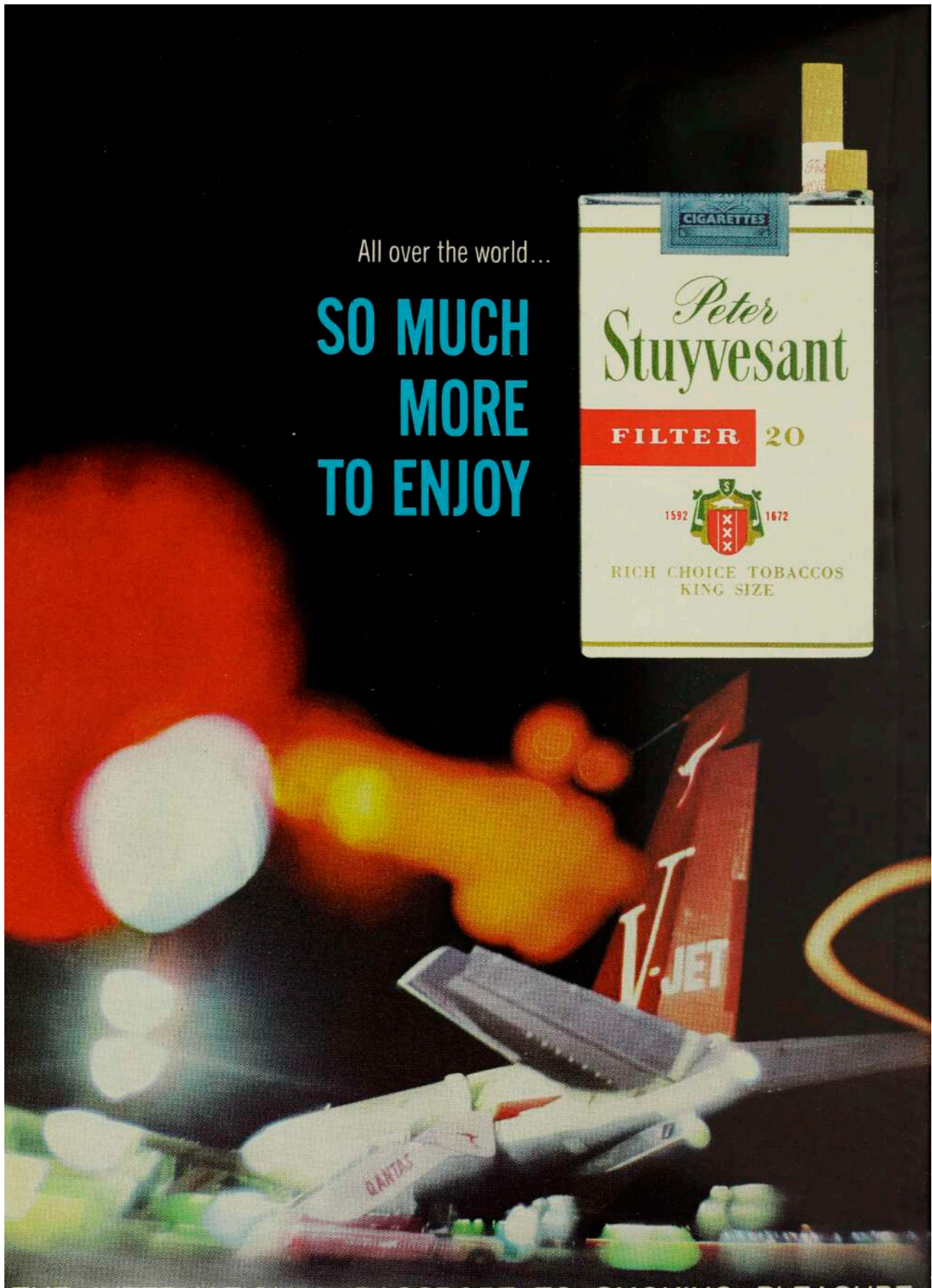
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March Marks Fiji's Big Day

Cession Day in Suva this year was celebrated by a March of Youth through the city streets to Albert Park where, after speeches were given, the young people enjoyed themselves at entertainments given by various schools. Cession Day is October 10.

Photo: Rob Wright.



Crucial, Sensitive Moves On Fiji Political Scene

From a Suva Correspondent

The 90th anniversary of Fiji's Cession Day—the day on which the Fijian people ceded Fiji to the Queen—has come and gone in an atmosphere of undercover political activity which might make it, in retrospect, the most significant anniversary ever. Things are certainly happening behind scenes in the Colony.

BY this time next year the political situation might be quite different, or in the interval there is likely to be a constitutional conference in London to decide just where, and how fast, the Crown Colony is going.

Although he had nothing specific to say about the London conference, the Member for Communications and Works, Mr. John Falvey, obviously had it in mind when he made one of the major Cession Day speeches, delivered at the historic old capital of Levuka, where the Cession Deed was signed in 1874.

I believe his speech was framed with a great deal of care and not without advice from others.

Mr. Falvey is one of the accepted leaders of the Colony and certainly the main body of Fijians would agree with his views.

"Whether we look back on this day with satisfaction, or with regret, will depend on the shape of events in the months which lie immediately ahead," he said.

He added: "The shaping of these

events must be, and will be, largely determined by the principles and the terms of the Deed of Cession."

Referring to the Deed of Cession as a link between the Crown and Fiji, Mr. Falvey said it was "totally unthinkable to the Fijian people and to a huge majority of the Colony's British inhabitants that this link should be weakened or severed by any constitutional experimenting".

He stressed the insistence of the Fijian people that the initiative for any constitutional change should come from them.

"If there is to be any fundamental change in the Colony's constitution, that will involve the negotiation of a new contract," he said.

A new contract could only be drawn up if all three main races were represented at the conference table with the British Government.

He was optimistic, however, about the cause of unity. He thought it was well-favoured because "all the peoples of these islands share an abiding loyalty to the Throne".

The principal speech at the Suva celebrations—to which 5,000 school-children marched instead of the expected 8,000—was the recorded voice of the Governor, Sir Derek Jakeway, who was away in Noumea for a session of the South Pacific Commission. He told his listeners that he agreed entirely with the view that the country should hasten slowly over the business of constitutional change.

"Our progress should be step by step, each one carefully considered before it is taken," said Sir Derek.

"We shall go on, I hope, moving forward, and expanding and developing existing institutions rather than replacing them by something new and untried," he added.

Mr. Deoki's View

Some might have been thinking, of course, that, as Britain has given independence to millions, independence was hardly something untried.

One of the Indian representatives in the Legislative Council, the sensible and moderate Mr. Andrew Deoki, did not make a lengthy speech but what he said was probably more significant than anything said by anyone else that day. He said he believed that Britain had fulfilled the promises laid down in the Deed of Cession. Fiji was now pass-

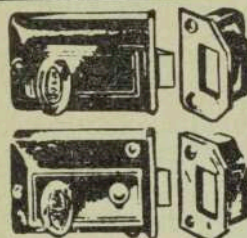
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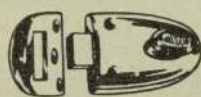
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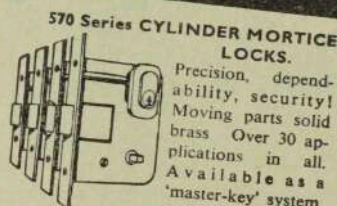
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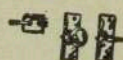
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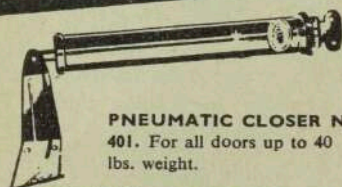
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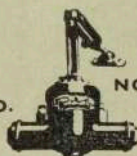
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ing through a phase in preparation for the second stage of progress.

Fiji had grown up, and the progress which had been envisaged 90 years ago had been achieved, he added.

Behind all this facade, the process of change is being worked out. The Member system is in operation and all three Members, Mr. Falvey Ratu Mara and Mr. A. D. Patel are peregrinating around the Colony.

All their journeyings—which like St. Paul's are often—are faithfully recorded by the Fiji Public Relations Office in much more detail than are those of the Governor.

PRO Is "Selling"

Thousands of words pour out each week on who they meet, and why and where, until it has become obvious that the Public Relations Office has been charged with the job of "selling" the Members to the public.

There are more straws in the wind than that.

There are more indications that every endeavour is being made by Government House to condition the people to the idea of coming change and the idea seems to embrace independence.

Also, from out of the Public Relations Office in recent months have poured articles on the various countries which have been given independence—all of them careful to stress the rosier side of the picture not the difficulties.

Meanwhile, although we are approaching the end of 1964, nobody officially has yet handed out any more information about the composition or the timing of the constitutional conference (which some people think may be next June).

Certainly it had been stated that the outcome of the British elections (just concluded, with Labour taking over from the Conservatives) would affect these matters, but without doubt the Fiji Government has in its possession more information than it has released.

Fiji Has Plans

There is evidence that the Government is working on a plan of its own to be put before the conference, and at least one senior Government officer would no doubt like this plan to be the *only* plan considered.

The Governor himself might do well to say something at this stage and calm the apprehension abroad that the Government is doing something behind the scenes that might not be in everybody's best interests.

This is a time that justice must

not only be done but must appear to be done. It is certainly not the time for any ham-fisted public servant to assume an attitude of have-it-to-father, apparently in the misguided belief that he knows all the answers.

There should be no suggestion of conspiracy of official silence.

Adviser Needed

The fact is that developments so far—or at least the painful lack of developments—have sent some thinking Fijians and Indians in search of a champion of their own, who can give them some sound constitutional advice and make them independent of ham-fisted official gentlemen.

It is quite possible there will be some announcement on this soon, perhaps by the Fijian Affairs Board.

The Fijians have not overlooked the lessons of Western Samoa and the Cook Islands, both of which have been greatly helped by constitutional advisers brought in from outside.

There is no reason why one adviser cannot represent both Fijian and Indian—there is no reason why one single man cannot give sound advice applicable to Fijians, Indians, Europeans and the Fiji Government. But the point is he must be a man who has the confidence of all parties, and no senior public servant—by his very position in the Government camp—has much chance of being successful at this job in the present state of Fiji politics.

Destiny

In a community of mixed feelings and races, Fiji thus moves on to her destiny.

There are two Legislative Council meetings in November, but it is likely that both will be concerned more with finance—the second meeting will be the Budget one—and with the Council's own domestic arrangements as regulated in new Standing Orders which have yet to be approved.

One of the changes in Standing Orders will give the Speaker, for the first time, powers to expel a member—the surest way of dealing with calcitrants in a Parliament.

Contrary to accepted belief, the Speaker has no power at present to expel any member. He can "name" him and presumably the Executive Council would do the rest when it met.

Maybe that's another straw in the wind. Who knows? Who knows anything for sure any more?



Levuka, 90 Years Later: Ninety years after Fiji's Deed of Cession was signed there, and after a long period in the doldrums, Levuka, the former capital of Fiji, on the island of Ovalau, is perking up with new life. The shot-in-the-arm has come from the building of Japanese fish storage plants there and activities associated with this enterprise. Hand in hand with this development has been the building of an airstrip at Bureta to serve Levuka, enabling land planes to land on Ovalau for the first time. The first plane to use the strip, one of the "air taxis" of Korolevu Air Transport, is seen in the top picture. The centre picture shows Levuka from the air; and below is the new fish storage plant, with five Japanese catchers and a storage ship alongside the wharf. This was on the second day of operations, when large catches of tuna, marlin, sailfish and other varieties of fish were unloaded from the ships and trucked into the storage sheds.—Photos: Rob Wright.

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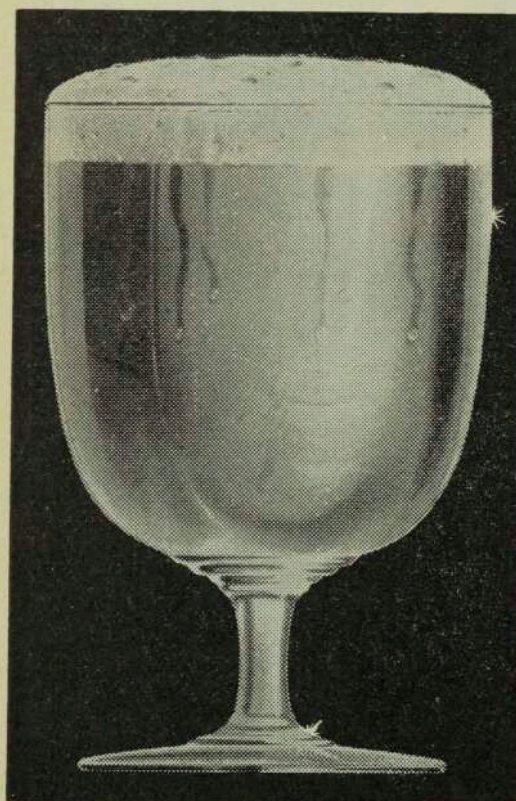
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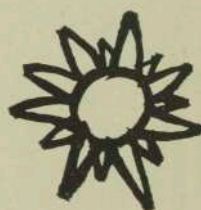
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The Editors' Mailbag

FRENCH BOMB TESTS

—At the annual meeting of the Auckland Campaign for Nuclear Disarmament the attention of members was drawn to the article in September PIM, "Tahitians Unhappy at Bomb Tests". So are we.

You report the French Prime Minister, Mr. Pompidou, as saying that if inconvenience was likely there would be no tests. I was instructed to write to assure you that the view of our organisation of nuclear tests carried out in the Pacific by France or any other nation would be grossly inconvenient.

Mr. Pompidou's assurance that of the duties of French authorities in Tahiti will be to determine what effects atomic tests would have on the flora and fauna of the territory provides little consolation to our fellow-citizens with friends and relations in, for example, the Cook Islands. In their territory wind weather are difficult to predict and there is very grave danger of suffering accidental damage in the tests, similar to the harm done to the Marshall Islanders at Bikini test in 1954.

At the 1963 Hiroshima Day March, held here to commemorate the past and present victims of the atomic bomb, one of the speakers was a Cook Islander, Mr. Bert Henry, a well-known leader among his people.

He said: "The breakers that roar loudly round our little islands stop you from hearing the full voice of our people raised in protest. But if we can't make that voice heard, our lives won't be worth a damn."—Yours, etc.

MARGOT ROTH.

Secretary,
Auckland Campaign for
Nuclear Disarmament,
City Centre, Auckland.

NEW HEBRIDES AIR SERVICES

—I read with interest your article (Sept., p. 14) on the New Hebrides air services. We still have not got over the change that New Hebrides Airways and Hebridair, along with our magnificent Condominium airstrip, has made to our life here. Previously one of the more isolated islands of the New Hebrides, in spite of its relative proximity to Vila, Tongoa now has

an air service at least four days a week to Vila and back—that is, when accidents such as those of August don't interrupt—and this for approximately the same fare as we paid by sea before! May these air companies continue to prosper.

However, I feel I must write to you concerning the one most entitled and suitable to handle the available inter-island traffic. On this issue you have remained admirably neutral.

In particular I want to comment on the Hebridair-Transpac claim to have bigger and better resources. This is 100 per cent. true—but, so what? I have never forgotten the day when, still in primary school, I arrived late back from lunch in tears, and with skinned knees, to complain to the teacher that my then substantially smaller brother had pushed me off the footpath into the gutter. I could never understand for a long while why the teacher had laughed at me and done nothing to my small brother!

Mr. Bob Paul was probably still not out of the kite-flying stage when Transpac became established, but I haven't heard of these bigger and better resources getting to work in the New Hebrides even yet.

New Hebrides Airways have been instrumental in gaining control of private airstrips—but what has prevented Hebridair from doing the same? Again, why have not Hebridair bothered to include native shareholders in their company?

"Our Aeroplane"

Even if we credit NHAL with no other motive than enlightened self-interest, the company has incorporated a large number of Tongoan natives into its midst, and, just as significantly far-sightedly, has a capable Tongoan native as its local agent.

The result is that the NHAL Drover is referred to as "our aeroplane" by every native on Tongoa, and for that reason alone Hebridair has not been able to capture even a fraction of the quite vast native traffic to and from Tongoa—in spite of having completely equal rights to our Condominium airstrip.

Or, again, when the NHAL plane was smashed on Aniwa recently, the company got off its tail very smartly

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I had the second plane back from its Fiji refit in record time—weeks before it was due to be back. When the Hebridair plane was damaged on Erromanga about the same time no effort was made to replace it from the "bigger and better resources" of Transpac. And later in the year, when the same thing happened, Hebridair had no craft to replace the damaged aircraft.

And again, I know of an airstrip on Aoba nearly completed, one on which is shortly to be commenced, and a third on south-west Malekula being contemplated. To my knowledge it is NHAL which is actively encouraging all three ventures, in spite of the fact that the most influential person connected with the Epi strip is a prominent French businessman, who is in the New Hebrides and New Caledonia.

Perhaps I am being unfair to Hebridair, but as far as I know it is a fact.

I could go on to give other examples, such as Mr. Paul Burton with a pick and shovel working harder than anyone else to shape the Tongan airstrip before the condominium became actively engaged.

My point is that "bigger and better resources" mean nothing if one is not prepared to use them. In fact, the best and biggest resources used so far in the New Hebrides have been those of pioneering initiative and the willingness to take risks that have been the characteristics of NHAL all along the line so far.

Probably economic and political pressure will force NHAL into a corner, and perhaps out of the ring altogether in its present form, but it will be a fate which will be a relief one indeed after what it has already done for the New Hebrides. I have the unpleasant feeling that after NHAL has done a little more of its pioneering spadework and cleared things up a little more, others will step in and take over. But though it may be an inevitable development it won't be justice.—Yours, etc.,

J. R. HYSLOP.

Vanuatu,
New Hebrides.

NAMING OF THE MORTLOCKS

Without wishing to detract from Colin Jack Hinton's very fine letter in July *PIM* (p. 59) on the naming of the Mortlocks, the correct Melanesian name of the islands is Tarku (pronounced Tar-koo) and not

Tau'u as shown on the Admiralty charts.

In Mortlock legends, Taku has the honour of being the discoverer and first man to visit this group. He is also credited with the planting of the first coconuts, and the giant swamp taro.

The Mortlock Group consists of 12 or 13 islands and sand cays, and the largest island on the south-eastern side bears the discoverer's name.—Yours, etc.

GORDON BLADEN.

Rabaul,
New Guinea.

NO REFLECTION ON SAMOAN DEPARTMENTAL HEADS

Sir,—I enclose copies of correspondence relating to an article in *Pacific Islands Monthly*, September, 1964, under the name of R. F. Rankin in Apia. The article states that the Harbourmaster ordered an air conditioner for his office and "... he resorted to a subterfuge not uncommon among departmental heads. He requisitioned for some chain to the same value, he certified he had received it when in fact he had not, and the Treasury payment for the chain was used to pay for the air conditioner".

Under the constitutional functions

of the Controller and Chief Auditor, I made a reasonable request to Mr. Rankin to give information regarding the allegation published under his name about misuse of public funds by departmental heads, which would have entailed their making false declarations under the Public Revenues Ordinance 1959 and on conviction imprisonment not exceeding six months or a fine of £50 or both.

Mr. Rankin wrote to me [see letter published below] that he had no proof, and even if he had he would not divulge the information, and that the article was ultimately the responsibility of the publishers of *Pacific Islands Monthly*.

He intimated that what he referred to as his constitutional rights to freedom of expression enabled him to make the allegation.

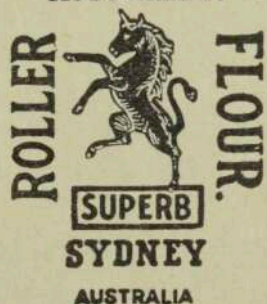
He also wrote that he was most willing to oblige in giving information on the misuse of government funds.

Mr. Rankin's statement of his alleged willingness to give information on the misuse of government funds is somewhat in question when at the same time he declines to divulge the information. It becomes in greater question when he states that he has no proof of the serious

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regation published in *Pacific Islands Monthly*.

In view of the wide circulation of *Pacific Islands Monthly*, I would suggest that the journal should now give full publicity to the fact that the author of the September article could not sustain his serious allegation about departmental heads of Western Samoa and his consequent election on them and officers of the Audit Office and the Treasury. Yours, etc.

R. J. CAMPAGNOLO,
Controller and Chief Auditor.
Apia.

Copy of letter from Mr. R. F. Rankin to the Chief Auditor, Western Samoa, October 5.

Sir,—The article appearing in *Pacific Islands Monthly* of September printed under my by-line by virtue of the fact that it is not light news but rather opinion and commentary on the news.

In my opinion, based on 10 years' experience in the Western Samoa Public Service, what Captain Moors resorted to was, in the words of Mr. Justice McGregor, "merely a subterfuge" and is not uncommon among those authorised to sign requisitions.

I further believe that on occasion a departmental head may be expected to perpetrate similar subterfuges for the good of his department, e.g. if the Education Department runs out of chalk and has no money left in the particular vote covering that item but some left in another vote, it is mere commonsense to utilise by any means that money is available. If a departmental head is not to be trusted to use departmental moneys for the good of his department he should not hold responsibility.

I have no proof that this is the case any more than anyone has proof that this has not occurred, and even if I had would not divulge the information under duress.

My suggestion is that if you require further information or wish to refute the article you approach directly the publishers of the *Pacific Islands Monthly*, for the article is primarily their responsibility.

In view of the above, and of the fact that I believe your precept to publish in direct contravention of my constitutional rights to freedom of expression, I regret that I shall be unable to appear as requested at Apia on October 8.

I assure you that in any reasonable request from your department

seeking my co-operation in giving information on the misuse of government funds I am most willing to oblige.—Yours, etc.

R. F. RANKIN,
Managing Director.
Samoa Newspapers, Ltd.
Apia.

MOUNTAIN WITH A HOLE

Sir,—In the July issue of *PIM*, a correspondent stated in connexion with the article *Moorea's Pierced Mountain*, that the name of this high peak is *Moua Puta*. He added that the name was not *Te-Puta-a-Pai*, as I wrote in an article in the *Cook Islands News* of September 27, 1963.

Without wishing to be contentious, I must insist that I gave the peak its correct name. According to the extant legend, it was the warrior named *Pai* who pierced the mountain. *Put-a-Pai* might be interpreted to mean "The hole made by *Pai*" (with his spear).

The suggested alternative name *Moua Puta* only means "a mountain with a hole". Throughout Tahiti the peak is always referred to as *Te-Puta-a-Pai*, and it was known in earlier times in the Cook Islands by that same name.—Yours, etc.

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Rarotonga,
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THE MONTH IN WESTERN SAMOA

U.N. Expert Sounds Off On Agricultural Problems

From R. F. Rankin, in Apia

FAO processing and marketing expert, Mr. J. J. van der Goes, one of the most effective UN technical advisers to have worked in Western Samoa, left early in October, at the end of his two-year term with the Department of Agriculture—with somewhat mixed feelings.

He was confident about the potential of the country, but not so confident about the country's ability to plan and organise itself to produce more.

"With improved planning and organisation production could be more than doubled within less than five years," he said.

"I could sell hundreds of thousands of pounds worth of agricultural products that could easily be cropped in Samoa. The trouble is that it is just not being produced or processed. I can't sell coconuts off the tree."

Mr. van der Goes said improvements could be achieved only through the efforts of Samoa's people.

He had found small planters amenable to instruction and keen to improve their finances by increased production. But they were not getting support and guidance from the Government.

"Until a policy for agriculture is worked out, and until the Department

of Agriculture is given the authority and finance to implement such policy, very little progress towards improved agriculture will be possible," he said.

Mr. van der Goes claimed that too much attention had been paid to long-term planning rather than to the immediate needs of the country.

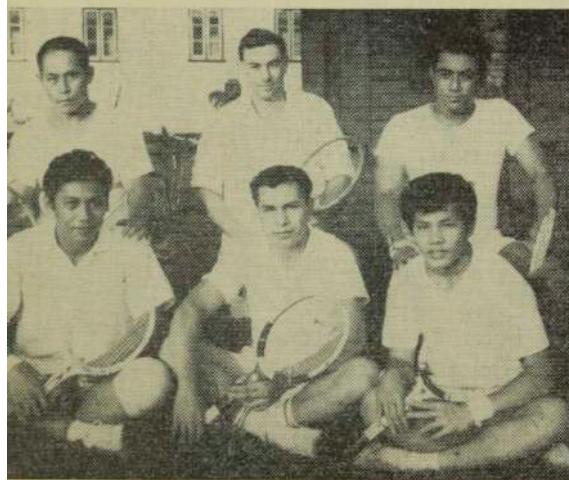
He said emphasis should be on crops such as castor beans and taro which had a ready overseas market; and on crops such as sugar cane, tobacco and rice for home consumption.

Incentives

Incentive schemes subsidising new plantings would have to be introduced if production was to be adequately accelerated.

Mr. van der Goes said that with departmental apathy and top level opposition, his time during his first year in Samoa was largely wasted.

However, the situation had im-



TENNIS CHAMPIONS: Apia became the new holders of the Angus Macdonald Shield in Western Samoa recently when they won the men's A grade interclub tennis championships from Pesega Hospital and Apia Protestant. The team is (front) left to right: J. Loi On, M. Young, Tovio; (back) M. Westerland, R. Rankin, L. Purcell.

Photo: "Samoana".

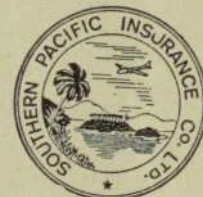
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proved over the last six months and he hoped his efforts might result in concrete plans for increased production and diversification of crops. Mr. van der Goes will probably return for a follow-up visit to Samoa in about a year.



MR. VAN DE GOES has recommended to the South Pacific Commission and to FAO headquarters in Rome that a \$100,000 processing centre for agricultural crops be set up at Nafanua the agriculture research station about two miles out of Apia. The centre would have facilities for the training of agriculturists from the whole of the South Pacific.

It would serve as a training centre for small planters in the many crops that could be grown and are often neglected in Samoa and other lands in the South Pacific.

"One of the great hold-ups in production is that planters do not know how to process their crops properly, if at all," Mr. van der Goes said.

He added that he had received inquiries about small scale processing from Fiji, Tonga, Cook Islands, Papua-New Guinea and as far away as Zanzibar.



DR. CHARLES MAGEE, a scientist from the New South Wales Department of Agriculture, confirmed in September what Ross Walker, of Fruit Distributors Ltd., and local agriculturists have been saying for the past five years—unless something drastic is done quickly, Samoa's banana export industry will be wiped out by bunchy top disease in the next five to 10 years.

A world authority on bunchy top, Dr. Magee made a two-week investigation of Western Samoa's banana plantations at the request of the Samoan Government. His trip was sponsored by the South Pacific Commission and his services were made available free by the New South Wales Government.

He said the banana industry could be saved by immediately:

- Instituting a major replanting programme, using uninfected stock.
 - Eradicating diseased plants in plantations and adjacent areas.
 - Developing a Samoan strain of banana tolerant to the disease.
- Agriculture Department officials were not entirely downhearted by Dr. Magee's report.

"With an intensive campaign on a national scale, resulting in a new appreciation of scientific agriculture this could revitalise the industry," one official said. "This may be a blessing in disguise."

Meanwhile, there is growing dependency among planters that they are fighting a losing battle.



MANY Samoan businessmen still cling to the old colonial view that the quickest way to profit is through cheap labour.

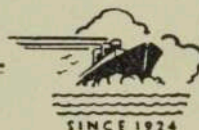
They were disturbed in September

when a visiting New Zealander predicted the emergence of Samoan trade unions and a Samoan Labour party in the not too distant future.

The New Zealander, Mrs. Connie Barton, an Auckland trade union and Labour Party official, who was spending a week's holiday in Apia, said that with increased consumer demand, and economic development, trade unions and political parties were certain to emerge in Samoa.

She emphasised that these movements would appear only when wanted by the people and could not be forced on them from outside.

"It would be quite wrong if the Labour Party in New Zealand was



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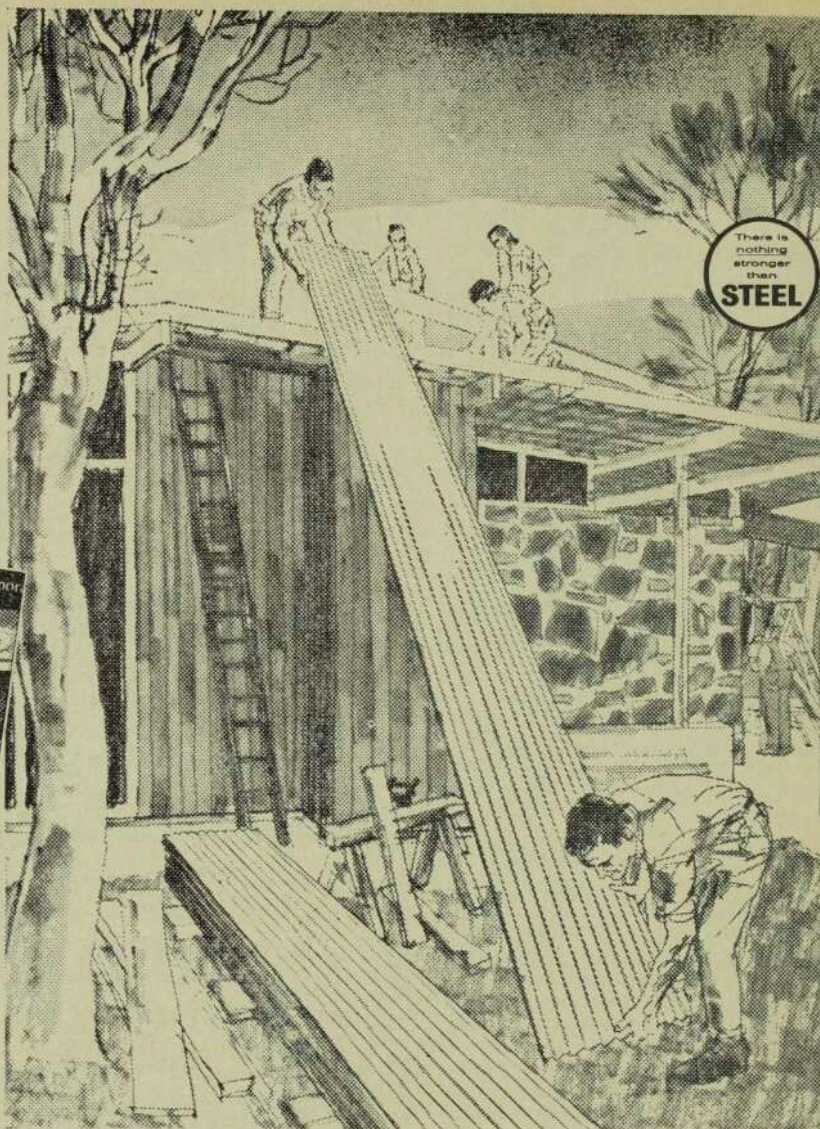
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to promote the formation of a party here," she said. "No doubt once a party is formed New Zealand will hold out a helping hand."

"There is no need to tell you of the traditional friendship that the Labour Party and Labour movement in New Zealand has for the people of Samoa."



BEHIND-THE-SCENES diplomat and trouble shooter as private secretary to the Prime Minister since before independence, and later secretary to the Head of State, Mr. Eddie Stehlin has moved to a new post. At the end of September, he became Assistant Director in the Economical Development Secretariat under the Director, UN, economist Mr. A. Gerakas.

Mr. Gerakas, himself, has been making a favourable impression with his ideas on the community generally. With the first five-year economic development plan due out soon—at a time when the economy does not look too good because of falling export production and prices—the whole future of the country might well depend on how efficiently the Development Secretariat functions over the next couple of years.



EXTRAVAGANT expressions of official approval successfully drowned the murmurings of discontent in Apia over the establishment of a university-diploma-standard College of Tropical Agriculture at Alafua about three miles from town.

Dependant upon UN and NZ Freedom from Hunger Campaign assistance for its construction and much of its maintenance over the first five years, the college was given an official seal of approval by the Campaign secretary, Rev. H. C. Dixon, who said the site was "magnificent" and that he was "completely happy" with the whole scheme. He handed over the first £20,000 of the £80,000 NZ Campaign donation towards building costs.

There was immediate controversy when the Public Works Department promptly ordered prefabricated building sections, not from New Zealand, but from the United States.

"It is our policy to spend as much Campaign money as possible in New Zealand," Mr. Dixon said, "but in this case I am quite satisfied the best buy has been made."

Mr. Dixon confidently brushed

aside other local minority objections to the college, present plans for which call for the Samoan Government to bear the annual £20,000 operating costs after the first five years.

It is held by some that this £20,000 could be better spent in other avenues of development, and that the few graduate agriculturists Samoa needs could more economically be educated at the new college going up in Papua-New Guinea or the East-West Center at the University of Hawaii.

Replying to this view, Mr. Dixon said, "It is possible that further aid will be forthcoming after the five-

year period. Also, it is generally acknowledged that higher education is better gained within a developing country and that many complications ensue in sending top students overseas for study."

Mr. Dixon went on: "In Samoa, all experts agree that within the next 10 years or so there will be serious agricultural problems. These can be lessened only by upgrading agriculture through turning out more trained agriculturists and teachers."

"This is the purpose of the college, which will benefit not only Samoa but the whole of the South Pacific area from where the students will come."

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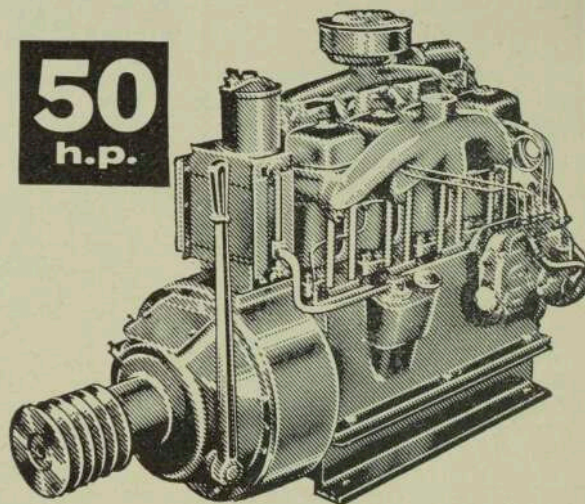
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Educational TV Comes To American Samoa

From Ralph Craib, in Pago Pago.

American Samoa's Governor, Mr. H. Rex Lee, pressed a button in Pago Pago on the morning of October 5 to put the first television station in the South Pacific Islands on the air. The station, KVZK-TV, provides educational programmes for Samoan children in 31 new classrooms at five schools in the territory.

By the end of the school year, every village in American Samoa will have a new school and a new television set, and some 200 youngsters will be taught by TV.

The television screen will virtually replace teachers in American Samoa's classrooms, as all instruction will come from the television radio. Teachers, in fact, will merely be present to explain, to maintain attentiveness and to give tests.

Television—condemned by many educators for its harmful effects on children—has made its South Seas debut because Governor Lee believes it will be the saving of the new generation of American Samoans and because the US Secretary of the Interior, Mr. Stewart Udall, and Congress agreed.

Governor Lee arrived in Pago Pago in May, 1961, and took an immediate dislike to much of what he found. Fewer than a third of the graduates of American Samoa's grammar schools were being admit-

ted to high schools. Lower grade teachers were, generally, poorly prepared for their jobs.

"Teachers supposedly teaching in English were incapable of making themselves understood to me," the Governor says, "so I could not help but wonder what the youngsters were learning."

Governor Lee became convinced that educational television would be the cheapest and most efficient way to bring American Samoan schools up to mainland standards and to bring Samoans fully into the 20th century.

Congress, which authorised \$1.6 million for the project, agreed and the influential National Association of Educational Broadcasters gave both endorsement and assistance. The association designed the Samoan TV system and recruited outstanding technicians from educational television stations throughout the United States.

One of Governor Lee's concerns was to bring the school system up

Watched by his wife, Governor Lee (left picture) pushes the button to launch American Samoa's first programme of all-television instruction on October 5 for the benefit of excited youngsters such as those seen in the classroom above. The spelling of "Amerika" is the correct Samoan version.

to mainland standards as rapidly as possible without dismissing 300 Samoan village teachers, some with 35 to 40 years of service—and without incurring the costs of transportation, housing, medical care and big salaries that "importing" 300 mainland teachers would entail.

Complexities

With educational television, a comparatively small staff of mainland-trained teachers would meet faculty needs—and there would be continued need for the Samoan instructors.

The idea had its complexities, however. It involved bringing electrical power to all of American Samoa's villages, a major undertaking itself. A top-flight staff of

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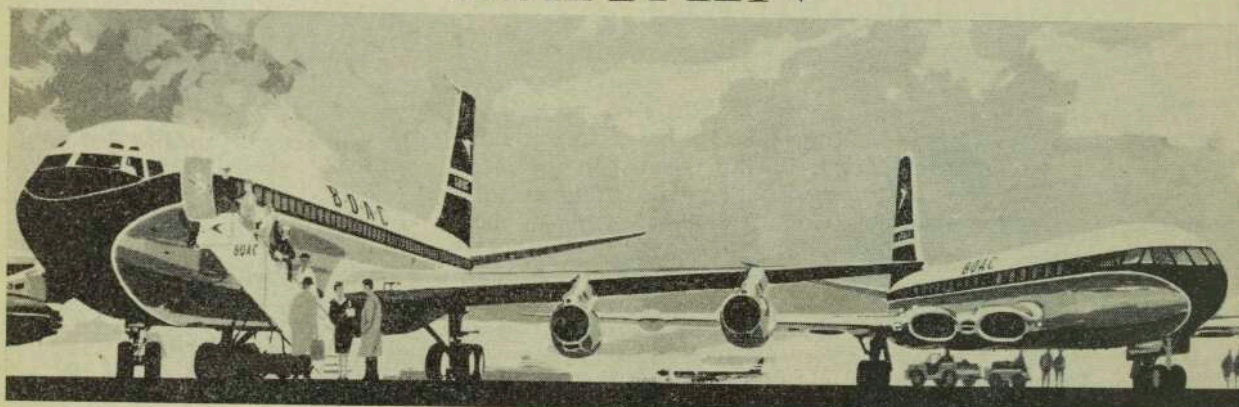
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educators and technicians had to be recruited and houses had to be built for them.

The ideal location for the transmitter and its 220-foot-high antenna proved to be on 1,539 ft Mount Pava overlooking Pago Pago harbour, and a mile-long aerial runway was built to the top.

The cableway is expected to be a major tourist attraction in the future.

KVZK-TV began operations with two channels. These will soon be expanded to three and eventually six. Television antennas are gradually sprouting on the thatched roofs of new school buildings, all erected by villagers anxious to enjoy the prestige a village television will give them.

The station won't be used only to teach the young. Adult literacy classes will be put on and other programmes will educate older Samoans in modern agricultural methods, public health precautions, sewage sanitation and local self government.

"Television," says Governor Lee, "enables us to reach even the most remote village with ideas and with education of quality which we could not hope to attain otherwise. The investment, I am certain, will be of great value to the United States and its leadership in this remote part of the world."

TV Brings Trade To A Standstill

A television set installed in the Pago Pago store of merchant Sam Scanlan for the inauguration of American Samoa's educational TV programmes brought trade to a standstill on October 5.

Samoans were so interested in seeing TV for the first time that they crowded into the store and prevented service at the Scanlan counters. Eventually and reluctantly, Mr. Scanlan had to turn the set off.

Meanwhile, in Western Samoa's Radio Department in Apia 90 miles away, the Pago transmissions were received perfectly on a 23 in. television set on loan from Burns Philp, with the aid of a makeshift aerial at Moataa.

After two days, the Director of Western Samoa's Post Office and Radio, Mr. Ernest Betham, said: "It looks as though Apia will get perfect reception."

NEW CALEDONIA, TAHITI TO HAVE TV, TOO

The inauguration of American Samoa's television station on October 5 corresponded more or less with announcements by the French Minister for Information, Mr. Alain Peyrefitte, that TV stations would be built in Tahiti and New Caledonia in the next two years.

MR. PEYREFITTE, who, at 39, is the youngest member of the French Cabinet, visited French territories in the Pacific in September and October.

He also announced that Radio Tahiti and Radio Noumea would increase transmissions from six to 16 hours a day, and that the power of each station would be increased.

In a speech on his arrival in Tahiti, Mr. Peyrefitte said: "I know that the means of information need to be improved. I intend especially to see how Radio Tahiti can increase its strength and its audience so that the voice of France can make itself better understood in the distant Pacific."

"I also wish to go ahead as rapidly as possible with the installation of television in Tahiti—that miracle of sound and sight, which enables the echoes and spectacles of the whole world to go into each home."

"Television, coming after the aeroplane, which puts you within 24 hours of the mother country, will enable you, not only to know, but to see what is going on in the world, and notably in France."

Fears Over Moorea

After a visit to Moorea, Tahiti's sister island 10 miles away, to study the possibility of installing a television transmitter there, Mr. Peyrefitte announced that Tahiti and part of Moorea would probably have television by the end of 1965 and certainly by 1966.

Later, Mr. Peyrefitte said more cautiously that work on TV installations would begin in 1966. He added that transmissions would be made from Moorea, and that a relay system, to overcome the difficulties of Tahiti's high mountains, would

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enable people in most parts of Tahiti to pick the programmes up.

Mr. Peyrefitte's statement that Moorea would be the base for Tahiti's TV transmissions roused fears among the locals that that island's unique beauty would be marred by aërials and other paraphernalia.

At a meeting of the Territorial Assembly's permanent commission before Mr. Peyrefitte left for Noumea, three proposals, voicing these fears, were put forward.

One proposal suggested that the Government Council should study means of protecting Moorea's natural

charms as a matter of urgency, and that this could be done by formally prohibiting all commercial, industrial and scientific buildings on the island, both public and private.

The other proposals, less radical, urged that Moorea's beauty should be "safeguarded at all costs", and that "steps should be taken not to spoil Moorea's countryside".

Mr. Peyrefitte visited New Caledonia between September 28 and October 5, during which he made a quick trip to the New Hebrides.

At a press conference in Noumea before he returned to France, he said that Radio Noumea's trans-

NIUE'S WATER DRILLERS REACH MARBLE BAR

In Australia, the name Marble Bar (a place in the interior of the continent) is synonymous with appalling heat and big thirsts. On Niue, a marble bar is what drillers encountered when they were drilling for water at Avatele village.

For almost 200 ft., the drillers had to use diamond drills to cut through the marble. Mr. Gilberd, who was in charge of the work, said he had never struck such extensive deposits.

It would seem, therefore, that if there is a market for marble it would be worthwhile mining it. It would make an intriguing export from a remote Pacific island.

mission time was much too short and that as a result programmes lacked richness and variety. The station's power was much too low—three transmitters of four kilowatts.

Mr. Peyrefitte said that if his proposals were adopted by the French Government, Radio Noumea would transmit from 6 a.m. to 11 p.m. Programmes would be mostly musical and cultural, interspersed with "messages".

Some broadcasts would be relayed from Paris by means of repeater stations to be built soon in Guinea and Djibouti (Somaliland).

Radio Noumea's power would be gradually raised to 150 kilowatts, and eventually, perhaps, to 300 kilowatts.

Referring to television, Mr. Peyrefitte said every effort would be made to have the proposed station for Noumea operating for the South Pacific Games in 1966.

The station would only be able to serve Noumea because of the mountainous nature of the country.

Initially, the station would transmit programmes for three hours daily. About 2½ hours would be given over to programmes from France; the rest to local programmes.

Shortly after Mr. Peyrefitte returned to France, it was announced that Radio Noumea would become the Voice of France in the Pacific with a powerful station broadcasting in English, Chinese, Indonesian and Japanese.

Footnote: Earlier this year, the Fiji Government decided that the time was not ripe for the introduction of television into the Colony. In an official statement, it said the first necessity was to achieve 100 per cent radio coverage of the Colony and improve reception in outlying areas.



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Growing Role For Holiday Cruise Ships In South Seas Tourist Trade

By a Staff Writer

The Pacific Islands are becoming more and more important to world shipping lines as passengers demand something "off the beaten track", both for holiday cruises and for Europe-to-Australia voyages. And the new South Seas tour pattern is paying dividends in hard cash to the shipowners and the Islanders.

ISLANDS and Islands ports that the shipping lines scorned a decade ago now receive regular calls from ships of the P and O-Orient, Matson, Ellinis, Cogedar and Sitmar Lines.

Vavau, Bora Bora, Niuafoou (Tin Can Island), Savusavu, Lautoka and Honiara, virtually ignored until three or four years ago, now see frequent cruise ships.

Two other ports, Pago Pago and Rarotonga, which were once the preserve of the Matson liners, now see the ships of other companies, too.

Pago Pago was visited by the *Arcadia* (P and O-Orient) in September on a northbound voyage and the *Oronsay*, of the same company, will call there in September, 1965.

Non-Matson liners which have called at Rarotonga recently include the *Flavia* (Cogedar) and *Bergensfjord* (Swedish-American).

Next October, the 45,000 ton P and O-Orient liner *Canberra* will call there on a voyage from Sydney to the west coast of the US and return.

First Visit

This will be the first Pacific Islands port, apart from Honolulu, to be visited by this ship.

The Pacific cruises give a tremendous boost to the economy of many of the islands.

They also provide cargo and mail services supplementary to regular services, which may not run very often.

For example, Savusavu or Vavau merchants save double-handling charges when a liner calls because cargo arriving on the liner does not have to be handled at Suva or Nukualofa.

Only a few of the Pacific Islands have harbours and wharves capable of handling the big liners.

At Savusavu, Vavau, Rarotonga, Niuafoou and Honiara, cruise pas-

sengers either have to go ashore in the liners' boats or they have to content themselves with what they can see from the liners' decks.

Most visits to Rarotonga, Niuafoou and Vavau are merely off-shore, and are included to give the passengers a glimpse of something additional.

The development of post-war holiday cruises in the South Pacific began in 1954 when the Orient Line diverted some of its ships from the traditional Suez route to Britain and sent them to North America.

The enterprise paid off, and now the P and O-Orient Line has a remarkable network of sailings, not only criss-crossing the Pacific in all directions, and linking Australia with the American west coast, Hawaii, Fiji, New Zealand and the Far East, but also reaching into Pacific Islands groups on two to three-week holiday cruises.

Converted

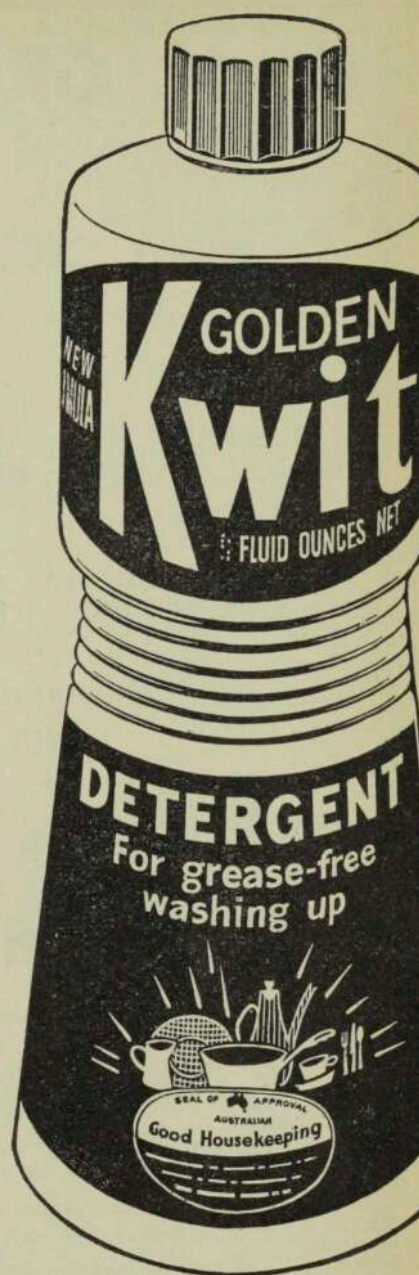
The P and O-Orient liner *Himalaya* has been converted to one-class because young people, the biggest group of passengers, want the "run of the ship". Other liners of the company may be converted to one-class, too.

The Matson Line, when it resumed Pacific cruises late in 1956 with the *Mariposa* and the *Monterey*, also helped to stimulate the demand for holiday travel in the Pacific.

These liners, each with a maximum capacity of about 350 passengers, are patronised largely by wealthy, retired Americans. They are not strictly holiday cruise ships as they run on regular round-the-Pacific schedules.

Matson has kept its liners pretty well filled by varying itineraries and providing special courses for the passengers.

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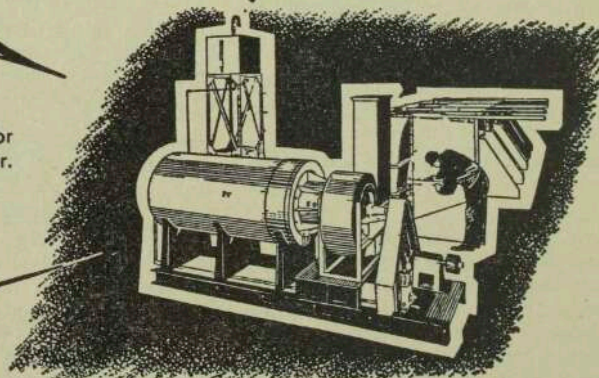
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ment, photography, golf, bridge, navigation, seamanship and art.

The attendances at some of these lectures have amazed Matson officials. Sometimes there have been as many as 150 "students"—slightly less than half the passenger complement. Matson has little doubt that inducements are all money spinners.

Added Ports

The early Matson cruises took in Wellington and Melbourne, and when Wellington was eliminated Auckland was visited on both the inward and outward voyages.

Now Auckland is visited on the outward journey only and Noumea replaces it on the northbound voyage.

In recent years, calls at Bora Bora, Rarotonga and Niuafoou have been added to the Matson cruises.

In recent months increasing numbers of Australians have been joining the Matson liners mainly to visit Noumea and Suva. From there, they fly back to Australia.

The number of passengers for Suva, for example, to September was about equal to the number who travelled by Matson to that port in 1962 and 1963 combined.

Matson and other lines have found that duty-free shopping lures the tourists to Suva, while French cooking is the attraction in Noumea.

The success of P and O-Orient and Matson has induced other shipping lines to send ships on Pacific holiday cruises.

Besides the Italian lines, Cogedar and Sitmar, which have operated profitable cruises into the Pacific, the China Steam Navigation Co. runs cruises to the islands near Australia at every opportunity, with the *Kuala Lumpur* and the Toyo Yusan Co. has regular holiday cruises for New Zealanders and Australians in the *Oriental Queen*.

There is rarely a ship that is not booked to capacity and with a wait list.

15-Day Cruise

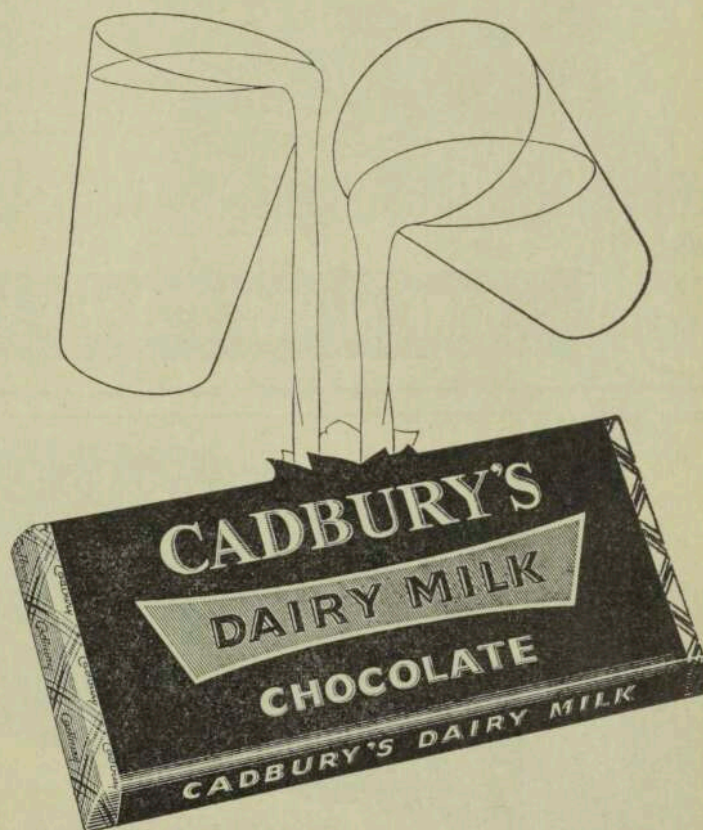
As most of the Italian liners are heavily committed for some months ahead for their normal schedules, very few are likely to appear in the Pacific on holiday cruises in the next year.

The Sitmar Line plans a 15-day cruise from Sydney and Brisbane in January, and also expect to operate an Easter cruise from Sydney.

The China Steam Navigation Co. sent the *Kuala Lumpur* to the Pacific in August-September for a short cruise, and will send another one in November-December.

Early in September there were

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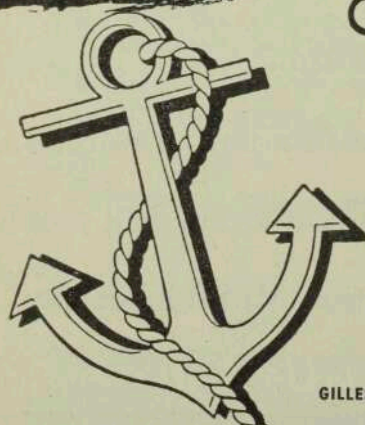
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GEIC'S FIRST LOCAL AIRCRAFT IN TEST FLIGHT CRASH

A Super Rally 885, a light aircraft shipped from France for the Roman Catholic mission in the GEIC, crashed at an improvised airstrip at Teorae-reke, Tarawa, on September 26 when it came in to land at the end of a test flight. The undercarriage was torn off, and one wing and the propeller were buckled.

The aircraft, which Bishop Guichet intended to use as a means of getting around his far-flung flock, was the first civil aircraft to be based in the GEIC, and there had been great interest in its arrival. The Gilberts have only recently begun their era of civil aviation with a regular Fiji Airways service connecting Tarawa, Funafuti, Nausori and Nadi (Fiji).

The accident was a severe blow to the mission, which has no plans to get another aircraft.

heavy bookings for the next cruise. The *Kuala Lumpur* carries 200 first-class passengers and the cost of a cruise ranges from £322 down to £200.

The Pacific ports of call are generally Auckland, Nukualofa, Haapai, Vavau, Apia and Suva—three Tongan ports against one for Fiji.

"Oriental Queen"

The *Oriental Queen*, formerly the Australian coastal passenger ship, *Kanimbla*, is now playing an important role in the tourist industry of Fiji and New Caledonia.

The *Oriental Queen* is also in the trans-Tasman trade, with her crossings between Auckland or Wellington and Sydney timed to link in with a Pacific cruise.

A spokesman for F. H. Stephens Pty. Ltd., Australian agents for the *Oriental Queen*, said there was an emphasis on Noumea and Suva for Pacific cruises.

The demand for the Pacific cruises was mainly from middle-aged Australians and young to middle-aged New Zealanders.

400 Passengers

A one-class ship, the *Oriental Queen* carries up to 400 passengers.

Suva and Noumea see most of the *Oriental Queen*, but she has also been to Nukualofa, Vavau, Apia, Pago Pago, Papeete, Bora Bora and Rarotonga.

Future possibilities include Lau-

toka, Savusavu, Honiara and the New Hebrides.

The *Oriental Queen* will make a voyage to Japan in May, 1965, and on the voyage will call at Rabaul and Guam.

She carries a cosmopolitan crew of Japanese, Chinese and Australians.

The Cogedar Line ships, *Flavia* the *Aurelia*, travelling to Australia from Bremerhaven and England, via Panama, will make eight scheduled

calls at Papeete between now and the end of 1965.

The Royal Interocean Line's *Tjiluwah*, 8,600 tons, which operates between Melbourne and the Far East, will call at Port Moresby on its north-bound voyage in November.

Royal Interocean may operate a similar holiday call at Port Moresby in November, 1965, when the *Tjiwangi*, sister ship of the *Tjiluwah*, sails for the Far East.



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E2

From the Islands Press

DURING my six-mile drive to Avarua (Rarotonga) each morning, I see time and again children of school age playing the wag. I see the same ones so often that their absence can hardly be attributed to an odd day's picking tomatoes, or weeding the taro patch.

One little girl in particular, a charming lass of 11 years, spends several days each week walking the Avarua streets when she should be attending Ngatangia school. She is obviously clever beyond the average, her English diction is faultless, yet she is wasting most of her school days, really through no fault of her own, as she is not under parental control, and the school does not seem to care twopence.

With the ever-increasing vote for education aimed at fitting the Cook Islanders for modern life, surely somebody should see that full advantage is being taken of this most important phase of their lives. If attendance at school is to be purely optional we will be the laughing stock of the Pacific.—*Letter from C. Russell in the "Cook Islands News"*.

WOULD the Alofi basketball girls please come to the green at 4.30 p.m. today? Please bring your bushknives with you.—*Bloodthirsty notice in "Niue Daily News"*.

THE weighty utterances of the last Parliament have still not been forced between the covers of Western Samoa's cyclostyled "Hansard". The English version for the period July, 1963, to January, 1964, fills 994 pages. And the Samoan will fill about 1,200. It's a lot of paper considering how rarely it's consulted.—*From "Random Remarks" in the "Samoa Bulletin", Apia*.

GEORGES Pompidou, Louis Jacquinot, Alain Peyrefitte. . . . Hardly has a Cabinet minister [from France] finished his visit to us than another is announced on the horizon. After the Minister of Information [Mr. Peyrefitte], Tahiti is to have the honour and pleasure of greeting Mr. Maurice Herzog, Minister of Youth and Sports.

This honour, this pleasure will be unmixed, we believe, if the welcoming formalities could be rejuvenated. . . . The formalities date from a period when the arrival of a member of the Government in Polynesia had the same effect as the arrival of a comet. You rubbed your eyes and didn't believe it.—*Columnist: Maurice Ciantar in "Le Journal de Tahiti"*.

AS UN economist A. Gerakas has stated a number of times, Western Samoa has only three eggs in its economic basket—if one is cracked we can get by, but if two are cracked we are in a bad way.

This is exactly the position in which the country now finds itself. Of the three export crops of cocoa, bananas and copra, the returns from cocoa and bananas are well below expectations. While export earnings are falling, consumer demand within the country is rising. In other words, the country is spending more than it is earning.

This situation cannot be prolonged in a country such as Samoa with limited reserves and unless rectified must result in a falling standard of living.—*Editorial in "Samoana", Apia*.

SUFFICIENT protection is not provided by any existing regulations for the most beautiful of our [Lord Howe Island] fish. I refer particularly to the coral or butterfly fish (*chactodons*), three sub-species of which (one is known locally as "honeymoon fish") are found nowhere else in the world; and to parrot fish, anemone fish, demoiselles, and many others.

None of these could be classed as edible fish, yet I have often seen spear gunners kill them at Ned's Beach, after I had fed them for months and made them quite tame. Could not the Ned's Beach area be at least closed to spear fishermen, as is the case with the Lagoon?—*Letter from E. Rhoades in the Lord Howe Island "Signal"*.

A LETTER received by the [Gilbert and Ellice Islands Colony] Philatelic Bureau suggests that our first day air mail covers may be responsible for the visit of our first airways tourist.

Mrs. Gertrude Baker, of California, USA, after receiving her first day cover and philatelic bulletin, felt she just had to visit Tarawa. She said: "I have postmarks from Funafuti, and, of course, Tarawa, but I never thought I would be able to go there. Now is my chance and I must take it. I will be in Tarawa on October 13".—*News item in the GEIC "Colony Information Notes"*.

THIS weekend [October 10-11] hundreds of holiday-makers will swell the usual number of bus and car passengers travelling daily on the main roads of Viti Levu. They will be bumped about and enveloped in clouds of dust.

They will arrive at their destinations hot and tired and dirty, and they will say, as thousands before them have said, week after week, year after year, "Why can't something be done about those roads?" Well, why can't something be done?

If the Public Works Department, with its army of employees and masses of costly equipment and transport, cannot give a satisfactory answer, let the help of commercial contractors be sought, even if the cost of decent roads must be met by tolls.—*Editorial in "The Fiji Times", Suva*.

NOW that we have seen our constabulary turned into little boy blues, we can ruminate again on that seemingly less and less important question—preserving a national identity in Papua-New Guinea. . . .

The monstrous combination of Air Force blue, Army beret, Boy Scout socks and farmers' boots is equalled in appearance only by the obvious discomfort with which they are worn.

This, of course, puts the cap on the likelihood of Papuans and New Guineans ever adopting a distinctive dress for themselves.

We are stamping these people into our own likeness; and the main towns will soon become copies of Cairns, Bondi in summer or any other town which models itself on Beethoven or American pop songs.—*Editorial in the "South Pacific Post", Port Moresby*.



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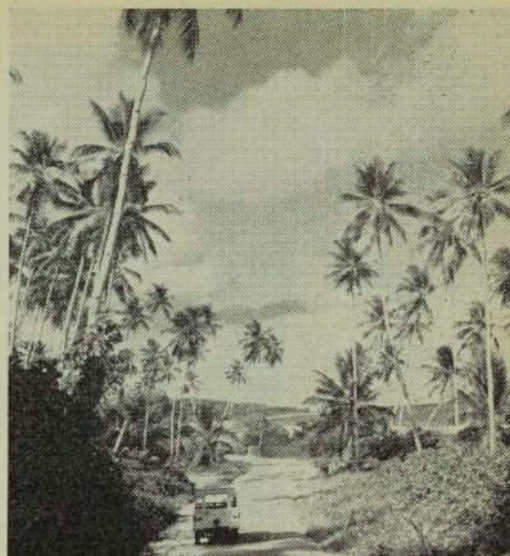
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Both Sides Of The Nauru Debate

Australia "Seeks To Destroy Nauruans As A People"

By a Staff Writer

Australia gave a solemn pledge to develop the Nauruans and now after years of neglect it shamelessly seeks to destroy them as a people. This is the view of an Australian, Mr. H. E. Hurst, a long-time friend of the Nauruans.

In a letter to *PIM* commenting on the article on Nauruan resettlement published in September (which, says, was "founded on fact") Mr. Hurst says that absolutely no Nauruan would jump at the chance of resettlement in Australia, even if approached individually.

He continues:

"I know this because for 30 years I have, in an honorary capacity, been engaged in helping the education of many young Nauruans from my home in Geelong, and have some of them with me now. The three who carried out the recent negotiations with the Nauruan Minister lived with me as students and even the VIP treatment of Canberra failed to sway them away from their duty to safeguard the interests of their people.

"Many young Nauruans have met with moderate educational success in Geelong, and three have completed apprenticeships here. Some have done very well and one recently obtained a Diploma of Civil Engineering and

a job on the Snowy River electrical project.

"Despite this, none has shown the slightest desire for a life in Australia and all have returned to Nauru by the very first opportunity.

"They like to take all the progress and convenience that Australia has to offer, but, like the Maori, they are not prepared to give up the many desirable things of their own culture, and I hope they never will.

"This, of course, is in accordance with Australia's pledged word, the very mention of which we ruthlessly avoid. As a proud and loyal Australian I became painfully aware of this because of my friendship for the hereditary Nauruan chiefs of long ago, and of our first Administrator, the late General Tom Griffiths.

"The Griffiths administration was a wise and successful one. It produced an administrative plan which went astray because of the inefficient political appointments which were to follow him, and the complete lack

Nauruans may buy a wide variety of goods, often at prices much cheaper than on the mainland, at the well-stocked BPC store (pictured) and Nauru Co-operative Society store on Nauru. Motor scooters are a popular purchase and are put to good use on picturesque roads like this one leading to Anibare Bay.

Photos: AINB

of administrative continuity which persists today.

"I did what little I could to get the Griffiths' plan back on the rails and in doing so became branded as the trouble maker which I still am supposed to be. (As regards that, I would say that I received a decoration personally from Her Majesty the Queen for doing what little I have for my country.)

"I feel shame, however, when I recall how Australia gave a solemn pledge to develop the Nauruans and now after all these neglected years we shamelessly seek to destroy them as a people."

Mr. Hurst wrote his letter from Geelong, Victoria.

Details Of The Talks

The talks between the Nauruans and the Australian Government took place in Canberra in August. The Nauruans were led by the Head Chief, Hammer DeRoburt and the talks covered five subjects—resettlement on Curtis Island, a Legislative Council and self-government for Nauru, rock phosphate royalties, ownership of the phosphate deposits and the rate of extraction of the phosphates (*PIM*, September, p. 9).

The negotiations broke down without a settlement being reached



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on the future of the Nauruans, but decisions were made on several of the other matters.

The Australian Government has since announced that it will continue its negotiations for acquisition of Curtis Island, Queensland, as a new home for the Nauruans.

At the end of the talks the Australian Government issued a long summary of the points made by both sides. Mr. DeRoburt also released a long Press statement on behalf of the Nauruans, and at the same time he made available a report on all the points and arguments which the Nauruans took into the conference room with them.

The following report is distilled from the three statements, which were made available to PIM by Mr. DeRoburt.

Sovereignty

The Nauruan delegation refused to accept Australia's proposals for the resettlement of their people on Curtis Island mainly because they would not be given sovereignty over the island and would probably lose their national identity.

The Nauruans were prepared to concede that Australia should have control over defence and civil aviation, and that it should represent the Nauruans in international affairs when necessary.

They also agreed that Australian quarantine laws should apply on "New Nauru", and that the quarantine officers should be Australians.

But they felt that the degree of autonomy proposed by the Australian Government on Curtis Island would be smaller than what they now enjoy on Nauru.

The Nauruans also maintained that the degree of control over right of entry into Curtis Island was not clear.

They pointed out that rutiline rights on the island had been sold to a private firm, and that the Australian Government had said it would not be convenient to revoke this arrangement.

However, the Nauruans could join the rutiline firm in partnership, and if the firm did any mining, it would restore the surfaces mined.

"This is a situation with which we are already familiar," the Nauruans said.

The Nauruans said the Government was avoiding the real issue in saying it was sympathetic to their desire to retain their distinctive identity, as they could not see their future as Nauruans if they accepted

U.S. CONSULATE IN TAHITI TO REOPEN

It was announced in Papeete in October that the United States would reopen its consulate in that town. Consulate staff will be composed of three American diplomats. Mr. George Gray, US Consul in Suva, went to Papeete in October to make arrangements for the reopening.

The consulate was closed in 1948 for economic reasons. Since then Tahiti has taken on greater importance in American eyes. America's first consul in Tahiti, J. A. Moerenhout, a Belgian, was appointed in 1835. He was followed by 27 consuls, vice-consuls or consular agents before the consulate was closed down.

the Government's offer to make them Australian citizens.

If they accepted Australian citizenship, it would then be their duty and that of their children to give undivided loyalty to Australia, just as European immigrants ceased to be nationals of another country once they accepted Australian citizenship.

"We wish to be bound by a permanent treaty of friendship to Australia, but we are Nauruans and we want to remain Nauruans," the Nauruans said.

The Nauruans also claimed that there was hostility to their settlement on Curtis Island on racial grounds, that the Australian Government had "pushed" them to accept Curtis, and that it had never made a "proper and formal reply" to their request to settle on uninhabited Fraser Island.

They added that although most Australians believed that the need for resettlement elsewhere was due to over-population and "would-be sophistication of the younger Nauruan generation," the real reason was the physical destruction of Nauru and its attendant problems.

"Four-fifths of our island is phosphate-bearing, and therefore in the end that much will be destroyed," they said.

Despite this, and because the Australian Government's resettlement proposals for Curtis Island were unacceptable, the Nauruans said that they had "no option" but to look to their own island for a permanent future and they would not now proceed with resettlement proposals.

They therefore proposed that the three Governments concerned in the

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exploitation of Nauruan phosphate (Australia, New Zealand and Great Britain) should make an immediate start on the rehabilitation of the lands that had been denuded of their natural soil.

Rock phosphate ships which now go to Nauru in ballast could be used to carry soil, they said.

The Australian Government made no decision on this.

On the question of self-government, the Nauruans said they had been seeking the establishment of a legislative council since 1959, and they felt this should no longer be delayed.

After two years of Australian guidance in a legislative council, they felt they would be capable of running their own island, and therefore they asked for independence by January, 1967.

Royalties

In asking for higher rock phosphate royalties, the Nauruans said that the price of Nauruan phosphate was somewhere between a third and a half of the price at which it could be sold on the open market, that the United Nations Missions to Nauru had commented on its cheapness, and that they were receiving "a very small proportion of this cheap price as royalties."

They added: "We believe that we have been subsidising the cost of rock phosphate in the past, and we do not feel that we should be asked to do so in the future for such wealthy countries as Australia and New Zealand."

The Nauruans complained that the British Phosphate Commissioners had refused to negotiate with them "on a proper basis," had refused to allow economic experts to advise them, had refused to discuss operational figures, and had refused to provide the United Nations with cost figures.

The Nauruans said the Australian and other Governments which had benefited for years from the phosphate taken from Nauru should be "very ready" to recognise the Nauruans' right to full ownership of the phosphate deposits. They asked that the deposits be handed to them.

"We are sure it will not be denied," they said, "that the land on which the phosphate deposits occur is owned by Nauruans, but we are, of course, aware that the Australian, New Zealand and United Kingdom Governments claim the legal right to work those deposits."

"This 'right' is said to have been acquired from the Pacific Island Phosphate Company in the time of the German administration prior to the First World War.

"We suggest that the right to work the only natural resource on the Island could only be effectively granted by the Nauruan people. We believe that the German administration granted the right to the Pacific Islands Phosphate Company to work the deposits, but our people were not a party to the original agreement, which is said to be the basis of the Phosphate Commissioner's present claim to be entitled to own the deposits, a claim which is illustrated by the Commissioner's insistence that there is no obligation on them to pay any royalties."

The Nauruans said that the Australian Government's intention to increase the rate of extraction of phosphate on Nauru had "wide and serious implications" for their people.

They said they had requested that the rate of extraction should be reduced so that they would have longer to prepare themselves for the time when the natural resources of their island were exhausted.

"The Government surprised us by proposing instead that they wish to increase the rate of extraction to 2.5 million tons a year," the Nauruans said. "This would reduce the life of the phosphate deposits to 25 years."

Agreement

"By contrast the British Phosphate Commissioners have made an agreement with the Gilbert and Ellice Islands Administration to restrict output on Ocean Island to 310,000 tons a year, and we understand that this is to ensure that the phosphate deposits of Ocean Island will continue for as long as possible to contribute to Gilbert and Ellice Island revenue."

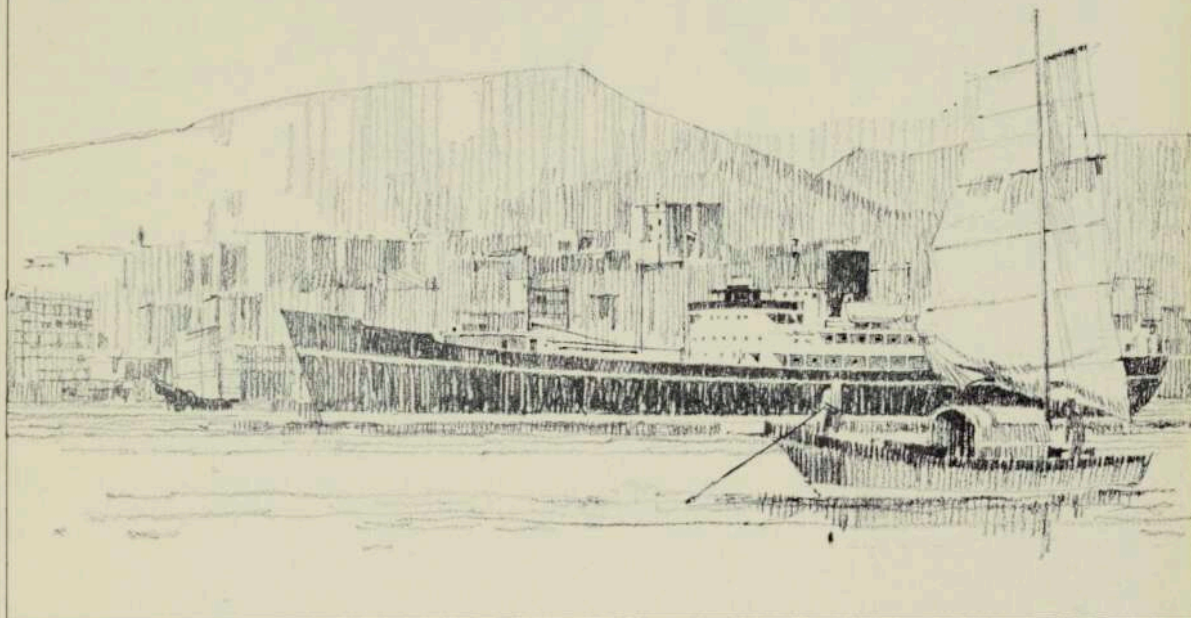
On the question of the Legislative Council, the Australian Government said it would examine "the possibilities of greater participation by the Nauruans in the Administration", but it considered the question of political advancement was closely bound up with the resettlement problem.

It would not agree that the phosphate industry should be transferred to the Nauruans.

The three administering governments would consult together about their future position in view of the Nauruans' decision not to persevere with resettlement.

The Government said it would increase royalty payments into the long-term investment fund from 1/- to 3/- a ton and the general royalty rate from 2/8 to 4/- a ton, but would not agree to the Nauruan proposal for an increase to 14/8 a ton.

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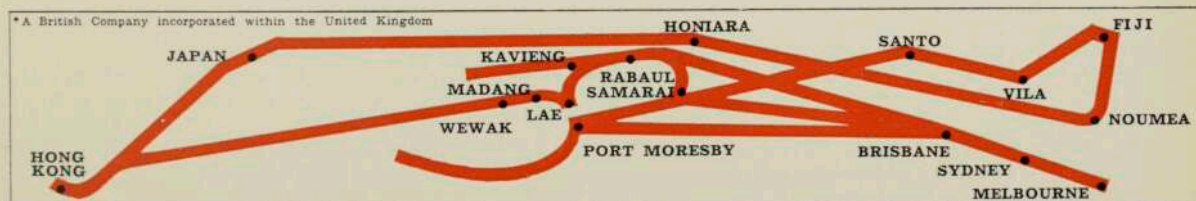
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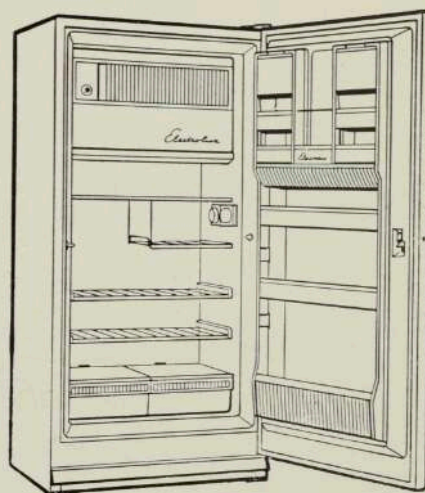
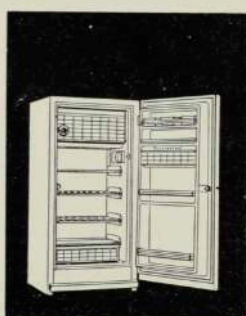
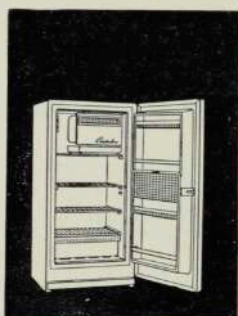
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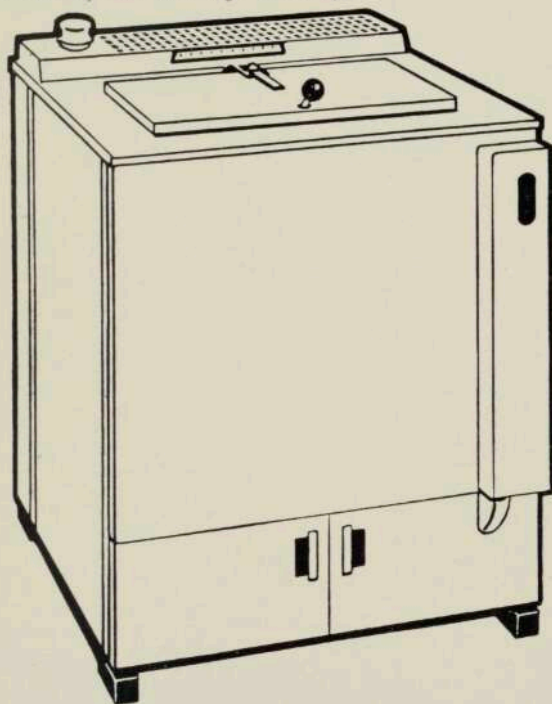
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Whale Bird Egg Omelettes —That's What Philip Is. Means On Norfolk

From Merval Hoare, on Norfolk Island

Four miles south of Norfolk Island, rising to a height of 920 ft, is uninhabited, volcanic Philip Island, a nesting place for thousands of seabirds and a home for dozens of rabbits.

IN October and November, it is a popular picnicking spot with Norfolk Islanders, for during those months the gathering of whale bird eggs is permitted, and parties go over from Norfolk for that purpose.

The traffic, in fact, is quite heavy because the whale bird eggs make much appreciated omelettes.

Philip Island was named in 1788 by Lieutenant Philip Gidley King, not for himself but in honour of Governor Arthur Phillip, the first Governor of New South Wales. But over the years the island has lost one if its "Is" as well as much of the vegetation that covered it in King's time.

Basalt Rocks

Rugged and precipitous, Philip Island is about a mile and a quarter long from east to west, and a mile wide from north to south. The journey across from Kingston by motor boat takes about half an hour, but may be undertaken only in good weather.

There are several places where landings may be made. One of these is in a little bay on the east side.

Once ashore, you clamber over great basalt rocks plentifully embellished with bird droppings. A few plants grow at sea level and a

few feet above it—wandering willy, ferns, thistles, and a tobacco-like plant with pink flowers.

In the summer months, baby whale birds—grey handfuls of fluff—may be seen tottering about and hiding their heads under lumps of rock and plants. Others, fully-fledged, spread their immature wings, vainly trying to fly. They are easily caught, and, once captured, lie surprisingly still in your hands.

Steep Ascent

After clambering over rocks for about a quarter of a mile eastwards, you round a point and begin climbing. For about 100 ft the ascent is steep, slow and difficult, with gravel breaking away at each handhold and underfoot. In the worst places, a rope is needed.

Above this slope is a small plateau, from where you can look over into a big valley with purple and mustard-coloured sides. In the centre of the valley are some great, round boulders.

Birds are everywhere—in the air and underfoot and it is difficult to avoid trampling on the young. Eight species of sea-birds have been listed as inhabiting the island—the Wedge-tailed Petrel, Allied Petrel, Whale Bird, Grey Noddy, Noddy, White-

Nine Circulars Bear Stamp Of Ingenuity

Millions of unsolicited circulars are posted in various parts of the world these days, and most of them find their way into wastepaper baskets, unwanted and unread.

But an American firm operating from Puerto Rico has found a novel way of ensuring its circulars get a second look.

The circulars, destined for addresses in the United States, are shipped in bulk to Niue Island (between Tonga and Samoa) and posted there with Niue stamps on them.

Members of the Niue Weavers Association, who do the job of stamping the envelopes, receive a commission for their work.

capped Noddy or Titerack, Masked Gannet and the Roseate Red-tailed Tropic Bird.

At the head of the valley, a ridge leads into another which is so deep that at first you can't see the bottom. As you cross the second valley, your shoes sink into the dehydrated surface of the land which, cracked by the sun, crumbles at a touch. After climbing over a yellow ridge, you get to another valley whose surface, again, is a fine, powdery deposit with striking colours—mauve, fawn, and sulphur yellow, with touches of green.

Never Seen

The view ahead, looking south, is of the side of the island that is never seen from Norfolk—like the dark side of the moon. This is the unsheltered side, completely at the mercy of the sea and therefore more sharply cut away. At the bottom of a sheer wall of stark rock 900 ft high, the sea rushes and whirls into a small inlet. Up the middle of this valley, where there is moisture for their nourishment, are trees, mainly white oaks, and in these are countless nests made by white-capped noddies.

In the upper parts of the valley, the grey, powdery soil provides food for a few hardy plants—miniature clover; a small, spinachy plant with yellow flowers; and tall milkweeds on which live the caterpillars of the orange and black Monarch butterfly. Here, also, are a few bees, ants, small flies and large



Philip Island from the air. Part of Norfolk Island can be seen in the background.—Photo: Department of Territories.

lady-birds. Other creatures are charcoal-coloured lizards with grey-green undersides which grow to a length of about five inches; brown centipedes about seven inches long; and quite a few black and grey rabbits.

The ground, in fact, is honey-combed with rabbit burrows, and you have to step carefully to avoid them. An interesting thing about the rabbits is that no one knows who put them on Philip Island and when, although it seems probable that it was some time between 1835 and 1838. Missionary James Backhouse, who had a liking for nature study, and who visited Norfolk Island in 1835, made no mention of the rabbits in his detailed description of the island's flora and fauna.

But A. D. W. Best, an officer of the 80th Regiment, who later spent two years on Norfolk, wrote in his journal for October, 1838, that he and three brother-officers had shot "at least fifty couple of rabbits" between them in a day's sport on Philip Island. (One of the officers also saw 10 wild goats; but these animals have long been exterminated.)

As you climb to the upper parts of Philip Island's third valley, you get a good view of Norfolk—a long, tree-covered island whose highest point of just over 1,000 ft seems reduced to a mere bump. By comparison with Philip's arid brilliance, Norfolk seems wonderfully green, fertile and cool.

Convict Legend

Philip's highest point is known as Jacky-Jacky, and local legend has it that a convict of that name was pursued to this pinnacle, where, choosing death rather than capture, he jumped to his doom. The descent to sea-level from Jacky-Jacky does not take long, and is best made by following the same tracks that took you up there. The only time that you may find a bit of traffic on these tracks is during the open season for whale bird eggs.

The first European to set foot on Philip was Lieutenant Philip Gidley King, commandant of Norfolk Island's first convict settlement, who spent 2½ hours there on December 2, 1788 (nine months after his arrival at Norfolk).

Describing his visit in his journal, King wrote: "I landed on a rock in Collin's Bay at ½ past 7, and climbed up the hills, which I found a fine rich red clay. A valley, in the form of a half-moon, runs round the hills over Collin's Bay, and is, as well as the hills, wooded, but not



This is not a reproduction of a painting called "Desolation", but a photograph of windswept trees on Philip Island, taken by Raymond Hoare of Norfolk.

thick. I do not suppose that there is above 150 pine trees on the whole island. Most of the hills are covered with a thick entangled kind of reed which only wants burning to clear away 100 acres of ground, which would make a fine wheat land, if not too dry. As I saw a number of pigeons and parrots &c., I imagine there must be some fresh water on some part of the island. . . ."

Pigs Released

A year later, Lieutenant Cresswell made an unsuccessful search for water on Philip Island at King's request, with the result that King's hopes of developing the island came to nothing. However, he did have a number of pigs released on the island where they waxed fat and eventually became wild. In October, 1796, three men were living on the island, looking after the pigs; and it seems that during the next few years it was popularly known as Pig Island.

Philip Island figured in a dramatic incident in September, 1826, following a revolt on Norfolk where the second convict settlement had been established 15 months earlier. During the revolt, the convicts killed a corporal and wounded two or three soldiers, bound the civil officers, robbed the stores, seized the boats and sought sanctuary on Philip Island. Their freedom, however, was short-lived, for the commandant and a few soldiers followed them next day and captured them.

In 1835, two young officers, attended by several convicts, are reported to have shot 13 goats on Philip Island, which they sent back in their boat to Norfolk. Before they, themselves, could return, the

weather turned stormy and it was several days before two boats could be sent over to bring them back.

Meanwhile, one of the convicts was attacked by a wild boar; but as he happened to have a long stick in his hand, he parried it and advanced on it until it was on the edge of a lofty cliff. He then made a sudden rush and the boar fell backwards over the precipice to its death.

This same convict had once spent three months among the peaks of Philip Island after escaping from Norfolk.

Re-afforestation

Philip's sterile appearance has through the years turned the thoughts of tree-lovers to soil-replacement and the planting of suitable trees.

"The reclothing of this barren island is a task for the forester," wrote C. E. Lane-Poole, Commonwealth Forestry Adviser, in 1926, "It should not prove difficult to destroy the rabbits that remain there, and the island could then be planted with pines. In this work the black Corsican pine should be tried, the climate would suit it and rabbits won't eat it."

Shortly after he was appointed Administrator in 1937, Sir Charles Rosenthal made a thorough inspection of the island with a view to planting trees there, but passed the opinion that any attempt to grow pines or other trees would involve enormous expenditure with no certainty of success.

Since then, Philip Island has remained strictly for the birds and, of course, its few scraggy rabbits and other creatures.

What's In A Name?

Ellice Islands Commemorate Long-Forgotten Politician

By Robert Langdon

In a recent issue of *Colony Information Notes*, the weekly newsletter of the Gilbert and Ellice Islands Colony, a schoolmaster in New Zealand asked if anyone could tell him why the Ellice Islands were so named.

THE schoolmaster, Mr. K. P. Olsen, headmaster of Maunu School, Whangarei, said that despite inquiries over several years, he had never been able to track the information down.

As Mr. Olsen's letter produced no enlightening replies in *Colony Information Notes*, and as his letter made me curious about the name, too, I decided to try to find the answer myself.

I did. But it was not easy, as all the most likely reference books were silent on the subject of who or what the name Ellice stands for.

Eventually, however, I got on the trail in Edouard A. Stackpole's *The Sea-Hunters*, a book on whaling and sealing, published in Philadelphia in 1953.

In this, Mr. Stackpole tells how a sea-captain called De Peyster passed through what is now known as the Ellice Group in 1819 in the ship *Rebecca*, and bestowed the name Ellice on the large atoll of Funafuti, which he was the first European to see.

Friend And Benefactor

In the *Nantucket Inquirer* for October 22, 1822—according to Mr. Stackpole—De Peyster is quoted as saying that the name Ellice was given "in honour of my friend and benefactor, E. Ellice, MP for Coventry".

This statement gives substance to Mr. Stackpole's assertion that De Peyster's ship was a British armed brigantine, and not, as is stated in A. G. Findlay's *A Directory for the Navigation of the South Pacific Ocean*, an American ship. The directory was published in London in 1851.

However, Findlay gives several other items of interest on the subject



The Rev. John Williams, pioneer LMS missionary. His name for the Cook Islands didn't stick.

which are apparently correct. "Funafute or Ellice's Group," he says, "is an extensive ring of small islets . . . so far separated as to give the idea of distinct islands, which has led to the name of group being applied to them . . .

"They were discovered by Captain Peyster, in the American ship *Rebecca* on March 18, 1819. He named one on which he was nearly wrecked Escape Island; the southernmost, Rebecca Island, from his vessel; and the west, Brown Island."

Findlay adds that Captain Peyster was on his way from Nukuhiva (Marquesas Islands) to the East Indies when he discovered Funafuti, and that he also discovered neighbouring Nukufetau, which was also known as Peyster's Group or Island.

Findlay's remarks on Funafuti, Nukufetau and neighbouring atolls appear in his book under the collective name, Ellice's Group. "This," he says, "is the name of one of the islands, or rather subordinate groups of a range of islands, which extends in a NW and SE direction for 300 miles.

Exploring Expedition

"The name has been applied to the whole range in the chart drawn up by the American Exploring Expedition [which visited the area in 1840 under Commodore Wilkes] and as it may be serviceable, it is here repeated without any reference to the appropriateness of the general term."

Like Findlay, cartographers, naval

officers and government officials have repeated the name ever since—almost certainly without knowing what it stands for—and it seems that so long as the Gilbert and Ellice Islands remain a colony of Great Britain, it will remain on the map.

The term Gilbert Islands, by the way, got on the map in an equally arbitrary manner. It was put there by the Russian hydrographer, A. J. Krusenstern, author of *Atlas de l'Océan Pacifique* and the accompanying *Recueil de Mémoires Hydrographiques pour servir d'Analyse et d'Explication à l'Atlas*, which were published at St. Petersburg, in Russian and French, between 1824 and 1834.

In these works, Krusenstern embodied everything that had previously been observed in the Pacific of value to a navigator; and in doing this, he tried to sort out all the islands—which had been discovered piecemeal over three centuries—into groups.

Thus, the Gilbert Islands were so named in honour of Captain Thomas Gilbert, who discovered several of them while sailing from Sydney to Canton in the ship *Charlotte* in 1788.

Similarly, the name Marshall Islands went on the map to honour Captain John Marshall of the ship *Scarborough* which sailed in company with the *Charlotte* and passed through the Marshall Islands after sighting the Gilberts.

A third name that Krusenstern was responsible for was Cook Islands, given for the obvious reason that Captain Cook was the discoverer of most of them.

Never Translated

Although Krusenstern's work was never translated into English, British hydrographers of the 19th century had the profoundest respect and admiration for it, and incorporated many of his ideas in their own works.

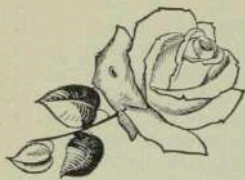
As a result, names chosen by Krusenstern have "stuck" down the years, whereas some chosen earlier by other, equally authoritative people have been discarded.

An example of this is the disappearance of the name Hervey Islands as the collective name for the Cook Islands.

This name—originally given by Captain Cook to the twin islands of Manuae and Te Auotu—was applied by the pioneer LMS missionary John Williams to all the islands in the Rarotonga area, and for several decades it was the accepted name in those parts and in the world of cartography. But Krusenstern's name, having the backing of the hydrographers, gradually ousted it.

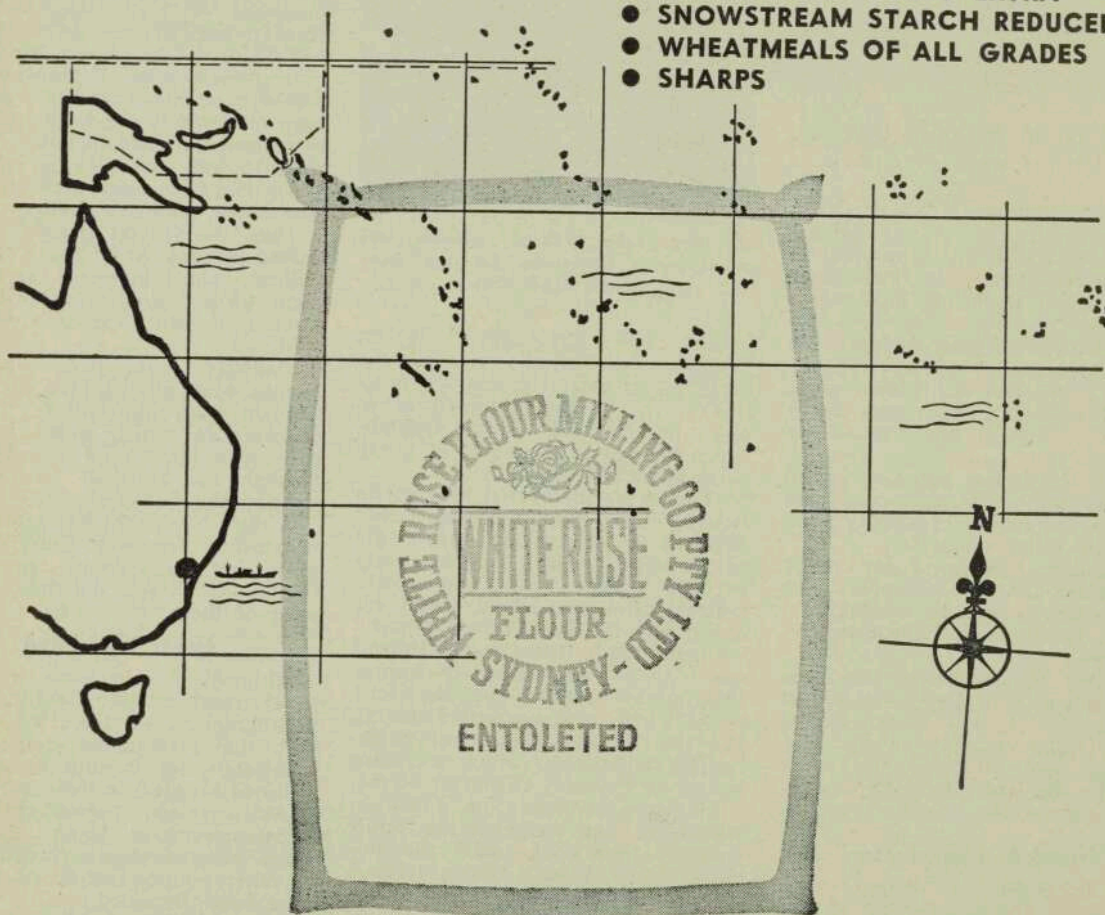
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New Evidence On Fiji's First European Residents

From Captain Stan Brown, in Suva

A recently-discovered manuscript, which gives the first detailed information on the voyage of a schooner from Samoa to Java in 1791, also proves conclusively that the occupants of the schooner were NOT the first Europeans to live in close contact with the Fijians.

THIS is my view after making a detailed study of the contents of the manuscript, the existence of which I first learned of from an article by Robert Langdon in *PIM* August, 1961.

The manuscript, which is now in the Mitchell Library, Sydney, was written by Midshipman David Thomas Renouard, a crew member of the *Pandora* when she sailed to the Pacific under Captain Edward Edwards in 1790 to find and arrest *Bounty* mutineers.

The *Pandora* reached Tahiti on March 23, 1791, where Captain Edwards found and arrested 14 of the mutineers and confiscated a 100-ton schooner that they had built under the guidance of James Morrison, the *Bounty's* boatswain's mate.

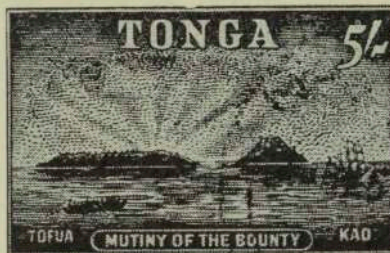
This schooner, which was originally called *Resolution*, was renamed *Matavai* and was refitted to accompany the *Pandora* on her voyage across the Pacific in search of the missing Christian and eight other mutineers who had left Tahiti in the *Bounty*.

Nine of the *Pandora's* crew were assigned to man the schooner—Mr. Renouard, the master's mate, who was given command, Midshipman Edwards and seven others.

Ships Separated

The *Pandora* and *Matavai* left Tahiti on May 19, 1791, and sailed eastward, visiting various islands in the archipelago of the missing mutineers. On the night of June 21, they became separated in a storm, off Tutuila, eastern Samoa, where the natives proved hostile.

As the *Matavai* had scarcely any water on board, Oliver had to decide quickly whether to turn about in search of the *Pandora* or whether to look for Nomuka, some 700 miles away in the Tonga Group, which was the appointed rendezvous in case of separation.



This postage stamp, issued by the Kingdom of Tonga several years ago, shows the approximate spot, near the islands of Tofua and Kao, where the mutiny on the "*Bounty*" occurred in 1789. Tofua, according to the author of this article, was also the island where the crew of the schooner "*Matavai*", which was built by some of the "*Bounty*" mutineers, spent four weeks in 1791.

Oliver's decision was to make for Nomuka, but since the *Matavai* had no charts and no means of ascertaining longitude, the course set for that island was largely guesswork.

Renouard said that the *Matavai* had a favourable wind from the morning of June 22 to the morning of June 25, when a small lofty island was discovered and a party went ashore in search of water. Some water was found at the bottom of a deep hollow, but after a man was lowered down to it, it was found to be salty.

Renouard said "the island bore evident marks of volcanic eruptions, the soil was parched up and mixed with ashes; and the hollow in its centre much resembled the crater of an extinguished volcano".

He added that "scarce any verdure" was to be seen; that the island was uninhabited; but that the remains of recent fires in different parts made him presume that it was occasionally visited by natives of the neighbouring islands on fishing excursions.

When the *Matavai* continued her voyage, several islands were "clearly

SHIP LOST ON REEF

The crew of a Japanese fishing vessel, "*Fuji Maru* No. 11", was rescued from Conway Reef, about 250 miles south of Suva, on September 21 by a sister ship, "*Fuji Maru* No. 6". After the "*Fuji Maru* No. 11" went aground on the reef, the Italian lined "*Fairsky*" and an RNZAF Sunderland answered an SOS call, but their services were not needed. The wrecked crew lived on a sandy islet until being rescued, while their ship was pounded by rough seas.

descried" under her lee, some six or seven leagues away, but as they were not exactly in the schooner's route no effort was made to visit them.

Suffered From Thirst

During the next three days, Oliver and his men suffered greatly from thirst, and by the evening of the 27th they had run between 600 and 700 miles by the ship's log, and were, according to their dead reckoning, within a few leagues of the Nomuka rendezvous.

Oliver therefore thought it wise to lie to for fear of passing it in the night.

Next morning at dawn, the *Matavai* made sail again, and about noon Renouard sighted land ahead from the masthead in the form of two sugar loaves some six or seven leagues away. About 4 p.m. Oliver altered course and "hailed up along the shore of the easternmost, bounded by a heavy surf, in search of an opening or bay to run into".

The canoes of some natives who tried to come out to the schooner were upset or driven back by the heavy surf, but some finally got out of a bay "a considerable distance ahead".

Next morning, Oliver and his men looked in vain for the *Pandora*. "This", said Renouard, "occasioned uneasiness, yet having our orders to remain three weeks at our rendezvous, we were not much alarmed, as we expected she would shortly heave in sight; for we had not the least notion (at that time) that we had mistaken the island of Tofoa [Tofua] for that of Anamooka [Nomuka].

"We had many strong reasons for supposing these islands to have been our proper rendezvous. There were three principal ones which corresponded in many respects with the description given by Capt. Cook of

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Anamooka, Tongataboo and Etooa. The natives were amicable and the islands abounded in bogs, yams, breadfruit and sugar cane. In fact, we were among the Friendly Islands, Tofoa being one of that group and Anamooka was not a great many leagues to the westward of us."

For the next three weeks, Oliver and his men cruised about the island in search of the *Pandora*. Finally, they gave up, and, after taking in water from a small island about five leagues away, they made for the East Indies.

There, at Samarang, they met Captain Edwards and the crew of the *Pandora* who had been shipwrecked on the Great Barrier Reef and who had managed to reach the East Indies in the ship's boats.

The stories which Oliver & Co. told of their adventures eventually found their way—briefly—into a report written by Captain Edwards and a book by George Hamilton, the *Pandora's* surgeon, and until Renouard's narrative came to light they were the only sources of information on the *Matavai's* voyage.

However, from the scanty details contained in these accounts, Fiji historians such as Sir Basil Thomson, Professor G. C. Henderson and R. A. Derrick decided that the island where the *Matavai* cruised for three weeks was probably Matuku, in eastern Fiji, and that Oliver and his men were thus the first Europeans to live in close contact with the Fijians.

My view, as I have already said, is that Renouard's narrative now proves conclusively that the *Matavai* did not call at Fiji, and that the island which Oliver and his men thought was Nomuka was, in fact, the Tongan island of Tofua.

Islands Identifiable

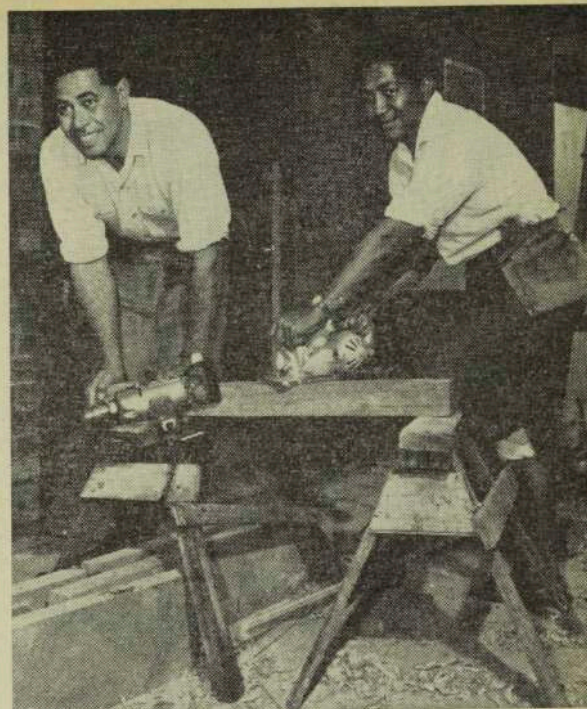
Renouard's narrative describes the two islands where the schooner stopped in sufficient detail for them to be identified.

The first island is clearly Fonualei, an uninhabited island in the Tonga Group, 40 miles north-west of Vavau; and the one off which the schooner cruised for three weeks not only fits the description of Tofua but is named in the narrative as such.

Although Renouard's journal is sketchy as regards such important points as wind direction and strength, courses steered, etc., I think he would have noted the large change of course necessary for the ship to reach a Fiji island from Fonualei.

Keeping on his course from Samoa, he could well have sighted both Fonualei and Tofua on the same

GAINING EXPERIENCE: Two carpenters from Tonga, Lingi Prescott (left) and Loteni Kava, have been working in Melbourne recently to learn some of the finer points of their trade, which they will pass on to others when they return home. The two men were brought to Australia by the Methodist Church to gain experience in building work. They are seen at work with a power saw and power drill given them by Black and Decker (A/sia.) Pty. Ltd., of Melbourne.



course, allowing for bad steering, some westerly set in the more northerly latitudes, and the loss of that set as the schooner sailed to the southward.

The weakness of my theory is that it all depends on reaching Fonualei first. But the island so fits the description, and is the only one I know that does so that I am convinced that it is the one.

If it is conceded that the first island of call was Fonualei, then the *Matavai* schooner could hardly have reached Fiji in the sailing time available to her after calling there.

Renouard says the schooner sailed from her position off Tutuila to the first island in four days, i.e., the 22nd, 23rd, 24th and 25th, so she could hardly have covered the longer distance to Fiji between the evening of the 25th and the morning of the 28th, particularly as she had been stopped for some time after the log recorded 700 miles.

More Jagged

As to the appearance of Tofua, I have noticed that in a sketch made early in the 19th century, the peaks appear much more jagged than they do today.

I doubt if there has been time for them to have been worn by erosion to a new shape, and I suppose the more impressive shape was in the mind of the artist.

However, from some angles the

peaks do not appear at all flat, and if the higher island of Kao is in transit, then her peak adds to the jagged appearance.

Tofua is certainly more westerly than Kao, on its western extremity. But forget the true compass rose and look at it only from the point of view of the magnetic rose, as it would appear when checked by a boat's compass.

The eastern or weather side of Tofua now appears to be to the eastward of Kao, and it is reasonable to assume that the schooner approached the east coast because of the description of the breakers that would appear on the weather coast.

Captain Edwards' Idea

I rather think that Captain Edwards put the idea of Fiji rather than Tofua in the minds of the schooner's crew.

However, if Renouard kept his journal during the voyage, he would only have heard the name of Tofua from the Tofuans.

The islands of Kao and Kotu fit in well with the general description of relative positions of the islands. The island where water was taken was "five leagues" from Tofua—and Kotu is, in fact, 15 miles.

It thus appears now that the most authentic evidence of Fiji's first Europeans is of those who were saved from the wreck of the *Argo*, early in the 19th century.

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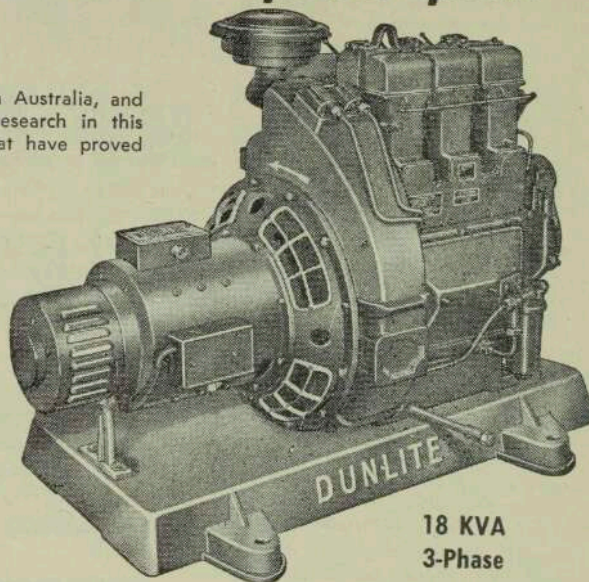
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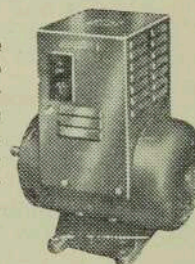
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Huge American forces had landed on Leyte in the Philippines, the Red Army had broken East Prussian defences, the German High Command had ordered the evacuation of northern Norway, the Russians were attacking Budapest, and the Allies had practically won the battle for Holland . . .

THESE were the main items of war news recorded in PIM's "Pacific News-Review" for November, 1944, an invaluable day-by-day account of World War II that was published in PIM each month throughout the war. Other news items in the November, 1944, issue were:

Pan American Airways were planning to fly to Australia after the war, by-passing Auckland, formerly a PAA Pacific terminal. It was understood that if PAA were allowed to fly that route a feeder service would be run between Sydney and Auckland, either by PAA or TEAL.

In a crime wave in Western Samoa, three Samoans were killed at Leulumoega, on the west coast of Upolu, after a fist fight began, stimulated by "bush gin".

Sir Owen Corrie, Chief Justice of Fiji, was soon to retire. He was to be replaced by Sir Claude Seton (Mr. S. R. W. Seton at the time of the announcement) who was then Chief Justice of Nyassaland.

Tahiti's honky-tonks had been closed following outbreaks of influenza and dengue fever on the island. The dengue outbreak was Tahiti's first since 1910 or 1911.

At stamp auctions in Melbourne early in November, four mint German New Guinea stamps, part of a set issued in 1900, were sold for £106.

Western Samoa's wet season had started exceptionally early after a long dry spell. The heavy rains greatly benefited cocoa and banana plantations, and there was hope of relief from the severe shortage of native foodstuffs.

After many months of illness, following an attack of pleurisy,

Yesterday

● This photograph, which appeared in PIM for August, 1932, shows the grave of Count Bulominski, the energetic German administrator, who was in charge of New Ireland when that part of New Guinea was under German control before World War I. Among Bulominski's achievements was the construction of a 100-mile road on New Ireland. When this photograph was taken his grave was described as being "five minutes' walk from the steamer wharf at Kavieng". PIM has no information on how the grave has fared since then. Perhaps a Kavieng reader could tell us.



Ratu Dovi Komaisavai, RAF, died in England. He was the only representative of the Fijian race in the RAF.

For valuable work in the Allied cause, while isolated by the Japanese occupation of the Solomon Islands in 1942-43, Mrs. Ruby Olive Boye, of Vanikoro, was awarded the British Empire Medal. Though in constant danger of capture by the Japs, Mrs. Boye transmitted meteorological and other information by radio to Allied headquarters. This proved of value to Allied aircraft operating over the area.

After a survey, Mr. F. B. Stephens, a New Zealand education officer, recommended sweeping changes in Fiji's educational system. One recommendation was that the Government should take over all Fijian district schools, all Indian committee schools, the CSR Co. Ltd. schools and the

Vatukoula European School—and ultimately all schools in the Colony.

Because of a big American demand, some 50,000 hula skirts had been shipped from Rarotonga in the previous two years.

An examination was held in Western Samoa to choose three Europeans for free higher education in New Zealand. The winners were W. Williams, Fred Williams (Government School, Ifilfi) and Michael Meredith (Marist Brothers School).

Dr. V. W. T. McGusty, Fiji's Director of Medical Services, Secretary for Indian Affairs, and Central Medical Authority for the Western Pacific High Commission, announced his retirement. But because the war was still on, he offered to carry on temporarily. His offer was accepted.

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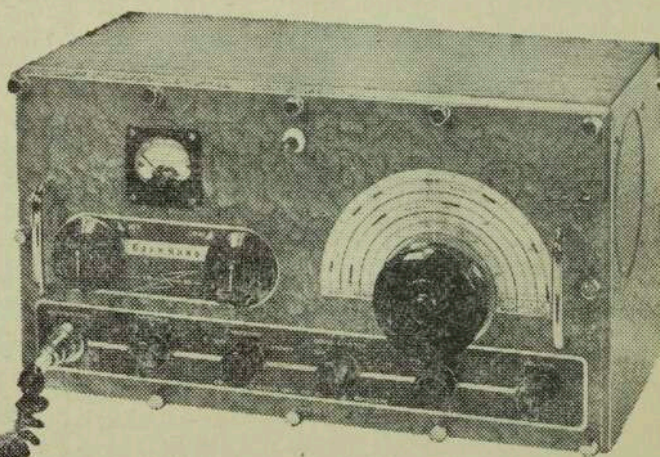
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THE MONTH'S NEW READING

WHEN THE PILOT MADE THE TEA AND TOAST

In 1963, Arthur H. Affleck, then Regional Director of Civil Aviation for Papua-New Guinea, retired after 40 years in aviation. He had a story to tell and *The Wandering Years* is the story.

In a general way, airmen are not particularly articulate and, with few notable exceptions, don't really write books. So it comes as a pleasant surprise to find that a man who presided for four years over P-NG's DCA—a Department that is frequently misunderstood in the Territory—has a gift for storytelling and a very nice wit.

Arthur Affleck's first dozen years flying were on the outback routes with pioneer Qantas, with the Flying Doctor service in the early years of existence, and with West Australian Airways and MacRobertson-Forster. This must have coloured his style of writing because he underlines it with Australian bushman's tales for the anecdote, most of which, in this case, are hilarious. (*The Tropicalities*, this issue.)

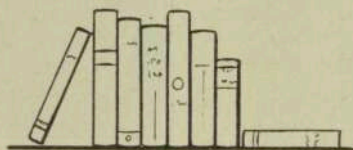
Personality

His ability to describe people and events and make them live gives personality to the book—to such an extent that the reader is inclined to forget its more serious aspect of recording the history of civil aviation in Australia from shortly after World War I until the present.

Affleck started his working career on the lowest rung of the climbing ladder, in Melbourne, but in 1923 decided that this could not continue to be. By a process of elimination it appeared that commercial aviation appealed more and he paid more.

The only body giving the necessary instruction, in those days, was the RAAF. Within its own organisation it provided a 12 months' course for the new Civil Aviation Branch—those lucky enough to be chosen Civil Aviation cadets.

In 1924 Affleck was issued with a "Wings" badge, was granted a discharge from the RAAF, was presented with licence No. 96 and became a commercial pilot employed



by Australian Aerial Services Ltd. on the Melbourne-Hay service. He was airborne.

Those whose aerial memories don't stretch back as far as the author's will find his experiences with the fabric and wire planes that remained in the air at speeds as low as 60 mph, considerably harder to believe than today's science-fiction.

He joined Qantas in 1927 when the airline really was the Queensland and Northern Territory Aerial Service and when its entire fleet consisted of two World War I open-cockpit jobs and two DH50's, which were considered comparatively modern.

Open Cockpit

Affleck's section of Qantas' route was Longreach to Cloncurry, a distance of 311 miles, and in the first year he carried only 11 passengers in the open-cockpit war-disposals models but 118 passengers in the DH50. The passengers paid for their own accommodation and meals en route—when they could get them—but even in 1927 they were looking for a certain degree of comfort, usually provided by the pilot.

"At not one of the hotels where we stayed," reports Affleck, "did the publican consider it worthwhile to supply early breakfast to passengers and crew. The pilot, in addition to flying the aircraft and, in many instances refuelling and servicing it, was required to wake his passengers, rush down to the hotel kitchen and make a cup of tea and toast for

THE ARTS OF THE MAORI

The Decorative Arts of the New Zealand Maori, by Dr. T. Barrow, is a companion-piece to *Birds of New Zealand* (reviewed September). It comes from the same publisher, the colour-printing is very good indeed, and it, too, was printed in Japan. It is obvious that the Japanese can show others a few wrinkles when it comes to productions of this sort.

Dr. Barrow is responsible for Maori and Pacific collections in the Dominion Museum, Wellington, and has travelled widely in the Pacific; the 140 photographs in the book come from many sources, including the author himself.

The six decorative arts of classic Maori culture are tattooing, rafter-painting, weaving of cloak borders, plaiting of coloured elements in baskets and mats; lattice-work house-panels; and carving of wood, bone and stone. Carving is the best known of these arts and has widest application.

(THE DECORATIVE ARTS OF THE NZ MAORI. Published by A. H. & A. W. Reed Pty. Ltd. 30/-.)

them, help handle their baggage, collect mail from the local post office and freight from the agent's office, pick up any other passengers from their homes or other hotels and then get out to the aerodrome on time to open up the hangar, push the aircraft out with the assistance of any of the passengers who felt strong enough to help at that hour of the day, start up, load up and take off at the first crack of dawn."

Most of his juiciest adventures came after he became the first pilot for the Flying Doctor service which commenced in 1928, from a base in Cloncurry, with a DH50 chartered from Qantas. In the next four years, with a succession of flying doctors, he helped run a practice that stretched from Katherine to Charleville and from Julia Creek to Bulia, which according to Australian lore is supposed to be as hot as hell. It was in Bulia that they found, behind the door of the bathroom of the hotel, the following notice:

"Gents are asked please not to

pee in the bath as it causes fever.
By order of the Proprietress."

In 1931, a year after he was married in Cloncurry, Affleck said goodbye to the town, to Qantas and, as he thought, aviation. Attracted by glowing reports of the fortunes to be made out of growing tobacco he and his wife took up 25 acres of land at Mareeba, about 25 miles inland from Cairns, and became farmers.

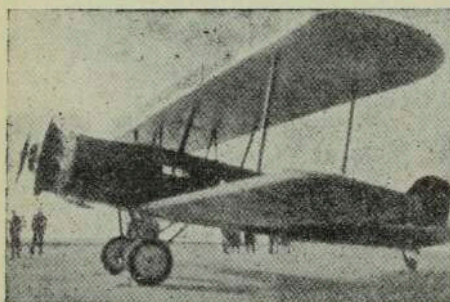
In the following year they lived in a shed on the property, had a son, worked harder than they had ever done in their lives and ended making just enough money to satisfy their creditors.

In the four years he had worked for Qantas, he had frequently been asked by Ray Parer, who was then running Pacific Aerial Transport Ltd., in New Guinea, to work for him. He had refused, but after the tobacco fiasco a return to the air was clearly indicated and New Guinea seemed as good a place to start as any.

Companies Proliferated

Air freighting in Morobe district was in its hey-day and airline companies proliferated. Besides big Guinea Airways, Holden Air Transport, Les Trist and Frank Drayton, Ray Parer with PAT and later Stephens and Carpenter, all came in for their share of the lucrative trade. These were the days of such New Guinea pilots as Tommy O'Dea, Ian Grabowsky, Orm Denny and Orm Koch, the Parers, Kevin and Ray, and many others who became a legend in the Territory.

At the time that Affleck joined PAT, the company was burdened by "two old crocks—a wartime DH9 and a great lumbering, under-powered beast of a Fokker FVII". It was his fate to grapple with these, while the profitable units of the outfit, a single-engined Junker and a Gipsy



Ray Parer's Boeing transport plane about to leave for New Guinea from Essendon Airfield, Melbourne, in July, 1939.

● Pilot Orm Denny, photographed in New Guinea in 1933.



Moth, were flown by someone else—presumably by Ray.

The author says very little about the company or his involvement with it, but in view of Ray's character and his somewhat unorthodox way of running aeroplanes it wouldn't be strange if the future Regional Director of Civil Aviation in P-NG failed to see eye-to-eye with his boss in everything. At all events, Affleck did not remain overlong in the Territory at this time, returning to Mareeba for a second attempt at tobacco-growing and, when that failed, going to West Australian Airways and later MacRobertson-Miller.

In 1936 he joined the Civil Aviation Board (forerunner of DCA) as a flying inspector. A new phase of his career thus began and ended only last year when, at the age of 60, he retired from the post of Regional-Director, P-NG.

Apart from its entertainment value, this book has considerable interest for its behind-the-scenes view of Australian civil aviation and its occasional skulduggery. It, naturally, enough, takes a DCA view of most proceedings and says little of the storms that have been raised in the breasts of some who have, at times, felt they were victims of Departmental autocracy.

It is an excellent history of flying in Australia and P-NG since World War I but it might have been made even more valuable if someone had thought to include an index.—JT.

(THE WANDERING YEARS. Longmans, Green & Co. Ltd. 35/-.)

Another Lockwood Opus On The "Territory"

Douglas Lockwood, prize-winning correspondent in Darwin of the Melbourne Herald for past 23 years, has been turning books out regularly since *Crocodiles and Other People* appeared in 1959.

ALL of them have been Australia's Northern Territory: the vast, thirsty, lonely, unpopulated and largely trackless expanse, whose chief industry is cattle-raising and whose second probably tourism.

It is for the benefit of the millions of tourists who now pour into the Territory that Lockwood has written his latest book *Up The Track*.

Lockwood, himself, describes it as "a travel-book-with-a-difference about it," but he doesn't specify what it is different from. To this review it bears a striking resemblance to some of the more garrulous efforts of Frank Clune.

Ayers Rock

Some of the more outrageous examples of Lockwoodian garrulosity should never have been allowed to appear in print. Here are two examples from his pages on Ayers Rock, the enormous monolith with a circumference of 5½ miles and height of 1,143 ft, which rears up in the desert south-west of Adelaide Springs:

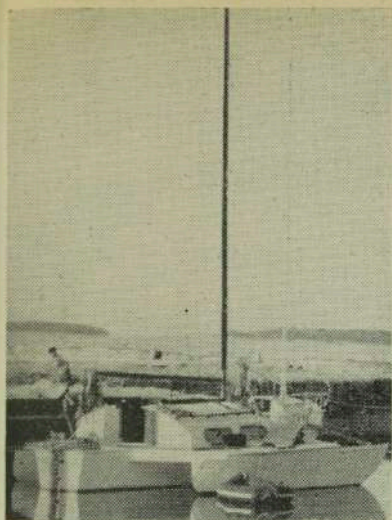
● Estimates of its age vary from five hundred million to a thousand million years. That was before time, so I can't say.

● (I was) spellbound by the pyramid of God's which dwarfs the Pharaohs' at Cheops . . . so that it flattered middle-aged women—they looked young beside it—huge that fat women seemed slim.

As with Clune's books (which contain plenty of "meat" despite their garrulities), *Up The Track* will undoubtedly sell well to the millions of Australians who have been, or would like to go to, the Northern Territory.

It is a mine of information and stories about the Territory's people and places, if you can only put up with the Lockwood style.—RL

(UP THE TRACK. Rigby Limited. 30/-.)



Trimarans, such as the "Trinui" photographed in Nukualofa last year, are an extension of the original catamarans described below.

All About Cats

A catamaran (according to Webster's) is "any vessel with twin hulls side by side". The word itself is derived from Tamil, the language of the Malabar coast of India. The original catamaran was made of two logs tied together and thus, in Tamil, *kattu*, to tie, and *maram*, a tree.

But the year of the modern catamaran was 1961, says Edward F. Cotter in *Sailing and Racing Catamarans*. In that year the craft came into their own—with the first International Challenge Series in which an English team beat an American in Long Island Sound.

Cotter's book, which is packed with pictures and diagrams, will tell any would-be or existing owners everything they need to know about these twin-hulled craft—everything from how to sail and race them to living on the luxury type which appears to be as roomy as a suburban cottage.

Commander Cotter is a career officer in the US Coast Guard; during the war he was captain of a subchaser in the Atlantic. Off-duty he has been a yachtsman all his life and first became interested in catamarans in 1959.

(SAILING AND RACING CATAMARANS. Published by Hodder & Stoughton. 53/-).

Chaplin Memoirs Roll Back The Years

What's in a name? When it's Charlie Chaplin, plenty. Old scandals, the magic of the early movies, even what has come to be regarded as Art in the motion picture business, all raise their heads.

CHAPLIN spanned an era of entertainment, from vaudeville through the Silents to the Talkies, but unlike most of the stars of his period, who are either dead or forgotten, he has managed to keep a public. This is remarkable because although he made something like 75 silent films he made only five talkies.

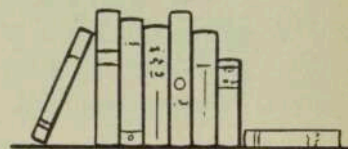
His long-expected memoirs, *My Autobiography*, spans a longer period than his film career and has had flattering attention from reviewers who must have been in diapers at the time Charlie made his last Silent; and ecstatic nostalgia from older members of the craft who, through this book, have recaptured some of their own youth.

Accident Prone

As an in-between, Charlie for me merely conjures up memories of cold nights in a galvanised-iron community hall in a New Zealand village where there were "pictures on Saturday nights", and where we stamped and clapped in order to keep the circulation going as much as to show our appreciation of the entertainment. Even as a child I never went far-out for the repetitive antics of the accident-prone, funny-sad little man in the baggy pants and bowler hat. Which proves nothing other than that, even at an early age, I had no culture.

Chaplin's autobiography is all of 528 pages long and is occasionally wearisome but, even for a non-believer, most of it is vitally interesting. In the 1920's and 1930's Chaplin went everywhere and met everyone who was of any importance, but beyond this his story is a chunk out of the world's theatrical history of the last 75 years.

He philosophises about his art and method of making films; describes his successes in the Lotusland of Hollywood, as it was in its hey-day, and his personal triumphs that clogged the streets of London, Paris and New York as only the Beatles can today. But best of all is his account of his early life in London towards the close of last century.



Charlie was the son of a soubrette mother and a vaudevillian father who earned £40 a week even in 1889 but drank himself to death not many years later at the age of 37. Mother and father separated a year after Charlie was born and his early family consisted of his mother and his half-brother, Sydney, who was the result of an earlier adventure when Mother had run away to Africa at 17, with someone who was alleged to be a Lord.

When Charlie was five Mrs. Chaplin lost her voice following an illness and also her job on the stage, and for the next decade the three of them lived in utter poverty, the boys in and out of orphanages and their mother rotating between back-rooms in the slums, the workhouse and mental institutions. Due to the stress and strain of their lives, for the rest of her life she was subject to periods of mental illness. Probably one of the most touching aspects of this story is how the brothers stuck together until both were wealthy and how both were devoted to their mother, whose welfare was their first consideration right up to the time of her death.

Married Four Times

Those people who remember Chaplin as a man who was married four times, was the central figure on the notorious Barry paternity suit, and who obviously took an interest in the opposite sex, will probably be disappointed that in his memoirs, as he puts it himself, "sex will be mentioned but not stressed."

He was, he said, vulnerable only between pictures; during working periods women never interested him at all and he subscribed wholeheartedly to H. G. Wells' theories on the subject.

"There comes a moment in the day," said Wells, "when you have

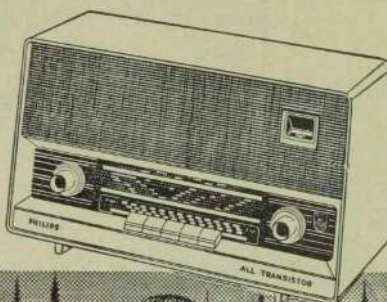
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For Philip's Agents/Distributors, see page 39.

TWO FOR THE CHILDREN

TWO new books for children, *Turi*, by Lesley Cameron Powell, and *A Day at the Zoo*, by Carol Odell, are two departures from usual in that they are illustrated by real photographs.

Turi is a Maori boy. When he was born his mother, in true Polynesian fashion, said: "Poor Granny has no children to laugh and play at her feet now she is old. I will let her have this little one to make her happy in her old age".

So this is really the story of Turi and his Granny and all the things that go to make up the life of the modern New Zealand Maori. The photographs are by Pius Blank.

The zoo in *A Day at the Zoo* is Sydney's Taronga Park. There is a foreword from Sir Edward Hallstrom, the zoo's honorary director, and some excellent black and white photography.

(*TURI* and *A DAY AT THE ZOO*. Published by Angus and Robertson Ltd. 16/- and 19/6 respectively.)

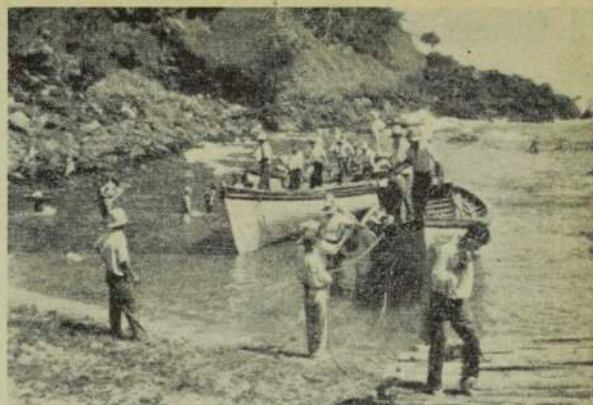
written your pages in the morning, attended to your correspondence in the afternoon, and have nothing further to do. Then comes that hour when you are bored; that's the time for sex."

There were many occasions when Charlie substituted sex for the cocktail hour but while he acknowledges the fact frankly, he has a Victorian reluctance to go into further details. These episodes he usually refers to as "the inevitable happening" and although the inevitable occurs frequently through most of the book, he doesn't dwell on the subject.

Neither is there any more than is necessary about his wives, even about his last, lasting marriage with Oona O'Neill; and he does not mention the name of his second wife at all, as this apparently is still too distasteful a subject to discuss. Nor is the reader left, in the end, with any really clear picture of Charlie's politics although it was his deviation from what Americans then regarded as the acceptable that forced him out of the US during that country's acute McCarthy period.—JT

(*MY AUTOBIOGRAPHY*. Published by Bodley Head. 55/-.)

Bounty Bay, Pitcairn Island, where HMS "Bounty" was burnt in 1790, giving rise to the Pitcairnese and Norfolkese "languages" which have recently been the subjects of study.



THE LANGUAGES OF PITCAIRN AND NORFOLK ISLAND

One day in April, 1950, Professor A. S. C. Ross, Professor of Linguistics at Birmingham University, noticed a report in *The Times* of London which said that the people of Pitcairn Island had developed a form of spoken shorthand.

"**I KAWA**," meaning "I cannot tell you anything about that" was quoted as an example.

To Professor Ross, the idea of spoken shorthand was so interesting and deserving of study that he immediately took steps to get in touch with someone who could tell him more about it.

The result was that two years later, Mr. A. W. Moverley, who had just completed a term as Education Officer on Pitcairn and who had made a study of the Pitcairnese language, went to Birmingham on a scholarship to work under Professor Ross's direction and write a Ph. D. thesis on Pitcairnese.

Other Features

A year later, Mr. Moverley died without having completed his thesis, but Professor Ross continued working on his material, and now, at last, he has published a fascinating book called *The Pitcairnese Language*.

The title of the book, however, does not do full justice to the contents for it is not only a study of the hybrid language spoken by the Pitcairn descendants of the *Bounty* mutineers and their Polynesian wives.

Other features of the book include a study of the language of Norfolk Island (the other *Bounty* island) by E. H. Flint, Lecturer in English at the University of Queensland; a chapter entitled "Pitcairn Island Today" by E. Schubert, a former Education Officer on Pitcairn; a chapter on "Norfolk Island Today" by Alaric Maude, Reader in Geography at the University of Tasmania; an admirable history of Pitcairn Island in 50 pages by Alaric's father, Mr. H. E. Maude, of the School of Pacific Studies at the National University, Canberra; and a 12-page history of Norfolk Island by Alaric Maude.

All in all, *The Pitcairnese Language* is easily the most valuable book on Pitcairn and Norfolk Island to be published since the Rev. C. C. Elcum revised the Rev. T. B. Murray's classic book on Pitcairn more than half a century ago.—RL.

(*THE PITCAIRNESE LANGUAGE*. Andre Deutsch Ltd., 105 Great Russell Street, London, WC1. 45/- Stg.).

Hotel Life In The Caribbean

A FASCINATING study on the people behind the promotion of a big hotel makes material for a first-class first novel by Terence Kelly, *The Carib Sands*. The book is set in the Caribbean, on the coast of Jamaica, but the descriptions of island life and business skulduggery, could equally well apply to some parts of the South Seas. Author Kelly, London born, runs a West Indies travel agency, and readers might suspect that a lot of his characters are as large as real life.

(*THE CARIB SANDS*. Macmillan and Co. 37/3.)

It Was Fun To Be Young In Australia

Although it may not necessarily be fun to be poor in Australia, it's obvious that being poor doesn't necessarily stop you from having fun. Both Patsy Adam Smith (in *Hear the Train Blow*) and Arthur Staples (in *Paddo*), prove it conclusively.

IN essence, says Staples, *Paddo* is true. He was born in Paddington, an inner Sydney suburb, 39 years ago, and it's likely that many of the things that happened to Mick Ryan, the boy that the book is about, happened to Arthur ("Mick") Staples also.

Mick grew up in the 1930's, when a large proportion of Paddington adults were on the dole. Mick's father was among them and until Mick went to school, he was his father's mate.

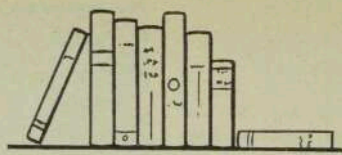
Together they collected the weekly government handout of rations and on other days enjoyed the benefits of those with unlimited leisure—including strolling on the lawns of Centennial Park and enjoying the sunshine and flowers.

Bath-Heaters

The Ryans lived in one of a long double-storeyed terrace of houses. They seemed to exist precariously on the proceeds of Frank, the upstairs boarder, Jack the downstairs boarder, and Uncle Charlie, who boarded in the front room, in an environment of exploding bath-heaters, the pictures on Saturday night, the local pub and school feuds between the junior Ryans and Campbells. Mick eventually became apprenticed to the printing trade but was just old enough to graduate into the 2nd AIF when the Pacific War came.

Staples mixes a wide streak of satire with his humour and the episodes in Mick's life have a shaggy-dog quality that is peculiarly Australian. But perhaps you have to be a Sydneysider, with a memory that goes back to 1942 and the barbed-wire entanglements and machine-gun posts on our suburban surfing beaches (while most of the rest of Australia's 12,000 mile coastline was unguarded) to appreciate some of it fully.

They fortified Bondi, and Bronte and Tamarama, then decided that



Mackenzie Beach should have the treatment as well.

"We tried to tell him that Mackenzie was a seasonal beach," said Mick. "Some seasons it was there and some seasons it wasn't. It was liable to be washed away in a storm and washed back in another. It was only about 30 or 40 feet long."

But the brasshats would have none of it, and Mackenzie was fortified for a month. Then came a southerly, followed by a nor'-easter and Mackenzie was gone, barbed wire and all. Tamarama had gone at one end, also.

The Army, bulldozers and rolls of barbed wire re fortified Tamarama and put new entanglements around the base of the rocks where Mackenzie had been. But, by this time, winter had come and brought Mackenzie back with such vengeance that the sand was level with the top of the tank-trap.

The Army brought more bulldozers and dug it out and restrung the barbed wire and then the sand started to go out by itself and eventually the tank-trap stood 30 feet above the sand without any help from the Army at all.

"But this time we knew the unit doing the fortifications well," says Mick, "and had adopted them into the surf club."

"We're going north next week," the officer said. "God, I'll be glad. They're winning the war up there but we're doing no bloody good here!"



PATSY Adam Smith lived with her dad, mum and sister Mickie beside the railway-line in a succession of Victorian whistle-stops until it was time for her to enlist as a VAD attached to the 2nd AIF. *Hear the Train Blow* is a story of that Australian childhood.

At first the book seems to be little more than a naive account of a country child's life in the late 1920's and 1930's but, in fact, it has an insidious charm that soon has the reader pretty firmly hooked.

One reason for this is that anyone whose memory extends beyond the present state of over-affluence will find that Patricia, called Jeanie, had

a background not unsimilar to their's or someone close to them.

Jeanie's dad was a railway fettler and her mum was station-mistress in the little Victorian towns that warranted nothing more pretentious. Mum and dad both had itchy feet and their favourite reading was the *Railway Gazette* which advertised the vacancies that suited their dual role. In this way the family shifted all over the State, from the lushness of wet Gippsland to the semi-desert of the Mallee.

The girls grew up sleeping in bedrooms not 12 feet from the rails, attended one-teacher school-houses and because they were usually the only "Pats" in the area, were dragged many miles to Mass each Sunday to satisfy the strict religious principles of mum. (Dad was a non-Pat).

Although the combined wages of the breadwinners was no more than £4 per week, the family was rich in its security in comparison with others in these Depression years.

Still On

"Historians," remarks the author, "say that the Depression ended before the war broke out but for the men who needed work the Depression was still on, even if it had ended for the financiers. . . . It is said that Australia's Sixth Division was made up of men who had been on the dole. That's the way Bob [her brother-in-law] and the boys like him got their first really permanent job."

However much effort and denial it involved from mum and dad, the family was always the best fed in the district, the girls the best kept and neatest dressed at school. There was always enough for a handout of food for the swaggie and the increasing number of men of all stations of life who, in the 1930's, were forced to wander all over the countryside seeking work, frequently by the device of jumping the ratler if not with the connivance of the railway people, usually with their acquiescence.

The thing that shines out of this story is simple goodness, the kind brought about by the discipline of having too little money.

But this isn't a snivelling book, a Depression book or a regretful one.

Jeanie had a secret in her life, something that the psychiatrists of this generation would have blown up into something big. There was no room for psychiatrists beside the railway track, so Jeanie's secret added temperament and determination to the character that mum moulded, sometimes with a stick.

Patsy Adam Smith has had an interesting career. At the time she

Hawaii In The Old Days

ALTHOUGH a good deal of pre-European history of Polynesia may be gleaned from the works of the early European explorers and missionaries, few old-time Polynesians ever put much about their own people down on paper.

One of the few who did was Kamehameha Kamakau, of Hawaii, who contributed a series of articles on Hawaiian history and culture to the weekly newspapers *Ku'oko'a* and *Au 'Ok'o'a* from October 20, 1866, to February 2, 1871.

In 1931, the Bishop Museum of Honolulu sponsored the translation into English of these articles, and in 1961 the historical material was published under the title of *Ruling Chiefs of Hawaii*.

Now the Bishop Museum has published Kamakau's account of Hawaiian culture, which covers the period both before and after the coming of the Europeans. Its title is *Ka Po'e Kahiko (The People of Old Days)*.

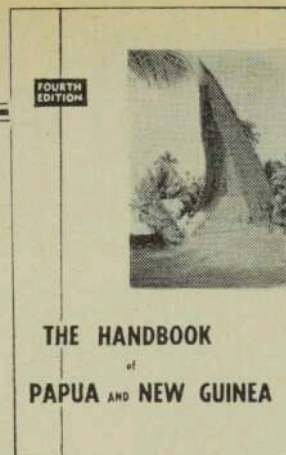
Dorothy B. Barrere, who edited and arranged the material, says in a preword to the book: "David Malo, the classic work *Hawaiian Antiquities*, gave a broad outline of the ancient culture; John Ii's personal experiences, recounted in *Fragments of Hawaiian History*, revealed the functioning of that culture. *Ka Po'e Kahiko* now adds those details which give new depth and meaning to these two works. The three are a composite picture of Hawaiian beliefs and customs as they were in the ancient days and in the transitional period of acculturation to introduced thoughts and concepts."—R.L.

KA PO'E KAHIKO. Bishop Museum Press. \$5.00 US.

When she wrote her book she worked for the Adult Education Board in Hobart. She's written children's radio plays for the ABC, made documentaries and written hundreds of articles for Australian and overseas magazines. Between 1953 and 1959 she signed on a 300 tonner working around the islands of Bass Strait.

No doubt we'll be hearing more of her adventures. The present book was published with the assistance of the Commonwealth Literary Fund.

PADDY AND HEAR THE TRAIN BLOW. Published by Ure Smith. 19/6 and 19/6 respectively.)



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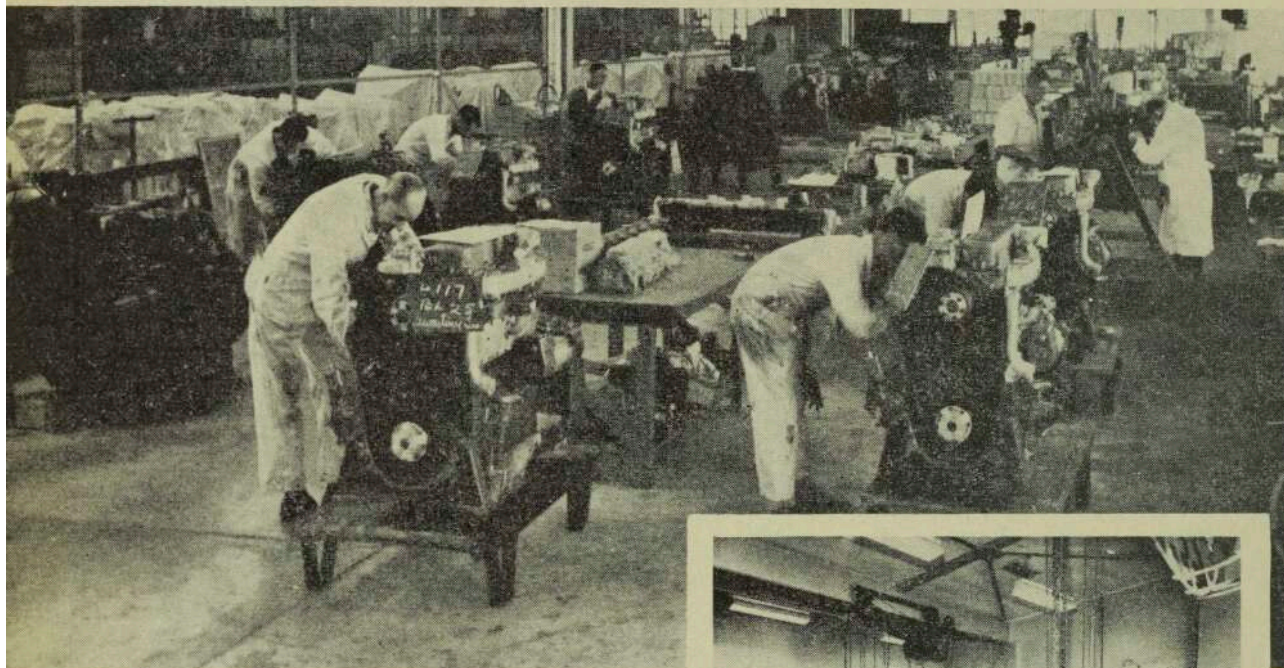


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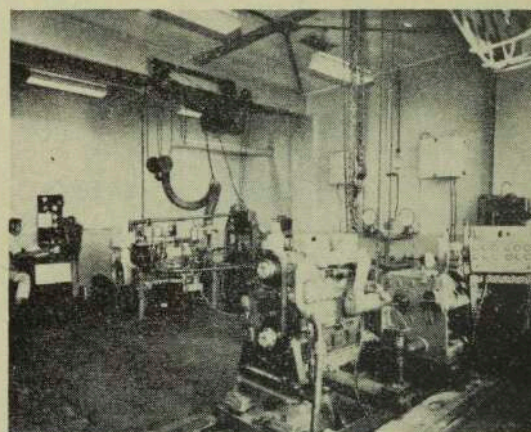
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Grounded Ship's Officer Of Watch Had No Certificate

At a preliminary inquiry in October into the grounding of the inter-island trader *Ratanui* at Savusavu on September 6, the Fiji Marine Board found that an uncertificated ship's clerk had been acting as officer of the watch while the ship was proceeding at an unknown "full speed" in poor visibility and in a main shipping route.

THE *RATANUI* is the biggest in the Fiji inter-island trade and is owned by Burns Philp (SS) Co. Ltd.

She went aground at Lesiceva Point, Savusavu, about 4.50 a.m. on September 6.

Captain Charles Flood, the master, said at the inquiry that he had set the course, and had told the second mate when he came on duty to tell the third mate to alter course at 3.30 a.m. The ship was running at full speed.

He had left instructions that he was to be called at 5 a.m. when

he estimated the *Ratanui* would be two miles from the reef. Visibility was poor.

The third officer had been with him for six months and did not have a certificate.

Captain Flood said he was satisfied that the course was changed at the time he directed because the second mate told him.

Usaia Biu, third mate, on duty at the time of the grounding, said the second mate had told him the course, and that he was to change. He had also been told to call the master at 5 a.m., but the instructions were not written down.

He said he did not know the laws of preventing a collision at sea. The captain was standing beside him when the ship hit the reef.

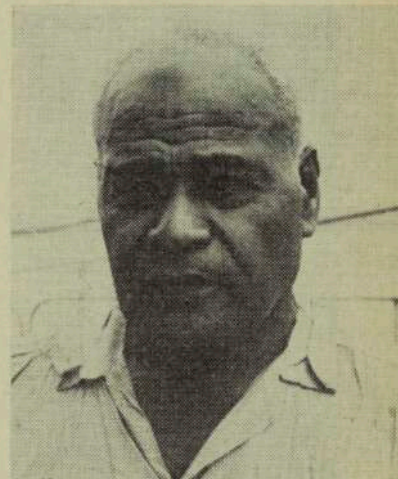
Usaia said he had decided to awaken the captain at 4.40 a.m. because he could not see anything. The ship was going full speed at the time.

The Marine Board decided that a formal inquiry was necessary. This means an inquiry by a marine court, presided over by a magistrate, assisted by assessors.

Overloading

A few days earlier, the Marine Board drew attention to the absence of regulations relating to overloading of ships in Fiji.

They embodied this comment in their finding after an inquiry into the foundering of the auxiliary cutter *Fijian Princess* in Nasoata Passage on August 13.



Captain Sunia Vosaki, who was praised.
Photo: Rob Wright.

The board praised the master, Captain Sunia Vosaki, for the way he had handled the ship in most dangerous conditions, and for ensuring the safety of everybody on board.

"His actions were an example of superb seamanship," the board said.

The board considered the ship foundered because of a structural failure not previously evident, together with the heavy weather experienced on the voyage.

As there were no regulations on loading in Fiji, there were insufficient grounds for finding that the ship was overloaded, and therefore a formal inquiry was neither expedient nor necessary.

Witnesses said in evidence they considered the *Fijian Princess* was overloaded when she left Suva. Cargo was stowed on top of the deck and on the ship's housing after the hold was filled.

One of these witnesses was William Granger Johnson, chairman and managing director of W. R. Carpenter and Co. (Fiji) Ltd., who said he had expressed the same opinion to Arthur Evans, owner of the ship.

After the ship left, Evans told him that the *Fijian Princess* had carried heavier loads.

He told Evans that if the ship

In The News This Month

Behun	Matafele
Sahi Maru No. 8	Matupi
Uau-Kai	Maylis
Raeside	Moana Roa
osa Nostra	Moresby, HMAS
arnley	Neophyte
roothie	Nikau
rope	Railleuse
auabu Twomey	Ratanui
elix III	Sorana del Mar
Fijian Princess	Southwind
Fijian Trader	Tanya Maru
ord III	Tiare
ler	Tiare Taporo
ssica	Tory
nni	Trans-Ocean
dy Al	Shipper
ia Lua	Trekka
hara	Trentbank
katoli	Tropic Seas
urabada	Valrosa
inkentuss	Viani Princess
akati	Wairangi
amutu	Wakanui
aris	Wakatoru
aroro	Windsong IV



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went against rough seas timber on board would move and smash the deckhouse.

George Houn Lee, Tukana Palato and Benjamin Thomas also said they thought the ship was overloaded.

Captain Sunia, after describing how he took the ship into calmer waters inside the reef, said that if he thought there was too much cargo he would tell Evans, who would take some out.

He did not have anything to do with the loading of the ship. He left that to Evans and the mate.

HOODOO ON P-NG SALVAGE JOB

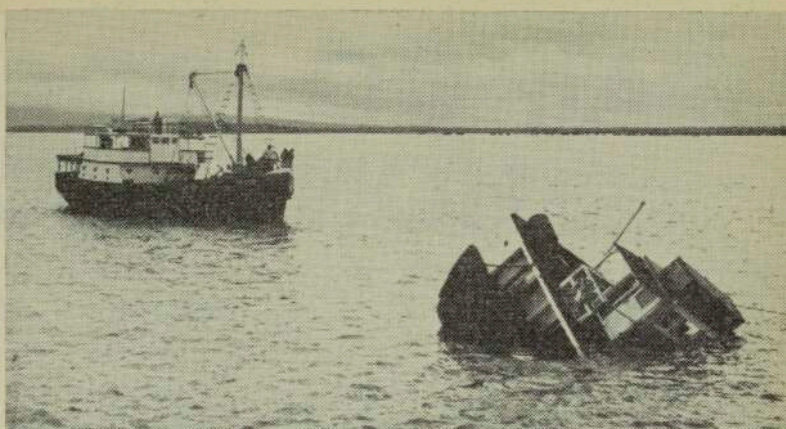
A hoodoo seems to be hanging over attempts to salvage the cargo, valued at £10,000, of the British trader *Dorothie* which ran aground on a reef in Jomard Passage, off the eastern end of New Guinea, on July 12 (*PIM*, Aug., p. 103).

In mid-October, when the freighter *Fijian Trader* began a salvage attempt, she, too, became stuck fast on the reef, almost alongside the *Dorothie*.

Earlier, a vessel sent to prevent natives pilfering the *Dorothie's* cargo, ran aground on the reef, but was not seriously damaged; and subsequently another salvage ship from Port Moresby also hit the reef.

FIRST FILIPINO SHIP IN EASTERN PACIFIC

The *Trans-Ocean Shipper*, the first Philippines ship to visit the Eastern Pacific, called at Tahiti and Rarotonga in October en route from North America to New Zealand with a cargo of timber. A small part of the cargo was unloaded in Tahiti.



This is all that could be seen of the "Fijian Princess" after she sprang a leak and sank near Nasoata Island on August 13. In the next few days, salvage work was carried out from the "Viani Princess" (seen approaching the stricken vessel) and the "Fijian Princess" was refloated. She was towed to Suva on August 30. The two ships belong to Charles Whippy and Co.—Photos: Rob Wright.

The *Trans-Ocean Shipper* is of 9,345 tons and is owned by the Magsaysay Line. She was built in Japan in 1961, has a speed of 14 knots, and carries a crew of 55 Filipinos.

SHIP SINKS NEAR SUEZ WITH P-NG CARGO

The 6,000-ton Bank Line vessel *Trentbank* sank near Port Said in late September after colliding with another ship. The *Trentbank* was carrying a cargo of Papua-New Guinea produce, including 3,200 tons of copra. Her last port of call in P-NG was Madang.

The deputy chairman of the P-NG Copra Marketing Board, Mr. K. G. Oliver, said in his monthly report after the collision that the board would sustain no loss as a result of

the sinking, as the copra was fully insured and proceeds were already in hand.

Mr. Oliver said the loss might involve insurers in a loss of about £2 million sterling.

However, the possibility of salvage was being investigated as the *Trentbank* sank in only nine fathoms of water.

"BRAESIDE" TRANSFERRED TO NEW GUINEA RUN

Burns Philp's 5,867-ton freighter *Braeside* has been transferred from the Australia-Singapore run to the Australia-Papua-New Guinea run.

Her first voyage began in Melbourne on October 10.

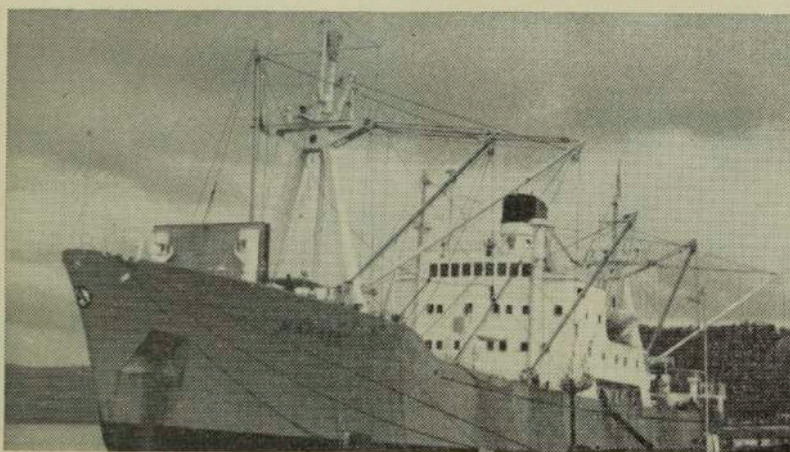
The *Braeside*, which is one of the biggest freighters serving New Guinea, will call regularly at Sydney, Brisbane, Port Moresby, Rabaul, Madang, and Lae, returning to Sydney and Melbourne.

The freighter has passenger accommodation for 12 in single-berth cabins, each with toilet and bathroom. Her speed is 13 knots.

BETTER DEAL WANTED FOR NORTHERN COOKS

The Cook Islands Legislative Assembly passed a resolution in October to ask the New Zealand Government for an assurance that the Government vessel *Moana Roa* would be made available two or three times a year "to uplift copra, coconuts and other products" from the northern islands of the Group.

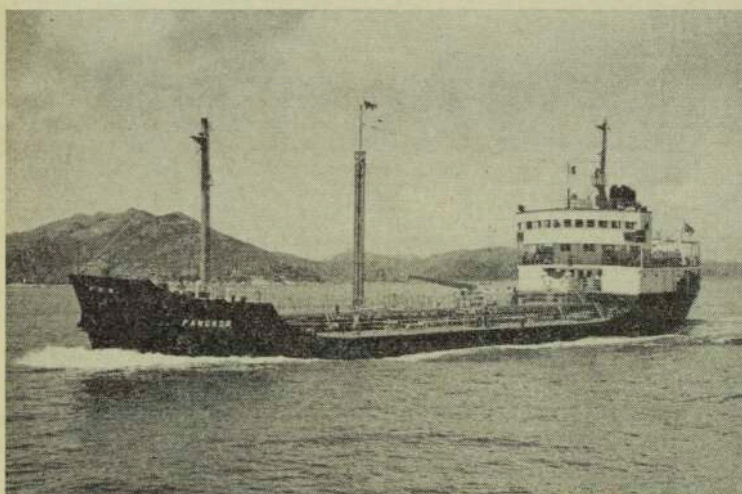
The resolution was passed, despite a statement by the Assembly



FIRST VISIT: The Austasia Line motor vessel "Makati" (3,000 tons), which has replaced the "Matupi" on the line's Australia-New Guinea run, paid her first visit to Rabaul in late September. She was previously the "Jonna Dan".

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president, Mr. Hegan, that the *Moana Roa* already made a loss of £100,000 a year, and that this loss would be increased if the ship called at the Northern Group.

T. Temu, who moved the resolution, told the Assembly that the *Moana Roa* was built for the whole of the Cook Group, but was only carrying cargoes from the southern islands. The ship had made only one visit to the northern islands.

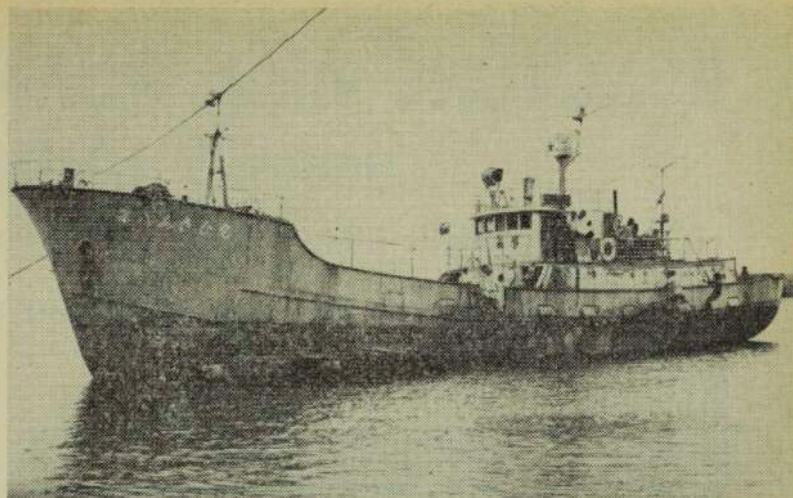
He added that the people of Manihiki, Rakahanga and Pukapuka could prepare up to 100 tons of copra each for each visit of the *Moana Roa*.

Replying, Mr. Hegan, said: "Last year a similar motion was passed by the Assembly asking the Minister of Island Territories to approve two annual trips by the *Moana Roa* to the northern islands to uplift copra and pearl shell.

"While I sympathise with the Northern Group people, the *Moana Roa* appears to be fully committed on its present run from New Zealand to the lower group islands.

"Even though the ship carries a full cargo on nearly all trips at present, it has been impossible to run the ship at a profit. When you take into account insurance and depreciation costs, the annual loss on the *Moana Roa* is over £100,000 a year.

"The New Zealand taxpayer is not very happy about this. It costs about £800 a day to run this vessel,



"Asahi Maru No. 8", which has been bought by Captain Athol Rusden, of the New Hebrides.

and if we run it up to the Northern Group on one or two trips a year, there are going to be extra days when there is no actual earning power."

REFLOATED JAPANESE SHIP SOLD

Fiji businessman Barry Philp has sold the former Japanese fishing ship, *Asahi Maru No. 8*, to Captain Athol Rusden, of the New Hebrides, for a reported £13,000.

Mr. Philp headed a syndicate which bought the ship for £1,600 after it grounded on a reef near Sigatoka, Fiji, in February, 1962.

A year later, after several unsuccessful attempts, the ship was refloated.

Captain Rusden will retain the present name of the ship, which he will use to carry general cargo and copra between Santo, Vila and Tanna.

He will alter one of the four refrigerated holds to carry cargo.

The addition to the *Asahi Maru* will bring to four the number of ships under Captain Rusden's control.

The others are the *Nikau*, formerly owned by Burns Philp (SS) Co. Ltd. at Suva, the *Darnley*, and the former French naval ship, *Tiare*.

(Over)

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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

Another ship belonging to Captain Rusden, the *Sorana del Mar*, was destroyed by fire near Espiritu Santo on July 14 (PIM, August, p. 5).

DELAY ON HONIARA WHARF

The Hornibrook Construction Company will not be able to start work on the deep-water wharf at Point Cruz for several months, according to a recent BSIP Government news bulletin. This is because of unexpected delays in the delivery of piles and other steel-work from the United Kingdom.

The Honiara agent for Hornibrook, Mr. E. V. Lawson, has been informed that the steel is not now expected to arrive in Honiara until December.

PORT OF NOUMEA CONDITIONS STRONGLY CRITICISED

Conditions in the port of Noumea were strongly criticised recently in an article in a Noumea newspaper. The paper said the maximum depth of water in the harbour was only 27 ft, that there had been no serious dredging of the port for 25 years, that there was no tug service to aid vessels when strong westerly winds were blowing, and that the present Customs sheds were far too small.

A most serious aspect was that only two large ships could berth at the wharf at once, so that one frequently had to wait.

This was often the case when ships arrived to load ore on the coast. Some of these ships had to wait 24 to 48 hours.

The article suggested that the huge dredge now working in Papeete could be brought to Noumea following completion of the work in Tahiti.

It added that port charges could easily pay for a huge programme of essential work on Noumea's port.

MASTER "ACTED WISELY"

The acting master of the Fiji ketch *Maroro*, Captain S. F. Smith, acted wisely in seeking a tow back to Suva when she was wallowing helplessly in heavy seas off Nasilai Point on September 6, according to the Fiji Marine Board which inquired into the incident in October.

The board found that the need for the tow was the result of a fracture of the reduction gear shaft because of metal fatigue, followed by a series of mishaps due, in the first place, to the rudder being largely

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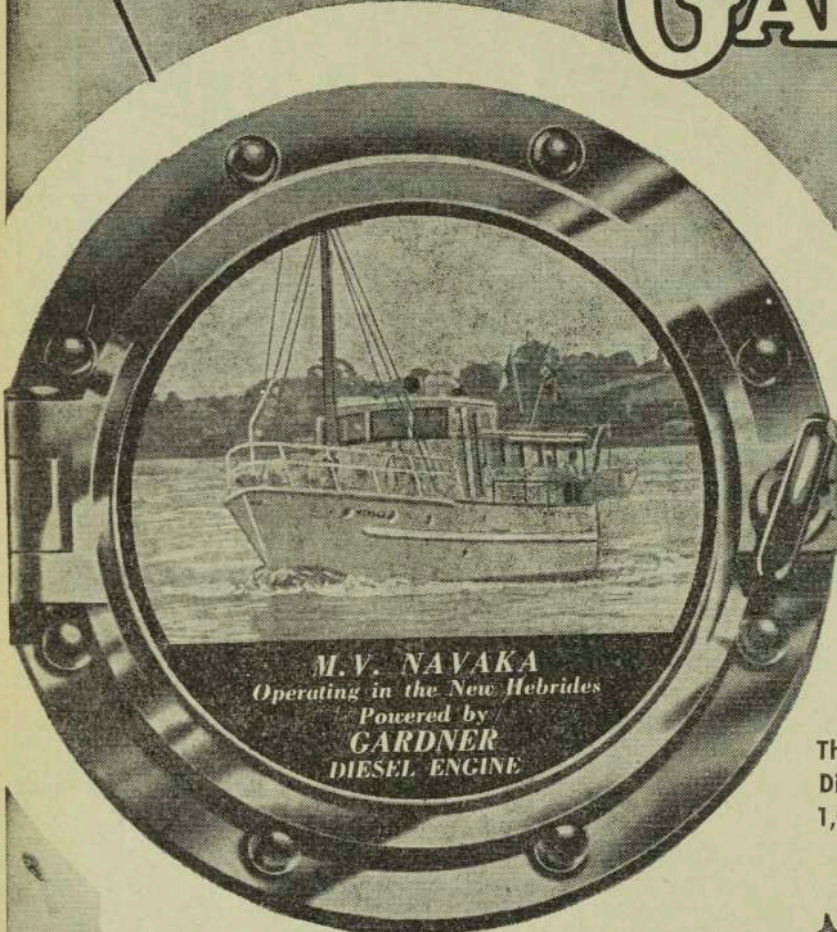
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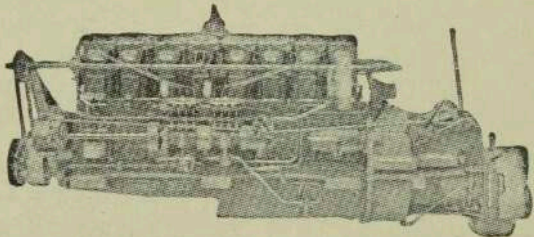
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ineffective when the ship was under sail alone.

The board decided that a formal inquiry was unnecessary.

The *Maroro* had 34 Boy Scouts on board, bound from Suva to Matuku in the Lau Group, when she got into difficulties (*PIM*, Oct., p. 97).

FOUR-DAY ORDEAL IN SMALL PUNT

A 65-year-old Fijian struggled ashore at the small island of Wakaya on October 12 after drifting helplessly in a small punt for four days.

The man, Inoke Dakunivosa, of the village of Draubuta in the south-east of the main island of Viti Levu went fishing in the punt on October 8. His anchor rope broke and he drifted out to sea, having on board only one oar, but no rowlock, and a teapot full of fresh water.

He drifted almost to the island of Beqa, then almost to Kadavu, back past the south-eastern tip of Viti Levu and finally to Wakaya—nearly 200 miles.

At one time wind and waves sprang up and capsized the punt. He managed to right it, but lost his teapot of water.

On October 12, currents carried him towards Wakaya where he managed to paddle the punt to shore.

Weak, hungry and thirsty he staggered to the home of Mr. Julian Beddoes where he was put to bed and fed on baby food. He was later taken to hospital at Levuka for treatment for exposure and exhaustion.

YACHT MARINA PROPOSED FOR SUVA

Suva may have Fiji's first yachting marina by the end of next year. The British Petroleum Company has applied for a foreshore lease on the Walu Bay inlet, near the Suva Wharf, and could have the marina completed six months after obtaining the lease.

WRECKED MISSION SHIP REFLOATED

Mr. C. G. Francis, of Rere Point Plantation, Guadalcanal, refloated the Melanesian Mission ship *Fauabu Twomey* on September 23 and towed it to the peaceful waters opposite his home. The *Fauabu Twomey* went aground on a reef in Sealark Channel last December, and was written off by all concerned.

Mr. Francis, who bought the wreck for a small sum, found that the salvage job was reasonably simple, and he was amazed to find that the hull was 90 per cent. intact. The

only real damage he found was a jagged hole about 6 ft by 4 ft which is easily repairable.

"Only a ship built of kauri could have stood up to the buffeting it had on the reef for about nine months," he says.

Mr. Francis has not yet decided what to do with his "prize". He may sell the hull as it is, after repairs, or he may buy the engine, masts, etc. from the Melanesian Mission and put it up for sale as a complete unit, ready for work.

The ship is 50 ft long and has a capacity of about 25 tons.

PACIFIC SHIPPING

TRUST TERRITORY BOATYARD OPENED

A boatyard on the island of Koror in the Palau District of the United States Trust Territory of the Pacific Islands (Micronesia) was officially opened in September.

The boatyard, a Trust Territory economic venture, will produce wooden vessels of up to 125 ft both to tap ocean products and to

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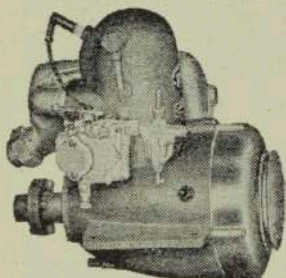
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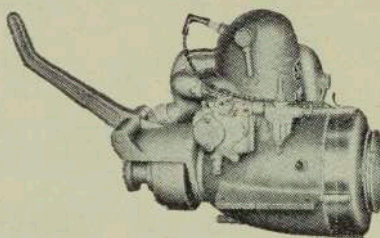
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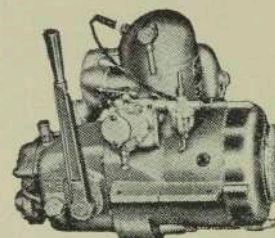
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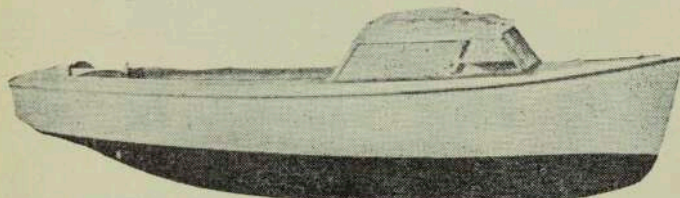
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The keel for a 75 ft fishing vessel, the first tuna boat to be built in Palau since the war, is ready being put together.

The boatyard will be able to provide service to the Van Campna fishing operation in Palau.

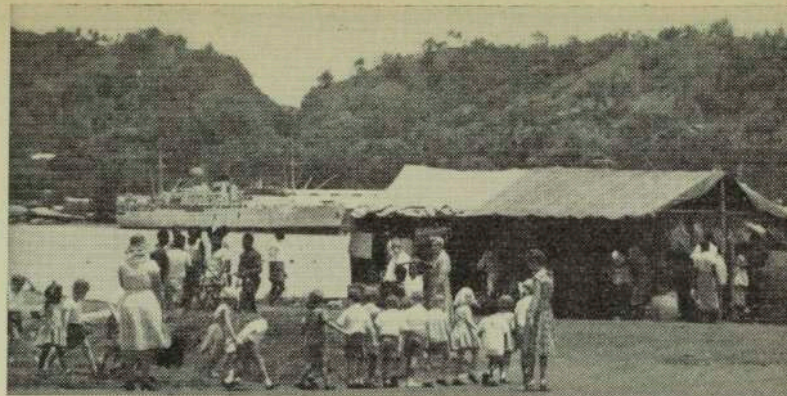
The Trust Territory Government plans to train Micronesians as shipbuilders.

U.S. WORLD WAR II SHIPPING CASUALTIES

Mr. L. S. Dexter, of Ukuna Estate, Rabaul, Papua, takes issue with a statement on New Guinea wartime shipping casualties by Australia's Minister for the Navy, Mr. F. C. Chaney, which we quoted in our September issue (p. 101).

Mr. Dexter says: "Mr. Chaney notes the *Mamutu* as having been sunk off Port Moresby with the loss of seven lives, when in fact, the *Mamutu* was owned by Burns Philp and was sunk by shellfire from a Japanese submarine off Brambley, en route to Daru.

"The *Mamutu* carried 101 personnel on her last trip, including Rev. Matthews, Port Moresby's C. of E. Minister of fond memory, who was on trip to visit his son Adrian, at



LITTLE FOR TOURISTS: Shipping lines with cruise ships are thinking of deleting Rabaul from their schedules because of the town's lack of facilities for tourists, according to a Rabaul correspondent. The waterfront stall, seen here, was the only one to welcome tourists from the liner "Fairsky" recently. The only other attractions were day tours by car and a flower show.

Daru. On board were nearly 90 mixed blood people, including a large number of women and children, families of most of the Papuan mixed blood families. Only one survivor, Billy Griffin, was rescued. I did the interrogation of Billy Griffin after rescue.

"A RAAF flying-boat went to land at the scene of the sinking vessel and crashed. The co-pilot was killed and Billy Griffin was saved in the rubber dinghy belonging to the crashed aircraft.

"Mr. Chaney in his list made no mention of the *Matafele*, lost between Queensland ports and Moresby, the *Lakatoi*, lost off the Solomons, the *Ahchun* (I think that was her name) sunk at Milne Bay and used in the wartime GiliGili wharf construction."

THAT JAPANESE WRECK AT LAE

A correspondent in Madang, who signs himself "Ex-NGVR", has written to us about the *Tanya Maru* wreck still to be seen off the airstrip at Lae that Mrs. Stephenson asked about (PIM, July, p. 62).

He says: "I always understood that the *Tanya Maru* was hit by an Australian Hudson twin-engine bomber when the first Japs landed at Lae, and that it was so badly damaged that it went ashore there.

"I was not there myself, being up the Sepik River. But later, after joining up with my unit, the NGVR at Madang, what was left of us walked through to Wau.

"Passing through Aiyura on October 14, 1942, on that trip, I saw a Hudson wreck and was told that it had taken part, on the occasion mentioned and that hit, and out of petrol, it had crash-landed there. I understand the crew escaped.

"Later, I and another member of the Madang NGVR served for 13 weeks on the Lae observation post from Christmas, 1942, to April 1, 1943, and daily gazed on the said wreck. Interestingly, some of Air Force pilots attached to Lae during that period reported that the Japs had an ackack gun on that wreck. But this was not so."

Shipping News In Brief

● **FREIGHT RATES UP:** The Union Steam Ship Company increased its freight rates between Tonga and New Zealand from October 1 because of "rising operating costs brought about by recent general wage increase in New Zealand." Inter-island rates in Tonga have not been affected.

● **FAMOUS SCHOONER REBUILT:** The 50-year-old Islands trading schooner *Tiare Taporo*, which was bought last year by Mr. B. Christophers, of Rotorua, New Zealand, after many years of service in the Cook Islands, has been resold to Mr. Tom Lowe, a powerboat owner of Vila, New Hebrides. Mr. Lowe used to own the trader *Fleche*.

● **FOR BULKY CARGOES:** Early in September, a new craft went to the waters of Alofi Bay, Tonga. This was a pontoon made of

two steel cylinders, which look rather like midge submarines, with a platform across the top of them.

It will be used to bring ashore bulky cargo from ships in the bay. On one of its first test trips out into the bay it carried a load of children for a free ride.

● **MORESBY IN MORESBY:** The Australian Navy's new survey ship, HMAS *Moresby* made a three-day visit to Port Moresby in October.

● **RENAMED:** The P-NG Administration trawler *Laurabada II*, was recently renamed the *Lahara* following the recent re-commissioning of the original *Laurabada*. *Laurabada I* is under the command of her original master Captain Ivan Champion, following extensive repairs and restoration. The ship made an epic voyage to New Britain during the war to rescue retreating Australian forces.

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Cruising Yachts

● **AUAU-KAI**, 37 ft yacht, left Akualofa for California on October 1, after four months in Tonga. On board were skipper-owner Roger Bath, his wife Elizabeth, and their two sons Roy and Philip.

The Baths had planned to make a one-year tour of the world, but after two years they decided the boys should return to school. While in Tonga, Roger Bath took part in Tongan-style whaling, photographing his experiences for the *National Geographic Magazine*.

● **COSA NOSTRA**, 30 ft trimaran, arrived in Rabaul from Japan at the end of September with a crew of three—Doug Bartlett and Tom Schulz, of Southern California, and Peter Wetzel, of West Germany. The three men left Japan on May 27, sailing via the Carolines.

From Rabaul, they planned to visit the Trobriand Islands and Cairns. They hope to circumnavigate the world by the usual east-to-west route.

● **EUROPE**, 75 ft schooner, skippered by Rene Corpel, was due to leave Vila for Honiara at the end of September. The schooner arrived in Vila from Futuna and Apia on August 10.

● **FELIX III**, an American yacht, arrived in Pago Pago on September 1.

● **FJORD III**, 49 ft cutter, sailed from Suva on October 15 for Long Beach, California. On board were new owners, brothers George and John Knowlton, who bought the yacht from the estate of the late Dr. George Lapin for \$20,000 (*PIM*, pt., p. 105).

Fjord III went aground on a reef in the Lomaiviti Group, Fiji, on December 5, 1963, but was refloated and towed to Suva.

Dr. Lapin was drowned while swimming near Sigatoka earlier this year.

On board for the voyage to Long Beach were George Knowlton, George de Giorgio (captain), Jerry Quinn and Bruce Wheeler. They expected to visit Futuna, Samoa, Tahiti, the Marquesas and Honolulu.

Fjord III was built in Argentina and took part in last year's Los Angeles-Honolulu yacht race.

● **IDLER**, 24 ft Tahiti-type ketch from San Diego, California, left Honolulu in August for Tahiti, Cook Islands, Tonga, New Zealand and Australia. On board were Sherman Price, Allen Wooley and Mike Pelto.

● **JUDY AL**, 37 ft catamaran, skippered by Mr. R. Lewedon, a former merchant seaman, left Vancouver for New Zealand on October 4. Mr. Lewedon has been a cripple for 25 years.

● **LUNKENTUSS**, 26 ft. Swedish ketch with Gunnar Dahlgren, 32, and

Dag Ekholm, 26, left Direction Island in the Cocos-Keeling Group (Indian Ocean) for Mauritius and Durban on September 15 after a week's stay at the tiny atoll.

The ketch is on a voyage round the world, having left Sundsvall, Sweden, two years ago. In the Pacific, she visited the Galapagos, Tuamotus, Tahiti, Cook Islands, American Samoa, Fiji, New Hebrides, Port Moresby and Thursday Island. She was in Port Moresby in July.

Ken Mullen, who worked at the cable station at Norfolk Island a couple of years ago and is now doing



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the same thing on Cocos, says in a note to *PIM* that "most of the staff of the Cocos cable station gathered at the jetty to farewell the *Lunken-tuss*, which provided a pleasant break in the otherwise placid routine".

● *MARIS*, 36 ft yawl, with Jack Earl and his son Mick, of Sydney, were reported in October to be preparing to leave Sausalito, California, for San Diego and Acapulco, Mexico. The Earls will then head back into the South Pacific, their aim being to be in Tahiti for next Bastille Day.

● *MAYLIS*, Papeete-based yacht, which was hired by the Beatles during their visit to Tahiti earlier this year, left Papeete in September on a six-week cruise with a party of American scientists interested in studying the shells of Polynesia. *Maylis* was to visit Anaa, Mangareva and Pitcairn.

● *RAILLEUSE*, yacht belonging to Francis Mazieres, left Tahiti in September for Easter Island. She is due back in Tahiti by Christmas.

● *VALROSA*, elegant 35-metre yacht, was tied up in Noumea early in October after a visit to the Loyalty Islands. *Valrosa*, which is skippered by Marc Darnois, was in Suva in August.

She was carrying a party of tourists as far as New Guinea, from where she will return to her home port of Papeete to pick up more tourists for another South Seas cruise.

Among *Valrosa's* passengers on reaching Noumea was a Uruguayan artist, Carlos Vilaros, who executed a mural fresco for the French authorities at Fa'a airport terminal in Tahiti. He left *Valrosa* in Noumea to fly to Cairo on another artistic assignment—at the invitation of President Nasser.

● *JINNI*, 40 ft American cutter, with a crew of three, reached Gisborne, New Zealand, on September 28 from Tonga. The cutter was adrift for the last eight days of her voyage in swells up to 25 ft and 70-knot winds, short of food and water, with no radio or engine, and with only a jib sail left.

Exhausted, the crew feared they were drifting past New Zealand and knelt down on the deck to pray. Then suddenly the clouds parted and



Cliff and Marian Cain adjust a steering sail on their yawl "Trekka" in Honolulu. They are now on their way to New Zealand.—Photo: Warren R. Roll.

the crew were amazed to see the top of a mountain—Hikurangi, near East Cape.

The crew comprised Rheems Mitchell (skipper), James Harrold and David Guttenbual.

Mitchell and Harrold left Maui, Hawaii, in the *Jinni* on June 3. Guttenbual joined the cutter in Tonga.

● *JESSICA*, 55 ft Alden ketch owned by Honolulu architect Ted Jacobsen, returned to Honolulu as a sloop recently after losing her mizzen mast about four degrees south of the Equator. Skippered by Sparky Putzker, the ketch had a crew of three—Louis MacFarland, Steve Jackson and Dick Holden.

Jessica left Honolulu last March for a cruise in the Society, Cook and Samoan islands, and was on her way home when she lost her mizzen.

● *NEOPHYTE*, 45 ft ketch, arrived in Apia on October 13 from Pago Pago. She had on board owner-skipper Lee Quinn, his wife, and a crew of three girls.

Our man in Pago Pago says *Neophyte* was there from October 3 to October 12.

From Apia, *Neophyte* went on to Tonga and Suva, arriving at the latter port on October 22.

● *SOUTHWIND*, 30 ft trimaran with Joe Hudson (skipper), John Gunneles and Kerry Kennelly, all of Big Sur, California, was heading for Tahiti from Honolulu in August.

● *TROPIC SEAS*, an Australian ketch from Port Macquarie, is riding an anchor at Russell, Bay of Islands, New Zealand, until March, when crew plan to begin a cruise to Society Islands, Hawaii and United States.

The ketch called at Lord Howe Island in July on her trans-Tasman crossing. Her crew then comprised Lew Carter, John and Brian Landrigan, Joe Birt and Art Elliott, who own the ketch between them. They have since been joined by another Australian, Marty M. who is to be the ketch's cook. men have found employment.

Lew Carter says in a note to *PIM*: "None of the crew has previous experience, and we have to learn the hard way.

"We had big following seas on our trip from Port Macquarie to Lord Howe Island but no seasickness was experienced.

"We had a most wonderful time at Lord Howe Island and our thanks are due to everyone there."

● *TORY*, American triamara, reached Apia on October 6 with skipper Peter Ibbold, his wife Joan and a crew of two Britons, a Canadian, and an American Samoan. The next port after Apia was to be Levuka, Fiji.

● *TREKKA*, 20 ft yawl, with Clifford and Marian Cain, left Honolulu on September 13 for Fanning Island and New Zealand. They arrived in Honolulu on August 1 from Monterey.

● *WAIRANGI*, an American yacht, arrived at Pago Pago on September 9. Our last report on *Wairangi* was from Funafuti, Ellice Islands, in February.

● *WAKANUI*, 28 ft yacht, which was in Nukualofa in August, arrived in Pago Pago on September 1. *Wakanui* is a New Zealand cutter skippered by Phil Sharp, of Auckland.

● *WAKATORU*, an American trimaran, which was in Rarotonga in August, arrived in Pago Pago on September 25, sailing again on October 5.

● *WINDSONG IV*, 48 ft ketch, which left Melbourne last January for a Pacific cruise, was reported on October 1 to have reached San Francisco from Honolulu after a 23-day passage. The ketch is skippered and owned by Philip Weate, of Melbourne.



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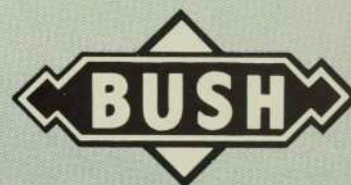
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Territories TALK-TALK

With Tolala

"Better late than never" is the usual excuse from the procrastinator; and it seems a pity that the phrase has to be used by Australian museums in describing their belated action in making an organised effort to assemble New Guinea artifacts for future presentation, as described in a Sydney journal.

P.I.M. has repeatedly pointed out the *laissez faire* attitude in our own museums towards New Guinea "curios" compared with the diligence shown by museums from other countries—principally Germany and America. (It was recently stated that a native drum costing a quid in NG was selling in San Francisco for 375 dollars!).

Pioneer German anthropologists-cum-ethnologists made a good job of taking back artifacts to their museums and in the one in Hamburg there are some real collector's pieces.

Perhaps the best collection in Europe of New Guinea arts and crafts is in the Vatican at Rome. Roman Catholic missionaries, wherever they may be, always make a point of sending back local arts from each new point penetrated for mission work.

Britain has been almost as casual

as Australia about New Guinea. Certainly, in the 1920s Eichorn was up the Sepik collecting entomological specimens for the Rothschild museum in Buckinghamshire and J. H. L. Waterhouse (later school-teacher at Nodup) was down in the Buin area sending back botanical specimens to Kew Gardens.

During the early days of Australia's occupation of New Guinea the item most sought after and souvenired by the Aussies was the bird-of-paradise plume, which later adorned the headgear of both the colonel's lady and Judy O'Grady, particularly in Sydney Town. So much so in fact that it became a prohibited export.

Wholesale export of artifacts,—mostly to America—in the early 1930s brought about a government regulation requiring export permits for all ethnological objects, the idea being to prevent the export of any artifacts of which the Administration did not have a specimen in its museum in Rabaul.

Too Late

There was a good collection of native arts and crafts there and then the Japs came in and, who worries about Sepik carvings (even if they are obscene) or Mount Hagen axes at such a time?

Good luck to the searchers for artifacts for the Sydney Museum. Good hunting for them. At the same time I greatly fear they have missed the bus insofar as obtaining the best of native craftsmanship.

Progress has arrived in New Guinea and progress these days means mass-production, assembly line and automation, and it applies to artifacts just as much as anything else. They might also be on the alert to see that somewhere in an unobtrusive spot, the "genuine Sepik statue" does not bear the tag "Made in Japan."

But then, on second thoughts, perhaps by the time these artifacts are collected, housed and viewed



AT SHOW: Samuel Piniau, a P-NG broadcasting officer visiting Australia, was the guest of the Australian Broadcasting Commission at the Royal Melbourne Show in September. Here Ray Brown, Rural Officer of Radio Australia, the ABC's Overseas Service, shows Samuel some points about the show's champion Aberdeen Angus.

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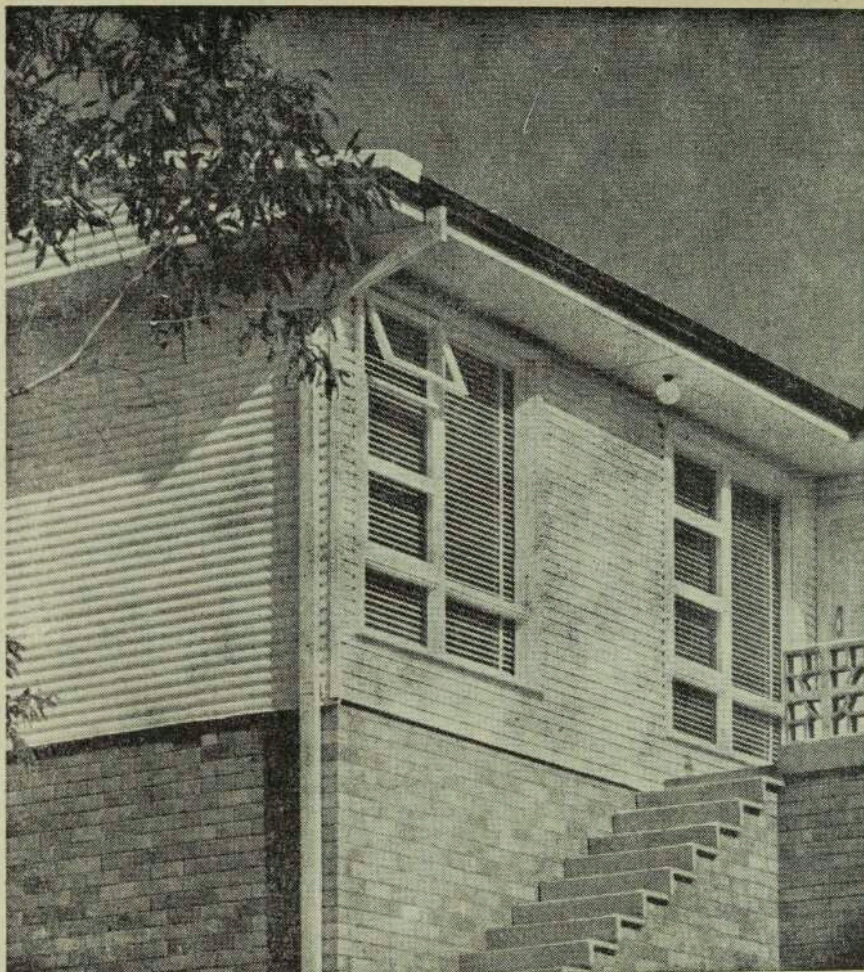
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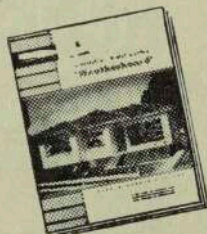
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by the Sydney public, the place of origin—whether Angoram or Osaka—won't make a particle of difference if the public's taste for artifacts is as discriminating as it is for Art (capital A, please) as exemplified in the winner of the recent Blake Prize: (A few bolts and screws and pieces of metal and it is called "The Last Supper.")

HISTORIC LINKS

I would like to make some comment on an appeal, made some months ago by the New Britain District Commissioner, for information concerning "any old significant or historical building in Rabaul."

The *New Guinea Times-Courier* has made some suggestions, including "an old house in Malaguna Road, Malaguna, which is believed to be the only private house to have survived War II."

This was Mrs. Cassel's house on a little knoll on the right-hand side of the road as you left Rabaul. There need be no provisional "believed to be" in the description. It was the only building that survived the intense bombing of those 1943-44 years by Allied aircraft.

Reference is also made to "concrete steps atop Namanula which once led to the German Governor's residence prior to 1914."

Why specifically the "German Governor's residence"? He occupied it for about four years. Australian Administrators occupied it from 1914 to 1941. Before the Japs came in it was known as Government House. And what's wrong with that?

Another suggestion refers to "... concrete house foundations near Sulphur Creek ... originally the manager's residence for Hensheim & Co. ..."

Correction Needed

There's a correction needed here. The house in question was the N.D.L. bungalow—the residence of the manager of the Norddeutscher Lloyd Steamship line in the German days; the company which owned the Rabaul town site, excepting blocks reserved for the government; the company which had a monopoly of shipping within German New Guinea waters.

It was in this residence (which was not a bungalow actually, because it was two-storied) were housed members of the *Wattle* expedition—the first Australian civvy, government undertaking to make a scientific survey of the old colony; it was in 1920 that the vessel and members arrived under the leadership of Campbell-Brown, but the Big Wheel



The historic steps at Namanula, Rabaul, which once led to the German Governor's and, later, the Australian Administrator's residence.

Photo: Margaret Cockburn.

was really Evan R. Stanley, at that time Papua's government geologist.

The late Jimmy Duncan (harbour master for many years in Rabaul) was also a member, looking after the hydrographic section, I believe it was.

In later years the residence was used as a mess for Expropriation Board employees and at one time the Board's business manager (F. R. Jolley) lived there and it was in the grounds there that his wife, Mabel, had a fatal car accident.

And speaking of Fred Jolley, a dinkum Aussie from Victoria: If any more street names are being handed out in Rabaul it would be most appropriate to give him one. In the early 1900's he came to New Britain as an accountant for Queen Emma's company.

He was British Consul in the German colony and, so far as I am aware, was the only one ever appointed; he served with the first AIF in France where he gained his commission and was wounded; in 1920 he was military secretary to the Administrator in Rabaul.

He was later appointed business manager and subsequently deputy chairman of the Expropriation Board.

It was due to his experienced hand on the tiller of that concern which kept it on a straight course through some difficult shoals; his knowledge of the German language and business procedures was invaluable. Fred Jolley was the first president of Rabaul's Returned Soldiers' Association formed in 1920. His greatest

trouble was that he was not a Yes-man.

In the 1930's Burns Philp's territorial manager, Phil Coote, lived in the Lloyd bungalow with his charming wife.

The residence of the manager of Hensheim & Co. was situated some 150 yards below the Lloyd bungalow, in Matupi Farm. It was known as House Bambe—a pidgin contraction of Spangenberg—the name of the

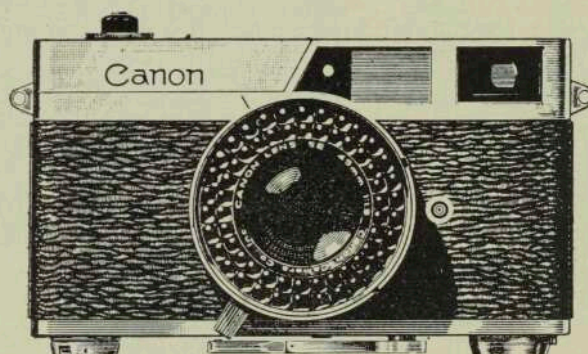
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SWEDISH RADIO MAN ON PACIFIC TOUR

Mr. Finn Rideland, a journalist with radio Sweden, will visit Fiji, Western and American Samoa, Tonga, NZ and Australia in the next few months to gather material for 16 radio programmes. He will arrive at Nadi on December 9.

Mr. Rideland, who was a member of the Papua-New Guinea Health Department from 1959 to 1963, serving at remote stations, has been invited to Australia by the Commonwealth Government. He has written three books on his New Guinea experiences.

manager. I lived there for several years in the twenties. It is good to see this official interest in Things Historic; it seems to indicate a change in Konedobu's attitude towards the days before the war. Becoming more mature, perhaps?

WHO WAS FEAD?

latest quiz to hand: After whom was the Fead Island Group named? It could be spelt FAED, as it appears on a tombstone in the Topo area. Would anyone with authoritative information get in touch with me, please?

THEY PASS ON

usually keep a wary eye out for notices about old pals passing and whose demise is usually recorded on the back page of the *Morning Herald*. However, I missed one, that of Keith Trangmar, familiarly known as "K.T." in his old cobbler's days when he was on the east coast of New Guinea some 40 years ago.

It is late, but never too late, to pay a tribute to an old pioneer and it is exactly what "K.T." was. He died on February 24 last.

I remember his arrival in Rabaul in 1921 when he joined the Executive Board as a plantation overseer; he got a taste of island life in his term as assistant purser on the old B.P. *Morinda*.

At first he was on Lamussong plantation (on the east coast of New Guinea) and formed one of the "Six" crowd who were well known for their joyful peregrinations along the old Bulominski Road, mounted on their Red Indian motor bikes.

They were a happy crowd—those who only recently returned from World War I—all searching about the surest road that led to Civvy

Street, after so many years of Army life. There was Bill Watson, Herk Braddon, Tom Prince, "Bluey" Allan (K.T.'s brother) and (I think) Tony Edgell, or perhaps it was Ben Mocatta who, with "K.T." made up the half-dozen. And, of course, sitting up there in Kavieng, keeping a critical eye on the "mob", yet bowed down with the authoritative atmosphere of the District Superintendent's office, was Frank Veal Saunders.

It was during this period that "K.T." endeared himself to all those with whom he came in contact. Later he made one of the East Coast Trading Syndicate; then he

spent some time on the Morobe goldfields with Bill Watson and Tom Prince; came a period of managing Muschau plantation for Dad Forsyth, then he purchased Patiawai plantation on New Hanover, but bad health sent him to Australia and he bought the "Sterling" property near Inverell (NSW).

In World War I he served with the 20th Bn. AIF and was invalided home after being badly shell-shocked. In World War II he joined ANGAS, obtained his commission and after Finschhafen was invalided out and classed TPI.

He leaves a widow, a son and a daughter.

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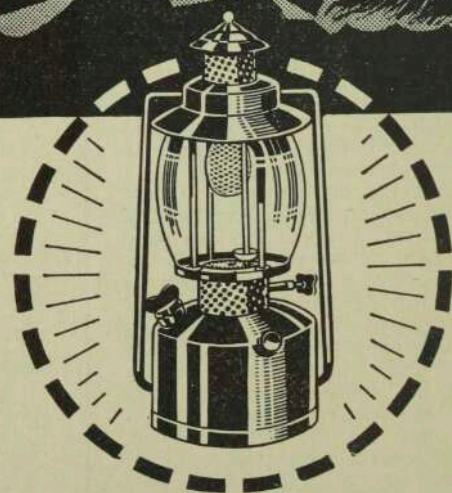
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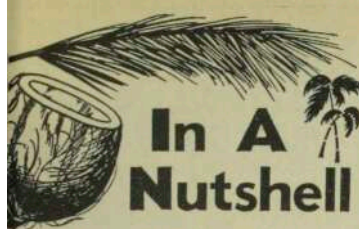
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In A Nutshell

THE BSIP Government will introduce a bill in the Legislative Council in December to abolish restrictions on the drinking of spirits by Solomon Islanders.

This follows a motion moved at the June Legislative Council meeting by Mariano Kelesi, that the Government should abolish the restriction imposed on Solomon Islanders by section 41 of the Liquor Ordinance, which precludes natives from drinking spirits except by permit. Restrictions on drinking beer were removed in 1961.

Kelesi said this section of the Ordinance was discriminatory, and the time had come for its repeal. His motion was supported by all official members present—Bishop Fred Hill and Bishop Leonard Furai being absent in New Zealand.

The unofficial members said that Solomon Islanders had proved their ability to drink beer in a reasonable manner, and were now sufficiently experienced and mature to drink it if they so wished.

But the Chamber of Commerce, a consortium of heads of the five churches, and some other people, have since expressed concern at, or opposition to, the possibility of removing the restrictions on spirit drinking.

The first flight to Lord Howe Island of the recently-converted jet-boat of Airlines of New South Wales was made on October 9.

The appointment of Peu at Vanikoro, BSIP, as a port, boarding place, and place of loading and unloading for Customs purposes, has been cancelled, and Honiara is temporarily the port of entry for the Western District.

It is hoped to establish a new port of entry in the Eastern Solomons in the next few months.

Peu's loss of status follows the withdrawal from Vanikoro in August of the Kauri Timber Company, of Melbourne, after exploiting the island's kauri for about 40 years.

The French Naval vessel *Albatros*, which was on the seas near Tahiti, made a mercy

voyage to Rapa in mid-September to take food and medical supplies to the 150 people of that island, following a tornado which did widespread damage. Rapa, the southernmost island of French Polynesia, is 700 miles south-south-east of Tahiti.

● During the past 18 months the incidence of black rot in kumeras exported from Niue, which has been very troublesome, has been reduced, mainly through the efforts of the local Agriculture Department and the New Zealand Department of Agriculture.

Kumeras are being dipped in a bordeaux mixture and shipped in the cooler. This means extra expense for the Agriculture Department so a charge of sixpence a bag is now being made to all growers. But it is worthwhile because it means that virtually no part of a shipment is lost because of this disease.

● The South Pacific Commission, in association with the University of California, is experimenting in French Polynesia (Tuamotu Islands) and in Fiji (Lau Group) with solar

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stills to try to convert sea water to potable "fresh" water.

● At last, plans are being made for the construction of a new tar-sealed highway linking Suva and Nadi within the next six to 10 years. Mr. J. N. Falvey, Member for Communications and Works, said recently it would cost several million pounds and that the big problem was one of finance.

Only a few stretches of the road between Suva and Nadi are tar-sealed. The rest is loose metal.

● After years of talk, a company has been formed in New Caledonia to build a casino in Noumea to attract visitors from the Pacific area and further afield. The casino will be the first in the Pacific area.

● A contract for the erection of a new teachers' college at Goroka in the Eastern Highlands of P-NG has been let to Morobe Constructions Limited of Port Moresby for £759,200.

The project includes buildings with a total floor area approximating

MERCY PLANE SCHEME PAYS OFF FOR LORD HOWE ISLAND WOMAN

On October 4, for the second time in 10 years, a special plane had to be called to Lord Howe Island to take a critically ill person to Sydney.

The first time was in February 1955, when an Island resident, Mrs. P. Tagg, had to be flown out on a special flight, which cost her and her family more than £750.

Following this incident a scheme was started whereby all tourists were covered gratuitously in case of an emergency, and all "Islanders" or residents could cover themselves by paying a shilling a week into an emergency flight scheme.

Mrs. J. Thompson, wife of Lord Howe's Postmaster, was the first to have to take advantage of the scheme.

She was flown out on October 4 for an urgent operation in Vincent's Hospital, Sydney, after having been ill in the local hospital with her condition deteriorating, about 10 days.

Several days after the operation Mrs. Thompson's condition was reported to be satisfactory.

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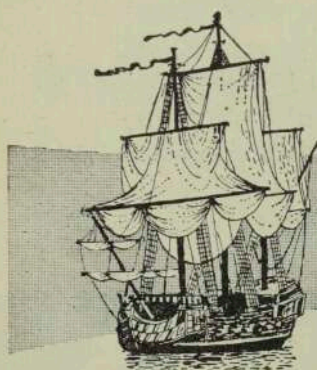
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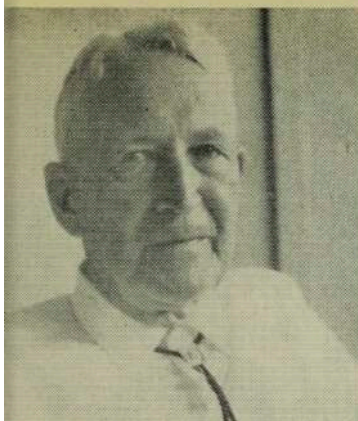
The main teaching block will consist of two storeys and will contain 15 classrooms, an associated common room, a laboratory and office. Seven separate dormitory buildings will accommodate 100 males and 100 females.

A contract has also been let for £218,000 to Morobe Constructions for extensions to the high school at Keravat, near Rabaul.

Another big contract has been let to a Port Moresby contractor, C.D.R. Building Company, for £237,119 for the erection of residential accommodation for the new Administrative College to be erected at Port Moresby.

● The Papua-New Guinea Department of Agriculture is testing to see if tea can be grown successfully in the Sepik District.

The District Agricultural Officer for Sepik, Mr. D. Macaulay, recently that the department sent tea seedlings to Lumi, Pasi Maprik and Amanab Agricultural



CHNOLOGIST: An American shell collector, Mr. Willard Mohorter, of Cincinnati, Ohio, recently spent a few days in Rabaul as part of a six-month Pacific Islands trip. He is no stranger to the Pacific, although this was the first time he had been to Rabaul. His tour included Fiji, BSIP, P-NG, Queensland, where he collected specimens for the Cincinnati Museum.

ions and the Corrective Institution at Boram, near Wewak. Some 200 tea seedlings would be planted at Telefomin Agricultural Extension Centre.

Tenders were called in October for the construction of a 14-mile link linking Minj, Kudjip and Banz in the Western Highlands of Papua New Guinea. The contract, worth about £140,000, will include construction of six bridges.

A technical paper in French on venomous cone shells of New Caledonia has recently been published by the South Pacific Commission. The author is Rene Garmagna, of Noumea's Pasteur Institute. An English translation of the paper is expected to appear later. The paper should be of interest to all Islands people who poke about the reefs picking up shells, as the venomous cone shells of New Caledonia are found throughout the South Pacific, and some of them are capable of killing humans within hours.

The title of the SPC paper is *Gasteropodes Venimeux de la Nouvelle-Calédonie*. It sells for 10 Australian or 40 French Pacific francs.

Work on a new aerodrome for Mount Hagen in the Western Highlands of P-NG was nearing completion in October. The aerodrome is at

Kagamuga near Korn Farm, eight miles from Mount Hagen.

The new airstrip is being put down because the present strip is sub-standard for Category A operations and is restricting township development because it is in the middle of the town.

The new airstrip will take DC3's, Fokker Friendships and Bristol Freighters. For picture, see p. 33.

● P-NG Department of Agriculture officers will soon use a caravan for patrols in the Gazelle

Peninsula of the New Britain District. This will make it easier for them to stay long periods in villages. A four-wheel drive vehicle will be used to tow the caravan from village to village.

● P-NG Forestry Department is to burn off some 300 acres of felled low-quality forest at the 45,000 acre Brown River Forest Reserve near Port Moresby at the end of October. The 300 acres of cleared land will be planted with teak next January. The January plantings will in-

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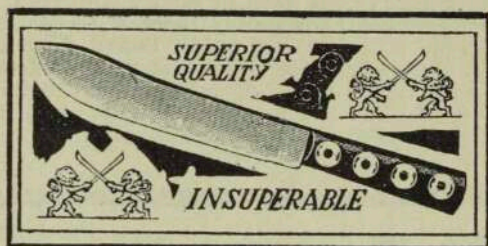


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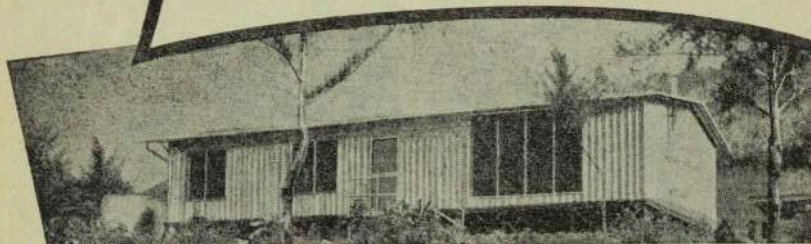
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AMERICAN SAMOA GETS ITS FIRST BOY SCOUTS

The boundaries of Kamehameha District of the Boy Scouts of America in Honolulu have been expanded by 276 nautical miles to the south—now, scouting is beginning in American Samoa.

Troop 251 of Kamehameha District has received its charter and 100 new moan Tenderfeet—agile at climbing coconut trees and adept at reef ear fishing—will soon be learning how to tie bowlines and hitches.

They've got other strange lessons ahead, too. For "trustworthy, loyal, helpful" comes out something like a'alagolagoina, fa'amaoni, loto-soasoani in Samoan.

The new Polynesian troop was formed after two community leaders, Pago Pago, Aifili Lauvao-Lolo and Atulua Tu'ufuli, asked the Government Secretary, Mr. Owen S. Aspinall, for help because of their concern over juvenile delinquency.

Troop 251 is actually the second in American Samoa. A smaller troop was formed recently under sponsorship of the Mapusaga Church of Jesus Christ of the Latter-Day Saints.

se the total area of teak forest in the Brown River Reserve to 100 acres—the oldest trees having been established 10 years.

The Speaker of Papua-New Guinea's House of Assembly, Mr. L. R. Niall, announced in October the House would start its next session on January 18.

A new hotel is to be built on the banks of the Rewa River at Sori, about 14 miles from Suva, at a cost of £F25,000. It is expected to be completed by May or June of next year.

Representatives from the Anglican, Congregational, Methodist, Presbyterian and Reformed Churches meeting in Fiji in September to decide ahead with a plan to build a theological college in Suva as a joint venture of the participating Churches. The Fiji Government has agreed to lease 10 acres of Crown Land at Suva, at the southernmost point of the Suva Peninsula, for the college, which will be open for the 1966 academic year.

Initially, the college will provide accommodation for 16 single students

and six married students. Capital is being provided by the Theological Education Fund of the World Council of Churches (\$100,000), local churches, mission boards, and other interested bodies (\$65,000).

● New Caledonia had its driest September for 38 years this year, when water in the catchment area of the Yate hydro-electric scheme was at its lowest level since operations began. Almost no current could be generated, and unless rain falls soon, the turbines will have to be closed down completely.

● More than 20,000 acres of mahogany have been planted in Fiji this year. This is nearly twice as much as the total plantings in the 20 years between 1940 and 1960. In 30 to 40 years' time, experts believe Fiji's mahogany could be worth £8 million a year. Mahogany was introduced to Fiji in 1911. It grows rapidly, is relatively free from pests and diseases, and has shown it will stand up to hurricanes.

● Fires caused damage estimated at 25 million Pacific francs (£A125,000) at Noumea's Tontouta Airport on September 25. One fire partly destroyed the hangar and workshops of the French airline UTA, and destroyed two light monoplanes belonging to the Noumea Aero Club. The second fire destroyed the radio communications centre of the Civil Aviation Department.

● A new law providing for a minimum wage, overtime payments and holidays for employees in the building and civil engineering trades on Fiji's main island of Viti Levu, will come into force on November 1.

● Vin Tobaining, of Vanamami, New Britain, was elected president of the Gazelle Peninsula Local Government Council in October. He replaces Nason Tokiala. He obtained 27 votes out of a total of 47.

● Seven young British scientists set sail from England in September in a 60 ft converted trawler on a 2½ year trip around the world to investigate ways of increasing world food supplies, particularly from the extra protein foods found in the sea by people who live on islands.

After passing through the Panama Canal, the scientists will head for New Zealand, via Pitcairn, the Cook Islands, and Tonga. Later they will sail through other Pacific areas, including the New Hebrides.

The leader of the expedition is Mr. G. T. Vine-Lott, of London.



IN NEW POST: Air Commodore W. E. Townsend, OBE, who is well known in New Guinea, took over as commander of the RAAF base at Butterworth, Malaya, in October. His connection with New Guinea dates back to 1943 when he was commander of No. 22 (Attack) Squadron in that area. In November, 1943, while leading the squadron in a low level attack on a Japanese post in New Britain, he was shot down. He successfully ditched his burning aircraft and, with his gunner, escaped into the jungle. Despite hardship and lack of food, the two men eluded capture and remained at large in the inhospitable hinterland until evacuated by submarine in February, 1944. Later Air Commodore Townsend commanded the RAAF base at Port Moresby. He last visited New Britain several months ago when the former American airman Fred Hargesheimer, who was also shot down over New Britain during the war, handed over a school to the villagers of Evasa to repay them for saving him from the Japanese. Townsend had helped his friend organise this from the Australian end (PIM, Aug., p. 31).

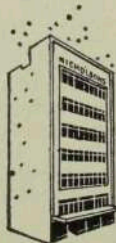
● The General Archives in Suva, Fiji, recently received a consignment of valuable Pitcairn Island records from the Pitcairn Island Advisory Council. The records include the Council's minute books, evidence books of the Magistrate's Court, shipping lists, a register of births and deaths, and minutes of the Internal Committee, which was set up in 1904 to administer works, cultivation and the control of livestock.

Most of the records date from 1904, but some go back to 1864.

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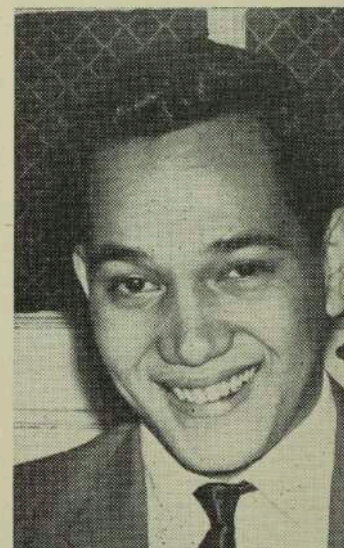
● Captain G. Douglas, former Marine Superintendent in the Gilbert and Ellice Islands Colony, accompanied by Mrs. Douglas, arrived in Honiara in September to assume duty as Superintendent of Melanesia in the Protectorate.

● Prince Albert, of Liege, and his wife Princess Paola arrived in Paris on October 19 for a short holiday. Prince Albert is heir to the throne of Belgium and will succeed King Baudouin if the king decides to abdicate, as has been strongly rumoured in Europe recently.

● Teehu Makimare, one of three men who drifted in an inflatable boat for 64 days last year from Rakahanga (Cook Islands) to Erromanga (New Hebrides) has been awarded the Royal Humane Society Gold Medal for Leadership.

● An expedition, led by Dr. Harald Harre, lecturer in social anthropology at the University of Otago, will leave Dunedin at the beginning of December for Pitcairn Island.

● Mr. David Donaldson has been appointed Registrar of the Papua New Guinea Administrative Commission.



Taking a four-year course in refrigeration and air-conditioning engineering at Sydney technical college is this Suva resident, Sidney Gibson, who paid a visit to the Polynesian Association recently. —Telephoto



SYDNEY VISITORS: These three girls from Suva paid a visit to the Polynesian Association during a visit to Sydney recently. They are, from left, Misses Shirley Hazelman, Beverley Curtiss and Regina Grey.
—Telephotos.

Mr. Donaldson, who was formerly with the University of New England, will take up his new position in January.

● John Bird, formerly from the village of Fagatogo in American Samoa, became the North American and Hawaiian middleweight boxing champion on September 22. Fighting under the name of Hurricane Kid, he defeated Stan Harrington, the defending champion, by a TKO in the 7th round of a 10-round bout in Honolulu.

Harrington, veteran of 70 fights, with 13 losses, faced The Kid with five losses or draws in his past 30 bouts. In the first six rounds, Harrington was ahead on points, but The Kid fought on gamely and in the 7th, reopened an old wound above Harrington's left eye. Blood gushed so freely that the referee stopped the fight, awarding the match to The Kid on a TKO.

● The Fiji Broadcasting Commission has appointed Mr. G. Matheson Cullen, from Southern Rhodesia, to be its new manager from next February. He will succeed Mr. John Stannage who is retiring in February after eight years as manager of the Commission.

Mr. Matheson Cullen has had wide broadcasting experience in Palestine, Malaya and Rhodesia. He is at present manager of the television service in Bulawayo.

● Captain Tevita Fifta, the Tongan hero of the Minerva Reef epic of a couple of years ago, sailed from Nukualofa for Auckland on October 20 in the yacht *Taufale* belonging to Mr. Tofa Ramsay, of Nukualofa.

On the way, he planned to call at Minerva Reef where his ship *Tuaikaepau* was wrecked in July,

1962, thus starting a terrible, three-month ordeal for himself and crew. Captain Fifta intended to visit the graves of two men who died on the reef.

The *Taufale* will be in Auckland for six months for an overhaul, and will then go on to Sydney, returning to Tonga via Noumea, Suva and Kadavu. At Kadavu, Captain Fifta will thank the people for their assistance after he and Tevita Nasele, of the *Tuaikaepau*, reached there on a makeshift outrigger to seek help for the castaways on Minerva Reef.

● Mr. Marcel Duvernois has arrived in Noumea with his wife to replace Mr. Jean Durand as UTA representative in New Caledonia. Mr. Duvernois has been chief of the commercial development service of UTA in Paris for the past three years.

During the war, Mr. Duvernois was a lieutenant with the Free French. In 1943 he was captured by the Germans during a mission and imprisoned in the sinister Buchenwald, Dora and Bergen-Belsen concentration camps.

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Headaches Ahead In South Seas Over Decimal Currency

By a Staff Writer

Except for American Samoa, all English-speaking South Pacific territories will face a major problem in 1966 and 1967 when Australia and New Zealand change over to decimal currency. Australia's change will be made in February, 1966, and New Zealand's in July, 1967.

IF the South Pacific territories change over to decimal currency themselves, they will have to educate their people to accept it and bear the tremendous expense and inconvenience of converting ledger systems, cash registers, etc., etc.

And if they don't change over, they will have to put up with the difficulty of handling pounds, shillings and pence side by side with the decimal currency of either Australia and New Zealand.

At present, all English-speaking South Pacific territories, except American Samoa, use Australian or New Zealand currency either officially or as a matter of convenience.

Eight of these territories—Norfolk Island, Nauru, Papua-New Guinea, the Cook Islands, Tokelaus, Niue, and Western Samoa—will definitely change to decimal currency.

In the remaining five—Tonga, Fiji, New Hebrides, the British Solomon Islands Protectorate and the Gilbert and Ellice Islands Colony—no definite decisions have been made, although it looks very much as if they will change over to decimals.

The Australian dollar will be equal

to the present 10/-. A 50 cent piece will be equal to 5/-, a 20 cent piece equal to 2/-, 10 cents will be equal to 1/- and there will be 5 cent (6d), 2 cent and 1 cent pieces.

New Zealand has not yet made a decision on its coins.

In anticipation of the changeover, half-crowns will gradually be withdrawn from circulation in New Zealand. Australia does not have them. For a time both decimal and regular currencies will be circulated side by side.

Australia has released designs of its coins, which have animal motifs, and has also announced that decimal currency notes will be initially issued in denominations of 1 dollar, 2 dollars, 10 dollars and 20 dollars, in the colours of brown, green, blue and red, respectively (as used for the present notes of equivalent value). The notes will be slightly smaller than the present ones.

Norfolk Island, which comes under Australia's Currency Act, will automatically change currency at the same time as Australia. So will Nauru, a UN trust territory administered by Australia, which comes under the same act.

Papua-New Guinea has its own Currency Ordinance, which was amended in June to enable it to go over to decimal currency at the same time as Australia.

The Cook Islands, Niue and Tokelaus, which now use New Zealand currency, will change to decimal currency with New Zealand in 1967.

Western Samoa, which uses New Zealand coins but its own banknotes, has committed itself to decimal currency, but has not decided on a date for the changeover. However, a recent NZ report said the change would be made in July, 1967.

Pacific Commerce and Produce

A committee, chaired by the Minister of Finance, Mr. G. F. D. Betham, was set up last year to consider the changeover in Samoa.

Western Samoa's Government has asked New Zealand for the temporary loan of an expert to advise on matters relating to the change.

The committee is preparing a paper on the problems for consideration by Cabinet, and presumably by Parliament.

Tala (dollar) and sene (cent) have been suggested as the names for Western Samoa's decimal units.

Tonga, which uses its own notes in denominations of 4/-, 10/-, £1 and £5, plus Australian coins, has legislation allowing for a Mille system. But indications point to a decimal system being instituted, as in New Zealand and Australia.

However, no definite announcement has been made, although one could be made soon.

Fiji Would Benefit

In Fiji, a committee was set up last year to go into the pros and cons of decimal currency, and it has already reported that Fiji would benefit from a switch to the decimal system.

However, the committee has not yet reported on the value of the monetary unit, nor the date on which the system should be introduced.

The committee believed it would not be practicable to make the switch before January 1, 1967.

The position in the BSIP and GEIC is complicated by the fact that although they are British territories, Australian currency is more generally used than Sterling. The same applies in the New Hebrides, which is administered jointly by Britain and France.

All indications are that the BSIP, GEIC and New Hebrides will change over to decimal currency at the same time as Australia, as the only banking facilities in those territories are those provided by Australia's Commonwealth Bank—apart from the French Bank of Indo-China in the New Hebrides. There has been talk on the problem in these territories but no decisions.

The problem of educating Islanders to the changeover is the biggest problem that Administrations will have to face, and P-NG particularly is already working on it.



Designs for Australia's 50-cent, 20-cent and 10-cent coins, depicting the kangaroo and emu, platypus, and lyre-bird.



Solomons Rice Crop Harvested

The Commonwealth Development Corporation recently completed the harvesting of about four acres of wet rice at Ilu on the Guadalcanal Plains of the British Solomon Islands Protectorate. The variety planted was SML 242 Surinam, recommended by the BSIP Department of Agriculture, after trials, as being suitable for the Guadalcanal Plains.

The Commonwealth Development Corporation's representative in the Solomons, Mr. R. H. W. Johnson, is reported as saying that the weight of cleaned dried padi harvested was in the region of 3,000 lbs. to the acre, which was most encouraging.

Thirty-two acres of wet rice have been planted recently, for harvesting in December and January, and growth so far has been satisfactory.

Our picture, taken several months ago by Fiji PRO photographer Rob Wright, shows experimental crops of rice at Ilu.

New Companies Registered In Fiji

THREE new companies were registered at Suva recently, one of them with share capital of £1 million.

The £1 million company is the Akhil Gold Mining Company, promoted by Mr. Hari Charan Akhil, of Lautoka, main exploiter of Fiji's manganese deposits, and a successful owner of race horses which have from time to time carried many an Australian shirt.

Mr. Akhil, who had a quarter of a million pound court tussle in Fiji with Banno Oceania, the Japanese company which bought some of his manganese mines, is apparently liquidating the company which manages his manganese, and he is turning to the search for gold.

The other companies registered recently are two by Mr. and Mrs.

Wesley Barrett of Cathay Hotel (Fiji) Ltd.

The companies are Barrett Investments, Ltd., with share capital of £10,000, and South Pacific Cinemas Ltd., with a share capital of £5,000.

The former, state the articles of association, will carry on the business of capitalists, financiers, concessionaires and merchants, and the latter's business is as the title suggests.

Scheme To Aid P-NG Cattle Industry

THE introduction of a restricted freight subsidy scheme for the importation of stallions and brood mares into Papua-New Guinea has been approved by Australia's Minister for Territories, Mr. C. E. Barnes.

The scheme is to assist the development of the cattle industry by

improving the quality of station horses.

A maximum subsidy of £100 will be paid for stallions and £60 for brood mares.

The subsidy is primarily intended to help meet the cost of freighting animals between Australia and the Territory. It can also be applied to veterinary fees and handling charges and to certain other costs incurred in moving the animals in Australia.

The concession will be granted for thoroughbred, quarter-horse or Arab stallions, provided that registration certificates can be produced. Registered thoroughbred, quarter-horse or Arab mares, and above average, unregistered mares of the same type will also qualify.

Only owners of cattle properties will be eligible for the subsidy.

The subsidy will be paid on a maximum of one brood mare for every 100 head of cattle carried, and on one stallion for every 20 brood mares on the applicant's property.

Oil Palms Produce First Nuts

A TYPE of oil palm which produces more than twice as much oil an acre as coconuts is being grown in a 20-acre experimental plot and seed garden at Bereina in the Central District of Papua-New Guinea.

The Chief of the P-NG Division of Plant Industry, Mr. A. W. Charles, said recently the palms were now producing their first crop of nuts.

The young palms were grown from seed imported from the Chemara Plantations in Malaya three years ago.

The production of palm oil could become an important industry for the Territory if sufficient acreage was planted to warrant the capital investment in establishing oil extraction factories.

Each factory would cost around £500,000, and one would be necessary in every oil palm area, as the nuts had to be processed within a day or so of picking. These might be built by commercial companies which could then also handle the output from village oil palm groves.

Mr. Charles said oil from the nuts was of a very high quality and was used commercially in the manufacture of vegetable oil products and soap—the same as coconut oil.

He said that Bereina had been chosen for the first seed producing plot as the climate was dry and this made it easier to cross-pollinate by

and—this being essential to produce seed of the best genetic constitution.

However, Bereina was too dry for high yields in commercial production.

Best results were obtained in regions with an annual rainfall of around 100 inches, and on soils which were not too alkaline.

It seems likely that oil palms could do well in the Naganai area in the north coast of New Britain, and in Bougainville.

Good Year For Hackshalls

HACKSHALLS LTD., Sydney based bread manufacturer, flour-miller and investor, had a net profit of £128,745 for the year ended June 30, 1964. Hackshalls own three companies in Fiji—the Pacific Biscuit Co. Ltd., Pacific Soaps Ltd., and Union Soaps Co. Ltd.

The directors say their Pacific Islands interests have benefited from improved economic conditions in Fiji.

Important additions had been made to the plant at Suva with the recent installation of a new soap manufacturing unit, which enabled the highest manufacturing standards to be achieved.

The directors say the overall financial position of the company is strong, and they expect earnings to be maintained during the current year.

The company paid a final dividend of 7½ per cent., making it 15 per cent. for the full year.

Trading Notes

DIVIDEND: Loloma (Fiji) Gold Mines Ltd. has declared a final dividend of 5d per share, bringing the full year's dividend to 10d a share, of which 6d is non-taxable.

MONEY ORDERS: The Condominium Post Office at Vila has begun issuing money orders payable beyond the New Hebrides. This is the first time that such a service has been available in the group. A message from Vila at the beginning of October said the service might be available from the post offices at Santo, Tanna and Forari "within a few weeks".

FIRST DIVIDEND: Fiji Industries Ltd., cement manufacturers at Lami, Suva, doubled consolidated net profit for the year ended June 30, 1964. The earnings were £40,518, against £20,310 the previous year.

A final dividend of 5 per cent. will make a total of 9 per cent. for the year. The dividend is the first paid by the company since it was formed in April, 1960.

The Stock Market

SYDNEY

	Sept. 23 Seller	Oct. 30 Seller
Ball Plantations . . .	5/6	6/3
Burns Philp . . .	114/6	119/-
Burns Philp (SS) . . .	65/-	61/6
Cholseul Plntn. . .	108/-	103/6
C.S.R. Co. . .	73/9	76/-
Dylup Plantations . . .	8/1	7/11
Fiji Industries . . .	19/6	19/3
Hackshall's . . .	19/-	18/3
Kerema Rubber . . .	3/9	4/-
Koitaki Rubber . . .	16/9	15/-
Lolorua Rubber . . .	5/10	6/6
Makurapau Plntn. . .	5/-	4/8
Maribol Rubber . . .	5/11	5/-
Pacific Is. Timbers . . .	4/3	4/6
Palgrave . . .	2/3	2/6
Plantation Holdings . . .	3/6	3/3
Queensland Insurance . . .	81/-	89/-
Rubberlands . . .	3/6	b2/6
Sogerl Rubber . . .	7/3	8/-
Sthn. Pac. Insurance . . .	26/-	29/-
Steamships Trading . . .	14/6	14/3
W. R. Carpenter . . .	38/-	38/-
Watkins Consolidated . . .	2/11	2/6

OIL AND MINING SHARES

	Dec. 4, 1958	Sept. 23, 1964	Oct. 30, 1964
Emperor . . .	b9/-	s5/-	b4/7
Loloma . . .	b30/-	b17/9	b18/-
Bulolo G.D. . .	b32/-	b51/-	b51/-
N.G.G. Ltd. . .	b2/3	b3/2	b3/6
Oil Search . . .	b9/9	b2/6½	b1/11½
Ent. of N.G. . .	s11d	b1½d	b1½d
Pac. I. Mines . . .	—	b4/5	b4/4
Papuan Apin. . .	b4/6	b3/9	b3/4
Placer Dev. . .	b91/-	b350/-	b440/-

Sydney Stock Exchange share price index for "Ordinaries" on October 30 was 355.65, on September 23, it was 361.96.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ BANK and BANK OF NZ.** Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B, £110/15/-; S, £112. **NZ-Fiji**, basis £100 NZ: B, £111/11/9; S, £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, £99/7/6; 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), **ANZ 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 Oct., 1964, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., 96.5 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Selling 13.660 francs to £Stg.

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CURRENCIES & INTEREST RATES		
Currency	Debenture Stock	Unsecured Notes
3 Months	—	5% P.A.
6 Months	—	6% P.A.
12 Months	6½% P.A.	7½% P.A.
2 Years	7% P.A.	8% P.A.
3 Years	7½% P.A.	8½% P.A.
4 Years	7½% P.A.	—
5 Years	7½% P.A.	—
6, 8 or 10 Years	8% P.A.	—

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- Any Member of the Stock Exchange.
- **THE COMPANY'S OFFICES:** Cambridge House, 249 George Street, Sydney.

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8/SC

Threat To Banana Industry

(Continued from page 10)

knew what bunchy-top looked like, either, but when they did know they did nothing about it, with the result that it has now spread from what was an isolated area and is causing the present panic.

Fiji, for one reason or another, has not been able to meet its NZ quotas for some years, although about 1958, when they could meet them, they were shocked to have them cut by NZ. The opinion amongst many people there at present is that the days of the erratic Fijian planting along the Wainibuka River and related river systems, in traditional village enterprise using shifting-cultivation methods, are coming to an end.

Many who have studied the Fiji situation are convinced that only properly planted banana estates, with regular systems of cultivation, manuring and, above all, systematic spraying for diseases, will put the Fiji industry back on its feet.

In other words, it looks as though the banana industry has come full circle—back to the so-called bad old days when the industry was in

the hands of large-scale European planters. It is interesting to note that in 1914, long before it became a wholly Fijian industry and at a time when Australia was still in the market for Fiji bananas, the Colony exported no less than 800,000 cases in that one year.

Cook Islands

The subject of bananas was a lively topic in the Cook Islands Legislative Assembly in October, particularly in view of the Australian contract to supply the New Zealand market.

The bananas produced in Rarotonga and elsewhere in the Cooks are probably the best in the South Pacific and so far have managed to escape any of the currently fashionable diseases. But here again the price paid for the product—about 22/6 NZ FOB Rarotonga per case in comparison with about 32/6 NZ for the same quantity of oranges—is the main factor in the poor export figures. Cook Islands Maoris don't think they are getting enough and a large slice of the time in the recent

long-drawn out meeting of the Assembly was spent in discussing the subject.

New Zealand is providing financial assistance for plantings in the Cooks and there has been a large increase in the number of banana plants planted but there has been no increase in exports.

The increased production is simply being fed to the local pigs, consumed locally or sent by relative to the several thousand Cook Island Maoris now living permanently in the Dominion. A very small amount of local bananas is used by way of an ingredient in the fruit-salads canned by the NZ fruit-processing firm in Rarotonga.

The banana industry was a natural one for the islands of the Pacific that have ready access to the New Zealand market. It is particularly ironic that part of that market now seems likely to be taken away from Australia, the country where some of the islands concerned have tried for years to get a token market for their own bananas.

Part of this situation can be attributed to bad luck; a lot of it can be attributed to the Islanders themselves who generally have learned new styled politics very well but have not yet grasped the fact that to compete in the tough world of international commerce it is necessary to toil, have organising know-how and the ability to spring smartly off the collective bottom.

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Fees and other particulars may be had on application to the Headmaster.

First Term begins 2nd February, 1965. Boarders return 1st February.
(Telephone 43 Charters Towers)

BSIP Copra Changes

The BSIP has been worried about a reduction in first grade copra production, and in an effort to counteract the trend, the price differentials of grades will be changed on January 1, 1965.

The Copra Board has now decided that whatever the fixed price for first grade copra may be, the price of second grade will be £1/10/- a ton lower (the present differential is £6 lower than the first grade price).

At present the third grade price is £4 a ton lower than first grade.

If, after a trial period, the differentials have little effect in decreasing the amount of third grade copra offered for sale, the board will consider introducing a price differential of even more than £6.

In giving ample notice the board considers growers have been given sufficient time to buy Kukum driers and spares, or build Ceylon driers. By getting rid of smoke driers the board will do much to reduce the percentage of third grade copra.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons WPHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board directs 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 (surplus as available). Prices generally follow with ruling rate in Philippines, with premiums for hot-air dried.

P-N.G. Board's Tentative Purchase Prices for Copra delivered main ports are: Hot-Air Dried, £61/10/- per ton; FMS, 60/-/- per ton; Smoke-Dried, 59/-/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Oct. 26 prices were: HAD £F57/10/-, £F55/-/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.—All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in October was: 1st grade, £60/-/-; 2nd grade, £58/10/-/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP ports (Honihara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade £64/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—Price on Oct. 12 was approximately £A40/-/- (8,000 Pac. francs). French price on Oct. 23 was 40 francs per metric ton, c.i.f., Tarsellies.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for fourth quarter, Oct.-Dec., 1964, is £NZ63/10/3 1st grade, £NZ62/5/3 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. Nov.-Dec. shipment is £Stg.184/-/- per ton, c.i.f., Sydney.

P-N.G.: Sydney buyers on Oct. 29 reported: Quote No. 1: In store, Rabaul, export quality £186 per ton, ex-wharf Sydney, according to quality: £215; Quote No. 2: Best quality, on wharf Syd., £200, in store, N.G. ports, £180-£183 for UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, October 29, were: Grade 1, £Stg.180; grade 2, £Stg.165, f.o.b., Apia.

COFFEE:—P-N.G.: October 29, good

quality A grade, per lb, 4/4; B grade 4/2; C grade, 3/6 to 3/9, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on October 16 as Uganda Robusta (standard) £Stg.255, prompt shipment. Other prices unavailable.

PEANUTS.—P-N.G.: Sydney agents reported Oct. 29—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 Oct. 28 was: No. 1 RSS, Spot, 73¼ Straits cents per lb (25.54d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Oct. 20: White and yellow label processed, standard packs, 31/6, green label 30/9, 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 October 29 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). **Cook Islands:** Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Oct. 29 indicated the following quotations to Islands producers: No. 1—Papua—nominally £90 per ton, f.o.b., Papuan ports; N.G. and B.S.I.—£85-£90, f.o.b., Islands ports. No. 2—Papua—£80-£90 per ton; N.G., B.S.I.—£75-£85 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Oct. 29: No. 1: 1st grade only, £285 on wharf, Sydney. No. 2: £285-£295 (best quality), on wharf, Sydney; or £285-£295, f.o.b., Islands ports.

CROCODILE SKINS.—On October 29 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P-N.G.—26/- per in., f.o.b. P-N.G. ports, small scale (salt water); large scale (fresh water) 14/6 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, Oct. 27, Philippines, in bulk, \$196.50 US (equal to £Stg.70/10/11) per long ton, c.i.f., UK/Nth. European ports, Malayan, FMS, NQ, UK/Nth. European ports. **NEW YORK:** October 27, Philippines, \$177.50 US per short ton, c.i.f., Pacific Coast ports. **CEYLON:** 990 Rupees per ton, c.i.f.

Coconut Oil: LONDON, Oct. 27, Ceylon, 1% in bulk, £Stg.113/10/- per ton, c.i.f., UK/Nth. European ports. Straits, 3¼%, NQ c.i.f.

Rubber: LONDON, Oct. 28, Malayan, Nov. shipment, c.i.f. UK, 21¼d Stg. lb; Spot 21¼d Stg. lb, February shipment 21¼d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

Trading Notes

PROFIT DOWN: Koitaki Para Rubber Estates, New Guinea, rubber planters, will pay a 25 per cent. dividend for the year ended June 30, although profit does not cover the dividend. The net profit of £33,997 was down £7,232 on the profit in the previous year.

The directors said they maintained the dividend because of the company's liquid resources and the expected earning capacity of the newly-acquired Kimel coffee plantation, which will supplement rubber income soon.

NG GOLDFIELDS PROFIT: New Guinea Goldfields had a net profit of £121,864, up £23,996, for the year ended June 30. The dividend is again 4d a 3/6 share. The profit of £128,664 (up £22,796) before tax comprised profits on goldmining £51,776 (up £5,963), and on trading £73,428 (up £14,145) and dividends and interest received £3,460 (up £2,688).

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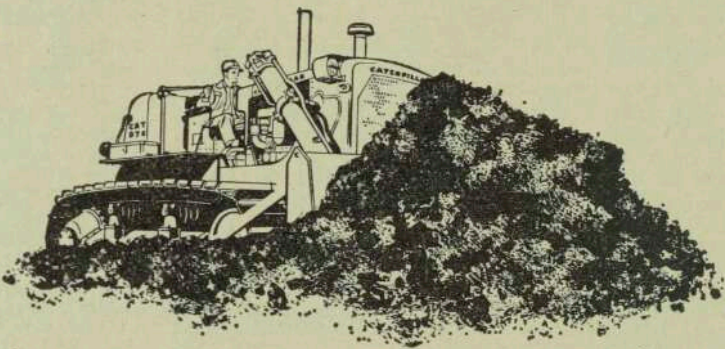
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"Pacific Islands Monthly" is air-freighted to all subscribers and agents in the South Pacific; copies to other areas by surface mail.

DEATHS OF ISLANDS PEOPLE

Sir Philip Mitchell

The death occurred at Gibraltar recently of Sir Philip Euen Mitchell, Governor of Fiji and High Commissioner for the Western Pacific from 1942 to 1944.

Sir Philip, who was Governor and Commander in Chief of Kenya for eight years after leaving Fiji, had a distinguished career in the British Colonial Service, but his two years in Fiji were the only part of it spent outside Africa.

His first appointment was as Assistant Resident in Nyasaland in 1912.

Rev. R. R. Deoki

At an important point in its story—during its first year as an autonomous church—the Methodist Church in Fiji has lost one of its best-known ministers, the Rev. Ramsey Ramnarayan Deoki.

He collapsed on the night of Friday, October 2, and died next morning, aged 59.

As a Christian Indian, he was perhaps the Methodist Church's most important link with the Fiji Indian people, of whom only about 1000 are Methodists. For a number of years he was the only Indian Methodist minister in the Colony.

Born at Navua, he was educated at Suva's Methodist Boys' School, Melbourne High School, the Missionary Training College, Kew, Victoria and Auckland University.

Ordained to the ministry in 1939, he served at Lautoka before being appointed superintendent minister of the Suva, Lautoka and Nausori Indian circuits.

When the Fiji Church became independent this year, he became, under the new constitution, Indian Divisional Superintendent.

Despite his many duties, Mr. Deoki found time to work as an honorary probation officer, a district court commissioner and to write many articles for religious and other journals.

He leaves a widow, formerly Miss Grace Magdalene Herman, two sons and five daughters. One of his two brothers, Mr. Andrew Deoki, is a member of the Fiji Legislative Council. The other, Mr. Samson Deoki, is a retired Assistant Medical Practitioner.

Mrs. Hugh Kerr

PIM has just learned of the death of Mrs. Hugh Kerr, widow of a New Hebrides pioneer, who died on an island in the Hawkesbury River, New South Wales, in April.

Mrs. Kerr's husband was a planter and trader at Hog Harbour and then Turtle Bay, Santo, in the years following the establishment of the Condominium Government in 1906, when the Kerr family ran a large fleet of inter-island ships.

Her husband was a nephew of Donald MacLeod, one of the founders of Vila.

Mr. J. S. M. Park

Mr. James Stobie McIntyre Park, of Nadi, who practised as a solicitor in Fiji for more than half a century, died at Lautoka on October 27.

He practised at Levuka before going to Suva in the 1930's to join the firm of Cromptons. After a few years he went into private practice in Suva.

Later he transferred his office to Nadi and practised there till his retirement late in September.

He volunteered in Fiji to serve in World War I and went overseas.

Mr. Park is survived by Mrs. Park, a son and a daughter.

Mr. R. T. Dalziel

Mr. R. T. Dalziel, who was Suva manager of the USS Co. Ltd. in the early 1920's, died recently in England.

Admiral Thierry d'Argenlieu

The death occurred in France in September of Admiral Georges Thierry d'Argenlieu, Free French High Commissioner in the Pacific in 1941-42.

The admiral, who was 75, began his career in the French Navy, but became a Carmelite monk after fighting gallantly in World War I. He adopted the name of Louis de la Trinite, rose to be head of his order, and became an authority on the celebrated mystic St. John of the Cross.

Recalled to the colours in 1940, d'Argenlieu was soon afterwards captured by the Germans, but he escaped to England where he placed himself under General de Gaulle.

In August, 1941, de Gaulle sent him to the Pacific as Free French High Commissioner with headquarters in Noumea. Here he clashed with the Governor, Henri Sautot, whom he deported along with several other leading citizens. The result was that he, himself, was arrested by the New Caledonians and not released until General Patch, of the United States, intervened.

Recalled to London, d'Argenlieu remained in high favour with de Gaulle, and occupied several other important posts until the end of the War. From October, 1945, to February 1947, he was French High Commissioner in Indo-China (now Vietnam).

On July 16, 1947, d'Argenlieu rejoined the Carmelite order and returned to monastic life. From then until his death, he was virtually a forgotten figure.

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The Air Route With Everything

One of the most attractive routes from Australasia across the Pacific to the Old World is undoubtedly going to be Qantas' new service from Sydney to London via Tahiti, Mexico and the West Indies.

THE inaugural service is to be flown towards the end of November but when this issue went to press the exact date had not been decided on.

Initially the service will be once-weekly northbound and once-weekly southbound. It will provide for return by the same route; return via New York, San Francisco, Honolulu and Nadi, Fiji; or on a round-the-world basis through the Middle East or Africa back to Sydney.

The new service will give Australasians the closest link yet with all the Latin American countries south of the U.S. border. Mexico City, which has been chosen the staging point, is an aerial junction for all the countries of Central, South and North America.

One of the difficulties Mexico City poses, from the air-operational angle, however, is its high altitude. Because of this jets cannot take off with a sea-level load. This is to be overcome by the aircraft taking on only sufficient fuel for the 200 miles to the coastal resort of Acapulco and refuelling there for the Bahamas.

Stop-Over Rights

Lack of final details about the airport and facilities at Acapulco was one of the reasons that Qantas was unable to set an exact date for the start of service up to late October.

The service will carry full stop-over rights so that passengers may break their journey in Papeete, Mexico City and Nassau, capital of the Bahamas, before flying on to London.

Qantas ran several services from Sydney to Faaa, the airport for Papeete, at the end of last year but then ceased to operate when difficulties arose between Australia and France over Pacific landing rights. Now the Australian airline

seems to have pulled the real plum out of the air-rights pie as no other company is operating this route—not, at any rate, for the moment.

Papeete, capital of French Oceania, has some excellent tourist hotels and is already a Mecca for Pacific travellers. Tahiti, neighbouring Moorea and Bora Bora all are beautiful islands and have set themselves up to win the hearts of tourists—and have proved very successful at doing it.

Mexico City, next stop on the route, is in complete contrast. It is a city of over five million people situated at an elevation of 7,400 feet and is the oldest city in North America, built on an even older site. Beneath the present city are the remains of the Aztec capital of Tenochtitlan.

Cool Nights

Although it is in the sub-tropics, climate is influenced by altitude. The coldest months are December and January and the wettest July and August. Even in the wettest season, however, rain is usually light and almost always falls only in the afternoon. Nights can be cool at any season and visitors should go prepared, with a top coat, light wool suits and warm sleeping wear as Mexico has not caught the North American passion for central heating.

There are first class hotels, at rates somewhat below those prevailing in the United States.

Some of the best are the Reforma Intercontinental, the Continental Hilton and Plaza Vista Hermosa whose rates are about \$US12 single and \$US14 double per night; others are slightly higher but there are numerous good hotels with rates much lower, averaging rates of \$US 5-6 single and \$US 8-9 double.

The currency unit is the peso which is denoted by the \$ sign but is worth only about 8 US cents.

The next hop to Nassau, in the

Bahamas, takes the traveller back to the tropics. Hottest months are June to October which are also the wettest.

Nassau is on New Providence Island, one of the 700 islands and cays that make up the Bahamas, and is the most sophisticated and modern resort in the group. It is the centre for tourism with famous hotels, night clubs, restaurants and bathing beaches.

Notwithstanding all this and the fact that its tourists are predominantly American, it is said to have remained "quaintly British".

The population of the Bahamas is

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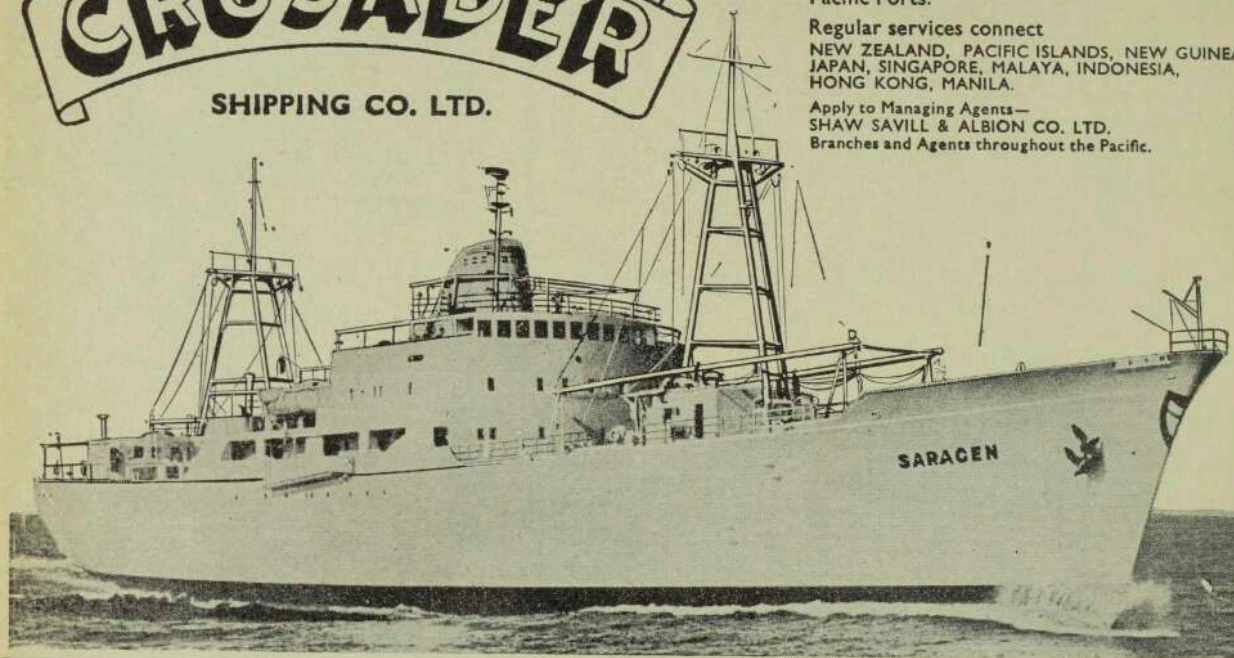
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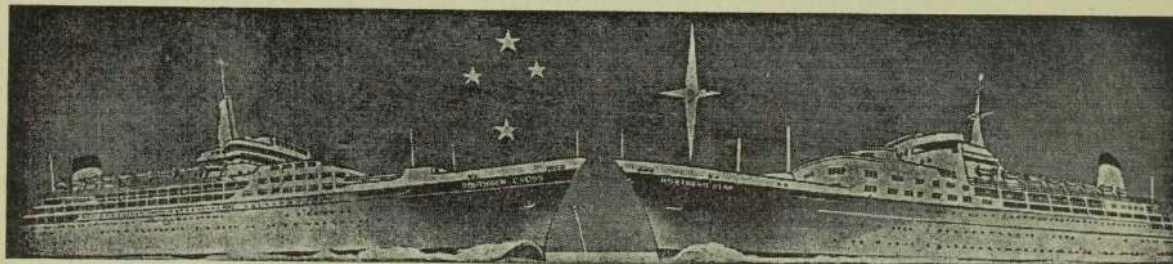
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bout 87,000, half of it on New Providence.

The five most famous and most expensive hotels in Nassau are the British Colonial, Montagu Beach, Emerald Beach, The Nassau Beach and The Royal Victoria. Rates vary according to season but generally make those in Mexico City look like a bargain-basement.

The high-season daily rates (northern winter), at the above hotels are from an average \$US30 single and up. These rates are reduced greatly for the off-season which fortunately is long—from mid-April to mid-December.

Pacific Islands Cruises

P and O-Orient

"Arcadia", Dec., 1964: Sydney Dec. 18, Auckland Dec. 21, Nukualofa Dec. 24, Vavau (cruise in harbour) Dec. 25, Suva Dec. 26-27, Sydney Dec. 31.

"Oriana", Jan., 1965: Sydney Jan. 16, Suva Jan. 19-21, Rarotonga (no landing) Jan. 22, Auckland Jan. 26, Pictou Jan. 28-29, Sydney Jan. 31.

"Chusan", May-June, 1965: Sydney May 25, Auckland May 28, Rarotonga (no landing) May 31, Bora Bora June 2, Papeete June 3-5, Suva June 10, Lautoka June 11, Sydney June 15.

"Orcaades", July-Aug., 1965: July 23, Lord Howe (no landing) July 24, Norfolk (no landing) July 25, Nukualofa July 28, Pago Pago July 29, Suva Aug. 1-2, Sydney Aug. 6.

"Oronsay", Aug.-Sept., 1965: Sydney Aug. 26, Lord Howe (no landing) Aug. 27, Norfolk Aug. 28, Savusavu Aug. 31, Suva Sept. 1, Noumea Sept. 3-4, Sydney Sept. 6.

Cogedar Line

"Flavia": Leave Sydney Mar. 18, 1965, returning via Rabaul May 1 and Auckland.

China Steam Navigation

"Kuala Lumpur", Nov. 11-Dec. 10, 1965: Sydney, Nukualofa, Haapai, Vavau, Apia, Suva, Sydney.

Sitmar Line

"Fairstar", Jan. 6-21: Sydney, Brisbane, Noumea, Nukualofa, Suva, Sydney.

Toyo Yusen Co.

"Oriental Queen", Dec. 20, 1964-Jan. 11, 1965: Sydney Dec. 20, Auckland Dec. 24, Vavau Dec. 28, Pago Pago Dec. 28-29, Apia Dec. 29-30, Suva Jan. 2-3, Auckland Jan. 7, Sydney Jan. 11, Jan. 13-27, Sydney Jan. 13, Norfolk Jan. 17, Suva Jan. 20-21, Noumea Jan. 23-24, Sydney Jan. 27, Mar. 7-24, Sydney Mar. 7, Noumea Mar. 10-12, Suva Mar. 14-15, Auckland Mar. 19-20, Sydney, Mar. 24, Mar. 25-Apr. 16, Sydney Mar. 25, Auckland Mar. 29-30, circle Norfolk Island Apr. 1, Noumea Apr. 2-4, Suva Apr. 6-8, Auckland Apr. 12, Sydney Apr. 16, Apr. 28-May 12, Sydney Apr. 28, Rabaul May 4, Guam May 8, Tokyo May 12.

Currency is the Bahaman £ which is tied to Stg., but US and Canadian dollars are used almost as readily as local money.

Qantas will use Boeing 707 jets on the new service which will be an additional service to the seven already operated across the Pacific via Fiji and Honolulu.

Fares will be the same as the current fare Sydney-London via the United States.

IN QUEENSLAND THE TRAVELLER GETS VARIETY

QUEENSLANDERS insist that the Sunshine State has everything the Pacific Islands have, only more of it. But it is true that part of Australia attracts many visitors from the Islands as well as thousands from the southern States during the winter months. This is a round-up of news supplied us by the Queensland Government Tourist Bureau.

Festivals

Two festivals coming up are Heron Island's Barrier Reef Skin-divers' Festival which takes up three weeks of the month of November (7th to 27th). This is an annual event and skindivers from all over Australia converge on Heron for the occasion.

The festival is not only for the experienced; tuition is available for would-be skindivers who generally become proficient shallow water divers after only two lessons.

This festival will be followed by the Great Barrier Reef Islands Festival from December 5 to Dec. 12. The resorts of Happy Bay and Palm Bay on Long Island, Brampton Is., South Molle, Lindeman and Hayman, plus the township of Proserpine, which is the jumping-off place for all of them, will be involved in the week of festivities.

There will be turtle races, oyster-eating competitions, water-skiing and boomerang-throwing events, feasts a la Hawaii, "hula" girls from the same area, sports, barbecues and dancing. Each resort has one festival day to which guests from the other resorts are invited. The festival culminates in the final judging of the Coral Queen Contest at Hayman Is. on Dec. 11.

Go Sapphire Digging

The Anakie gemfields in Central Queensland are offering a new type of holiday.

The fields, source of Australia's best sapphires, are situated in cattle

country 200 miles west of Rockhampton, with access through Emerald, the nearest town.

Queensland Airlines and Avis Rent-a-Car have combined services to offer a holiday to aspiring gem-mologists.

A tri-weekly service operates from Brisbane and Rockhampton to Emerald. At the Emerald Airport, Volkswagen Kombi Caravanettes may be hired, to overcome transport and accommodation worries. These new vehicles each contain a lounge-dining area by day, which converts to a bedroom at night; they are fully equipped.

As sapphires valued at £50 and more are frequently won from the Anakie fields, this new, "get away from it all" holiday offers the peace and beauty of Queensland bushland, as well as the opportunity of fossicking out a stone which could cover expenses.

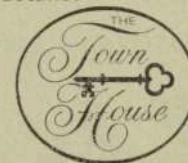
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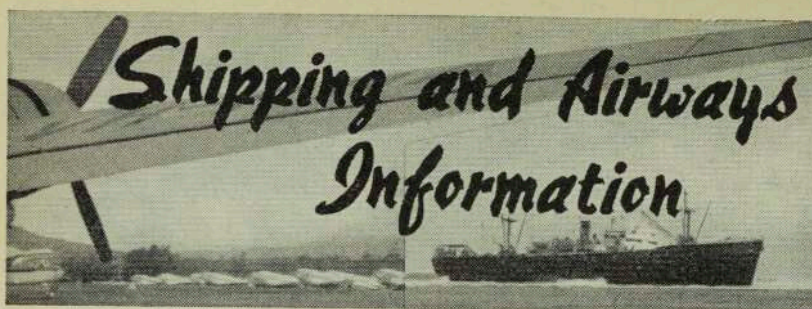


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SHIPPING TIMETABLES

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 sailing: Dec. 7 (approx.). Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana Nov. 19 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, normally operate a service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Early December (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

SYDNEY - GEIC

Karlander-New Guinea Line vessels sail regularly from Sydney to Tarawa, Gilbert & Ellice Islands Colony.

Next voyage: Taranui from Sydney Nov. 27, arr. Tarawa Dec. 12.

Details from Karlander NG Line (F. H. Stephens Pty. Ltd., agents), 13 Bridge Street, Sydney (27-8311).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Talohoe, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Caledonien: Talohae Nov. 9, Papeete Nov. 11-14, Vila Nov. 21-22, Noumea Nov. 23-26, Sydney Nov. 29.

Oceanien: Papeete Dec. 22-25, Vila Jan. 1-2, Noumea Jan. 3-6, Sydney Jan. 9.

Next outwards voyages, ex-Sydney: Caledonien: Dep. Sydney Dec. 2, 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.

Dec. 5-8, New Hebrides Dec. 9-17, Noumea Dec. 18, Papeete Dec. 24-28.

Oceanien: Dep. Sydney Jan. 12, Noumea Jan. 15-18, New Hebrides Jan. 19-22, Noumea Jan. 28, Papeete Feb. 3-Talohae Feb. 10.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Sant

Next Sydney sailings: Nov. 27, Dec. 1

Details from Messageries Maritimes, 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 Dec. 3-5, Wellington Dec. 8-10, Auckland Dec. 12, Fiji Dec. 15, Tahiti Dec. 19-20, then via Panama to Southampton, arr. Jan. 14.

Southern Cross: From Southampton (UK) via Panama, at Tahiti Dec. 27-29, Fiji Jan. 2, Wellington Jan. 6-8, ar Sydney Jan. 11.

Details from Shaw Savill Line, Castlereagh St., Sydney (BW 1828).

SYDNEY - NORFOLK IS. - NEW CALEDONIA

Colorado del Mar and Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) carrying cargo only make a regular three weekly voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailing: Colorado del Mar from Sydney Nov. 6 (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, Sant Honiara and BSI ports.

Next Sydney sailings: Nov. 10, Dec. 1. 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, Samarai, Rabaul, Alexishafen, Madang, Lae, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Dec. 18 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Lombrum, Lorengau, Rabaul, Bougainville ports. Next Sydney sailing: Dec. (approx.).

Bulolo sails about every six weeks

AUSTRALIA - NZ - FIJI - CANADA - USA

		ORSOVA	ARCADIA	IBERIA	ORONSAY
SYDNEY	depart	Nov. 16	Jan. 2	Feb. 10	Mar. 11
AUCKLAND	arr/dep	Nov. 19	Jan. 5	Feb. 13	Mar. 14
SUVA	arr/dep	Nov. 22	Jan. 8	Feb. 16	Mar. 17
HONOLULU	arr/dep	Nov. 27	Jan. 13	Feb. 21	Mar. 22-23
VANCOUVER	arr/dep	Dec. 2-3	Jan. 18-19	Feb. 26-27	Mar. 28
SAN FRANCISCO	arr/dep	Dec. 5-7	Jan. 21-22	Mar. 1-2	Mar. 30-31
LOS ANGELES	arr/dep	Dec. 8	Jan. 23	Mar. 3	Apr. 1
HONOLULU	arr/dep	Dec. 13	Jan. 28	Mar. 8	Apr. 6
SUVA	arr/dep	Dec. 20	Feb. 4	thence via Japan & Eastern ports to UK	
AUCKLAND	arr/dep	Dec. 23	Feb. 7	Hong Kong	
SYDNEY	arrive	Dec. 26	Feb. 10	Apr. 2	

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	Oct. 15	Nov. 5	Nov. 29	Dec. 20
LOS ANGELES	arr/dep	Oct. 16	Nov. 6	Nov. 30	Dec. 21
BORA BORA	arr/dep	Oct. 24	Nov. 14	Dec. 8	Dec. 29
PAPEETE	arr/dep	Oct. 25-27	Nov. 15-17	Dec. 9-11	Dec. 30-Jan. 1
RAROTONGA	arr/dep	Oct. 28	Nov. 18	Dec. 12	Jan. 2
AUCKLAND	arr/dep	Nov. 2-3	Nov. 23-24	Dec. 17-18	Jan. 7-8
SYDNEY	arr/dep	Nov. 6-9	Nov. 27-30	Dec. 21-24	Jan. 11-14
NOUMEA	arr/dep	Nov. 12	Dec. 3	Dec. 27	Jan. 17
SUVA	arr/dep	Nov. 14	Dec. 5	Dec. 29	Jan. 19
NIUAFOOU	arr/dep	Nov. 15	Dec. 6	Dec. 30	Jan. 20
PAGO PAGO	arr/dep	Nov. 15	Dec. 6	Dec. 30	Jan. 20
HONOLULU	arr/dep	Nov. 20-21	Dec. 11-12	Jan. 4-5	Jan. 25-26
SAN FRANCISCO	arrive	Nov. 26	Dec. 17	Jan. 10	Jan. 31

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

dney, Brisbane, Pt. Moresby, Samarai, e, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Dec. 4 (approx.).
Montoro sails from Melbourne for dney, Brisbane, Pt. Moresby, Samarai, baul, Kavieng, Wewak, Madang, Lae, Moresby, Sydney. Next Sydney sailing: Nov. 28 (approx.).
Braeside sails about every six weeks: Melbourne, Sydney, Brisbane, Pt. Moresby, baul, Madang, Lae, Pt. Moresby, dney. Next Sydney sailing: Dec. 11 (approx.).
Details from Burns, Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

Soochow and Shansi leave Sydney about every four weeks for Brisbane, Pt. Moresby, Samarai, Sydney.
Next Sydney sailing: Soochow Nov. 9.
Details from New Guinea Australia Line wire and Yuill Pty., Ltd., agents, 8 Spring Street, Sydney (BU 4701).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Lae, Madang, Wewak, Brisbane and Sydney. Next Sydney sailing: Nov. 10 (approx.).
Sletholm: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Lae, Madang, Wewak, Sydney. Next Sydney sailing: Nov. 22 (approx.).
Sletta: Leaves Sydney approximately every five weeks for Brisbane, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Dec. 4 (approx.).
Details from Karlander NG Line (P. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney (BU 8311).

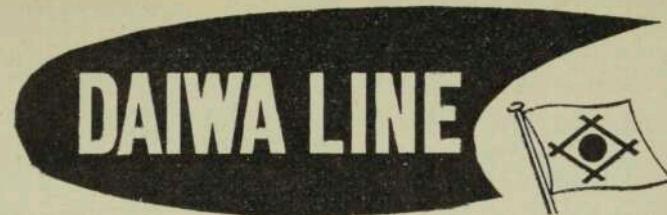
Austasia Line's vessel Makati runs between Australian ports (turn round at Melbourne) and Papua-New Guinea.
Makati: Dep. Melbourne Oct. 23, Sydney Oct. 31, Brisbane Nov. 3, Pt. Moresby Nov. 8, Rabaul Nov. 12, Madang Nov. 18, Lae Nov. 18.
Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

SYDNEY - P-NG - FAR EAST

Australia-West Pacific Line's Motor-vessels maintain services between Australia and Hong Kong via Islands ports. Southbound vessels call at: NG, BSI quarterly, New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.
Milos: From Sydney, at Rabaul Nov. 3, Lae Nov. 9-11, Madang Nov. 12-14, thence Hong Kong and Manila.
Tenos: From Adelaide and Melbourne, p. Sydney Nov. 27, due Brisbane Nov. -Dec. 1, Rabaul Dec. 5-6, Lae Dec. 7-9, Madang Dec. 10-12, thence Hong Kong and Manila.
Aros: From Hong Kong and Manila, e Rabaul Nov. 23-24, Madang Nov. -26, Lae Nov. 27-29, Brisbane Dec. 3-5, dney Dec. 7-10, thence to Adelaide and Melbourne.
Details from Wihl. Wilhelmsen Agency, Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. vessels taking, Ashun and Kweilin call at Rabaul, their way north from Sydney to Hong Kong. Next vessel:
Kweilin: Leaves Melbourne Nov. 4, for dney, Brisbane, Rabaul Nov. 21, thence anilla.
Details from Swire and Yuill Pty. Ltd., ents, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK) ssels maintain monthly service between dney and Japan (via Manila, Hong Kong and Keelung), return via Guam and Rabaul.
Francis Drake: Dep. Japan Nov. 16 for



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "DAISEN MARU" Voy. No. 4

(D/W 7,474 Tons)

Dep. YOKOHAMA, JAPAN,
Nov. 11.

GUAM Nov. 18.

APIA Dec. 2.

PAGO PAGO Dec. 3.

NUKUALOFA Dec. 6.

SUVA Dec. 9-10

LAUTOKA Dec. 12-13.

NOUMEA Dec. 17.

VILA Dec. 20.

SANTO Dec. 21.

HONIARA Dec. 25.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing — M.V. "Tahiti Maru".

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 Company Ltd.

PAPEETE: Etablissements Baldwin.

Guam, Nov. 20-21, Rabaul Nov. 25-26, arr. Sydney Dec. 2.

George Anson: Dep. Sydney Nov. 14, arr. Brisbane Nov. 16-17, Manila Nov. 28-29, Hong Kong Dec. 1-11, Japan Dec. 13-24, Guam Dec. 28-29, Rabaul Jan. 2-3, Sydney Jan. 9.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains regular service from Sydney via Tahiti to Southampton, and return via Tahiti to Sydney.

Ellinis: Leaves Sydney Nov. 1, arr. Tahiti Nov. 9 and Southampton Dec. 2.

Details from Chandris Line, 10 Martin Place, Sydney. Tel. BL 3383.

EUROPE - TAHITI - NEW CALEDONIA BSIP - PNG - 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.

Neder Weser: From Continent and London, arr. Papeete Nov. 9, Noumea Nov. 18, Honiara Nov. 23, Pt. Moresby Nov. 26, Rabaul Nov. 29, Lae Dec. 1, Madang Dec. 3, Alexishafen Dec. 4, Wewak Dec. 5, Sukarnopura Dec. 6, Blak, Manokwari, Sorong.

Details from Royal Inter-ocean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney,

vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vanoise Nov. 16 (Noumea Nov. 22); Velay Dec. 14 (Noumea Dec. 20).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessel: Godavery (Papeete Oct. 31, Vila Nov. 12, Santo Nov. 14, Noumea Nov. 16, Sydney Nov. 23).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

FAR EAST - FIJI - NZ - SYDNEY

Royal Inter-ocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Noort at Suva/Lautoka Nov. 10-12; Van Neck at Suva/Lautoka Dec. 13-15; Van Cloon at Suva/Lautoka Feb. 12-15.

Details from Royal Inter-ocean 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.

Chekiang: From Japan and Hong Kong due Rabaul Nov. 11, Wewak Nov. 15, Madang Nov. 18, Lae Nov. 22, Pt. Moresby Dec. 2, Suva/Lautoka Dec. 7, Noumea Dec. 13, thence to Japan, arr. Jan. 4.

Chungking: From Japan and Hong Kong, due Rabaul Dec. 10, Kavieng Dec. 14, Madang Dec. 18, Lae Dec. 23, Pt. Moresby Jan. 5, Santo Jan. 9, Suva/

Lautoka Jan. 13, Noumea Jan. 19, then to Japan, arr. Feb. 10.

Details from China Navigation Co., Ltd. (Swire and Yull Pty., Ltd., agents), Spring St., Sydney (BU 4701).

JAPAN - SAMOA - TONGA - FIJI N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs regular service from Japan, calling at Guam, Sukarnopura (opt.), Apia, Pago, Nukualofa (opt.), Suva, Lautoka, Noumea, Vila, Santo, Honiara, then returning to Japan.

Next voyages: Daisen Maru dep. Japan Nov. 11; Tahiti Maru late Nov. (approx).

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 Islands Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - HONOLULU - NTH AMERICA

Crusader Shipping Co. has vessels running between NZ and North America via Pacific ports.

Next vessel: Saracen, dep. Auckland Nov. 7, due Levuka Nov. 10-11, Honolulu Nov. 18, thence North American ports returning to Auckland Dec. 24.

NZ - FIJI - TONGA - SAMOA

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Nukunono, Pago Pago, Apia, Suva and return.



Linking

PACIFIC ISLANDS

with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301. Branch Office at Melbourne: 51 William St. Phone :MA 3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.

ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. Lae (New Guinea)—A. H. Bunting Ltd. Rabaul (New Britain)—Tow Transport Limited. Honiara (Solomon Islands)—British Solomons Trading Co. Ltd. Espiritu Santo (New Hebrides)—D. J. Gubbs and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Burns Philp (N.H.) Ltd.

FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co Ltd. Manila—Everett Steamship Corporation.

Auckland. Next Auckland sailings: Nov. 1, Dec. 22.
Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Vava'u, Suva, and return to Auckland. Next Auckland sailings: Nov. 10, Dec. 8.
Details from Union Steam Ship Co. of N.Z., Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ - NEW CALEDONIA - P-NG - FAR EAST

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyages: Crusader: Dep. NZ Dec. 30, for Noumea on 2. Pt. Moresby Jan. 6, thence Singapore, Pt. Swettenham, Manila and Hong Kong.
Port Montreal: Dep. NZ Nov. 7 for Japan, arr. Nov. 20, thence to Japan.
Details from Shaw, Savill Line, agents, 1 Queen St., Auckland. (Tel.: 30-310).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next northbound voyage: Ruahine, dep. Wellington Nov. 14, due Papeete Nov. 19.

Next southbound voyage: Rangitoto, dep. London, due Papeete Nov. 17.

Details from NZ Shipping Co. Ltd., 100 Market Street, Wellington, NZ.

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Suva, Rotuma) with MV Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, then, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailings: ex-London: Nov. 5, Dec. 10.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedair Line operates regularly from Southampton, via Panama and Tahiti to Sydney. Next vessels:

Flavia: Leaves Southampton Nov. 11, for Tahiti Dec. 21, and Sydney Jan. 1965.

Aurelia: Leaves Southampton Dec. 11, for Tahiti Jan. 5, and Sydney Jan. 17, 1965.

Details from agents: H. C. Sleight, 115 Market St., Sydney. Tel. B0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going to Australia for cargo-loading and turning to UK via Suez. Next vessels:

Olivebank: From Continent and London, for Pt. Moresby Dec. 5, Samarai Dec. 12, Lae Dec. 9, Madang Dec. 12, Wewak Dec. 15, Kavieng Dec. 17, Rabaul Dec. 17, Honiara Dec. 21.

Avonbank: From Continent and London, for Pt. Moresby Dec. 23, Samarai Dec. 26, Lae Dec. 23, Madang Dec. 26, Wewak Dec. 29, Kavieng Jan. 1, Rabaul Jan. 3, Honiara Jan. 7.

26, Lae Dec. 28, Madang Dec. 31, Wewak Jan. 2, Rabaul Jan. 4, Honiara Jan. 7.
Details from Bank Line (Asia) Pty. Ltd., 269 George St., Sydney (BU 2041).

USA - TAHITI - AM. SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Ventura Nov. 28 (approx.); Sonoma Jan. 20 (approx.); Sierra Feb. 5 (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 Glen Nov. 18; Pioneer Surf Jan. 5.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: From US at Papeete Nov. 15-17, Pago Pago Nov. 21-24, Apia Nov. 25-26, Suva Nov. 29-30, Noumea Dec. 2-3, Pago Pago Dec. 7-8, Los Angeles Dec. 22-24, San Francisco, arr. Dec. 25.

Thor I: Dep. San Francisco Dec. 18, Los Angeles Dec. 22, at Papeete Jan. 1-3, Pago Pago Jan. 7-8, Apia Jan. 9-10, Suva Jan. 13-14, Noumea Jan. 16-18, Vila Jan. 19-20, Santo Jan. 21-22, Pago Pago Jan. 25-26, Los Angeles Feb. 8-9, arr. San Francisco Feb. 10.

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

Sat.: Dep. Sydney 1700, arr. Brisbane 1815, dep. 1900, arr. Honolulu 0740 Sat., dep. 0900, arr. San Francisco 1540.

SOUTHBOUND

Sat.: Dep. San Francisco 2000, arr. Honolulu 2300, dep. 2359 Sat., arr. Brisbane 0515 Mon., dep. 0600, arr. Sydney 0720.

SYDNEY - FIJI - HAWAII - USA

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, Honolulu, San Francisco.
Mon., Wed. and Sat.: Sydney (dep. 1900), Nadi (arr. 0050, dep. 0135), Honolulu, San Francisco, New York.
Fri.: Sydney (dep. 1900), Nadi (arr. 0050, dep. 0135), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 0410, Wed., Fri., Sun., dep. 0455), Sydney (arr. 0700).
Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 0410, Thurs., Sat., Tues., dep. 0455), Sydney (arr. 0700).
Sat.: San Francisco (service begins from Vancouver alternate Sats. (Nov. 21, Dec. 5, 19, Jan. 2, 16, 30, etc.) Honolulu, Nadi (arr. 1855, Sun., dep. 1945), Sydney (arr. 2200).
(International Dateline is crossed between Nadi and Honolulu.)

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO
NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.

Beaufort House, Gravel Lane,
London, E.1.

BURNS PHILP

(SOUTH SEA) CO. LTD.
Suva

BY CANADIAN PACIFIC AIRLINES
 (Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Nov. 14, 28, Dec. 12, 26, Jan. 9, 23, etc.): Dep. Sydney 1100 by Britannia for Auckland (arr. 1650).
 Sat.: Dep. Auckland 1735, arr. Nadi 2140, dep. 2235, arr. Honolulu Sat. 0100, dep. Sun. 0100 by DC8, Vancouver, Amsterdam (arr. Mon. 1425).

SOUTHBOUND

Sat.: Dep. Amsterdam 1400 by DC8 for Vancouver, Honolulu (arr. Sun. 2235, dep. Sun. 2355 by Britannia), Nadi (arr. Tues. 0720, dep. 0805), Auckland (arr. 1215).

Alt. Tues. (Nov. 17, Dec. 1, 15, 29, Jan. 12, 26, etc.): Dep. Auckland 1305 for Sydney (arr. Tues. 1555).
 (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 1730 for Nadi (arr. 2320, dep. 2359), Honolulu and Los Angeles, arr. Sat., Thurs., 1655.
 Mon.: Dep. Sydney 1730 for Pago Pago (arr. 0135, dep. 0215), Honolulu and Los Angeles (arr. 1655 Mon.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi (arr. 0445, Thurs., Sat., dep. 0545), and Sydney (arr. Thurs., Sat. 0755).

Sat.: Dep. Los Angeles 2000 for Honolulu, Pago Pago (arr. 0445 Sun., dep. 0530), and Sydney (arr. 0820 Mon.).
 (International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

AUSTRALIA-NEW ZEALAND
AUCKLAND - BRISBANE

QANTAS-TEAL with Electra Mk. II's
 Fri.: Dep. Auckland 1830, arr. Brisbane 2015.
 Sun.: Dep. Brisbane 1200, arr. Auckland 1755.

AUCKLAND - MELBOURNE

QANTAS-TEAL with Electra Mk. II's
 Mon., Wed., Fri.: Dep. Auckland 0830, arr. Melbourne 1130.
 Sun. (Nov. 29 only): Dep. Auckland 0830, arr. Melbourne 1130, dep. Melbourne 1300, arr. Auckland 1900.
 Tues., Thurs., Sat.: Dep. Melbourne 1230, arr. Auckland 1900.

CHRISTCHURCH - MELBOURNE

QANTAS-TEAL with Electra Mk. II's
 Thurs.: Dep. Christchurch 0900, arr. Melbourne 1140.
 Mon., Sat.: Dep. Christchurch 1900, arr. Melbourne 2140.
 Wed., Sun.: Dep. Melbourne 1230, arr. Christchurch 1840.
 Tues.: Dep. Melbourne 0100, arr. Christchurch 0710.

SYDNEY - AUCKLAND

QANTAS-TEAL with Electra Mk. II's
 Daily: Dep. Auckland 0900, arr. Sydney 1105.
 Daily: Dep. Sydney 1300, arr. Auckland 1845.
 Sat. (Nov. 28 only): Dep. Sydney 1330, arr. Auckland 1915.

*Sun., Wed., Fri.: Dep. Auckland 1330, arr. Sydney 1535.

Tues., Fri.: Dep. Sydney 0030, arr. Auckland 0615.

Sun., Fri.: Dep. Sydney 1630, arr. Auckland 2215.

Fri., Sat.: Dep. Auckland 1000, arr. Sydney 1205.

††Sun., Mon., Wed.: Dep. Auckland 2000, arr. Sydney 2205.

Mon., Thurs.: Dep. Sydney 0030, arr. Auckland 0615. (Operates only between Nov. 16 and 26).

* Service does not operate Nov. 15, 18, 22, 25.

†† Also operates on November 18, 25.

BOAC, with Comet IV's

Tues., Sat.: Dep. Auckland 0830, arr. Sydney 1000.

Mon., Thurs.: Dep. Sydney 0945, arr. Auckland 1425.

SYDNEY - CHRISTCHURCH

QANTAS-TEAL with Electra Mk. II's
 Daily (except Sun.): Dep. Sydney 1215, arr. Christchurch 1800.

Tues., Wed., Thurs., Fri., Sun.: Dep. Christchurch 1930, arr. Sydney 2135.

Tues.: Dep. Christchurch 0830, arr. Sydney 1035.

SYDNEY - WELLINGTON

QANTAS-TEAL, with Electra Mk. II's
 Daily: Dep. Sydney 0930, arr. Wellington 1525.

Daily: Dep. Wellington 1630, arr. Sydney 1850.

Wed., Sat.: Dep. Sydney 0045, arr. Wellington 0640.

Wed., Sat.: Dep. Wellington 0800, arr. Sydney 1020.

WELLINGTON - BRISBANE

TEAL, with Electra Mk. II
 Sat.: Dep. Wellington 1800, arr. Brisbane 2050.

Sat.: Dep. Brisbane 1030, arr. Wellington 1650.

WELLINGTON - MELBOURNE

TEAL, with Electra Mk. II
 Tues., Sat.: Dep. Wellington 0845, arr. Melbourne 1145.

Mon., Fri.: Dep. Melbourne 1230, arr. Wellington 1900.

AUSTRALIA-PACIFIC ISLANDS
SYDNEY - FIJI
Air-India with Boeing 707

Tues.: Dep. Sydney 1000, arr. Nadi 1540.
 Wed.: Dep. Nadi 0730, arr. Sydney 0950.

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, with Boeing 707
 Alt. Thurs. (Nov. 19, Dec. 3, 17, 31, etc.): Dep. Sydney 1115 for Noumea (arr. 1445), dep. 1600 for Sydney, arr. 1750.

SYDNEY - N. CALEDONIA - TAHITI - FIJI - N. CALEDONIA - SYDNEY

UTA-Air France with DC8 Jet
 (Commencing Nov. 18)
 Wed.: Dep. Sydney 0840 for Noumea, arr. 1220, dep. 1420 for Papeete (cross Dateline), arr. Tues. 2240.

24-HOUR CLOCK

"PIM" has adopted the 24-hour clock in its airline schedules. Examples of this system of expressing time, with their normal equivalents are:—

0001 = 12.01 a.m.	1520 = 3.20 p.m.
0059 = 12.59 a.m.	1625 = 4.25 p.m.
0130 = 1.30 a.m.	1730 = 5.30 p.m.
0525 = 5.25 a.m.	1835 = 6.35 p.m.
0800 = 8.00 a.m.	1940 = 7.40 p.m.
1115 = 11.15 a.m.	2045 = 8.45 p.m.
1205 = 12.05 p.m.	2150 = 9.50 p.m.
1310 = 1.10 p.m.	2255 = 10.55 p.m.
1415 = 2.15 p.m.	2359 = 11.59 p.m.

Tues.: Dep. Papeete 0100 for Nadi (cross Dateline), arr. Wed. 0340, dep. 0500 for Noumea, arr. 0630, dep. 0830 Sydney, arr. 1025.

Alt. Mon. (from Nov. 30, thence Dec. etc.): Dep. Sydney 1350 for Noumea, arr. 1730, dep. (weekly) 1930 for Nadi, arr. 2215, dep. Tues. 0130 for Papeete (cross Dateline), arr. 0745 Mon.

Sat.: Dep. Papeete 1200 for Nadi (cross Dateline), arr. Sun. 1440, dep. 1500 for Noumea, arr. 1635.

Alt. Sun. (from Nov. 29, thence Dec. etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft
 Wed., Sat.: Dep. Sydney 0800, arr. 1445. Flight extends NI-Auckland- (See "Inter-Territory Services").
 Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845. (Not on Thurs., Nov. 19).
 Wed.: (Nov. 18 only): Dep. NI 1600, arr. Sydney 2000.

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 and Saturdays; Ansett-ANA Sundays, Tuesdays, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney 0900, arr. Brisbane 1150. Dep. Brisbane 0000 next day, arr. Pt. Moresby 0610, dep. Pt. Moresby 0700, arr. Lae 0800.

Fri.: Dep. Sydney 0930, arr. Brisbane 1135, dep. Brisbane 1225, arr. Pt. Moresby 0600, dep. Pt. Moresby 0645, arr. Lae 0745.

Ansett-ANA: Sun., Tues., Thurs., Fri. dep. Sydney 2145, arr. Brisbane 2300, dep. Brisbane 0040 next day, arr. Pt. Moresby 0610, dep. Pt. Moresby 0700, arr. Lae 0800.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sat. Sun., 0915, arr. Pt. Moresby 1015, dep. Pt. Moresby 1100, arr. Brisbane 1610, dep. Brisbane 1650, arr. Sydney 1815.

TAA: Tues., Thurs., Sun. dep. Lae 0900, arr. Pt. Moresby 1015, dep. Pt. Moresby 1100, arr. Brisbane 1615, dep. Brisbane 1650, arr. Sydney 1855.

Sat.: Dep. Lae 0930, arr. Pt. Moresby 1030, dep. Pt. Moresby 1115, arr. Brisbane 1630, dep. Brisbane 1705, arr. Sydney 1910.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet
 Alt. Mon.: Dep. Townsville 1350, Cairns 1445, dep. 1550, arr. Pt. Moresby 1810 (Nov. 9, 23, Dec. 7, 21, Jan. 4, 18, etc.).

Alt. Wed.: Dep. Lae 1230, Pt. Moresby 1330, dep. 1415, Cairns, arr. 1620, dep. 1735, arr. Townsville 1830 (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, etc.).

CAIRNS-PT. MORESBY-CAIRNS
 with Fokker Friendship Prop-Jet
 Sat.: Dep. Cairns 1535, arr. Pt. Moresby 1755 (Nov. 14, 28, Dec. 12, 26, Jan. 9, 23, etc.).
 Sun.: Dep. Pt. Moresby 0905, arr. Cairns 1125 (Nov. 15, 29, Dec. 13, 27, Jan. 10, 24, etc.).

TER - TERRITORY SERVICES

FIJI - AM. SAMOA

PAA, with DC7C Aircraft
 Dep. Nadi 1200, cross International Dateline, arr. Pago Pago 1605 Sat.
 Dep. Pago Pago 1600, cross International Dateline, arr. Nadi 1810 Wed.

FIJI - AM. SAMOA - NZ

TEAL, with Electra Mk. II
 Dep. Auckland 2030, arr. Nadi 0015 Mon.
 Dep. Nadi 0200, cross International Dateline, arr. Pago Pago Sun. 0545.
 Dep. Pago Pago 0645, cross International Dateline, arr. Nadi Mon. 0825.
 Dep. Nadi 0915, arr. Auckland 1305.

FIJI - GILBERT & ELLICE ISLANDS

Fiji Airways Ltd., with Heron Aircraft
 Mon. (Nov. 23, Dec. 7, 21, Jan. 4, 18, etc.): Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305.
 Next day (alt. Tues.) dep. Funafuti 0700, Tarawa, arr. 1140.
 Wed. (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, etc.): Dep. Tarawa 0700, Funafuti, arr. 1140, dep. 1240, Nadi, arr. 1635, dep. 1720, Suva, arr. 1805.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aircraft
 Thurs.: Dep. Suva 0900, Nadi, arr. 0940, dep. 1025, Vila, arr. 1300. Next day (Tues. or Fri.) dep. Vila 0800, Santo, arr. 0915, dep. 0945, Honiara, arr. 1340.
 Sat.: Dep. Honiara 0645, Santo, arr. 1040, dep. 1110, Vila, arr. 1225, dep. 1310, Nadi, arr. 1745, dep. 1830, Suva, arr. 1915.

FIJI - NEW ZEALAND

PAA, with DC7C Aircraft
 Thurs.: Dep. Nadi 0615 for Auckland, arr. 1100.
 Thurs.: Dep. Auckland 1800 for Nadi, arr. 2245.

TEAL, with Electra Mk. II's

Dep. Auckland 2030, arr. Nadi 0015.
 Dep. Auckland 1000, arr. Nadi 1345.
 Dep. Nadi 1430, arr. Auckland 1820.
 (except Mon.): Dep. Nadi 0515, arr. Auckland 0905.
 Dep. Nadi 0915, arr. Auckland 1305.
 Sunday services commence Nov. 15.
 Commences Nov. 12.

Thurs., Fri., flights ex-Auckland and Sat. flights ex-Nadi are operated by Qantas under charter to TEAL.

FIJI - TONGA

Fiji Airways Ltd., with Heron Aircraft
 alt. Thurs. (Nov. 12, 26, Dec. 10, 24, Jan. 7, 21, etc.): Dep. Suva 0700, arr. Nukualofa 1115. Dep. Nukualofa 1200, arr. Suva 1415.
 Details from Fiji Airways Ltd., Victoria Road, Suva.

PIM's shipping and airways timetables are correct to time of publication.

- PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.

FIJI - WESTERN SAMOA

Fiji Airways Ltd., with Heron Aircraft
 Alt. Thurs. (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.): Dep. Suva 0745, cross International Dateline, arr. Apia 1325, Wed. (Nov. 18, Dec. 2, 16, 30, Jan. 13, 27, etc.).
 Alt. Thurs. (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.): Dep. Apia 1000, cross International Dateline, arr. Suva 1340, Fri. (Nov. 20, Dec. 4, 18, Jan. 1, 15, 29, etc.).

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft
 Tues., Sat.: Dep. Noumea 0800 for Vila (arr. 0955, dep. 1030), Santo (arr. 1145, dep. 1315), Vila (arr. 1430, dep. 1505), Noumea (arr. 1700).
 From Nov. 11, Sat. service is replaced by a Fri. service.

NEW CALEDONIA - NZ

TEAL, with Comet 4 Jet
 Fri.: Dep. Noumea 1430 for Auckland, arr. 1815.
 Fri.: Dep. Auckland 1100 for Noumea, arr. 1300.

NEW CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft
 Monthly service (second Wednesday)
 Wed. (Nov. 11, then second Sat., Dec. 12, etc.): Dep. Noumea 0800 for Wallis Is., arr. 1530.
 Fri. (Nov. 13, then second Mon., Dec. 14, etc.): Dep. Wallis Is. 0800 for Noumea, arr. 1330.

NORFOLK IS. - NEW ZEALAND

TEAL, by Qantas Skymaster (Charter)
 Sat.: Dep. NI 1600, Auckland, arr. 1945.
 Wed., Nov. 11, 25: Dep. NI 1600, arr. Auckland 1945.
 Thurs., Nov. 12, 26: Dep. Auckland 1030, arr. NI 1330.
 Sun.: Dep. Auckland 1030, arr. NI 1330.

P-NG - SOLOMONS

TAA, with Fokker Prop-Jet and DC3
 Alt. Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Nov. 16, 30, Dec. 14, 28, Jan. 11, 25, etc.).
 Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Nov. 18, Dec. 2, 16, 30, Jan. 13, 20, etc.).
 Alt. Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1620 (Nov. 10, 24, Dec. 8, 22, Jan. 5, 19, etc.).
 Alt. Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft
 Alt. Tues. (Nov. 10, 24, Dec. 8, 22, Jan. 5, 19, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnopura, arr. 1350.
 Alt. Wed. (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, etc.): Dep. Sukarnopura 1105 for Wewak, Madang, Lae, arr. 1705.

BIAK (WEST NG)-LAKE

Garuda Indonesian Airways (DC3)
 Alt. Tues. (Nov. 17, Dec. 1, 15, 29, Jan. 12, 26, etc.): Dep. Biak 1815, Sukarnopura, arr. 0825, dep. 0925, arr. Lae 1330.
 Alt. Wed. (Nov. 18, Dec. 2, 16, 30, Jan. 13, 27, etc.): Dep. Lae 0915, Sukarnopura, arr. 1215, dep. 1300, arr. Biak 1510.

TAHITI - USA

UTA, with DC8 Jet Aircraft
 Wed.: Dep. Papeete 1000 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Thurs., arr. Papeete 0730.
 Fri.: Dep. Papeete 1000 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Sat., arr. Papeete 0730.

Pan American Airways, with Intercontinental Jet Clippers
 Mon.: Dep. Los Angeles 0900, dep. Honolulu 1345, arr. Papeete 1910.
 Tues.: Dep. Papeete 0745, dep. Honolulu 1430, arr. Los Angeles 2125.
 Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.
 Sun.: Dep. Papeete 2200, arr. Los Angeles 0750, arr. San Francisco 0955.

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. 0500, 0745, 1900, Tues. 1400, Thurs. 1800, Fri., Sat. 1530.
 Dep. Pago Pago (American Samoa): Sun., 0630, 0900, Mon. 0900, Tues. 1515, Thurs. 1915, Fri., Sat. 1645.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3
 Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
 Fri.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.
 Fri.: Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

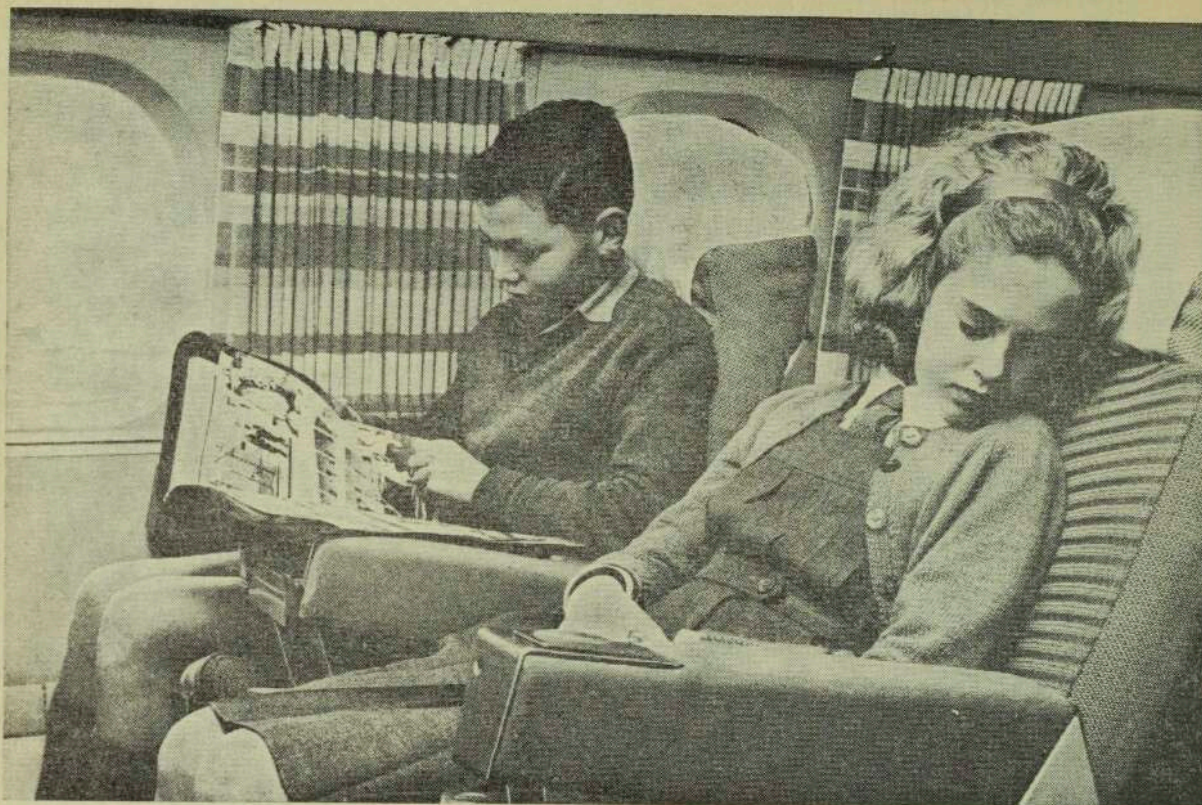
W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3
 Wed.: Dep. Faleolo 1000, arr. Nadi next day 1330.
 Thurs.: Dep. Nadi 1430, arr. Faleolo Wed., 2010.
 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 Drovler Aircraft
 Suva-Nadi-Suva: Two flights daily: Dep. Suva 0730, arr. Nadi 0815, dep. Nadi 0845, arr. Suva 0935; and dep. Nadi 1500, arr. Nadi 1545, dep. Nadi 1610, arr. Suva 1700. Mon. only: Dep. Suva 0730, arr. Nadi 0815, dep. Nadi 1000, arr. Suva 1050—all Heron flights.
 Suva-Nadi: Dep. Suva Mon., Wed., Thurs., Fri. 1600, arr. Nadi 1650.
 Nadi-Suva: Dep. Nadi Tues., Thurs., Fri., Sat. 0615, arr. Suva 1905.
 Suva-Labasa-Suva: Dep. 1030 Wed.,



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1211

Thurs., Fri., Sat., Sun. and dep. 0720
Tues., Thurs., Fri., Sat.
va-Labasa-Savusavu-Labasa-Suva: Dep.
1030 Tues.
va-Savusavu-Matel-Suva: Dep. 1130
Mon.
va-Ura-Savusavu-Suva: Dep. 0720 Wed.
va - Savusavu - Labasa - Savusavu -
Suva: Dep. 1030 Thurs., Sat., Sun.
va-Ura-Suva: Dep. 0720 Sun.
va - Labasa - Matel - Labasa - Suva:
Dep. 1030 Mon.
va-Matel-Labasa-Matel-Suva: Dep. 1030
Fri.
va-Savusavu-Suva: Dep. 1030 Tues.,
Wed.
Details from Fiji Airways Ltd., Victoria
ade, Suva.

FRENCH POLYNESIA

AI, with DC4 and Bermuda Aircraft
services to the Leeward Group (Isles
le Vent), Society Islands.
n., Wed., Thurs., Sat.: Dep. Papeete
0800, Raiatea, arr. 0855, dep. 0915,
Bora Bora, arr. 0935.
es.: Dep. Papeete 0700, Huahine, arr.
0750, dep. 0810, Raiatea, arr. 0830,
dep. 0850, Bora Bora, arr. 0910.
: Dep. Papeete 0700, Raiatea, arr.
0800, dep. 0820, Bora Bora, arr. 0840.
n., Wed., Sat.: Dep. Bora Bora 1600,
Raiatea, arr. 1620, dep. 1640, Papeete,
arr. 1730.
es.: Dep. Bora Bora 0900, Tikehau, arr.
1050, dep. 1410, Rangiroa, arr. 1435,
dep. 1505, Papeete, arr. 1630.
ars.: Dep. Bora Bora 1700, Papeete,
arr. 1810.
Details from RAI, Quai Bir Hakeim,
eete, or any UTA office.

NEW CALEDONIA

ANSAPAC, with Heron and/or Dragon
and/or Aztec
mea-Mare: Tues., Fri. dep. Noumea
1430 for Mare, Noumea, arr. 1630.
mea-Lifou: Tues., Wed., Fri. dep.
Noumea 0800 for Lifou, Noumea, arr.
1000. Mon. dep. Noumea 0815 for
Lifou, Noumea, arr. 1015.
mea-Isle of Pines: Mon., Wed., Fri.,
Sat. dep. Noumea 1045 for Isle of
Pines, Noumea, arr. 1200. Sun. dep.
Noumea 0800 for Isle of Pines, Noumea,
arr. 1700.

—Advertisement—

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WRINKLES are riverbeds of
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plasma colloids or water carriers
of the skin have been dried out
through harsh weather. You can
bring life again to your skin
and protect it against wind and
the drying effect of powder.
Before you make up smooth
over the face, neck and hands
with oil of ulan to nourish the
skin at depth and give it a new
life and a delightful dewy
bloom.

... Margaret Merrill.

Noumea-Ouvea: Tues. dep. Noumea 1045,
Noumea, arr. 1400. Sat. dep. Noumea
0800, Noumea, arr. 1000.
Noumea-Houailou-Poindimie: Tues., Wed.,
Fri. dep. Noumea 0900 for Houailou
and Poindimie, Noumea, arr. 1050.
Sat. dep. Noumea 1330 for Houailou
and Poindimie, Noumea, arr. 1520.
Sun. dep. Noumea 1500 for Houailou
and Poindimie, Noumea, arr. 1640.
Noumea-Kone-Koumac: Mon. dep. Noumea
0745 for Kone and Koumac, Noumea,
arr. 1015. Fri. dep. Noumea for Kone
and Koumac, Noumea, arr. 1630. Wed.
dep. Noumea 1400 for Kone only,
Noumea, arr. 1540.

NEW HEBRIDES

New Hebrides Airways, with Drovers
VILA-SOUTHERN ISLANDS
Mon.: Dep. Vila 0830, arr. Tanna 0945,
dep. 1100, arr. Vila 1215.
Wed.: Dep. Vila 0830, arr. Erromanga
0915, dep. 0930, arr. Tanna 1000, dep.
1100, arr. Erromanga 1130, dep. 1145,
arr. Vila 1230.
Fri.: Dep. Vila 0830, arr. Tanna 0945,
dep. 1530, arr. Vila 1645.
Every second Friday a flight is made
from Tanna to Anietyum, leaving at 1030
and returning at 1235. Once monthly,
a Friday flight is made from Tanna to
Futuna, leaving at 1030 and returning at
1445.

VILA-NORTHERN ISLANDS

Tues.: Dep. Vila 0830 and 1400, arr.
Tonga 0905, 1435, dep. 1030, 1600,
arr. Vila 1100, 1630.
Thurs.: Dep. Vila 0830, arr. Tonga
0905, dep. 0930, arr. Pentecost 1015,
dep. 1030, arr. Longana 1100, dep.
1130, arr. Santo 1200, dep. 1330, arr.
Longana 1405, dep. 1430, arr. Pentecost
1500, dep. 1515, arr. Tonga 1600, dep.
1630, arr. Vila 1705.
* Calls at Pentecost are optional, if no
call is made the stopover at Longana is
20 minutes longer.
Details from New Hebrides Airways,
Vila.

PAPUA - NEW GUINEA

Operated by TAA

PT. MORESEY-LAE (Fokker Prop-Jet)
Alt. Tues.: Dep. Pt. Moresby 0640, arr.
Lae 0740 (Nov. 10, 24, Dec. 8, 22,
Jan. 5, 19, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)
Alt. Tues.: Dep. Lae 0900, Rabaul, arr.
1055 (Nov. 10, 24, Dec. 8, 22, Jan.
5, 19, etc.).
Alt. Wed.: Dep. Rabaul 1010, Lae, arr.
1200 (Nov. 11, 25, Dec. 9, 23, Jan.
6, 20, etc.).

PORT MORESEY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 0845 for Daru,
returning same day via Balimo, arr.
1425 (Nov. 13, 27, Dec. 11, 25, Jan.
8, 22, etc.).
Alt. Thurs. (Catalina): Dep. Pt. Moresby
0800 for Daru, returning same day at
1420, direct arr. 1630.

PT. MORESEY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 0800 for Kerema,
Baimuru, Kikori, Palbuna, Kerema, Pt.
Moresby, arr. 1525.
Alt. Thurs.: Dep. Pt. Moresby 0800 for
Daru, Lake Murray, Daru, arr. 1500
(Nov. 19, Dec. 3, 17, 31, Jan. 14,
28, etc.).
Alt. Fri.: Dep. Daru 0900 for Pt. Moresby,
arr. 1115 (Nov. 20, Dec. 4, 18, Jan.
1, 15, 29, etc.).

PT. MORESEY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 0800 for
Samarai, Esa-Ala, Samarai, Pt.
Moresby, arr. 1640 (Nov. 16, 30, Dec.
14, 28, Jan. 11, 25, etc.).
Fourth Mon.: Dep. Pt. Moresby 0800 for
Samarai, Deboyne, Samarai, Pt.
Moresby, arr. 1630 (Nov. 9, Dec. 7,
Jan. 4, etc.).
Fourth Mon.: Dep. Pt. Moresby 0800 for
Samarai, Pt. Moresby, arr. 1630 (Nov.
23, Dec. 21, Jan. 18, etc.).

LAE-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

Mon., Fri.: Dep. Lae 0730 for Madang,
Wewak, Manus, Kavieng, Rabaul, arr.
1605.
Mon.: Dep. Rabaul 0730 for Kavieng,
Manus, Wewak, arr. 1250.
Sat.: Dep. Lae 0900, for Madang, Wewak,
arr. 1155.
Sun., Tues.: Dep. Wewak 0600 for Madang,
Lae, arr. 0845.
Wed.: Dep. Kavieng 0630 for Rabaul, arr.
0735.
Tues.: Dep. Rabaul 1245 for Kavieng, arr.
1350.

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From Melbourne and Sydney (periodically Adelaide) to
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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.

CENTRAL HIGHLANDS (DC3)
 Wed.: Dep. Madang 0800 for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 1415.
 Thurs.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 1520.
 Sat.: Dep. Mt. Hagen 0720 for Banz (opt.), Lae, arr. 0900.
 Sun.: Dep. Lae 0900 for Goroka, Minj, Banz, Mt. Hagen, arr. 1205.

PT. MORESBY-POPONDETTA-LAE (DC3)
 Sat.: Dep. Pt. Moresby 1130 for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 1405.
 Sat.: Dep. Lae 0740 for Garaina, Popondetta, Kokoda (opt.), Pt. Moresby, arr. 1015.

PT. MORESBY-WAU-BULOLO-LAE (DC3)
 Thurs., Sun.: Dep. Pt. Moresby 1045 for Wau, Bulolo, Lae, arr. 1320.
 Thurs., Sun.: Dep. Lae 0730 for Bulolo, Wau, Pt. Moresby, arr. 1000.

MADANG-GOROKA-LAE (DC3)
 Tues.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Madang, arr. 1330.
 Mon.: Dep. Madang 0950 for Hagen, Banz, Minj, Goroka, Lae, arr. 1415.

PT. MORESBY-GOROKA-MADANG (DC3)
 Sun., Tues., Thurs.: Dep. Pt. Moresby 0800 for Goroka, Madang, arr. 1050.
 Sun., Tues., Thurs.: Dep. Madang 0730 for Goroka, Pt. Moresby, arr. 1020.

LAE-RABAU-LAE (DC3)
 Tues., Thurs., Sat., Sun.: Dep. Lae 0930, arr. Rabaul 1205.
 Sat., Sun., Tues., Thurs.: Dep. Rabaul 0600, arr. Lae 0835.
 Thurs.: Dep. Lae 1000 for Finschhafen, Cape Gloucester (on request), Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 1345.
 Sat.: Dep. Rabaul 0900 for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 1410.

LAE-FINSCHHAFFEN-LAE (Cessna)
 Tues.: Dep. Lae 0700 for Finschhafen, Lae, arr. 0815.

RABAU-BUIN-RABAU (DC3)
 Wed., Fri.: Dep. Rabaul 0800 for Buka, Wakunai, Aroa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 1540.

RABAU-TALASEA-RABAU
 Mon.: Dep. Rabaul 0800 for Hoskins, Talasea, Rabaul, arr. 1130.

Operated by Ansett-MAL (with DC3's)
 Mon.: Dep. Lae 0630 for Goroka, Madang, Rabaul, arr. 1135.
 Dep. Goroka 0745 for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 1700.
 Tues.: Dep. Rabaul 0700 for Wewak, Madang, Goroka, Lae, arr. 1500.
 Wed.: Dep. Lae 0630 for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 1600.
 Dep. Lae 0855 for Goroka, Madang, Wewak, arr. 1215.
 Dep. Lae 0920 for Rabaul, arr. 1200.
 Dep. Rabaul 0545 for Lae, arr. 0825.
 Dep. Madang 0700 for Goroka, Lae, arr. 0825.
 Dep. Mt. Hagen 0630 for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 1545.
 Dep. (Piaggio) Wewak 0615 for Goroka, Wewak, Vanimo, Wewak, arr. 1445.
 Dep. Madang 0800 for Mt. Hagen, Banz, Minj, Madang, arr. 1145.
 Dep. (Piaggio) Goroka 0815 for Mt. Hagen, arr. 0850.
 Dep. (Piaggio) Mt. Hagen 0630 for Banz, Goroka, arr. 0730.
 Dep. (Piaggio) Wewak 0830 for Lumi, Nuku, Wewak, arr. 1105.
 Dep. (Piaggio) Wewak 1300 for Maprik, Yangoru, Wewak, arr. 1445.
 Dep. (Piaggio) Mt. Hagen 0930 for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 1200.
 Thurs.: Dep. Madang 0730 for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 1430.
 Dep. Rabaul 0700 for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 1640.
 Dep. (Cessna or Piaggio) Mt. Hagen 1330 for Banz, Minj, Goroka, arr. 1450.
 Dep. (Piaggio) Wewak 0830 for Telefomin, Wewak, arr. 1140.
 Dep. (Cessna) Wewak 0830 for

Altape, Sissano, Vanimo, Dag Wewak, arr. 1215.
 Dep. (Cessna or Piaggio) Wewak 1 for Angoram, Wewak, arr. 1600.
 Fri.: Dep. Lae 0855 for Goroka, Madang, arr. 1035.
 Dep. (Piaggio) Lae 0905 Kainantu, Goroka, Minj, Banz, Hagen, Wabag, Mt. Hagen, arr. 1130.
 Dep. Lae 0920 for Rabaul, arr. 1130.
 Dep. Wewak 0615 for Madang, I arr. 0850.
 Dep. (Piaggio) Goroka 0730 for I arr. 0825.
 Dep. Rabaul 0545 for Lae, arr. 0800.
 Dep. Lae 0630 for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 1600.
 Dep. Goroka 0745 for Wau, Moresby, Wau, Lae, Goroka, arr. 1430.
 Dep. Madang 0800 for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Hagen, Madang, arr. 1530.
 Dep. (Piaggio) Mt. Hagen 0930 Mendi, Kagua, Erave, Ialibu, Hagen, arr. 1200.
 Sat.: Dep. Lae 0855 for Goroka, Madang, arr. 1035.
 Dep. Lae 0920 for Rabaul, arr. 1200.
 Dep. Madang 0700 for Goroka, I arr. 0845.
 Dep. Rabaul 0545 for Lae, arr. 0800.
 Dep. Rabaul 0630 for Kavieng, Momote, Wewak, Madang, Goroka, I arr. 1640.
 Dep. (Piaggio) Wewak 0830 Ambunti, Burui, Wewak, arr. 1005.

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 Mon.: Dep. (DC3) Pt. Moresby 0700 Popondetta, Kokoda, Pt. Moresby, arr. 1010.
 Dep. (Piaggio) Pt. Moresby 0830 Rorona, Aroa, Kairuku, Berei, Tapini, Woitape, Tapini, Berei, Kairuku, Aroa (opt.), Rorona (opt.) Pt. Moresby, arr. 1330.
 Dep. (Piaggio) Pt. Moresby 0820 Tapini, Woitape (opt.), Pt. Moresby arr. 0950 (30 min. later if call made at Woitape).
 Tues.: Dep. (DC3) Pt. Moresby 0830 Kokoda, Popondetta, Pt. Moresby, arr. 1100.
 Dep. (DC3) Pt. Moresby 0730 Daru, Balimo, Daru, Pt. Moresby, arr. 1350.
 Dep. (Piaggio) Pt. Moresby 1100 Cape Rodney, Paili (opt.), Pt. Moresby arr. 1350 (20 min. later if call made at Paili).
 Dep. (Piaggio) Pt. Moresby 0930 Woitape, Tapini, Pt. Moresby, arr. 1030.
 Dep. (Piaggio) Pt. Moresby 1345 Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 1535 (30 min. later if call made at Rorona and Aroa).
 Wed.: Dep. (DC3) Pt. Moresby 0730 Popondetta, Kokoda, Pt. Moresby, arr. 1010.
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 Dep. (Piaggio) Pt. Moresby 1345

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Rorona, Aroa, Kairuku, Pt. Moresby, arr. 1535.

Dep. (DC3) Pt. Moresby 1115 for Bereina, Pt. Moresby, arr. 1400. Dep. (Piaggio): Dep. Pt. Moresby 0830 for Woltape, Tapini, Pt. Moresby, arr. 1030.

Dep. (Piaggio) Pt. Moresby 1345 for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 1535 (35 min. later if call made at Rorona and Aroa).

Thurs. (Nov. 19, Dec. 3, 17, 31, Jan. 14, 28, etc.): Dep. (DC3) Pt. Moresby 0700 for Popondetta, Embi, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1345.

(Nov. 12, 26, Dec. 10, 24, etc.): Dep. (DC3) Pt. Moresby 0700 for Popondetta, Pt. Moresby, arr. 0900.

Dep. (DC3) Pt. Moresby 0730 for Popondetta, Pt. Moresby, arr. 0930.

Dep. (DC3) Pt. Moresby 1030 for Gurney, Pt. Moresby, arr. 1400.

Dep. (Piaggio) Pt. Moresby 1100 for Cape Rodney, Paill, Pt. Moresby, arr. 1310.

Dep. (Piaggio) Pt. Moresby 0830 for Tapini, Woltape, Pt. Moresby, arr. 1030.

Dep. (Piaggio) Pt. Moresby 1345 for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 1535.

Dep. (DC3) Pt. Moresby 1430 for Bereina, Pt. Moresby, arr. 1635.

Dep. (DC3) Pt. Moresby 0730 for Popondetta, Kokoda, Pt. Moresby, arr. 1010.

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Dep. (in Fokker week): Dep. Honiara 0800, arr. Munda (New Georgia) 0915, dep. Munda 0925, arr. Barakoma (Vella Lavella) 0945, dep. Barakoma 1000, arr. Munda 1020, dep. Munda 1030, arr. Honiara 1145.

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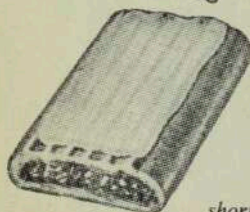
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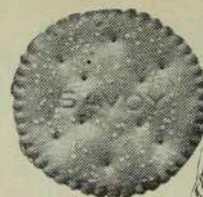
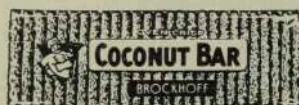
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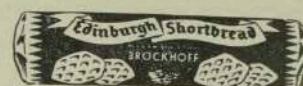
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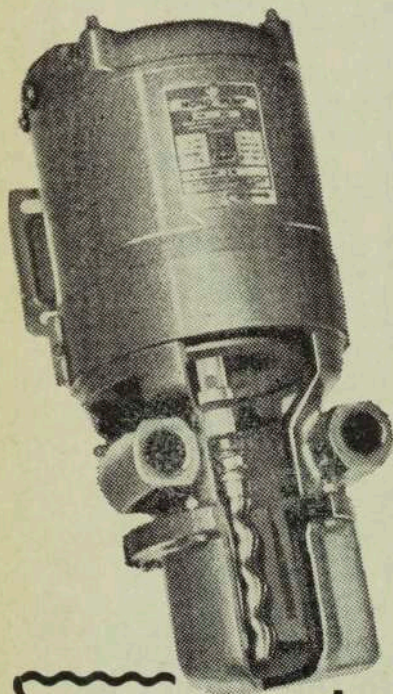
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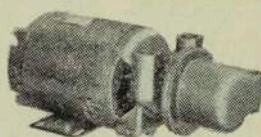
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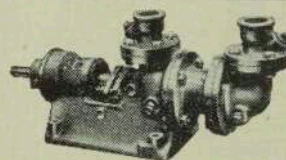


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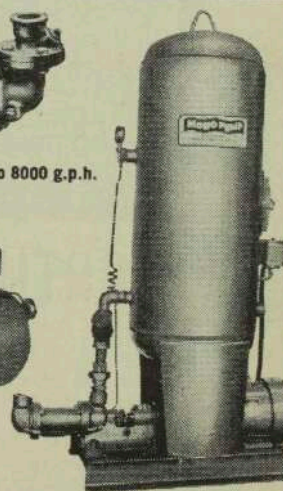
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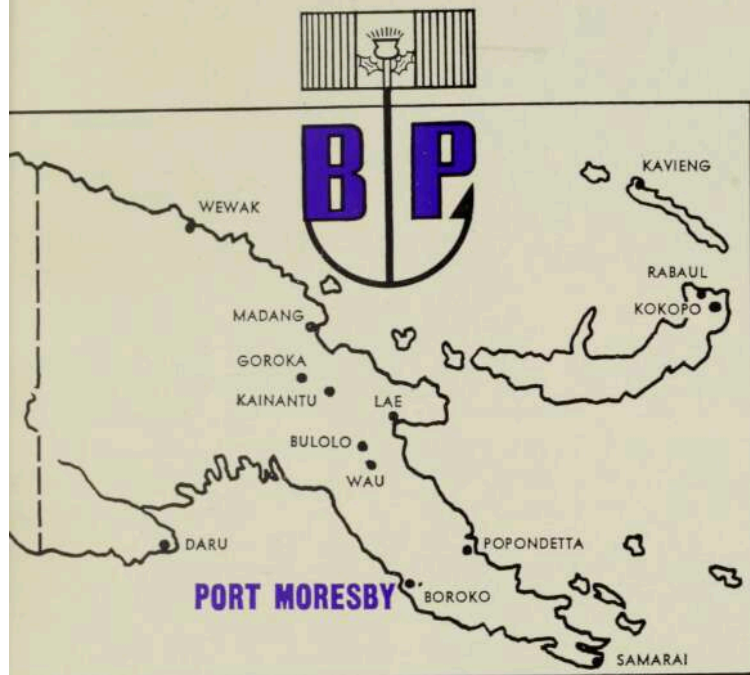
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ASSOCIATED COMPANIES:

NEW GUINEA:

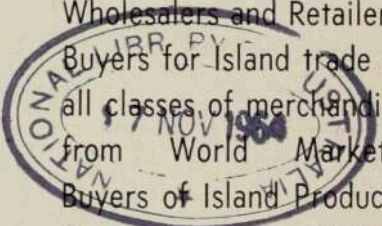
New Guinea Co. Ltd., Rabaul,
Madang, Lae, Kavieng.
Coconut Products Ltd., Rabaul.

PAPUA:

Island Products Ltd., Port
Moresby.

FIJI:

W. R. Carpenter & Co. (Fiji) Ltd.
Morris Hedstrom Ltd., Suva.
Suva Motors Ltd., Suva.
Island Industries Ltd., Suva.



Wholesalers and Retailers.
Buyers for Island trade of
all classes of merchandise
from World Markets.
Buyers of Island Produce:
Copra, Cocoa and Coffee-
beans, etc.

Agents for Australian
European and American
Manufacturers including
Electrolux, Chrysler, Ford
McCallum's Whisky, Victoria
Mowers, Enfield Engines

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Connell
St., Sydney.

W. R. CARPENTER & CO. LTD.

27 O'Connell St., Sydney, Australia

Established 1914

Cable Address:
"CAMOHE"

Telephone:
BL 5421

Postal Address:
G.P.O. Box 168, Sydney

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