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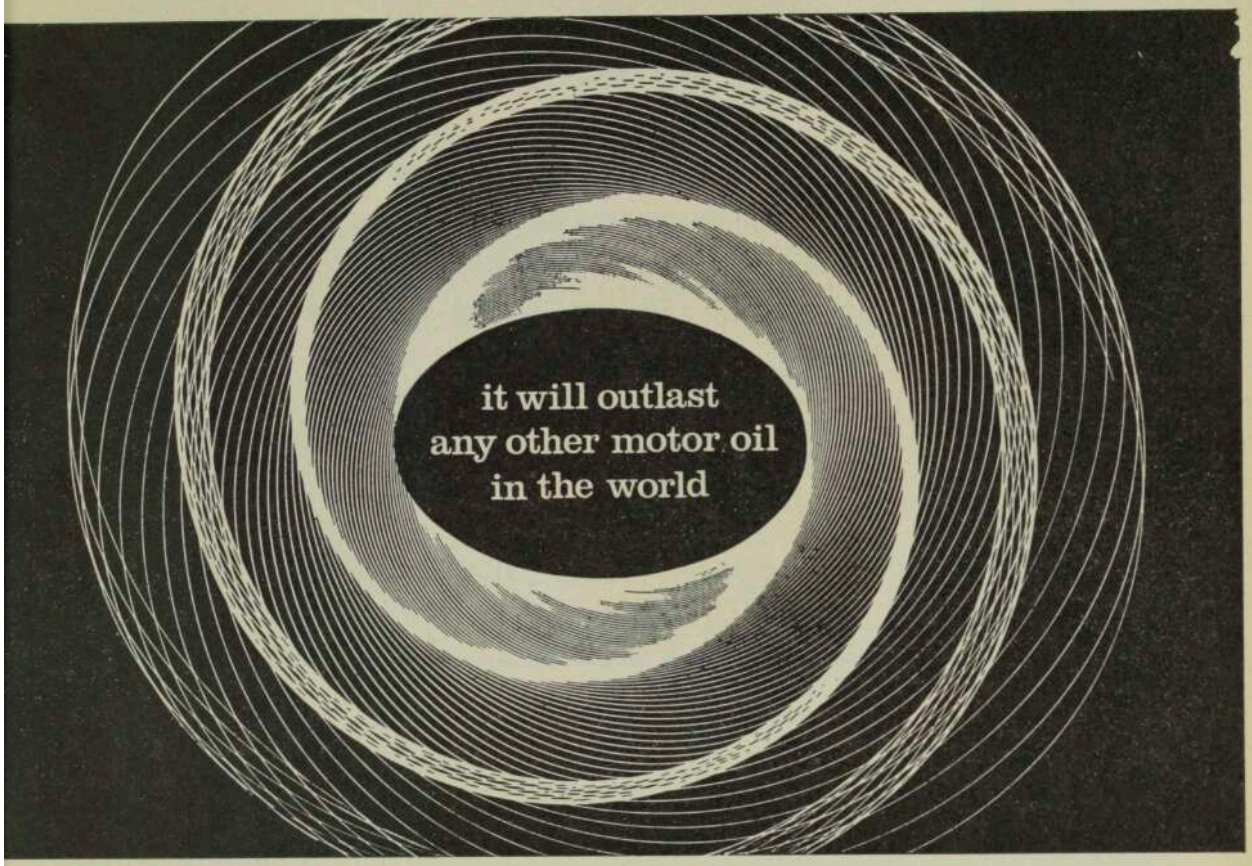
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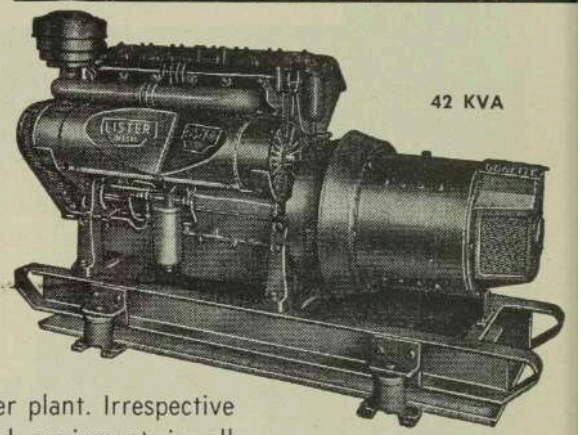
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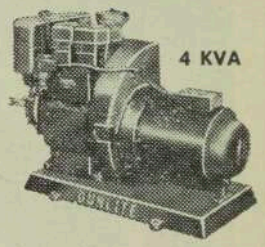
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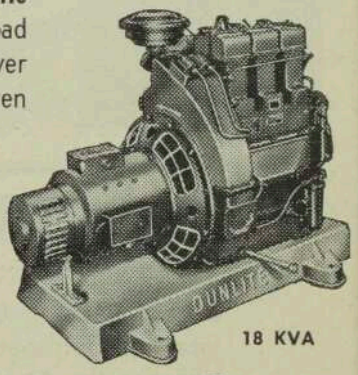
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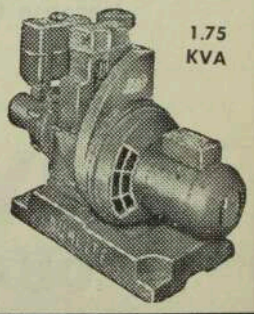
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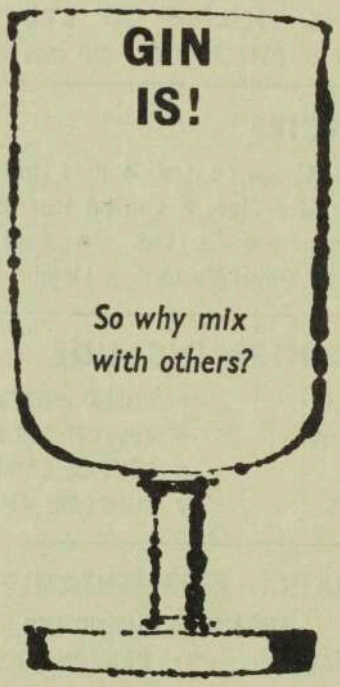
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GILBEY'S GIN



OUR COVER: One of the key figures the Constitutional talks on Fiji wh began in London on July 26 (see p. was Fiji's Governor, Sir Derek Jakew Sir Derek is holding a young pedigre Staffordshire bull terrier which he bou on a visit to New Zealand earlier t year.

Photo: Rob Wrig

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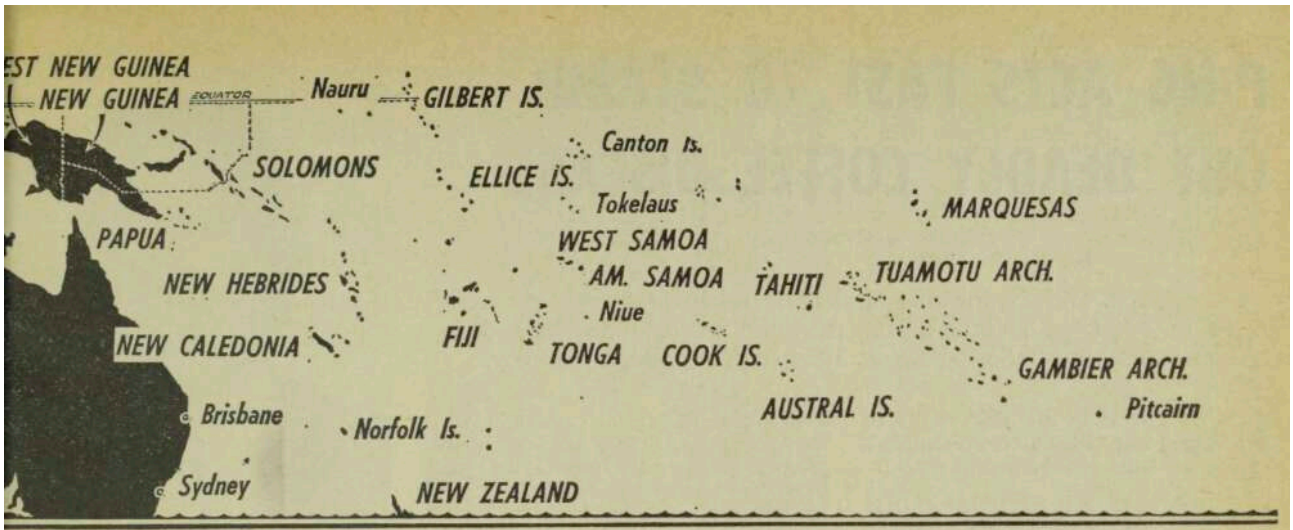
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P-NG ACTS FAST TO STAMP OUT DEADLY COFFEE DISEASE

By a Staff Writer

Quick and drastic measures were taken in July to control an outbreak of Hemileia leaf rust, the world's most dreaded coffee disease, at Sogeri about 30 miles from Port Moresby.

IF not checked, the disease could wipe out Papua-New Guinea's coffee industry within a few years.

As soon as the disease was discovered, officers from the Department of Agriculture began spraying and burning coffee trees in the Sogeri area. The police also set up road blocks to prevent people moving out of the area to other coffee-growing areas, and coffee rust was declared a notifiable disease throughout Papua-New Guinea.

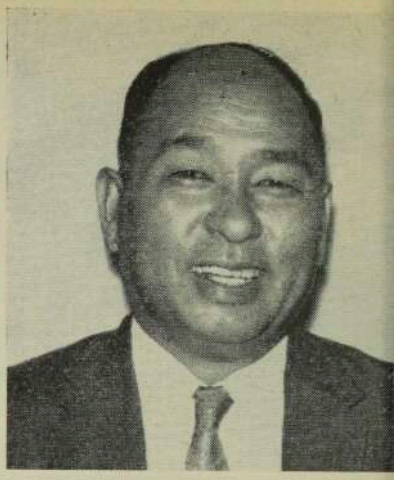
At present, coffee is the third most important industry in the Territory after coconuts and cocoa, which has been hard hit by falling prices (see below). P-NG's coffee brings in export earnings of more than £2 million a year.

All the coffee grown is Arabica, and most of it is planted in the Highlands between Wau and Mt. Hagen. There are nearly 250 European plantations, and thousands of native plantations ranging from a few trees to several acres. In 1962, the European plantations covered about 10,000 acres and the known native plantations about 14,000 acres.

Although coffee has been grown in a small way in the Sogeri area for more than half a century, the production of coffee has only been important to the Territory's economy in the last few years. Exports in 1954-55, for example, totalled only 107 tons, whereas production for the current year will probably reach about 8,500 tons.

The discovery of the leaf rust at Sogeri was made by Dr. Y. Baron Goto, Vice-Chancellor of the East-West Center in Hawaii and a former Professor of Agriculture at the University of Hawaii.

Dr. Goto, who served as a consultant in the development of th coffee industry in the New Guine Highlands, was invited to spend a evening in the Sogeri district on h way through Port Moresby after a tending the Sixth South Pacific Co ference at Lae. While at Sogeri, h decided to visit some coffee plantin in the neighbourhood.



Dr. Baron Goto.

"The first orchard I visited," h told me in Sydney, "was sufferin from heavy defoliation, one of th symptoms of coffee rust. But I nev dreamed to find it infested with th rust until I spotted a few suspiciou looking leaves.

"When I turned them over examine the under-surface, I saw th the leaves had the unmistakeabl bright, orange-coloured coffee ru colonies of spores."

Caused By Fungus

After notifying the P-NG Direct of Agriculture, Mr. F. C. Henderso Dr. Goto visited another plantatio a few miles away. He also foun coffee rust there.

"The coffee rust is caused by fungus known as *Hemileia vastatrix* Dr. Goto said. "It is reported to b carried by winds, insects and peopl The spores germinate on the unde surface of the coffee leaves, sendin minute thread-like mycelium (fung spawn) inside the tissues of th leaves.

"After a few weeks, hundreds an thousands of orange-coloured spor are pushed out, clogging the breathin holes on the stomata of the leave Leaves thus infected weaken an drop, becoming useless to the plan Gradually, the coffee tree becom less productive, and ultimately, left untreated, becomes useless.

P-NG HIT BY LOW COCOA PRICES

The P-NG Administration will ask the Australian Government to assist Territory cocoa-growers following a drop in the price of cocoa beans in July to £69 a ton f.o.b. Rabaul—the lowest since the war, and about £110 lower than the average price last year.

The P-NG Administrator, Sir Donald Cleland, said this in Port Moresby towards the end of the month after a meeting in Lae with Territory cocoa producers.

"If the low cocoa prices continue our whole economy could be affected," Sir Donald told a Press conference.

However, there were indications in London in late July that the decline in cocoa prices had been arrested, and that the world cocoa slump might be getting less severe.

Statistical estimates published by Gill and Duffus, London cocoa analysts, suggest that the world surplus for 1964-65 may now be about 175,000 tons, compared with earlier forecasts of 300,000 tons, later scaled down to 250,000 tons.

At the same time British cocoa grinding figures increased in the April-June quarter by 10 per cent., while in the United States the grinding figures rose by about 5 per cent.

Nevertheless, prices are still low in London. On July 22 the futures price was 88/9 per cwt for September delivery. This was less than half the level of six months ago.

Meanwhile, there has been a sudden drop in the UK/Continent price for Philippines FM copra, and expert opinion is that the drop will continue over the next few months *(see p. 132).*

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"When the branches lose their eaves while bearing growing fruit, here is such a call for carbo-ydrates that starvation sets in and ie-back of the branches spreads apidly."

Dr. Goto said that Ceylon was a lassic example of a coffee-producing ountry that was ruined by coffee ust. After having been a highly suc-essful producer of coffee for about alf a century, coffee rust mysteriously ppeared in Ceylon in 1869, and by 890, 90 per cent of the coffee lantations had been abandoned.

The disease also ruined the Arabica offee plantations in the lowlands of ava in 1876, and forced Robusta offee to be planted there. But lantations of Arabica coffee in the ighlands of Java were not affected.

Dr. Goto said that coffee rust was ost prevalent in low altitudes—500 to 2,500 ft—and generally ecame less of a threat in high titudes. However, in Kenya, where l coffee plantations were over 4,500 high, some 45,000 acres of coffee ere affected by the rust. Never-eless, the rust was 99 per cent. nder control because of a vigorous raying campaign with copper ngicide.

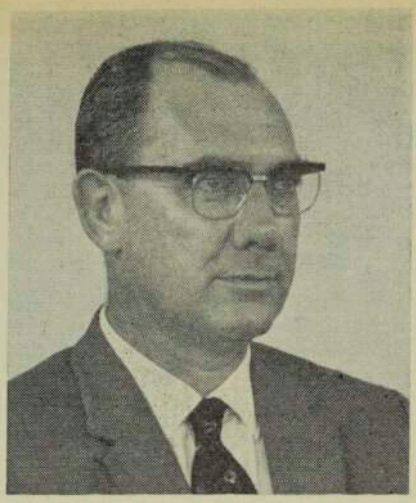
Obstacles

Dr. Goto said the chief obstacles fighting the spread of the disease P-NG were the rugged terrain and e difficulty in getting New Guinean anters to take the necessary pre-ntative measures.

However, he hoped that the in-station would prove to be confined a small area around Sogeri and at through quick and thorough tion it could be completely wiped t, as was done in Puerto Rico in 03 when the disease was found ere.

"Today," Dr. Goto added, "science s come to the aid of coffee planters, d if their trees are properly sprayed th copper fungicide, 99 per cent. infestation can be controlled."

Footnote: Since the discovery of ffee rust at Sogeri in July, Mr. I. Oatley, of Colyer Watson Pty. d., Sydney, has found that the rust s reported to be present in Papua d in the Cairns district of Queens-nd as far back as 1899. This sugests at the disease may have remained rmant in those areas for more than years. Mr. Oatley says reports on rust appeared in the *Queensland icultural Journal* for 1899 (p. 409) d in the annual report of the itish New Guinea Company for 03.



Sir Robert Foster, British High Commissioner for the Western Pacific, who attended the talks in Paris in July on the New Hebrides.
Photo: Ted Marriott

End May Be Near For New Hebrides "Dictatorship"

By a Staff Writer

The revision of the Anglo-French Protocol of 1914 to enable a legislative council to be established in the New Hebrides may be the eventual outcome of a series of top level talks begun in Paris in July.

THE Paris talks were attended by the British Secretary of State for the Colonies, Mr. Anthony Greenwood, the French Minister for Overseas Territories, Mr. Louis Jacquinot, the British Ambassador in Paris, Sir Patrick Reilly, the British High Commissioner for the Western Pacific, Sir Robert Foster, the French High Commissioner, Mr. Jean Risterucci, the French Resident Commissioner in the New Hebrides, Mr. Jacques Mouradian, and other senior British and French officials.

Further talks are to be held in London next January, with Mr. Jacquinot leading the French team.

Although an official communique issued after the Paris talks merely stated that "various administrative problems of mutual interest concerning the Anglo-French Condominium of the New Hebrides" had been discussed in "an atmosphere of mutual understanding and cordiality", *PIM* believes that the question of a legislative council was one of the subjects covered.

At present, the New Hebrides and Gilbert and Ellice Islands Colony are the only territories in the Pacific without legislative bodies.

Britain is known to favour the introduction of such a body in the New Hebrides, but this cannot be done under the 1914 Protocol, which is the "constitution" for joint government in the Group by Britain and France.

As it stands, the Protocol provides only for legislative action in the Group by the British and French High Commissioners (through their Resident Commissioners), jointly.

So the New Hebrides is, in fact, a rare example in the modern world of a country with the principle of dictatorship (albeit, a two-headed variety) enshrined in its constitution.

Advisory Council

Since 1957, however, the New Hebrides has had an Advisory Council to advise the Resident Commissioners on matters of Condominium interest. This, at first, was a nominated body of 16 members, and is now a partly-elected body of 22.

Although the Resident Commissioners are not bound to act upon the advice they receive from the Advisory Council, they generally appear to do so.

A notable instance of their deference to the Council was in December, 1963, when the Condominium Budget for 1964 was withdrawn and revised after Council members criticised it for being nearly £100,000 higher than the previous year (*PIM*, Feb., 1964, p. 25).

The Advisory Council usually meets in the second half of the year. At its next meeting, it is expected to consider joint draft regulations on divorce and the registration of births, deaths and marriages. It may also discuss the idea of native courts run entirely by New Hebrideans.

At present the native courts are composed of either the British or French Agent for the District concerned (as ex-officio president), with two New Hebridean assessors. The assessors have only a consultative voice, but consultation is obligatory.

The jurisdiction of native courts is limited to offences "peculiar to natives."

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UK MAY ASK NZ, AUSTRALIA TO TAKE GILBERTESE

From a Tarawa Correspondent

The United Kingdom Government may ask Australia and New Zealand to help relieve the population pressure in the Gilbert and Ellice Islands Colony by taking a number of Gilbertese as trial immigrants.

TWO members of the British Parliament, Mr. John Horner (Labour) and Mr. Brian Harrison (Conservative) indicated this in an interview over Radio Tarawa in July.

The two parliamentarians were visiting the GEIC as a fact-finding mission on behalf of the Colonial Secretary, Mr. Anthony Greenwood, who stated in the House of Commons recently that he was anxious to get an up-to-date picture of as many of Britain's small territories as possible. Messrs. Horner and Harrison arrived in the New Hebrides from Fiji for a week's visit on July 22, and they were then to spend a week in the Solomons.

Radio Interview

In the interview over Radio Tarawa, the two men said that there was no single solution to the GEIC's population problem, and that family planning, emigration, employment overseas and improved agricultural methods would be required.

"Emigration is a question to be faced," they said, "but it must be carefully planned. There is a possible case for an attempt by the British Government to open negotiations with Commonwealth countries in the Pacific area for a trial shipment of people from the Colony."

On the question of Ocean Island phosphate, Messrs. Horner and Harrison said they would report to Mr. Greenwood that at every major meeting in the Colony there was strong resentment, sometimes bordering on bitterness, that the Colony was not getting a fair share of royalties.

The two men said that after discussions with members of the Colony's Advisory and Executive Councils, they felt that the Colony was ready for further constitutional advancement, and that a Legislative Council would make the people more aware of their problems.

On the question of attracting expatriates to work in the Colony, they said scales of pay would have to be fixed to take the "special conditions in the Islands" into account; but the jobs would also have to be looked upon as constructive and rewarding and not just means of making money.

Messrs. Horner and Harrison said that the difficulties of travel and communication represented the Colony's greatest problem, but the problems posed by the approaching exhaustion of Ocean Island's phosphate, the pressure of population, and the shortage of food were "immense".

"The Advisory Council, Executive Council and the council that may replace them must ensure that the people are fully aware of the significance of those problems," they added.

FOOTNOTE: PIM understands that the Ocean Islanders, who were resettled on the island of Rabi, Fiji, after World War II, recently wrot to Fiji's Governor, Sir Dere Jakeway, asking for a better retur from the phosphate extracted fro their island. As on neighbourin Nauru, Ocean Island's phosphate mined by the British Phosphate Com mission (i.e., the British, Australia and NZ Governments). Until Feb ruary 6 this year (when an agree ment made in 1960 expired) the BP paid a royalty of 25/8 a ton o Ocean Island phosphate, of whic 2/8 went to the Ocean Islanders an the rest to the GEIC Governmen A somewhat higher royalty rate expected to apply from February The Nauruans, by comparison, re cently had their phosphate royalt increased to 13/6 a ton for 1964-6 and 17/6 a ton for 1965-66. Mea while, the BPC will provide almo £900,000 million a year for th administration of Nauru.

● **See also, "The True (an Wondrous) Story of How Britai Got Hold of Ocean Island," p. 8**

"NEED FOR A SOUTH SEAS COLOMBO PLAN"

A specific request by Fiji for Australian development aid has so far brought no results from Canberra. The request was made in February by Fiji's Governor, Sir Derek Jakeway, on a visit to Australia.

HE asked the Commonwealth to help with technical advice for construction of a £5 million Nadi-Suva road; to make grants for the construction and maintenance of school buildings; and to help in development of hospital and medical services in the Colony. He also wanted Australia to help make credit available at low interest for various development projects.

Many senior Fiji officials are known to be unhappy at the lack of response to the Governor's specific request for aid.

The official attitude in Australia seems to be that no help is likely because Fiji is not a beneficiary under the Colombo Plan and there is no other machinery available.

Criticising the Australian reaction in a commentary broadcast over Australian national ABC stations on July 1, *PIM's* editor, Stuart Inder, said, "If this means we are always going to send our friends away empty handed, then it's time we got some machinery going. A Colombo Plan for the South Seas is certainly needed".

Later, the question of a Colomb Plan type of aid scheme for th South Pacific territories was broug up several times by Ratu K. K. Mara during the South Pacific Co ference in Lae in July.

On one occasion he told the Pres "If the South Pacific Commissio wants to be an active oragnisatio it should look into the matter of Colombo Plan for the South Pacifi I consider that the Governments Australia and New Zealand shou put in just as much money for th South Pacific Commission as for th Colombo Plan."

On another occasion, in the co ference itself, he said: "We wond that the territories in Asia can av themselves of all the education institutions in Australia and Ne Zealand, and that the South Se territories are unable to do so. Wh doesn't the Commission investiga the way this aid is given to th people of Asia and have it ma available to the people in the Sou Pacific also?"

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London Talks Begin: No Easy Passage For Fiji Constitutional Reforms

From a Suva Correspondent

AUGUST 1.

Members of Fiji's Legislative Council, currently meeting in London at a vital conference with the UK Government in an effort to work out a political future for the Colony, ended their first week of talks by finally facing up to the first of the really controversial matters—the common roll versus the communal roll.

BUT by week's end the matter had not been resolved and the anxious public back home—serviced by thousands of words of commentary in special wire and radio coverages from London—was resigned to a waiting game.

Unless the conference adjourns, what the future holds on the really vital matters will be better known by the time this issue of *PIM* is distributed.

The UK Government seems to have set its sights on establishing, through the talks, a ministerial system of government for Fiji, with all but three of the ministerial posts in the hands of elected members. The elected members would probably hold six portfolios, equally distributed among the Indian, Fijian and European members.

The title of Colonial Secretary would be changed to that of Chief Secretary, and the communal rolls would be retained, probably with the addition of one seat for the Chinese and one seat for the other Islands minorities.

But it does not look at this stage that Britain's views will have an easy passage.

Mr. Patel's Surprise

Ratu K. K. T. Mara, speaking for the Fijians, and Mr. John Falvey, for the Europeans, told the conference that nobody wanted independence from Britain. (This was in accordance with agreements made in Fiji that independence would not be an issue at the conference).

First surprise came when Mr. A. D. Patel, Member for Social Services, who was a party to the Fiji agreement, told the conference that he hoped the new constitution would lead to complete independence, in "the not too distant future". He then galloped away on his anti-colonialism hobby horse.

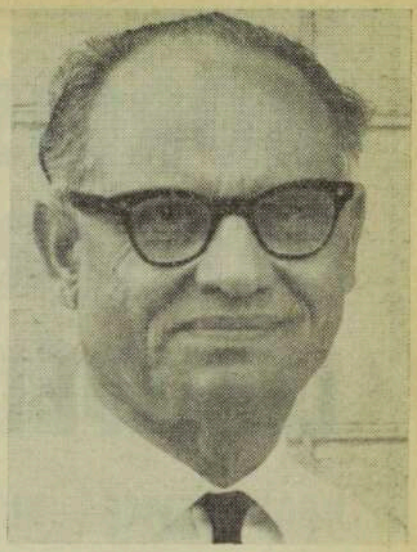
This speech angered the other groups, and in a BBC interview Ratu Mara said that as Mr. Patel had broken his agreement on the independence issue he would probably also break his word over the Fiji land question, which was also not a subject for the London talks.

It was no surprise, of course, that Mr. Patel indicated he would stand fast on his request for a common roll. It soon became clear that nobody else at the conference would agree to a common roll because they fear this would mean Indian domination.

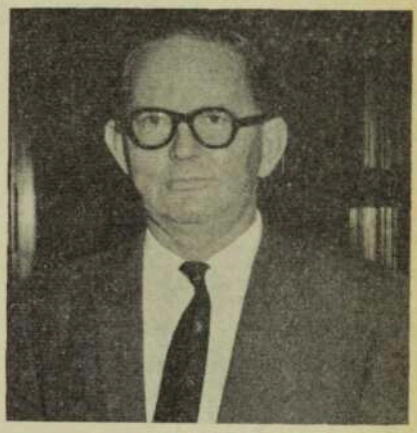
At week's end, Parliamentary Under-Secretary for the Colonies, Mrs. Eirene White, who knows the Fiji situation at first hand, was attempting to reconcile the various groups on the common roll issue. She met the Fiji and Indian delegations separately, and there was a possibility that she would decide to continue with separate discussions.

Some delegates held the view that it was better to force the issue at this stage with a straight out vote on the electoral system, and get on with other work—confident that a majority vote against Mr. Patel would carry the day.

● **See "Background to London Conference" p. 61, and "Future of Fiji Minorities", p. 65.**



Mr. A. D. Patel



Mr. John Falvey

Airstrips For The Isolated Marquesas

The French Government is planning to build airstrips on Nukuhiva and Hiva-oa, the two largest islands in the Marquesas, which is now the only major group in the Pacific not connected with the rest of the world by air.

The Governor of French Polynesia, Mr. Jean Sicurani, inspected the proposed sites during a visit to the Marquesas in July. The site on Nukuhiva is near Taiohae, the main port in the Group, and is reported to be suitable for a strip nearly 10,000 ft long.

The building of the strips could lead to the revitalisation of the Marquesas, which, a century and a half ago, had a population of 60,000 or so, and now has only about 4,000 people. The Group consists of 11 islands, many of them extremely fertile, with a total land area of 492 square miles. The islands are some 470 miles north-east of Tahiti. They could be developed agriculturally and for tourism.

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Next, He'll Be Premier

ALBERT HENRY HAS EASY WIN IN COOK IS. BY-ELECTION

From W. H. Percival, on Rarotonga

The leader of the Cook Islands Party, Mr. Albert Henry, had an easy victory in a by-election on July 9 for a vacant seat in the Cook Islands Legislative Assembly.

He defeated the former Leader of Government Business, Mr. D. C. Brown, by 1,353 votes to 523, and so became eligible for appointment as the first Premier of the Cook Islands under internal self-government.

The by-election followed the resignation from the Assembly of Mr. Henry's sister, Mrs. Marguerite Story, who was elected for the Te-au-o-Tonga constituency on Rarotonga in a general election on April 20 (*PIM*, May, p. 7).

Mrs. Story's aim in contesting the seat was purely to reserve it for her brother, who had been debarred from contesting it himself by a residential qualification.

This residential qualification was altered early in June by legislation introduced in the New Zealand Parliament, which acted on a request from the new Cook Islands Assembly to make it possible for Mr. Henry to stand for the Assembly (*PIM*, July, p. 37).

New Constitution

The Assembly, which met for several days in the first half of May, will reconvene at the end of July to adopt a constitution giving the Cook Islands internal self-government. A Premier will then be elected, and he will announce his Cabinet.

The Premier will undoubtedly be Mr. Henry, whose party has 14 of the 22 seats in the Assembly.

A few days after the by-election, Mr. Henry, leading members of his party, and the NZ Resident Commissioner, Mr. A. O. Dare, left on a tour of Mitiaro, Atiu, Mauke, Mangaia and Aitutaki in the *Takatere* to meet the people and discuss their problems at first hand.

Addressing a packed hall two nights before the by-election, Mr. Henry said the outer islands had been neglected in the past, and the new government intended to rectify this.

On Mangaia, he went on, he intended to talk to the people about a possible airstrip; and on the other islands he would discuss argricultural problems.

A soil biologist would visit Aitutaki in August to determine what crops could be grown there successfully, while Fruit Distributors Ltd. of NZ were interested in the planting of bananas on the island.

Economic development plans for Mauke and Atiu were under way and it was hoped that coffee grown on Atiu would be ready this year for local consumption.

Mr. Henry added that as the Cook Islanders tended to isolate themselves into small groups, they must learn to mix, understand each other and work together to make the Cook Islands a good place to live in.

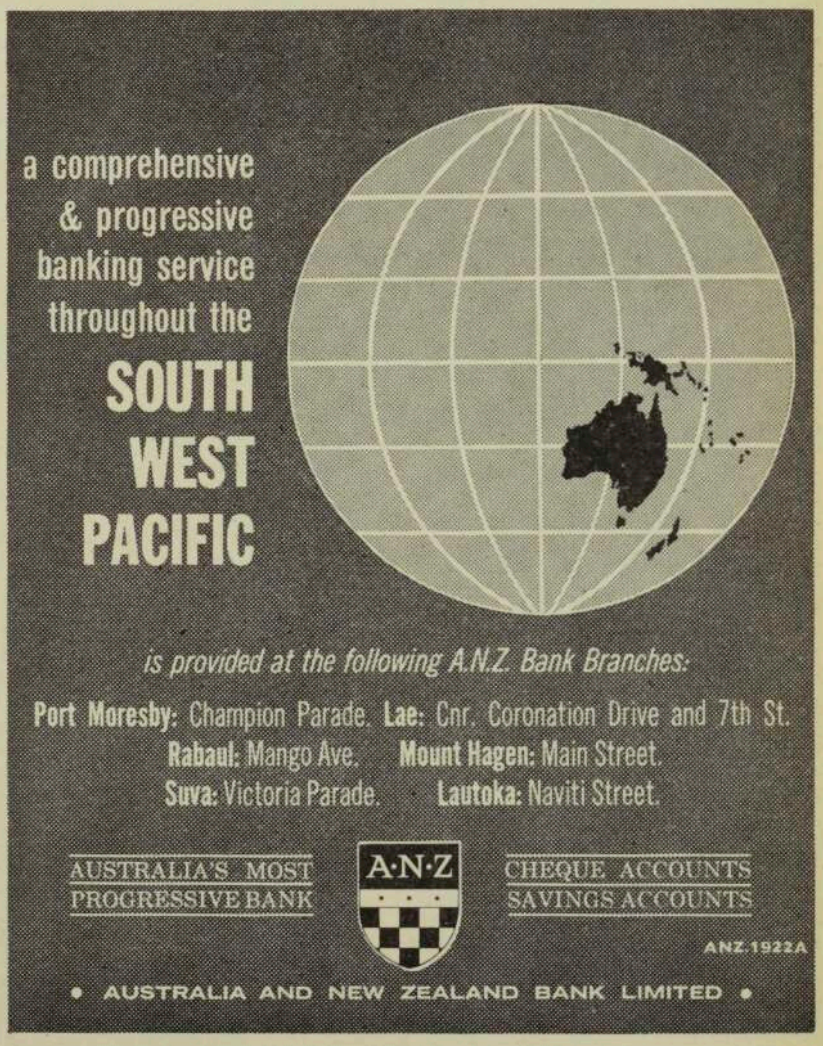
Meanwhile, there are mixed feelings among the Europeans on Rarotonga on how things will pan out under Mr. Henry.

Most of the Europeans are temporary residents—NZ public servants, school teachers and employees of the trading firms—as only a handful of Europeans have made the Cook Islands their home.

Most of the permanent European residents are sympathetic towards Albert Henry and the CIP, but the majority of the transients are hostile.

In the case of business people their hostility can be understood as there is talk of price control, and there is apprehension about a wholesale organisation, Polynesian Agencies (Cook Islands) Ltd., which Mr. Henry established in March, 1964.

Some NZ imported officers seem to fear that Albert Henry will become a dictator after he becomes Premier.



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Tropicalities

A Dutch friend of ours who keeps in close touch with what goes on in West New Guinea is almost frothing at the mouth over the story of how the Dutch are NOT helping to develop their former Territory of West New Guinea.

WHEN the Indonesian Government took over the administration of West New Guinea in May, 1963, the Dutch Government agreed to put up $10 million a year for three years to help the Indonesians develop that territory.

The money was to be channelled through the United Nations and the Indonesians were to use it to buy whatever West New Guinea needed.

"This was a most generous gesture on the part of the Dutch," our friend said, "but what has happened?

"The Indonesians have been buying Volkswagens in Germany, shipping them out to Sukarnapura (formerly Hollandia), then reloading them into Indonesian ships and sending them to Indonesia.

"So West New Guinea gets little if anything from Holland's $10 million a year, and the Dutch are too scared to say anything because they are now investing large sums of money again in Indonesia."

NEW VOICE FOR WEST NEW GUINEA EXILES

Meanwhile, a small news-sheet called the *Pacific Courier*, which has not many kind words to say for President Soekarno, has begun appearing in the South Seas. The *Courier* is published in the Netherlands by the Freedom Committee of West New Guinea Abroad, and its editor is Nicolaas Jouwe, a leading West New Guinean until he and his friends were forced into exile at the time of the Indonesian takeover. Now they do what they can from Holland to keep the spark of West New Guinea nationalism alight. They get no help from the Dutch Government, for officially the West New Guinea issue is dead.

Issue number one of the *Pacific Courier* outlines the steps which have led up to Soekarno's recent announcement that a plebiscite "won't be necessary" in West New Guinea now, and says that America has now realised it was wrong in allowing Soekarno to have "the gift of New Guinea".

"Although we Papuans," says the paper, "would really have the right to question the US as to how far she was entitled to decide the fate of the Papuan people in 1962 and deprive them of their rights, we should, we think, say here that we are highly pleased with the courage of the Americans that already now makes them frankly admit the mistakes they made."

The *Pacific Courier* submits it is still too early to regard New Guinea as "lost", because the "right of self-determination is a fundamental human right" and doesn't depend on Indonesian promises.

Nice sentiments, but unfortunately very much like wishful thinking. . . .



Keith Willey

New Guinea Romp With Willey

WHEN young Michael Rockefell went missing without trace West New Guinea in 1961, and t subsequent expensive search by h father focused world attention on t scene, we remember predicting these columns that for the next years or so Rockefeller would " seen" in one part of the world another (as Fletcher Christian us to be "seen") or else various insi stories would give the "tru explanation of his death.

Well, Australian writer Kei Willey has added one for the p in his bright new book, *Assignme*

Old Tradition Leads To Remains Of Wrecked Sailing Ship

The accuracy of a local tradition almost 90 years old has led to the discovery of the remains of a wrecked sailing ship in Vila Harbour, New Hebrides.

The story of the shipwreck, in a hurricane last century, has been passed down from father to son. A local skin-diver, Mr. Reece Discombe, heard it from Mr. George Kalsakau, a New Hebridean.

A search for the wreck revealed it in 15 feet of water off Fila Island in Vila Harbour.

An account of the wreck of the ship, the *Bobtail Nag*, can be read in *The South Sea Islanders* by Captain W. T. Wawn. The *Bobtail Nag*, a brigantine, was under Captain Wawn's command at the time and was employed as a recruiting vessel between Fiji and the New Hebrides.

The brigantine returned to Vila from Levuka in November, 1878, with a large number of New Hebridean labourers on board. She anchored in the harbour between Fila and Iririki and, when the hurricane struck, was driven on to the reef where her bottom was torn away. As much as possible was salvaged from the wreck and then the smashed hull was burned.

All that now remains of the brigantine is the heavy iron work, some iron frames and the stone ballast.

This was the second victim of the 1878 hurricane that Mr. Discombe has found. About 10 years ago, he found the remains of the *Charybdis* in Havannah Harbour, Efate.

Mr. Discombe was also the discoverer of the wreck of La Perouse's flagship *Boussole* at Vanikoro, BSIP, a couple of years ago.

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New Guinea, published by Brisbane's Jacaranda Press in July at 39/6.

Willey reports local talk claiming that Rockefeller reached shore, "was captured by the Agats, cooked in traditional fashion in a ground oven with sago, and then eaten". Within two days of the appearance of Willey's book, one of the Sydney Sunday papers had devoted a full page article to developing this theory.

Willey's book, we suspect, will set off controversy on other matters besides what happened to young Rockefeller (who drowned, as far as we are concerned).

Willey spent 1964 as Territory representative of an Australian newspaper chain, and *Assignment New Guinea* is a light-hearted romp through the country. Yet it's not a book to be underestimated. Although Willey doesn't take himself too seriously, he has a keen and observant mind and a facile pen that allows him to say what he thinks. His views are always refreshing, and his book deserves to sell well.

Willey on Port Moresby: Paradise for bureaucrats set in the driest, dustiest, most Godforsaken corner of all Papua. Out at Konedobu, better known as Happy Valley, hundreds upon hundreds of government clerks browse through the days, ogling their typists. The garden suburb of Boroko is like a little bit of Australia, with smiling wives and blond, chubby children, and only the ubiquitous house boy to show that this is a foreign land. Meanwhile, in Hanuabada and Koki market the natives brood with a sullen resentment evident nowhere else in the Territory.

On Rabaul: A cheerful place. The Tolais are the Scotchmen of New Guinea, who tolerate the whites but hate the several thousand expatriate Chinese, and the Sepiks who have been brought in to do the work which the Tolais consider beneath them.

The Highlands: Grim and earnest, combining all that is best and worst about New Guinea. Ian Downs, uncrowned king of Goroka, presides over the strangest collection of Australians on earth. All the Territory admires them for their industry, yet they have an oddly theatrical air, as if everything they do is for the benefit of an audience.

Everybody is in character, falling naturally into his role the moment a visitor appears. There is the bluff, honest planter; the patrol officer, quiet, stern, speaking in monosyllables.

When they want a drink they don't walk up to the bar, they *approach it*, arms hanging loose, yawning dangerously as they take in the company, with quick, alert glances. Greetings are acknowledged by a curt nod. The performance has overtones of gunsmoke and death in the afternoon.

European Children: By and large a repulsive lot, given to snapping their fingers and hectoring at houseboys old enough to be their fathers.

Willey is currently living at Byron Bay, NSW, plagued with an eye-trouble he picked up in New Guinea, but he soon hopes to be on the trail again—gathering material for a book on the Torres Strait Islands.

Why Lake Billy Mitchell?

DOES anyone know why the lake in the middle of Bougainville Island, New Guinea, is shown on some maps as "Lake Billy Mitchell?"

On the official New Guinea map, the lake (which is just about due west of Numa Numa plantation) is not named at all. The fact that it has been called after someone with an English name on other maps—including the one in Pacific Publications' *Handbook of Papua-New Guinea*—has intrigued some of our readers, and especially Mr. J. Gervais, an American living in Las Vegas, Nevada. During the war he served as a major with the US Air Force.

Mr. Gervais would like to know who named the lake and when. He says that General Billy Mitchell was an outspoken air pioneer who died in 1936 in the United States where there are a number of memorials to him. Was Bougainville's lake named after him?

Our guess is that it was—unofficially—during the Pacific War by some USAF airman flying missions out of Guadalcanal. We've heard of Joe Mitchell (and BP plantations on Bougainville might be regarded as monuments to him), but never of Billy. Help, anyone?

Forward—To The Good Old Days!

PROGRESS is a wonderful thing, but sometimes you have to go backwards to achieve it, even though some people claim it to be forwards.

This is what is about to happen in the case of the TAA and Ansett-ANA air services between Australia and New Guinea.

On August 26, when the two airlines finally replace the DC6B's on their Australia-New Guinea runs with speedier Electras, they will finally start providing New Guinea people with the same aircraft that Qantas was just about to give them before it was booted out of New Guinea by Ansett and TAA in 1960.

In those days, Qantas also operated a twice-weekly service from Sydney to Manila through Port Moresby with Electras, but they had to give that away finally because the domestic airlines wouldn't allow them to carry any traffic on the Electras between Australia and New Guinea.

The Electras will do the trip between Sydney and Moresby more than two hours faster than the rumbling DC6B's.

They will leave Sydney a few minutes before midnight, instead of about 10 o'clock. What mum is to do with the kids while she's awaiting this midnight horror departure is a problem that is already striking terror into the hearts of Territorians.

Man In The Hot Seat Played It Cool

WHY is it that South Australians make good chairmen, and therefore get themselves the job of Speaker in the Australian Parliament more often than men from other States?

If you know the answer to that one, then you will also have the secret of Mr. R. S. (Bob) Swift's success as chairman at the Sixth South Pacific Conference in Lae in July, which is reported on p. 21.

Mr. Swift, who is Australia's Senior Commissioner on the South Pacific Commission, had the chairman's job

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virtue of the fact that Australia is host territory for the conference.

In the past, the job of chairing a uth Pacific Conference hasn't been y more difficult than running a iversity seminar..

But this time, with delegates on the arpath for more say in the South icific Commission, and with the tabu politics breached a little, Mr. Swift und he had the hot seat.

"It is to his credit," says our man the spot, Robert Langdon, "that e always remained cool, urbane, and mpletely in charge of the meetings, ften lightening the proceedings with genuinely witty comment or retort.

"The way in which he kept track f the resolutions, counter-resolutions, mendments and counter-amendments, hich were sometimes moved quickly, ne after another, was particularly dmired by a number of delegates nd observers."

A good example of his quick wit as this exchange with Ratu K. K. T. Mara, of Fiji:—

Ratu Mara: I was surprised to hear hat it is the concensus of opinion mong educators that it is best to each languages only at the secondary evel. I was taught languages at the econdary level, and the only things hat remain with me today are "oui" nd "non".

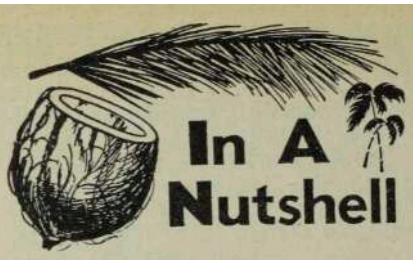
Mr. Swift: At least you have a choice.

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. . . *Margaret Merril.*



In A Nutshell

A FAMILY planning service, available to all married women who seek it voluntarily, was inaugurated in America Samoa in July to combat the high population growth rate in the territory. *PIM* understands that a similar service will be inaugurated in Tonga soon.

At a meeting with local leaders, American Samoa's Governor H. Rex Lee explained that unless the birth rate was arrested, the territory's natural resources would not be sufficient to meet the needs of the people in the future.

American Samoa's total land area is 76 square miles. Its population at the 1960 census was just over 20,000, and the estimated figure now is about 26,000.

Tonga's total land area is 259 square miles, and its population is about 78,000.

● The first issue of *The Norfolk Islander*, a weekly newspaper published by Mr. Tom Lloyd, is due to be published on Norfolk Island on August 6. It will consist of from 16 to 20 pages. The publisher is a great-great-grandson of John Buffett, the first schoolteacher on Pitcairn Island, who moved to Norfolk with the Pitcairners in 1856. On the appearance of the new paper, the weekly roneoed news-sheet *Norfolk News*, put out by the Norfolk Island Administration, will cease publication.

● The heaviest rain in living memory in July caused severe damage and food losses on the weather coast of Guadalcanal, BSIP. Floods and landslides wiped out many villages and two children were drowned.

● Deportation orders against two Samoan-born American citizens, Captain Harry J. Moors, Jr., and his brother Oliver, were withdrawn in Apia on July 20 by Prime Minister Mataafa.

The orders had been issued by the Prime Minister 10 days earlier after it was alleged that the two men had threatened at a local club to kill certain Europeans in the country, as well as the Head of State and the Prime Minister.

After the threats were allegedly made, Mataafa travelled in his car with an armed bodyguard and guards were placed on the houses of the Head of State and several European officials.

The deportation orders were withdrawn after the Moors brothers had called on the Prime Minister, and, in the words of the *Samoa Bulletin*, had "made their peace with him".

● It was announced in the House of Commons in July that the British Government's policy for Fanning, Washington and Christmas Islands was that they should continue to be administered as part of the Gilbert and Ellice Islands Colony, as they represented "a potentially important long-term economic asset" to the colony despite their remoteness. The statement was made on behalf of the Colonial Secretary, Mr. Anthony Greenwood, in reply to a question.

● American promoter Mr. Raymond Turnbull is reported to be no longer associated with the Coconut Processing Corporation of Pago Pago, in which the Tongan Copra Board is a large shareholder. The future of the corporation is expected shortly to be the subject of an announcement.

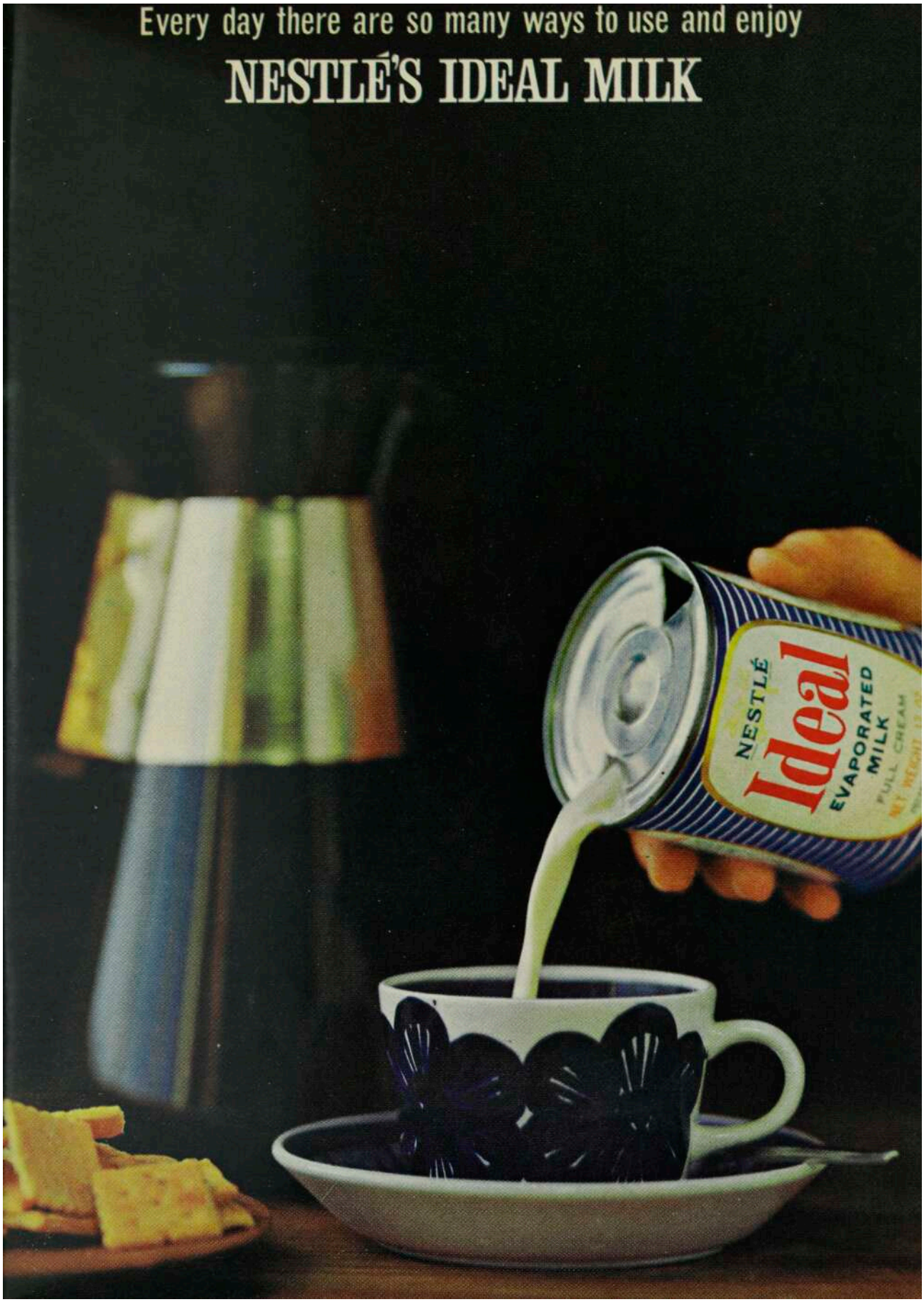
● The joint committee planning establishment of a Legislative Council for Nauru is meeting again in Nauru in August and it seems likely that the Council will be established next January as planned.

● Britain's Defence Ministry is to conduct a full inquiry into the deaths of three servicemen who died of leukaemia after serving at Britain's former nuclear testing base at Christmas Island in the Central Pacific. The first man died in 1958; the second in 1963; and the third this year. The inquiry was ordered after the third man's widow, Mrs. Patricia Duggan, had an interview with the British Prime Minister, Mr. Wilson. The base at Christmas Island has been closed since June last year.

● A set of four special stamps to be issued by the Cook Islands Government on September 16 to mark the attainment of internal self-government. The stamps will be on sale in the Cook Islands, Auckland, Christchurch, Dunedin and Wellington. The denominations will be 4d, 10d, 1/- and 1/9.

● A London firm, Sir William Halcrow and Partners, has recently reported on the possibility of using Sarakata Waterfall at Santo, New Hebrides, for hydro-electric power.

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SOUTH SEAS REGIONAL COUNCIL MAY GROW OUT OF LAE TALKS

By Robert Langdon

A regional council of the South Pacific, which would give the Islanders a greater say in the political, economic and social affairs of the region, will probably be the outcome of a conference in Lae, New Guinea, in July.

HE conference, the sixth to be sponsored by the South Pacific mmission since it was set up in 47, was attended by delegates from of the 19 Pacific territories within scope. (Delegates from Pitcairn nd and the Tokelaus could not at- d because of transport difficulties). The conference, which may well ve to be a milestone in Pacific tory, was dominated by Fiji's giant mber for Natural Resources, Ratu K. T. Mara.

Ratu Mara, who holds a Master's ree from Oxford University and lomas from the London School of nomics, succeeded in getting the ference to pass a resolution ex- ssing the desire of the Islanders greater participation in the South ific Commission's activities.

This resolution, if acted upon by present member governments of Commission, could turn the Com- sion itself into a regional council addition to being the research anisation it now is.

The present member governments the SPC are the five metropolitan vers with interests in the South ific—Australia, the United States, ited Kingdom, New Zealand and nce—plus the independent State of stern Samoa, which became a mber last year.

18 Years Old

The SPC's purpose is to promote health, and economic and social elopment of the Pacific territories means of research and technical k.

The SPC's budget for 1965 was g.345,000, of which £267,000 was tributed by the member governments in the proportions of: Australia, 32 per cent.; United States, 20; ited Kingdom, 17; New Zealand, France, 14, and Western Samoa, 1. n the 18 years of its existence, the mmission has done much valuable k for the people of the South ific, but its usefulness has been limited by its charter, which prohibits politics from entering into SPC affairs.

Another limiting factor has been that the SPC itself has always decided what it would do for the Islanders, rather than the Islanders telling the SPC what they would like it to do for them.

However, at the Fifth South Pacific Conference in Pago Pago in 1962, the idea was put forward privately that delegates to future conferences should be allowed to discuss the Commission's work for the next couple of years.

This idea was agreed to at the 26th session of the Commission in Noumea last October.

But it now seems that the idea is already behind the times, for delegates to the Lae conference soon complained they were being presented with a proposed work programme that was largely unalterable.

This was because the Commission's expected budget is only large enough to pay for continuing projects and new projects of high priority importance, leaving little scope for new proposals.

The first delegate to point this out was Ratu Mara, who had come to the conference with the backing of Fiji's Governor, Sir Derek Jakeway, to seek a new deal for the Islanders in the Commission's affairs. (Sir Derek Jakeway is also Britain's Senior Commissioner on the SPC).



Ratu K. K. T. Mara.

Tart Reply

Ratu Mara's first opportunity to speak out came within the first hour or so of the conference's discussions on the work programme on July 9. Delegates had been coming up with so many suggestions for the Commission to tackle that the conference chairman, Australia's Senior Commissioner, Mr. R. S. Swift, felt obliged to intervene.

"I think that at anything like the present level of expenditure, it would not be possible to carry out all the activities that have been suggested," he said.

Ratu Mara retorted tartly that conference delegates would be wasting their time if they were to be limited to "some sort of criticism of the programme already worked out by the secretariat.

"If the intention is not to have us participate in the work programme,"

Noumea To Be Next Conference Site

Noumea, New Caledonia, headquarters of the South Pacific Commission, is to be the site of the next South Pacific Conference. This will be held in 1967—not in three years' time, as has been the practice.

The present plan is that the Noumea conference will be on a smaller scale than the Lae conference and the five that preceded it, and that delegates will comprise members of the committee on the Commission's work programme for 1968-69.

The next conference after that will be held in 1969, probably in Guam, which has offered to be the host territory.

The 1969 conference, a full-scale affair, may be the first South Seas regional council meeting, along the lines mooted at Lae. Any earlier conference of this kind seems unlikely as it would certainly take at least two years for the present member governments of the Commission to agree to, and pass the necessary legislation on, any plan to admit all the South Pacific territories as members of the SPC.

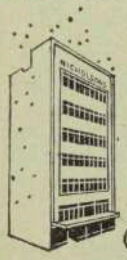
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Mr. R. S. Swift.

went on, "then let us know now d we can wind up the conference recommending the recommendaons that have already been prered."

This unexpected commentary was untered by Mr. Swift, who pointed t that the metropolitan governents determined the amount of the dget, and that he was merely trying say that discussions had to be lated to it.

He was unable to give a specific swer to Mr. Carlos Taitano, of uam, Speaker of Guam's legislature, o wanted to know whether the eeting could be given a clear underanding about the size of the budget that delegates could make realistic oposals.

A day or two later Ratu Mara was ck on the attack.

This time he took the line that the mmission would never be able to everything that the Island people nted until the Islanders' territorial ministrations were paying for the ggestions. But he said the constiion of the Commission seemed to ake this impossible.

The chairman, Mr. Swift, denied t there was anything to debar the ritories from making contribuns. In fact, he said, they were eady doing this.

Mr. Swift then asked whether the nference wished to formulate ecific work proposals for the Comssion.

This prompted Mr. Taitano to ask ether delegates would be able to home to their governments with y assurances that any of their remmendations would be carried out. When Mr. Swift said, in effect, o", Ratu Mara hopped into the y again.

He said the idea of having delegates rticipate in discussions on the Comssion's work programme had proved failure, and that all the good intions of the Territories would be to no avail unless the Commission's budget was increased.

Ratu Mara added that he would be most reluctant to ask the member governments to increase their contributions unless the territories were asked to contribute also.

"Unless they are asked to contribute," he went on, "I feel that responsibility will be denied them, and they will never act with responsibility until they, themselves, are paying for what they want.

"To deny them this responsibility is not in keeping with the trend that has been taking place in the territories.

"We are being trained to take more responsibility in our own countries, so why should we be denied responsibility here?"

Mr. W. F. Meredith, of Western Samoa, "whole-heartedly supported" and seconded the idea of contributions by the territories.

Then Mr. Buren Ratieta, of the Gilbert and Ellice Islands, came straight out with what most delegates had shown they believed during earlier discussions.

"I think the feeling we should have about this Commission is that it is ours," he said. "The metropolitan Powers are here to run it now, but the time will come when they will go.

"We should therefore contribute to the Commission, because it is ours, however small the amount may be. I am sure that we from the GEIC will contribute."

Money Proposals

Mariano Kelesi, from the Solomon Islands, went a step further. "If we agree to contributions to the Commission's funds, we will have more say in this conference," he said. "If we refuse to contribute, we will not have the right to say anything."

At this point, France's Senior Commissioner, Mr. Henri Nettre, asked to speak for the first time.

"It is not for us to declare what the status of the conference is. The status of the conference is clearly defined in the constitution," he said.

At Mr. Nettre's request, Mr. Swift then made it clear that delegates to the conference were not empowered to make specific commitments on behalf of their governments to contribute to particular projects.

But he said the conference could, if it wished, pass a general resolution that contributions now made by the territories to the commission's work should be expanded.

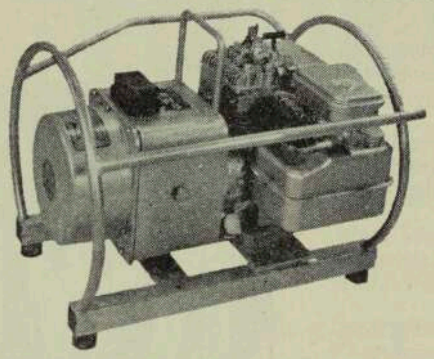
At a Press conference during the ensuing luncheon break, Ratu Mara described the Commission, as it stood, as "an exclusive club" for the metro-



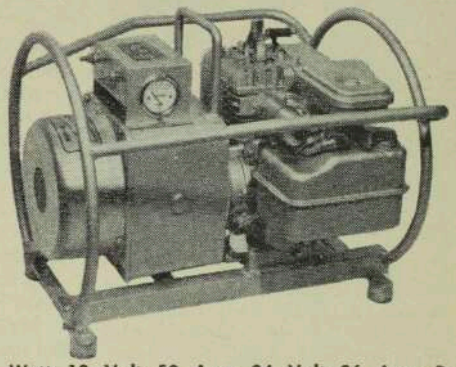
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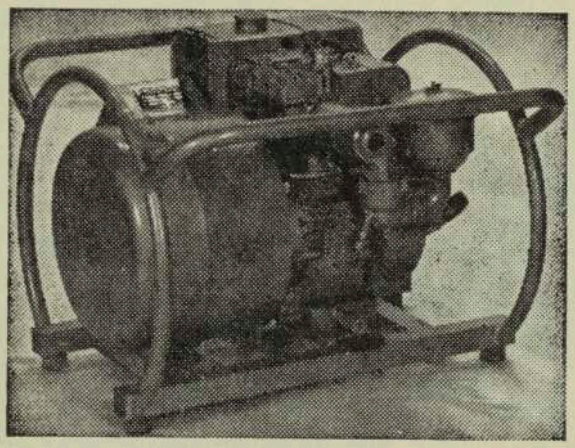
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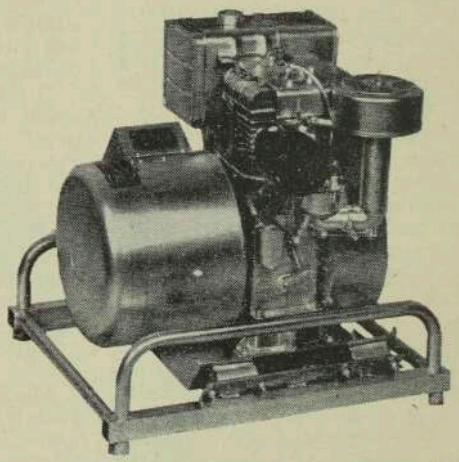
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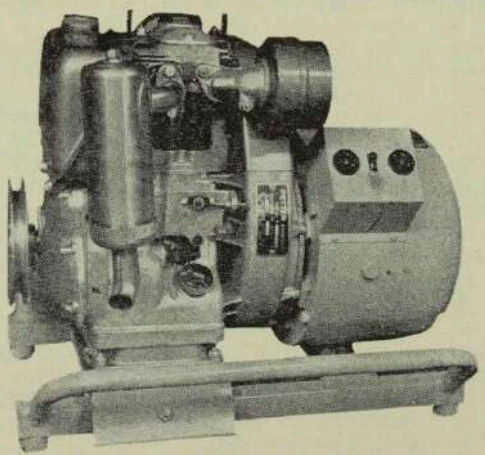


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litan governments which was out date.

"The other delegations have not sed any objections to what I have en proposing," he went on, "so when have paid our entry fee to the club, ope the member governments will ite us to sit with them as equals.

"Each government in its own ter- ory is trying to inculcate the idea self-government, but the Com- ssion should do this also."

Ratu Mara added: "From the trend events in my territory and other tish territories, I think the British vernment will be behind the idea ave put forward.

"I intend to take the matter up h the British Government when I to London at the end of the month constitutional talks on Fiji." (See 11).

Mr. Taitano, who was also at the ss conference, said he felt sure t the US Government would sup- t an equal voice for the Islanders the Commission.

During the next 24 hours or so, tish and American officials at the ference seemed to think that their vernments would, in fact, support u Mara's campaign. Meanwhile, officials from New Zealand and nce did not appear to be at all turbed by the turn events had en.

Australia Surprised

Australia's officials, however, med completely surprised and en aback by what had happened, quite a few pounds must have n spent in cabling to Canberra for ructions on the stand they should e.

t was on Wednesday, July 14— 176th anniversary of the fall of Bastille and the symbolic attain- nt by Frenchmen of liberty, ality and fraternity—that Ratu ra submitted a draft resolution to conference that could bring ality and fraternity for the nders within the Commission.

The gist of the resolution was that, the opinion of the conference, un- the territorial governments were wed to contribute directly to the mmission's budget, they could not ect to have any responsible influ- e in the Commission's affairs. The ference therefore asked the Com- sion to take up the matter of con- utions with the member govern- nts.

Ninety minutes of the most in- sive debate of the whole conference k place before the resolution, with e amendments, was voted through.

Delegates from Guam, the GEIC, ited States Trust Territory, Cook

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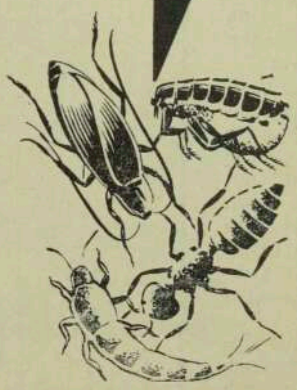
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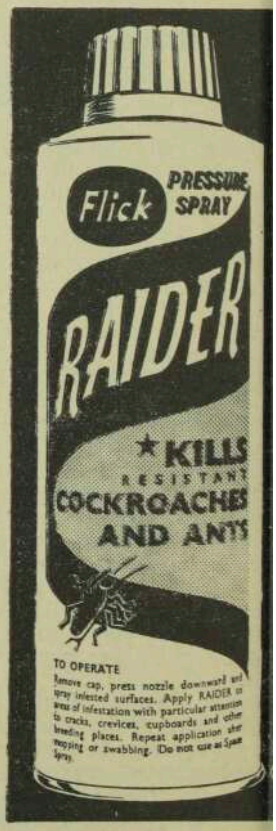
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Mr. Carlos Taitano.

nds, Solomons and Tonga said y fully supported the resolution. But several others—from Western noa, French Polynesia, Nauru, ue and the New Hebrides—had notion that they would be com- ting their governments to a de- te course of action if they voted favour of the resolution.

They therefore declared that they e not prepared to vote on the re- ution either way, although in some es they said they supported it.

Papua-New Guinea's sole University duate, Mr. John Natera, speaking behalf of the Papuan and New inean delegations, had a third view, ch seemed to reflect the attitude the Australian Government.

This was that as the member gov- ments of the Commission paid the for all the territorial adminis- ions, anyway, any greater contri- ions by them to the Commission's get would only reduce the amounts they now contributed to the ter- ries directly.

Mr. Natera therefore proposed part of Ratu Mara's resolution uld be amended to read: "The con- nce requests the Commission to te member governments to ex- e all possible ways of increasing financial resources available to the nmission, including the expansion contributions in cash or kind from itorial governments to *specific* pro- s".

"To clarify what I mean by 'specific jects,'" Mr. Natera said, "I will research on the rhinoceros beetle. el the plantation owners are mak- enough money to help finance re- rch on cococnuts."

Mr. Natera's amendment received e support from the other delega- s; and a motion moved by Western noa to refer Ratu Mara's resolu- to the territorial governments without the conference voting on it was defeated by nine votes to six.

This left the coast clear for Ratu Mara's resolution to be voted through —with amendments and additions proposed by delegates from New Caledonia and Guam.

Speaking in support of his resolution, Ratu Mara appealed for an equal voice on the Commission for the Islanders because of the equality of mankind. He said that the great egalitarian philosophers—Jean Jacques Rousseau, John Stuart Mill, Hume, Locke, John Adams and the authors of the United States Constitution—all came from countries represented on the Commission.

Ratu Mara also made these points:

- In this time and age, the member governments of the SPC should teach the Islanders politics.
- If independence was the qualification for becoming a member (as Western Samoa had), then it should be explained why the independent Kingdom of Tonga had not been invited to beome a member.
- Also, if independence was the qualification, then Fiji was doomed never to become a member as its people had stated that independence was not their goal.

Eti Luamanuvae, of Western Samoa, who moved that Ratu Mara's resolution be referred to the territorial governments, said he was of the opinion that most of the governments would fully support it.

Buren Ratieta, of the GEIC, said: "I think you will agree with me that this is the age of equality, and if you are prepared to sit with other people in other world organisations, you should be prepared to treat us likewise."

"Move Towards Unity"

Thomas Remengesau, of the United States Trust Territory of the Pacific Islands, said: "This resolution is in line with the objectives of the South Pacific Commission . . . and will be regarded as a second step towards the Islanders acquiring more responsibility within the framework of the SPC."

In an effort to sway delegates who said they would abstain from voting on the resolution, Ratu Mara reiterated that the resolution would not commit the territorial governments to any line of action.

He added: "I think the greatest change that will be involved if the principle of territorial contributions is accepted is that politics will come into the Commission, and is bound to come into it. Politics is a fact of life and we cannot hide it or ignore it.

"Many of the territories will probably share the feeling of Fiji that one

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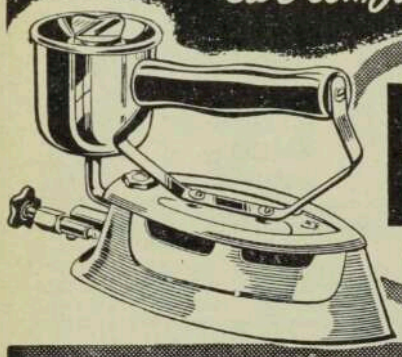
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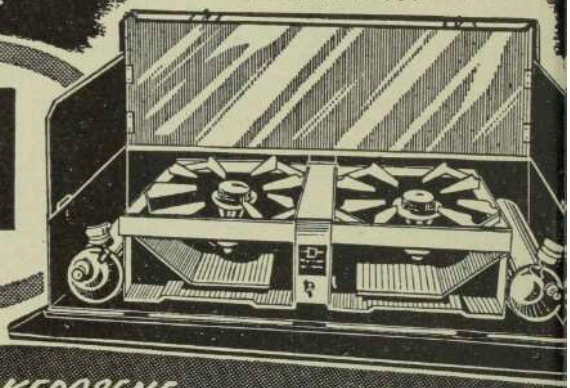
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the South Pacific territories [West ew Guinea] was removed from utch control and given to Indonesia ithout any of our members whimper- g one word of protest. This is a atter which interests many of our rritories, particularly Papua-New uinea and the Solomons.

"These matters should be discussed, d we can only do this if we are ad- itted to the Commission."

In its final form, the main points Ratu Mara's resolution were that conference requested the Com- ssion:

- To ask the member govern- nts to invite territorial administra- ns to increase their contributions the Commission's budget in cash kind.
- To recommend to member gov- ments that they consider appoint- as one of their commissioners a ident of the territories within the pe of the Commission.

This last point, which was an endment moved by Dr. Antonio mashita, of Guam, is open to more n one interpretation.

But Dr. Yamashita said outside the ference that he meant his amend- nt to convey the idea that each ritory should have an indigenous, ally-born or permanent resident on Commission.

f this idea proves acceptable to member governments of the Com- ssion—and there seems to be no d reason why it should not—then tart will have been made towards rning the Commission into a ional council for the South Pacific. However, as the metropolitan gov- ments would probably continue to the lion's share of the Com- ison's budget, they would no doubt st on a power of veto over the ex- diture of money.

This, on the face of things, would ear to be a wise provision anyway, it would prevent the formation of er blocs within the Commission. he English-speaking territories, for mple, would be unable to steam- er any proposal through that was ely of interest to them, as the nch Commissioner could quash it ply by voting against it.

Thus, if the two main points of Lae conference resolution are d upon, future conferences nsored by the South Pacific Com- sion will no longer be the glorified mer schools they have been until .

ertainly, the SPC must be changed is to continue its existence. The at Lae was that the era of onising paternalism in the Pacific the part of the metropolitan gov- ments cannot go on, for the people he South Seas have come of age.

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"The things they said . . .

Among the hundreds of thousands of words spoken at the Sixth South Pacific Conference in Lae in July were these two or three dozen pithy remarks that perfectly sum up current situations, trends and attitudes in the South Seas.

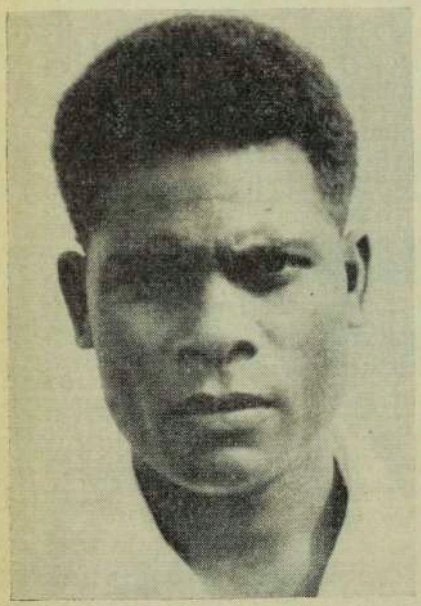
IN the New Hebrides, we do not think about independence or things like that.—*The Rev. Titus Path, English-speaking New Hebridean delegate.*

IN our territory, we have been brought up with the idea that we are independent even though someone else is paying the greater part of our expenses. This system has worked very well for us.—*Iosefa Sunia, American Samoa.*

I THINK it is understood that Nauru is not aided at all by the administering authorities. The little island of ours finances itself.—*Laurance Stephen, Nauru.*

FOLKLORE is a wealth we must safeguard even if modern life is causing us to discontinue some of our practices.—*Mrs. Odile Tetuaiterii Henrion, French Polynesia.*

IN the Gilbert and Ellice Islands we lose expatriate officers just when they are beginning to understand local conditions. — *Buren Ratieta, Gilbert and Ellice Islands Colony.*



Mariano Kelesi.

THE territories should legislate so that they have a share in any new industry established with outside capital. They should buy shares for the people.—*Apenera Short, Cook Islands.*

IT is necessary to bring in new capital from outside, but we must be careful not to over-legislate to protect ourselves and so scare away those who would be willing to help us.—*Iosefa Sunia, American Samoa.*

I READ somewhere that the rate of population growth between Fiji and the Tuamotus is the highest in the world, perhaps the highest in history. That is why we need new industries.—*Ratu K. K. T. Mara, Fiji.*

WHY import broomsticks from Hongkong when we have thousands of logs to export to Australia? — *Mariano Kelesi, British Solomon Islands Protectorate.*

THERE is no point in the territories glorifying their public service structures by forcing local men up the ladder when they are not ready for it.—*Abdul Lateef, Fiji.*

LANGUAGE must not stop us from exchanging teachers. We all belong to the community of the South Pacific.—*Mrs. Odile Tetuaiterii Henrion, French Polynesia.*

THE idea of establishing a South Pacific Fair [suggested by Mrs. Henrion] could greatly contribute towards bringing the South Pacific communities more closely together.—*Thomas Remengesau, United States Trust Territory of the Pacific Islands.*

IF we do not do something to protect our fish from dynamiting and the use of local plants to stupefy them, our reefs will be outfished.—*Mariano Kelesi, BSIP.*

I WONDER if we are aware of the fact that nuclear explosives will ruin our fish in the Pacific? I wonder if this conference will pass a resolution to ask a nation which is going to explode a nuclear weapon in area to think twice or to have on the people of the South Pacific *Apenera Short, Cook Is.* [The ference did not pass such a res tion].

THINGS are moving quickly in part of the world, and our peo are not trained in some of the business methods. They must educated to know that they will dealing more and more with busin men from the more sophistica areas. One of the greatest compla about our area is that our busin men are unreliable.—*Carlos Tait Guam.*

THERE is a very real problem the teaching of native langua in that there can be no doubt literacy in the native language a prerequisite to learning an introdu language is pedagogically sound. it is very difficult to achieve practice. You do not have to go further than this territory of Pap New Guinea, where there are 600 languages, to know that if are going to make everyone lite in their own language before start teaching them an introdu language, you will have to train structors in 600 languages.— *Richard Seddon, Executive Officer Social Development on the So Pacific Commission.*

ONE thing that has interested surprised me about this ference is that we know so l about each other, but have so m in common.—*Carlos Taitano, Gu*

I THINK the criticism of the education system in Amer Samoa is like the criticism Colum got before he started off.—*Io Sunia, American Samoa.*

IN the Cook Islands, we have yo clubs in all villages sponsored the Government and the churc They have reduced crime among young people and have encoura them to bring up their views public meetings. — *Apenera Sh Cook Islands.*

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VE have done little in this territory [of Papua-New Guinea] youth work.—*Tau Boga, Papua.*

VE support the recommendation [that the Commission arrange sistance to territories in the field of uth work particularly in youth ider training], but we would like see it a bit stronger.—*Sam Tage-i, Niue.*

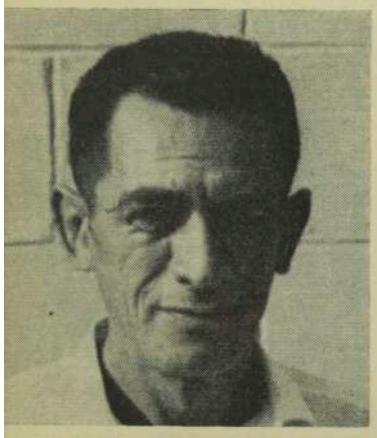
FTER listening to delegates from the other territories, I can see at Wallis Island is probably the ost backward in the South Pacific. would like to ask if the South cific Commission could help us in taining sports equipment, since sport very important in our territory.—*iss Paula Noella Kilama, Wallis d Futuna.*

S we introduce industries in the territories, we are going to need ore and more skills. I think there ould be a policy that the territories ould first look to the other ter-ories for labour before going out-e the area. We should take our n people first. This would retain ture and maintain harmony.—*rlos Taitano, Guam.*

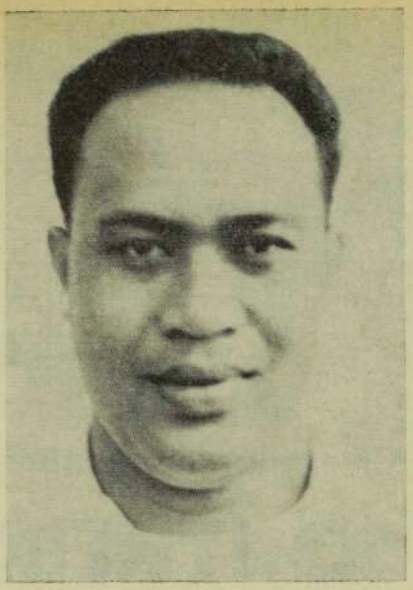
SUGGEST that the South Pacific Commission should provide an ormation service on the position the labour market in the South cific. — *Mrs. Odile Tetuaiterii nrion, French Polynesia.*

ECAUSE of our programme of sending Tahitians to New Zea-d to learn English, you will soon able to go to Tahiti and speak to taxi-driver or guide in English, d he will be able to answer you k, though not necessarily in ford English. — *Eric Maurice querre, French Polynesia.*

ERHAPS in the Pacific it is not too late to improve conditions



Apenera Short.



Iosefa Sunia.

in the country so that the people will stay where they are and not drift to the towns.—*Rene de Saint Quentin, New Caledonia.*

TOO many people are moving to the towns in the hope that somehow, some day, they will get jobs. Trying to reduce the cost of living in the towns will only attract more people from the country.—*W. F. Meredith, Western Samoa.*

IT is in the New Hebrides that the most forward-looking plans are being developed for the teaching of both English and French in the schools. — *Dr. Richard Seddon, Executive Officer for Social Development, South Pacific Commission.*

TO me the conference seems to have been a lesson in living together. People from different countries, of different race, holding different beliefs, finding common ground in a simple willingness to be friendly. Was there any friction? Were any cross words spoken? There may have been. But if there were I did not hear of them and I have not met anyone else who has. Let us recognise this in today's world as a real achievement and a great hope for the future of this region.—*Mr. R. S. Swift, Australia's Senior Commissioner and conference chairman, winding up the conference.*

"LET'S ALL STICK TOGETHER" WAS MAIN THEME

By Robert Langdon

The need and desirability for more "togetherness" among the three million people of the South Seas was the paramount theme of delegates from the 17 South Pacific territories at the Sixth South Pacific Conference.

ALMOST without exception, the delegates expressed a keen desire that their territories should get together much more than they do to pool their knowledge and resources and to co-operate in every field of common activity.

Most delegates also exhibited a strong belief in the value, or potential value, of the SPC as a cohesive body within their area.

Ratu K. K. T. Mara, of Fiji, who led a campaign for a greater voice for the Islanders in the SPC (see p. 21), suggested that the territories might eventually club together within the Commission to form a common marketing body.

The views of delegates were finally incorporated in a series of draft resolutions, and, where approved by the conference as a whole, became recommendations to the SPC. Many of the resolutions stressed the "togetherness" theme.

Women's Federation

For example, one resolution recommended that in all parts of the Commission's programme emphasis should be placed on providing opportunities for the people of the South Pacific to widen their knowledge of developments in other territories of the region.

It also recommended that the SPC should investigate the desirability of establishing a Federation of South Pacific Women's Associations.

Other resolutions which emphasised solidarity covered such subjects as interterritorial exchange, the development of new industries, and education.

The resolution on interterritorial exchange recommended that the SPC should:

- Ascertain the forms of assistance which territorial administrations could offer each other, such as in providing training facilities and the secondment of qualified staff.
- Examine the possibility of ar-



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ging for groups of leaders to visit
er territories in the Pacific.

Support the convening of a con-
nce on telecommunications to
y the part which telecommunica-
s could play in promoting develop-
t of the territories, the adoption
common standards and the
hange of technical information.

Encourage the preservation and
val of South Seas handicrafts and
mine the possibility of holding an
ibition of them.

Investigate the possibility of
ding a South Pacific trade fair.

Be ready to respond to any
uest from territorial administra-
s to examine obstacles to free
ement between territories, such
unnecessarily restrictive immigra-
or trading practices, the linguistic
ier between French and English-
king Islanders and transportation
culties.

Examine the possibility of set-
up an Interterritorial Volunteer
ice from within the region to
k together in other territories on
munity and individual projects.

he resolution on the development
new industries stated that the
erence considered there was scope
regional and sub-regional co-
ation in this field, and it recom-
ded that the SPC should invite
torial administrations and govern-
ts to take steps to achieve this.

he resolution suggested that there
d be greater trade between the
h Seas countries, including re-
ocal across-the-board tariff ar-
ements; the regional promotion
he South Pacific communities for
strial and tourist development;
central marketing of selected
ary secondary products; and the
olishment of regional credit
ces for development.

Education

n the question of education, the
erence recommended that the
should:

Give priority to "measures that
t be taken towards the establish-
of a Regional Institute of
ation."

Consult territorial administra-
on the possibility of securing
uniformity in the school year.

Investigate the possibilty of
ing an accrediting association
ng the educational institutions
n the South Pacific territories to
in up-grading educational
lards for the territories through
establishment of academic and
ing standards for admission to
bership in the association.

● *The Fiji Parliamentary Privileges Bill was passed in the Fiji Legislative Council, with amendments, in June ("PIM" July, p. 15). Some aspects of the bill were fiercely opposed in Fiji and overseas as being an attack on freedom. A leader of the attack was the daily "Fiji Times", whose editor and publisher here explains, by invitation, the reasons for the opposition.*

MUCH UNSAID IN FIJI LAW

By L. G. Usher, Publisher of "The Fiji Times"

It was natural that the framers of a bill to define the powers and privileges of the Legislative Council of Fiji should have based the bill on the powers and privileges of the House of Commons—the model for all Commonwealth legislatures.

PARLIAMENTARY privilege stems from the days when parliament was trying to establish its supremacy as a law-making body. Anything that weakened that authority was something to be fiercely challenged.

Anyone who trespassed on land belonging to a member of Parliament, or fished in his waters, or insulted him personally, was held guilty of offending the privilege of Parliament itself and was tried and punished by Parliament.

The power to punish remains, but with the years it has been less and less used, and the arrogance is gone. Nobody these days is put in the pillory.

Nobody has been fined by the House of Commons for more than 200 years. Imprisonment has been replaced, in general, by reprimand following an apology.

The House of Commons still, itself, deals with alleged breach of privilege and sits as judge.

Under the new Fiji law, such charges are to be heard in the law courts—a procedure which courts in Britain have been trying to establish for many years.

There is no limit to the penalty that may be imposed for breaches of the privilege of the Commons.

Under the Fiji law, maximum penalties of a £200 fine or two years gaol, or both have been fixed.

These are probably realistic when the offence involves deliberate perjury, destruction of public documents, or assault or bribery or intimidation of members.

But in its initial form the Fiji bill included in the blanket list of breaches of privilege such things as "insulting" a member because of his Legislative Council activities, "prevarication" as a witness not on oath, or disclosing details of proceedings or documents declared secret by the Council or one of its committees, "misconduct" as a witness—which might mean anything from wrecking the furniture to appearing in a bathing suit.

The Fiji Times opposed the bill because it included, with heavy penalties, powers that have in practice been relinquished in Britain, although they still exist in theory. The Fiji law therefore enshrined things that have become archaic in Britain.

The Fiji Times protested against harsh penalties for minor offences, and when the bill came before the Council most of these things were removed.

But on the principle that ordinary laws of the land should apply to such things as alleged defamation or assault of a member the Government stood fast.

"Special Citizens"

So members of the Legislative Council have been put into a special category, separate from fellow citizens.

The opposition to the bill produced one valuable safeguard which in practice should curb any arbitrary assertion of power.

There can be no prosecution for breach of privilege unless it is authorised by both the Attorney General, as director of public prosecutions, and the Speaker.

Yet some basic questions remain.

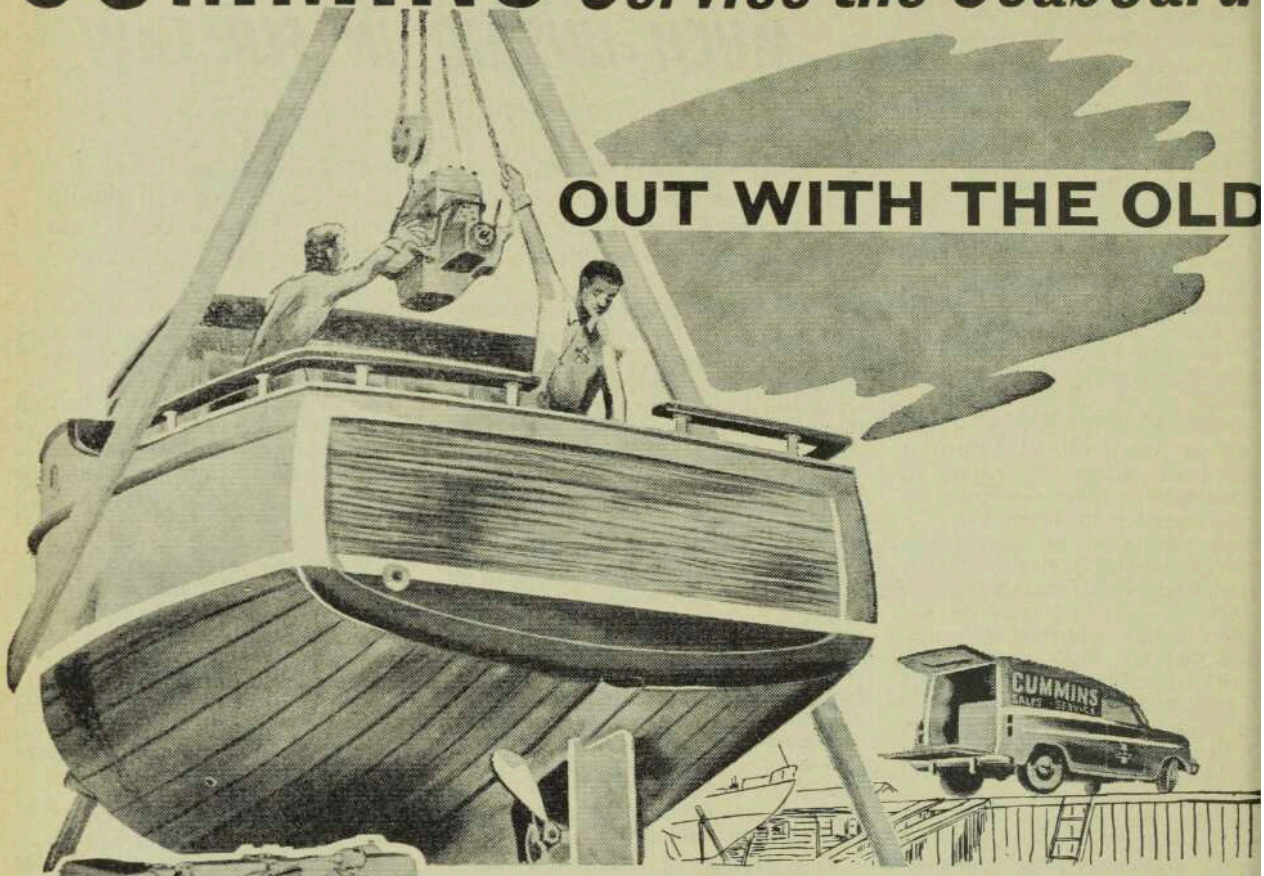
They have been stated by an English outhority, Harry Street, in a Pelican book, *Freedom, the Individual and the Law*.

"Is there any need for this crime of contempt of Parliament at all in so far as it bears on freedom of expression? If an MP's character is attacked he has his remedy in an action for defamation. What gap in civil and criminal law is there which needs to be filled by this crime?"

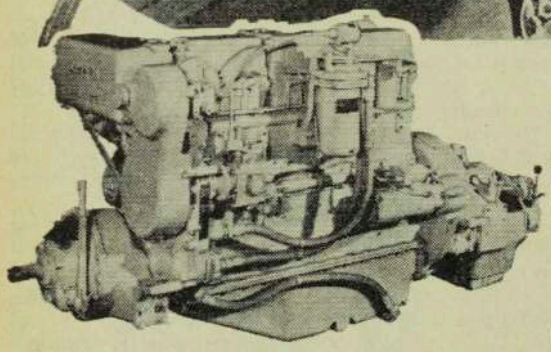
Fiji's privileges law leaves these questions unanswered.

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WEST SAMOAN DEVELOPMENT PLANS ARE ON THE MOVE

From R. F. Rankin, in Apia

The tendency towards secrecy n government has been con-antly attacked by the Press in Western Samoa since indepen-ence.

A FAVOURITE target has been the Economic Development ecretariat, where Minister of inance and Economic Development . F. D. Betham went so far as to rbid his Development Secretariat ead, UN appointee A. Gerakas, and s staff, to even talk to the Press n any matter of development. Mr. etham himself was almost as in-ccessible.

At the end of June the constant eas from the Press for better ublic relations finally bore fruit. he Economic Development Board, hich has an advisory function on erall development, issued a new olicy on relationship with the Press. The Board, in which Mr. Betham chairman over the Ministers of griculture (Laufili Time), Lands oomata), Education (Papalii umau), Public Works (F. C. F. elson) and ex offico member, UN gional head Harry Spence, decided at the Secretariat should issue regu-r Press releases and that the inister and Secretariat head should available for Press interviews con-rning them.

On the same day, the Secretariat ued a Press release reviewing ogress in 1965 projects. Because lack of information many of the blic thought that these had come a standstill. Far from it. Accord-g to the Press release:

- All the 1965 projects which ceived appropriations from Parlia-ent are now being implemented.
- Recruitment of a project man-er, soils specialist and forester for e Asau Land Settlement Scheme is der way. This project is being ndled by the Department of griculture and Department of nds, and the first parcels of land e expected to be leased early next ar.
- The law draftsman is drafting gislation to establish a Handicrafts dustry Development Corporation.
- The Department of Agriculture s indicated that planting materials for the coconut and cocoa planting projects should be available by the middle of next year.
- The Agricultural Incentives Steering Committee (Mano Togamau, MP, chairman, Magele Ate, MP, Director of Lands & Survey, F. J. Kearns, and the Head of the Development Secretariat, A. Gerakas), has recommended the concentration of all efforts and the application of all contest funds to contests of clearing plantations and bunchy top. Planting contests will start when the planting material becomes available.
- The New Zealand Trade and Development Office is expected to be functioning this year.
- The proposed director of the food processing industry development laboratory is due in Apia in July or August to advise the Department of Agriculture on the location and construction of the processing laboratory.
- The Visitor Destination Area Study will be finished this year. In this connection Intercontinental Hotels Corporation has sent one of its top hotel operations experts to analyse hotel potenial in Western Samoa. He arrived in Apia in July and is carrying out the survey at no cost or obligation to Western Samoa.
- Western Samoa will be a mem-

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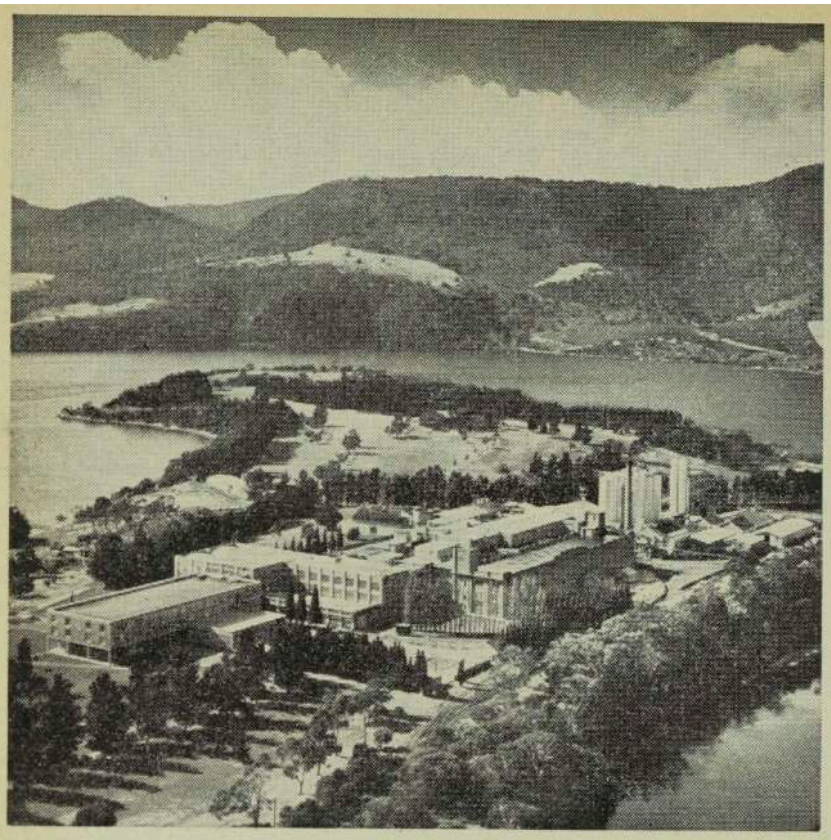
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NEW APIA HARBOUR TAKES SHAPE

An historic landmark in the South Seas, the famous bones of the German warship "Adler", wrecked in Apia in dramatic circumstances during the great hurricane of 1889, will soon be no more. The "Adler" (top picture opposite) will be buried in the reclamation scheme which is swiftly filling up 28 acres of Apia's famous beach front as part of the town's big new harbour and wharf scheme. The 28 acres, whose extent can be seen in the centre picture, which is looking north from Apia, will be reclaimed by October. The last pile in the new wharf, which is across the harbour from the newly reclaimed area (bottom picture), was driven on June 12. The wharf will be 604 ft long, will cost £800,000, and will be ready by December 2. The Union Steam Ship Company's inter-island vessel "Matua" will have the honour of being the first ship to tie up that day. Apia has never had an overseas wharf in its long history.

Photos: "Samoana"

ber of the Pacific Area Travel Association "in the very near future".

In another move forward, the long-awaited Development Branch of the Bank of Western Samoa recommended by Stace and Lauterbach four years ago, appears to be finally approaching reality, although in extremely limited finance.

The former agreement establishing the Development Branch was signed by Head of State Malietoa and the manager of the Bank of Western Samoa, Mr. R. J. Sylvester, at the end of June.

The agreement provides for the creation of a Development Loan Committee to deal with applications for development loans. The committee comprises the Bank manager as chairman over Hon. Amua Tausilia (Speaker of the House), Financial Secretary P. Hellier, Director of Agriculture T. M. Cunliffe, and United Nations advisor to the Minister of Economic Development A. Gerakas.

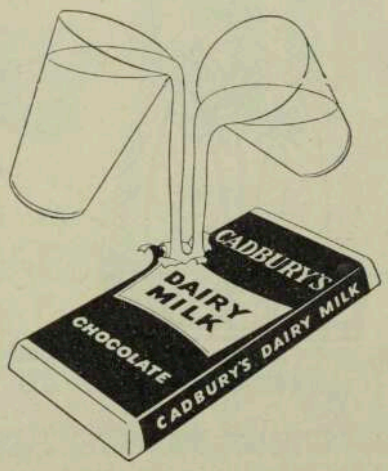
Initial funds appropriated by the Legislative Assembly for the Development Branch amount to £10,000.

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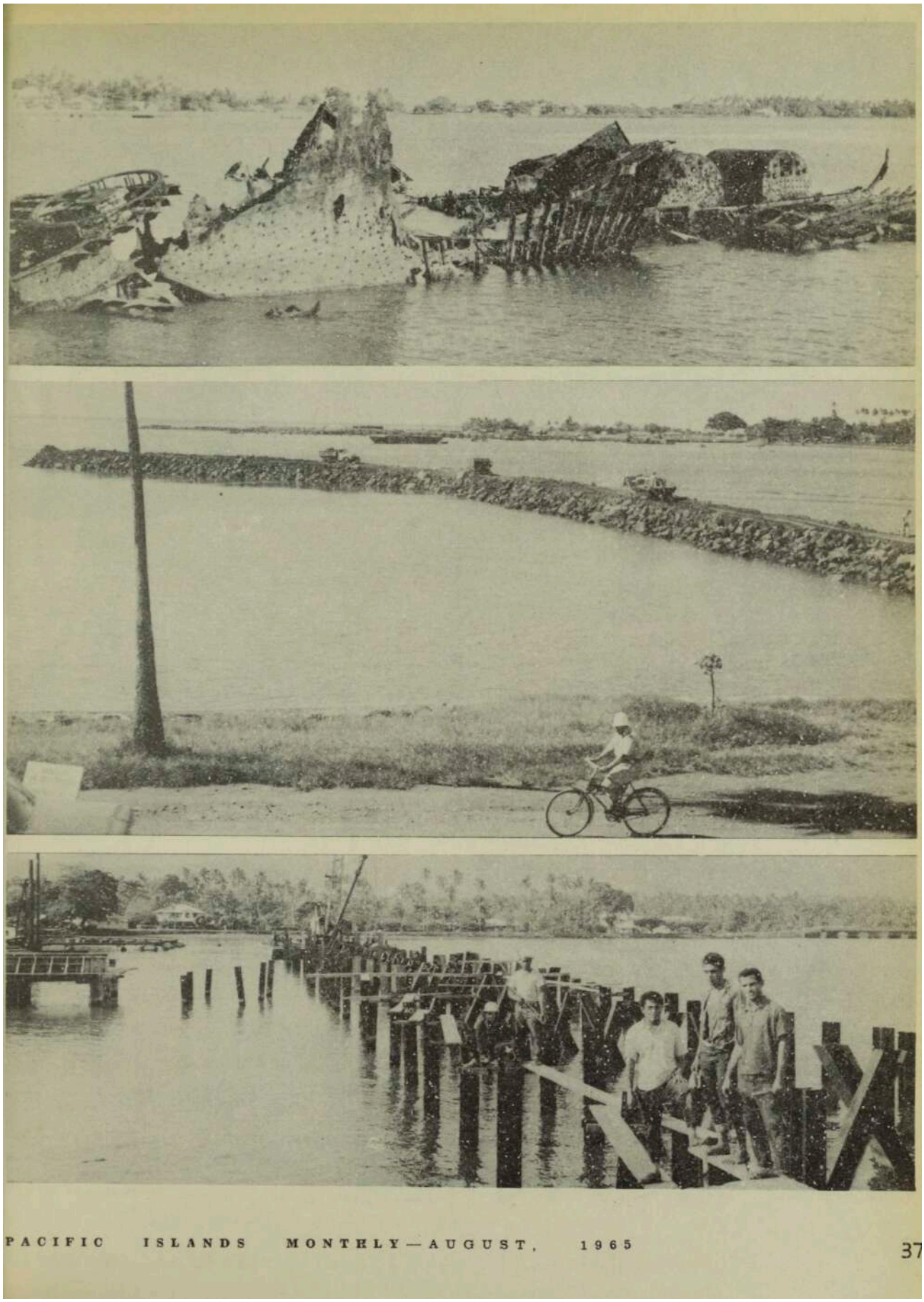
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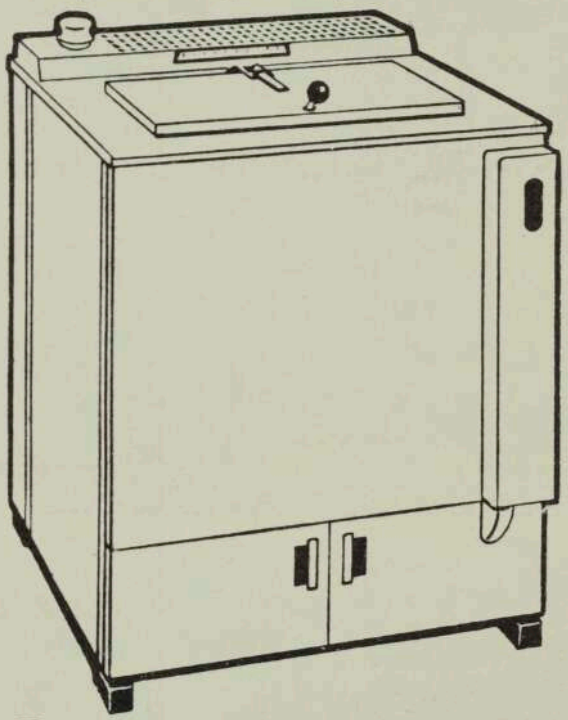
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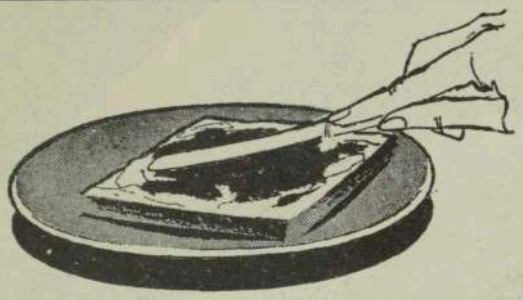
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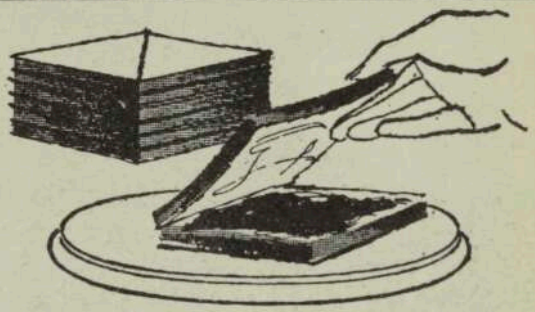
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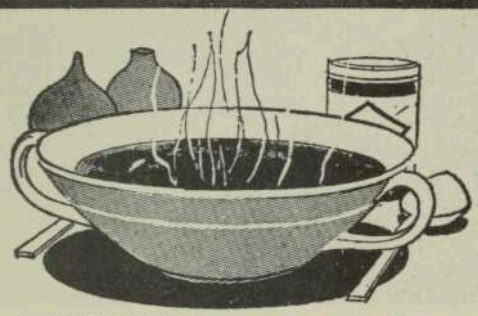
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Life's Faster Tempo Is Getting On Papeete's Nerves

The increasingly rapid tempo of life in Tahiti's capital, Papeete, is threatening the "nervous equilibrium" of the town's inhabitants and is causing serious social problems.

THIS is stated in a paper presented by the French Polynesian delegation at the Sixth South Pacific Conference in Lae, New Guinea, in July. The paper speaks of the hazard proliferation of "unauthorised hovels" in Papeete, the problems of prostitution, liquor and tuberculosis, the filthiness of the municipal rubbish dump, and an alarming increase in the number of road accidents.

Papeete's social problems are more or less attributed to two great changes that have befallen French Polynesia, and Papeete especially, during the last five years.

These are the opening of the international airport at Faaa, Tahiti, in 1960, and the inauguration of the nuclear testing project in the territory in 1962.

The opening of Faaa airport has entirely transformed the traditional communications connecting Polynesia, and especially Papeete, with the world at large, the paper says.

Transformed

In 1964, more than 21,000 movements of aircraft of all nationalities were recorded at the airport—1,603 commercial aircraft, 987 official (civil or military) aircraft, and 18,535 private aircraft.

The last census (1962) revealed that the population of Papeete was 29,903. Today the municipal authorities estimate that 24,000 people inhabit the city.

The population comprises persons immigrating from the districts of Tahiti and the islands, tourists on short visits, or those who came to stay before 1962.

Since 1962 there has also been a great deal of coming and going in connection with the nuclear testing project.

Some big private companies have set up offices locally—Dumez-Citra, Travages, Grands Travaux de l'Est —while soldiers, sailors, airmen and civilian engineers have been pouring in.

The paper says that the labour force in Papeete increased from 5,700 in 1959 to 9,500 in 1964.

"Fortunately not all of these workers have abandoned the rural areas of Tahiti," the paper goes on. "All that happens is that to get to and from work, they have to adapt their timetables to those of persons inhabiting the suburbs of some huge metropolitan conurbation.

"Some of them, from the island of Moorea or from the remoter rural areas of Tahiti, 40 or 50 miles from Papeete, go home only on week-ends."

The paper says that the number of tourists visiting Papeete increased from 1,472 in 1959 to 14,135 in 1963 and 13,085 in 1964, and that the figures for 1965 are expected to be much higher than those for 1964.

In addition to the 13,085 tourists in 1964, 33,926 people visited Tahiti in cruise ships and liners on regular runs.

Before 1962, the paper says, the chief reason people left their own islands to settle in Papeete was that they wanted to give their children a better education than they could get at home.

Other reasons were that poor communications deprived them of such things as flour, sugar and canned foods; and that a native, who, for any reason, spent some time in Papeete, found it hard to go home again and preferred instead to summon his family to join him.

Before 1962, no more than a few hundred people a year migrated to

Drift To Towns "Inevitable"

After discussing papers on the social and health problems of urbanisation in several South Pacific territories, the Sixth South Pacific Conference in Lae in July adopted a resolution which stated that the drift of population from rural to urban areas was "an inevitable trend" because of the better employment opportunities, etc.

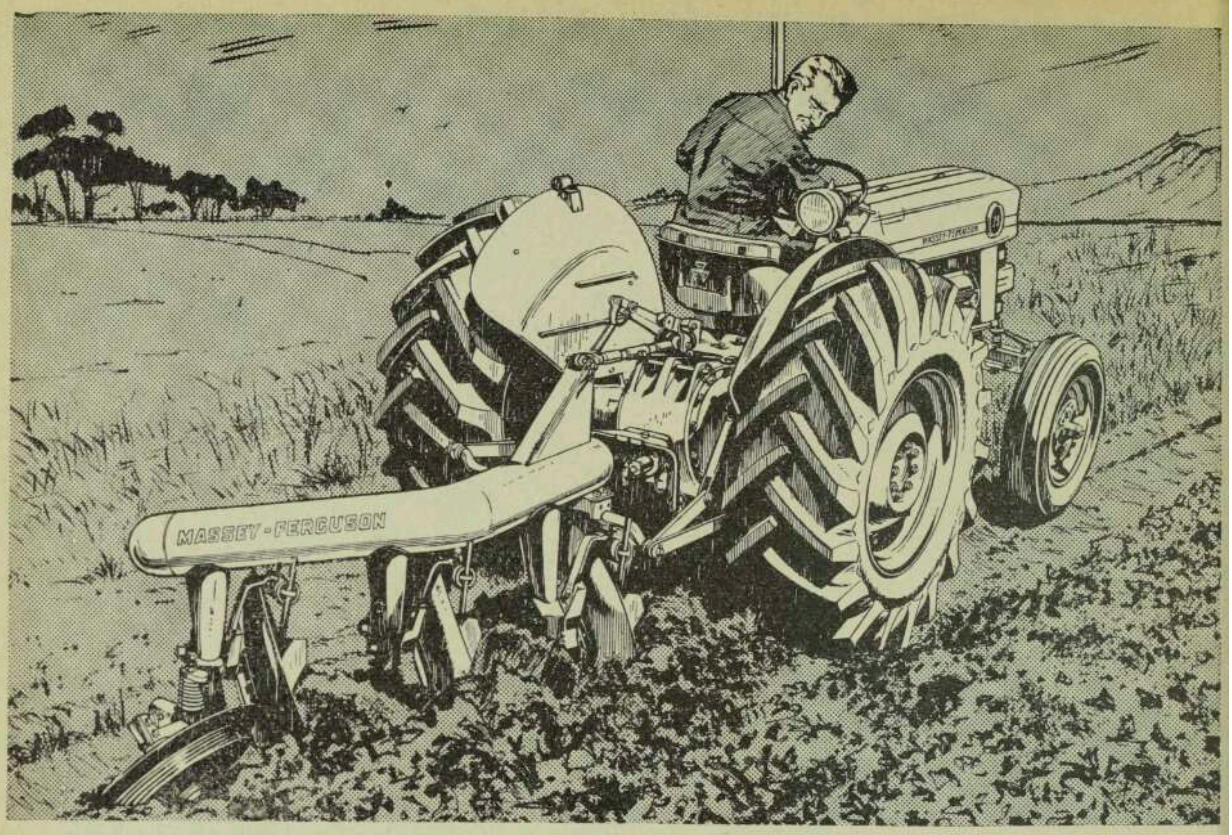
However, the conference recommended that the Commission be asked to invite territorial authorities to examine—with the assistance of the Commission where necessary—the adoption of palliatives to the problems of urbanisation.

The conference suggested that the palliatives were: More attractive economic, recreational and educational opportunities in the countryside, and the comprehensive planning of adequate services and amenities in the urban areas.



Outer islanders in French Polynesia, such as these people on the island of Rapa, are drifting to Papeete in ever-increasing numbers because of better employment opportunities, better educational and health facilities, and the lure of a more exciting life. Their arrival in Papeete creates serious social problems.

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apeete in this way. But since then ere has been a very considerable crease because of the demand for bour.

The influx of people from the lands in Papeete has created a difcult housing problem because the migrants put up shacks, unbeknown the authorities, on unused land.

These shacks, of one 15 ft by 15 room apiece, may shelter from 15 20 people each night.

The proliferation of the shacks, ith their primitive sanitary conveniices, is a source of grave concern the health authorities.

But the problem is likely to grow orse during the next two years hen workers return from the conruction of aerodromes and military stallations at Mururoa, Hao and angiroa atolls.

The authorities will then be faced ith the dilemma of either overlookg the unauthorised shacks, which e an obstacle to future drainage nd sewage disposal plans, or to inst on building permits and observnce of the regulations.

"If we choose the latter course," e paper says, "there is bound to be increase in over-crowding — a oblem already grave enough—and is will inevitably lead to such things prostitution, a risk of serious idemics, and the spread of tuberulosis, and so on."

Drains

The paper says the laying of new ains has not kept pace with the stward and westward expansion of apeete.

This lack, particularly in the areas habited by indigent islanders, enurages the breeding of flies and metimes creates a source of phoid.

The municipal rubbish tip also aves "a very great deal to be dered."

It is situated at the end of the paerui valley next to a pigsty, "the habitants of which, with the comicity of their owner, roam freely er the rubbish."

The paper says: "This area (the paerui industrial zone) is steadily reading, and the municipal rubbish , where rats and flies abound, is source of serious annoyance.

"The new brewery, for example, mplains about the risk of contamation of its vats by flies."

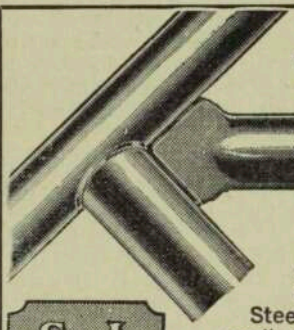
The paper says it is difficult to keep reast of the incidence of venereal sease in Papeete, but "a garrison wn with a floating cosmopolitan pulation is likely to suffer from ostitution and all it entails.

"Among the newly-arrived families, malnutrition is not infrequently observed," the paper goes on. "Often enough the earnings of a single breadwinner do not suffice to feed all his numerous dependents, and even when everybody has a job, the children are left too much to their own devices and, as a result, are not properly fed.

"It may well be, too, that in certain families too much money is set aside for such things as drink and leisure instead of being devoted to necessities. . .

"In some respects, the transition from rural to urban living has been too sudden. The noise and strain of modern urban life, combined with easier access to alcohol for those unaccustomed to it, have led to a succession of grave, sometimes fatal, industrial accidents which would have been unthinkable even a few months ago, as well as to road accidents in even greater numbers."

Records kept by Papeete Hospital, the paper says, show that the number of people injured in road accidents increased from 165 in 1960 to 715 in 1964, and that blood tests showed an even steeper increase in the number of accident victims severely affected by alcohol.



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Territories TALK-TALK

With Tolala

Introducing more old-time cricket teams. I received the other day a group photo of Rabaul players of the 1932 period, which appears on this page.

IT was sent to me by Basil Challis, who "nitched" it from Bill Heinicke's service station in Hackney, South Australia.

Incidentally, the Kavieng cricketers' photo, published in April, was taken from the wall of a service station at Mullaway on the North Coast of NSW. It points to something, I suspect; what, exactly, I wouldn't have a clue.

There are several well-known Rabaulites of Before pictured here: The first one in the back row, Jack Melksham, I don't remember. The next is "Snow" Blakely, a happy soul as a rule, though in the photo he looks as though someone had pinched his beer. "Snow" is still in NG, in Goroka. (And I remember he had a sister, Dot, who was a very popular lass around town).

Next is Vic Pennefather; not at all a good likeness. Vic did as much for cricket during those early years as anyone—if not a bit more. He came to NG with the AM&NEF and was playing on Rabaul grounds in 1915. Now he lives out on Sydney's North Shore; he is a Boer war veteran and his health is not too good.

Educationist "Artie" Schmidt is next in the back row; an outstanding athlete in many ways and always as fit as a fiddle. The Japs caught up with him in Rabaul in 1942 and he went down with the *Montevideo Maru*.

Comes then Monte Phillips, who at this time (1932) was a Judge of the Supreme Court of TNG, but a great supporter of cricket and tennis, and he was a team member; despite his gamey leg he would often refuse a "runner" when batting.

"Abie" Abrahams stands next; another ardent sportsman of those days. I think "Abie" was top-seeded tennis player then. He was Rabaul's Postmaster, with a delightful personality. I saw him last in Canberra a few years ago.

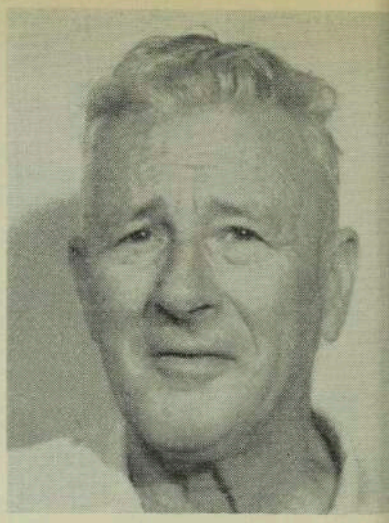
And then we have "Josh" (G.C.) Holmes again! (He was in the Kavieng team, d'you remember?) . . . Next to "Josh" is the famous Alf Koskey. Everyone knew him as an interesting personality and inclined at times to act the clown. He had an individualistic routine when at the crease. Just before the bowler was taking his run Alf would spit on the fingers of his right hand, wipe them on the seat of his pants, grab his bat and then be ready for all emergencies.

Of those seated, the first one, Adrian Steele, I cannot recall. Next to him is that delightful cove, Jack Talmage. I knew Jack for many years: Board, Big Firms' plantation man, then came War II and Jack was on his own property on Tabar Island, off the New Ireland east coast, when the Japs came in. He was executed about the same time as young Con Page.

Seated next to Jack is the inimitable Bill Heinicke who, during the thirties in Rabaul was the lad of the village; the town's playboy. Nevertheless he was prepared to get down to hard work and roll up his sleeves when occasion demanded, as it did at the end of May, 1937, when Vulcan erupted and afterwards the cleaning up job of Rabaul presented a problem. Bill collected an MBE for his good work.

But Bill's proudest moment, I believe, was the day as Compan sergeant major he led the first Ne Guinea contingent on the marc through Rabaul to the main wharf fo embarkation. He ended the war as major; the crown shifted from his arr to his shoulder.

Comes Bill Browne, can't reca him; the one alongside him is Bas Challis, known to me for many year as an excellent all-round sport man, musician and a courteou Administration official; he lives i retirement in South Australia. Next t



Back in Rabaul these days is Mr. Arth Collins, an old Territorian, well-known b fore the war. He first went to Rabaul 1921 with the New Guinea administratio and later was in partnership in Peadc and Collins Garage, Rabaul. From 1936 1948 he was with Mandated Airlines. H wife is with him in Rabaul—all the children now being married. They ha eight grandchildren.—Photo: Chin H. Mee



The Rabaul cricket team of 1932. "Tolala" recalls the personalities this month.

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im is J. Griffiths. The name rings bell, but the penny does not drop. One's memory does not improve ith age). Griffiths was with the Melanesian Coy, I believe.

HEY PASS AWAY

THE heaviest cross one has to bear as one grows older is to hear ord of the passing of good friends ho, 30, 40 years ago, were your ily companions and, like oneself en, had become merged in the local ttern of things.

Two such companions passed away recent months. Henry Ludlow owning and Rudolph Roy Bieske, th in the Administration service Rabaul during the late twenties.

I first came in contact with Harry owning about 1926 when he rned with Dr. Cilento (later Sir aphael) from a medical patrol rough the Highlands country of ew Guinea. It was the first govern- ent patrol up that way and Harry, ing an expert photographer as well a lik-lik doctor, had some startling otographs of these Highlands tives, their houses, their head- esses and the rugged country.

The patrol went almost unnoticed sofar as southern publicity was ncerned. *The Rabaul Times* ran a oop of which the outside world uldn't care less. (Be it noted that M was not born then). Shortly ter Harry transferred to District rvices. Came the war and Harry as detailed to the Social Services ction of Department of Territories Sydney; a task requiring sympathy, ct and personal knowledge to ovide information to the constant ream of enquirers (mostly women) om New Guinea, and, what was ore important, the sustenance to ep them going.

Harry was courtesy personified. As ne woman told me in relating those nse years of waiting, "Harry owning is the most civil servant ve ever met".

Roy Bieske did not make the public ntacts that Harry did in Rabaul r later in Sydney. For many years e was acting as Registrar of the entral Court, Rabaul, and outside f office hours he wielded an expert ue on the billard table. In the venties there were three top players: Bully" Hayes, the solicitor; Orton ownsend, the Government Treasurer, nd Roy Bieske.

Joining the Army in 1940 he rved for four years, received his ommission and was later discharged edically unfit. As a member of ne Repatriation Department later he came in touch with many a Territorian. He retired in 1957.



Harry Downing, photographed on his retirement in Sydney a few years ago.

Roy was a sick man for some years and following an attack of bronchitis in May he had a relapse and died on June 20. He was married to Sister Harvey, of Namanula, who survives him.

A WORD FROM "JOSH" HOLMES

IT'S good to see that the old-timers are critical as ever; and not the least of them old "Josh" Holmes, pruning the roses and training the honeysuckle down in Dorset, England. Says he, after extravagant bouquets to certain people's memories:

". . . However, with reference to the photograph of the Kavieng cricket team, given to you by Blue Allan, may I respectfully point out that the names are as under: The first chappie was a member of the B.P. staff and not Harry Hugo. Unfortunately I cannot remember the chap's name. Harry Hugo is the one sitting at the feet of Con Page, Senior. Young Con Page is not in the photo at all. He very seldom played cricket and was more interested in boats.

"Outside of this one member all the members in the back row are correctly named. You are also correct in assuming that Ashby was the name of the first one sitting down. His Christian name was Stan.

"The lad with book and pencil is 'Oigle' Davidson, the *European* school-master. How well I remember him in the days when I was president of the Kavieng Parents and Citizens Association, petitioning the Government for a school teacher for the white kiddies, and we had to guarantee a class of 15 to procure this privilege. I even sent my daughter Heather (now Mrs. Seale) back to school to make up the number. As she was six or seven inches taller than 'Oigle', I think in the end she ended up assisting 'Oigle" as an assistant teacher!

"After 'Oigle' Davidson comes 'Windy' Hoffman, who was No. 2 to Jock Comerford at the Bank of NSW, and not Les Corbett. Les was never a resident of Kavieng. 'Windy's' favourite song when in a jovial mood was always 'Look at the Tombstones'.

"With reference to Blue Allan's picture of Bulominski's grave in which he states that 'Leponkus', the old Bagail luluai, is still alive. This

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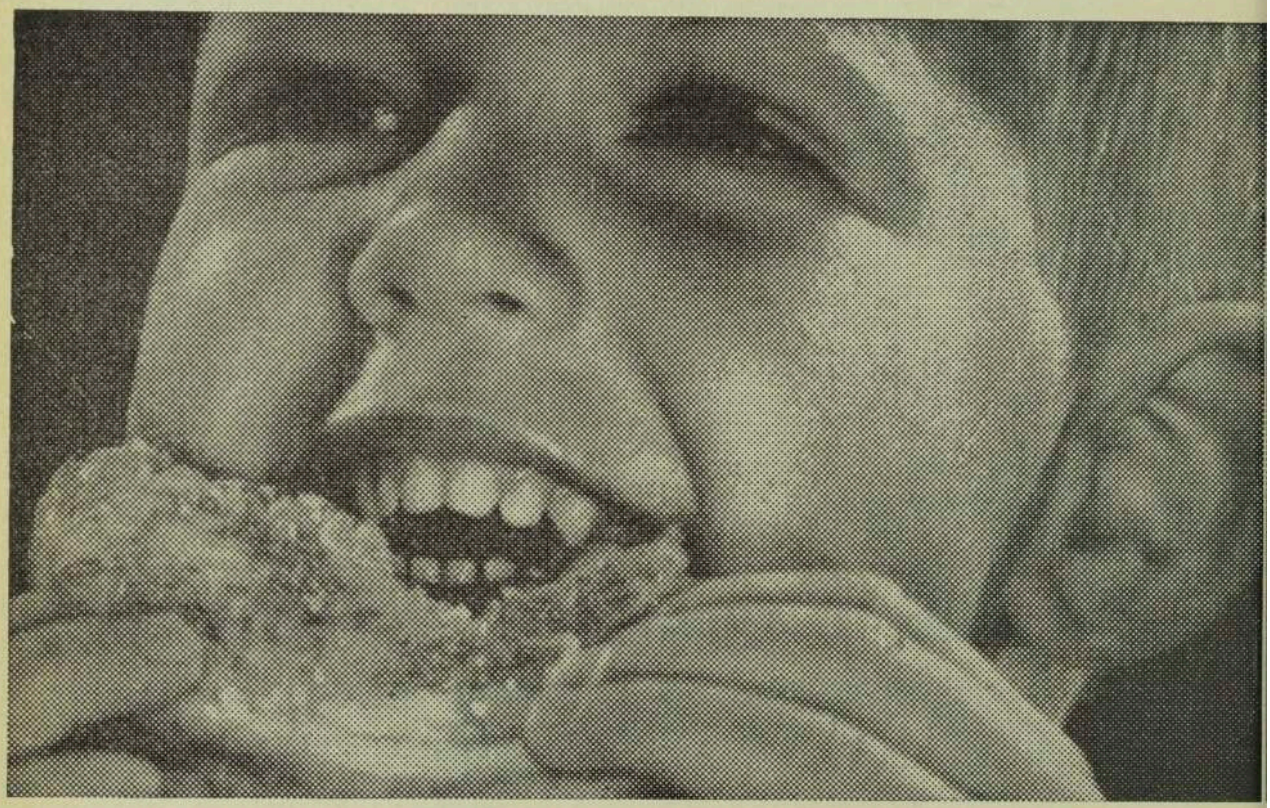
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is not so, as Bill Mossman and myself attended his cremation in 1938 or 1939. The Germans always called him 'Laverkus' but we people always called him Lepangkus or Lebangus."

Thanks a lot, Josh. Let's hear from you about the Rabaul cricketers. It would seem that London's fogs or smogs have done nothing to dim that memory on the events that registered in New Guinea in the days before racial discrimination was even mentioned; far less practised. May long, leisurely years in retirement be yours, Josh.

BITS AND PIECES

A NOTE from West Germany on members of the Hamburg New Guinea Club tells me that Kurt Kuhn, the last manager in the Colony of the Neu Guinea Kompagnie, has died. The big, two-storeyed bungalow, up in the Rabaul Botanical Gardens, was named after him. Capt. Haug is an unhappy man with eye cataracts. Hans Mannsfeld has been spending some time in hospital lately. But the veteran of them all, Herr Konsul Wahlen, is ticking over very well, despite his 92 years.

Gone to his rest is "Tommy" Thompson, of the old Amalgamated Wireless staff in Rabaul back in the twenties. A good mixer and an efficient worker. He married Freda Dengate (Jack Allan, also of AWA, married the sister Ruby) and they lived at Bargo (NSW) where Tommy has spent a few sick years.

Alice Allen Innes, traveller and islands writer, sends me from Saigon (if you please!) a copy of the *Saigon Daily News*. Two differences (at least) I noticed from the usual daily newspaper. In the right-hand top corner there is the printed note: "Do not buy this paper if corner is missing". On the corner: "Please tear off this corner when you receive paper to prevent resale". The other unique feature (to me, at any rate) was that UN Secretary-General U. Thant was referred to merely as Thant—no prefix.

REQUEST FROM IRELAND

WILLIAM C. HUSTON is president of the Londonderry (Ireland) Philatelic Society and is engaged in compiling a list of aerial flights to and from Papua and New Guinea from the start, together with pilots' names and mails carried. Anyone willing to write to him and help him on his way by sending news clippings or photos of flights should address him at 42 Northland Road, Londonderry, Ireland. He particularly wants information about Lionel Shoppee's early flights.

A MATTER OF HEADGEAR

IN the *South Pacific Post*, Port Moresby, of June 14 there is a good coverage on p. 3 of the UN Trusteeship Council debate in New York and special reference is made to the answers to questions put to John Guise and Mathias Toliman. There is also a photo of John Guise wearing a fez and a broad smile. The broad smile is understandable; but the fez! Well, it appears somewhat provocative, to say the least, for the protege of two Anglican Bishops and coming from a country where, as yet, there are practically no followers of the Prophet, to be wearing Islamic headgear at a UN meeting. Perhaps his PR man has his blocks mixed.

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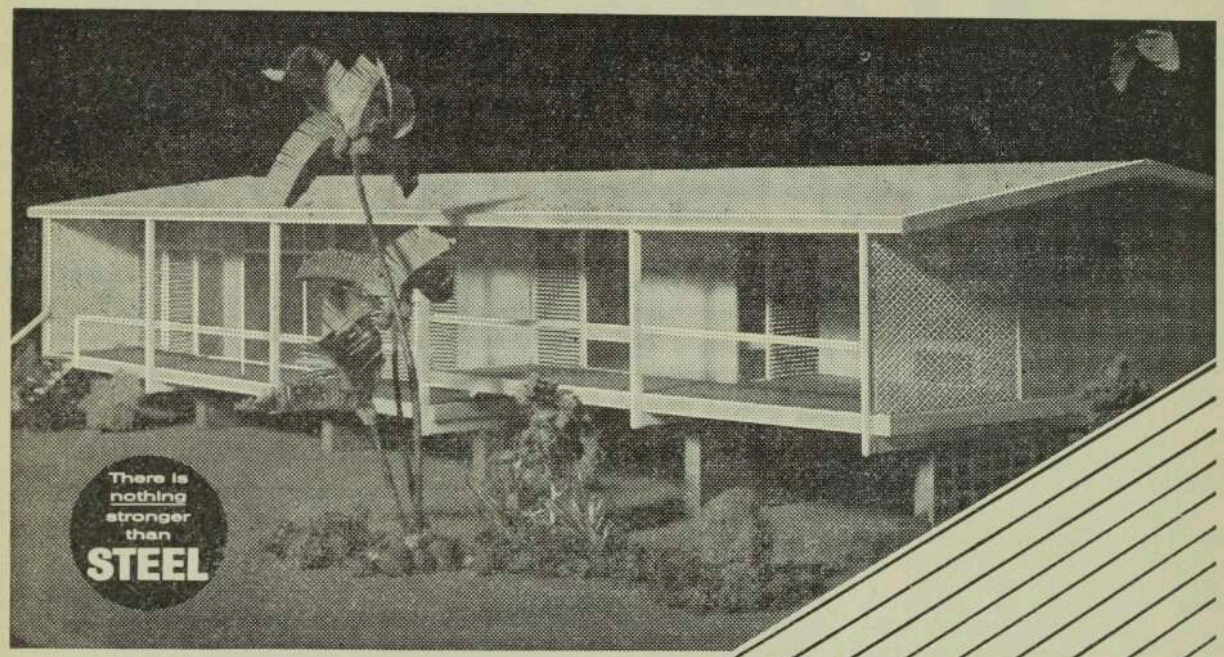


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The Editors' Mailbag

FIJI'S COUNCIL OF CHIEFS

Sir,—I have been asked by the Secretary for Fijian Affiairs, Ratu Penaia Ganilau, to pass to you the following:

There appeared on p. 11 of the June issue of *Pacific Islands Monthly* an article under the heading "Apprehension Over London Talks On Fiji's Future". This was below the by-line of "A Suva Correspondent".

It stated, "At the time of writing, the Great Council of Chiefs is meeting at Suva and from it has come one piece of information which indicates the present temper of some of the Fijians.

"A motion was placed before the Council calling for the exclusion of Indians from the constitutional talks in London. It was defeated by a narrow majority."

The Secretary for Fijian Offairs states:

"No such formal motion was placed before the Council, although the matter was raised and briefly discussed. Consequently, there can be no basis for the statement that it was defeated by a narrow majority."

E. J. F. HACKETT,
Public Relations Officer.
Fiji Government Offices,
Suva.

"CRY, BELOVED ISLANDS"!

Sir,—From a visitor's viewpoint the New Hebrides group appear attractive, happy-go-lucky, palm-fringed. Indigenous Melanesians are care-free and always ready with a smile. Their worries, if any, are limited, as fertile soil and regular rainfall are kind to yams, taros and sweet potatoes. Whatever problems may be faced are left entirely in the hands of Europeans.

The Europeans are divided in several groups, here described:

(a) It may or may not be unfortunate that some of the tropical lethargy has been passed on to the new generation of white settlers whose forebears only 60 years ago were tough, diligent pioneers. However, there remain a number of educated New Hebridean-born whites who feel deeply for the Group. This is their home and they are here to stay, be they French, British or half-castes.

(b) To manage the political side of the Group (even though the Protocol forbids "politics") British and French governing bodies have been given full sway by their respective home governments. These good people are replaced every few years. Their short sojourn is not conducive to administrative continuity. In some cases, their presence does more harm than good.

(c) British and French commercial firms, who were here at an early stage of development, were instrumental in assisting European settlers, but since appear to have changed their policy.

(d) Other members of the community are business people who hail from various points of the globe. A businessman is generally endowed with a sharp brain. To further his end he must practice social graces on local political parties with suitable gifts. Most are here for a short time, but long enough to shower viewpoints which, at times, could be detrimental to these islands. Their aim seems to be to exploit speedily.

(e) Mission bodies cover a large mixture of Christian denominations, all vying with one another to "bring light into darkness". There are more kinds of Christian sects in the Group than in any other part of the Pacific. However well-meaning, their varied numbers confuse the inhabitants.

(f) Last but not least, the third Administrative body comprises a motley crowd with varying degrees of capabilities. Some are not-so-capable. It used to be the standard joke that if a person could not find employment elsewhere the Condominium always had room for him. Thus, this organisation has swelled its numbers over the years.

It was suggested that qualified men should be imported from overseas. Good men are, unfortunately, expensive, and those with "European systems" are generally known to be too frail to stand up to tropical conditions.

Regardless of origin or whether recruited "on the spot", Condominium employees and families are granted up to nine months European-leave every six years, not counting annual leave. An independent, wage-earning youth, outside of Condominium services, is permitted to share this joy-ride with a Condominium parent. The local Budget must feel the strain in no mean measure.



The monument to Robinson at Samarai. But why Samarai, asks a reader below.

In conclusion, the agriculturist who forms the back-bone of the islands wonders at the outcome of all this. Regardless of colour, he is here to stay.

Evolution will take its course and the Melanesian standard will be raised, given time. To force the issue with a slap-dash move towards self-determination hurriedly mapped out, can only result in unhappiness and confusion.

Whatever unrest may ensue will not be by choice of the people but because of the governing powers. Their task is mainly concerned with a steady flow of reports. Visiting Ministers from abroad are only shown *what they wish to see*.

And so, the contented Melanesian with his ever-ready smile must conform, and be jerked out of a sweet, care-free existence to become part of a chaotic world simply to suit the whims of a handful.

MADAM X

Santo,
New Hebrides

WHY AT SAMARAI?

Sir,—Who were the unnamed men of New Guinea who erected the monument (pictured) to Christopher Robinson, and why was it erected in Samarai? Nobody knows anything about it here—few notice it as they pass by.

Christopher Robinson, then Lieutenant-Governor of British New Guinea, committed suicide in Port Moresby when he learned that he had been dismissed from his post and recalled to Australia for an inquiry into his reasons for making a second punitive expedition to Goaribari Island.

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ear Kikori, to punish the murderers f the LMS missionaries Chalmers nd Tomkins. A punitive expedition ad already been sent by his pre-ecessor, Sir George Le Hunt.

The memorial cenotaph has the in-cription:

In Memoriam: Christopher Robin-on. Able Governor—Upright Judge —And Honest Man. Died 20th June 904. Aged 32 years. His aim was o make New Guinea a good country or white men!

This stone was here set up by the en of New Guinea in recognition f the services of a man who was as ell meaning as he was unfortunate. s kindly as he was courageous!

Life is mostly froth and bubble
two things stand like stone.
Comfort in another's troubles
courage in your own.

D. S. ASKEW

amarai, Papua.

BOUGAINVILLE PYGMIES

Sir,—I found the article "The lysterious Little Men of Buka and ougainville," by R. J. Giddings, *PIM*, April), very interesting.

I had heard also from Europeans ithin P-NG talk of the possibility primitive pygmies living in the ountainous, jungle-covered interior Bougainville, in the vicinity of *oth* active volcanoes, Mt. Balbi and t. Bagana.

However, like Mr. R. J. Giddings, am rather inclined to believe that e report of pygmies on Bougainville Buka are rumours, and completely lse.

Likewise I have done extensive trolling as a Medical Assistant rth, south, east and west in the ougainville District and if there are d pygmies running around then my me isn't J. Stewart.

ERIC. J. STEWART.
blic Health Department,
mio, New Britain.

AVIATION PROBLEM

Sir,—For a number of years I ve been collecting First Flight vers of P-NG, and thanks to a mber of your readers, I have thered much interesting data. Now have a problem that nobody to te has been able to answer, but I sure that one of your readers n help.

It deals with a cover (envelope) sted from Bulolo on March 15, 32, and addressed to Mr. B. G. allis, Salamaua, and annotated IRST FLIGHT AND OPENING ATE OF BULOLO POST FICE".

Can your readers tell me who the stmaster was, lend me photos of the opening of the post office, tell me what company, pilot, and aircraft flew the first mail from Bulolo to Salamaua?

I would not be surprised to learn that the pilot was Capt. Orme Denny, in Junkers VH-UKW.

Can any of your readers lend me photos and negatives of aviation in P-NG prior to World War II? Due care will be taken of any item lent me and postage will be paid both ways. I also want to get freight and baggage labels, stickers, timetables of old airline companies.

JOHN WATSON
27 Merivale Street,
South Brisbane

TONGA'S "ASSASSINATION"

Sir,—Sir Basil Thomson, who was quoted in your June issue (p. 91) on the attempted assassination of the Rev. Shirley Baker, made a strange mistake in *The Diversions of a Prime Minister*, his account of his Tongan experience. He refers to the execution of four Tongans, but there were in fact six killed by the firing party; the four who were alleged to be present at the "assassination attempt" and Tobui, a minor chief with lands at Mu'a and Holonga, and his son Motuhi. In the process of getting material for a book *A Harpoon in my Hand*, to be published later by

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Angus and Robertson, I visited the tiny uninhabited island of Malinoa with its six graves. They are still kept in good order, regularly weeded and covered with fresh sand, though they are remote from habitations.

It was a strange mistake for Sir Basil, who, by virtue of his task, was very close to the surviving victims of Shirley Baker's persecutions.

OLAF RUHEN.
Mosman, NSW.

BOAT HARBOUR FOR NORFOLK

Sir,—May I suggest that the powers-that-be on Norfolk Island give earliest consideration to providing a safe anchorage for yachtsmen to shelter their craft. Many yachtsmen would be glad to visit the island, and their visits could help publicise its beauty. New Zealand yacht clubs would be interested in organising a race to Norfolk Island, besides races to Noumea and Fiji, and I feel this could be of value to the island.

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BULLS IN A NG CHINA SHOP

Sir,—There is still time to attempt a somewhat different approach to New Guinea than the conventional one of a colonial power—an approach with imagination.

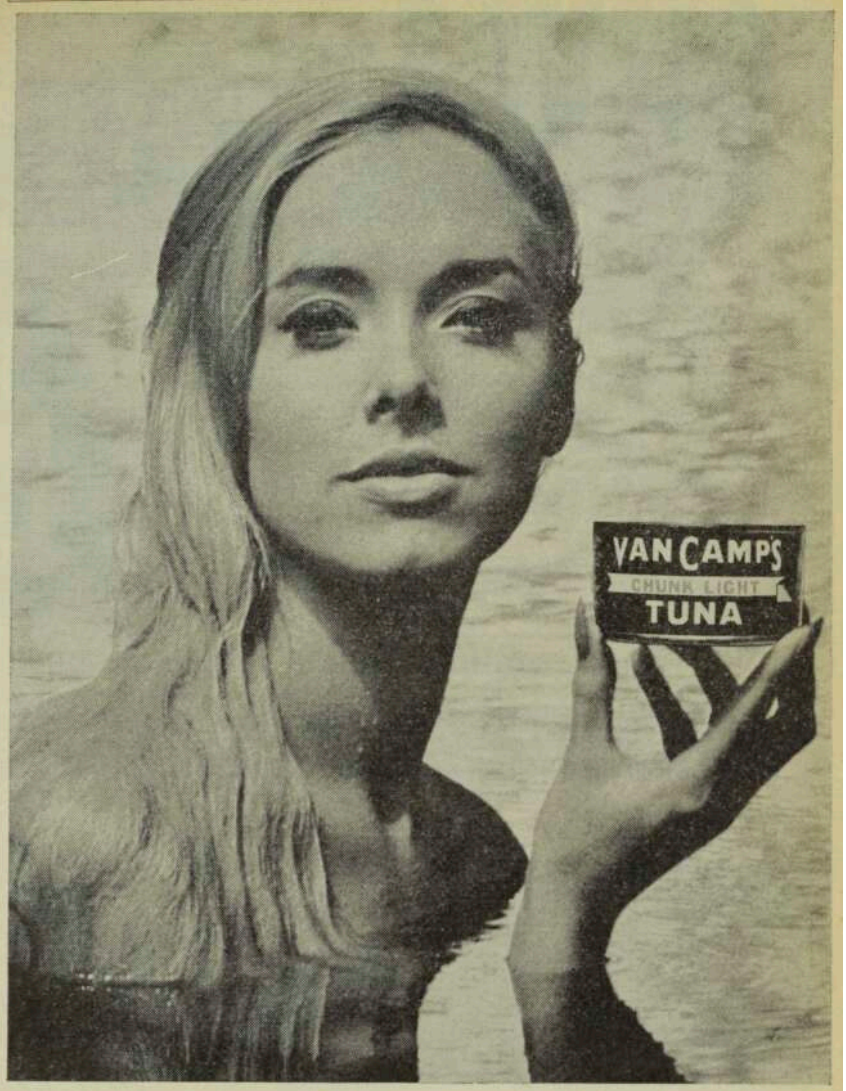
Our fragmented society I think obscures the fundamental issue that New Guinea life still proceeds as a unity—all its expressions merely being integrated parts of a whole. We must be prepared to learn from New Guinea civilisation as well as allowing them to partake of ours. But we have behaved like bulls in a china shop and we have not respected the inherent dignity of the native life. We have thus retarded, sometimes destroyed, their imagination.

There is a kind of discipline in native life, different to ours, which could well provide the basis of a better understanding and it is for us to show the way.

But this requires time and patience, for it is necessary for us to try to explain to New Guinea that the basis of our own life is still discipline, orderly living and responsibility.

We have to create a New Guinea society, through education, where our ways are intelligently intertwined with theirs. An educational programme which does not include their own wisdom and learning will create misfits and second-raters, instead of men standing on their own feet, in their own society.

H. L. (BOB) SCHULTZE.
Mosman, NSW.



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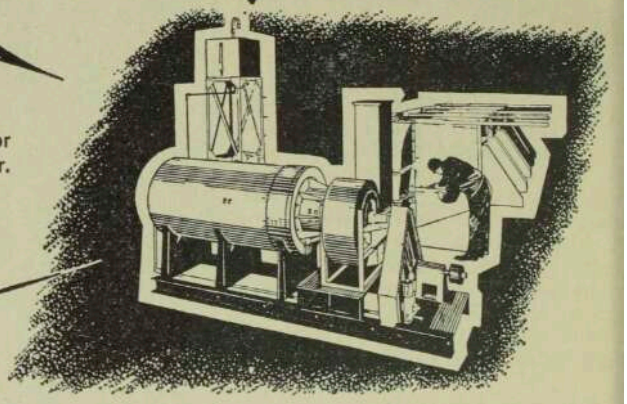
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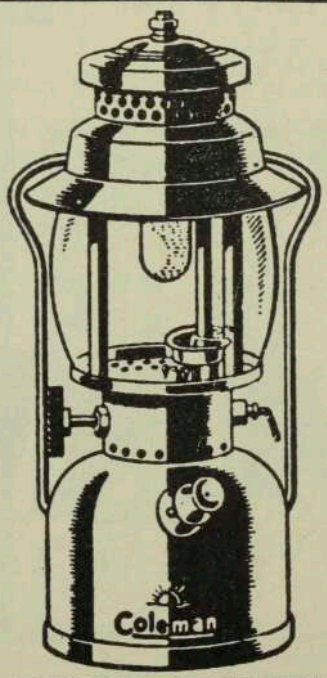
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From the Islands Press

IN an incredibly stupid and insensitive move in a country that is trying to create a Samoan image and build tourism as a major industry, hostesses of Polynesian Airlines have been forced to discard their attractive and traditional paletasi uniforms to don long slit skirts of Siamese style. About the only thing typically Samoan in the airline now is the depressed rates of wages applied to local employees!

At the other and equally thoughtless extreme of Samoanisation, the Bank of Western Samoa now seems to have taken a lead. If a customer makes an inquiry over the phone in English, as likely as not he will be answered in Samoan. This works out for 90 per cent. or more of bilingual customers—the trouble is that it is the 10 per cent. who speak only English who make most of the money.—*Columnist 'Oliana', in "Samoana", Apia.*

NOBODY could make a very good guess about how many cats are in Rarotonga. A very poor guess might be somewhere around 9 or 10,000, since most households have several.

Many of the kittens born are not wanted because of too many cats around the homes. Pitying people take them off and dump them somewhere after they are old enough to fend for themselves. But, with none to feed them, the abandoned cats become a menace to chickens and ducklings and can often be found lurking around people's chicken yards or stalking a mother hen with her chicks.

As such they must be shot. What other solution is there to excess unwanted kittens?—*Editorial in the "Cook Islands News", Rarotonga.*

LIKE those of the seas in which the islands of Fiji are set, the wealth-earning possibilities of the forests of the Colony have never been realised to the extent they might have been. The latest annual report of the Forestry Department shows that some forests continue to be put to good use, and that new ones are being established in parts of Fiji. Elsewhere, on the other hand, there is inefficiency and waste through small-scale logging operations, and the planting of trees and planned forest development are being restricted by the lack of availability of land. . . .

The work of departmental staff could, with much advantage, be supplemented by encouraging the Fijian owners of reserved land within large prescribed forest areas to plant trees on their land. This could be done under Forestry Department supervision, and the whole area could thus be planned, and the timber eventually cut, on an economic scale which would bring efficiency to the whole operation and maximum profit to the landowners.—*Editorial in "The Fiji Times", Suva.*

THERE seems to be a growing tendency among Administration officials to regard newspaper representatives as interlopers with few, if any, rights. This attitude is most pronounced at present in the Sepik District, though it is present in varying degrees throughout the Territory.

Some officials blatently hamper the Pressman while others seek to muzzle him, often on the most spurious and untenable grounds. For instance, when a reporter flew to the Sepik recently to try and find out at first hand the facts of the alleged Sekotchiau border incident, he met what he described as "a security clamp as tight as a wet bandage". . . .

We are not telling a potential enemy anything by revealing the work of an Administration patrol and we must be very naive if we believe the Indonesians do not know what goes on around the border areas.

The attitude of officials in the Sepik was in contrast to their Port Moresby superiors, who, although not gushing with information, were at least prepared to state the facts as they knew them and indicate what action was to be taken.—*Editorial in "South Pacific Post", Port Moresby.*

NOTICE — the *Cook Islands News* hereby serves notice that no more illegible notices, advts, or letters will be accepted. Such items will have to be rewritten, typed or printed.—Editor.—*Note in the "Cook Islands News", Rarotonga.*

A FISHERMAN on Bairiki had an unusual catch on Saturday night, June 19, when he went out net fishing on the reef. The fisherman encountered a couple of turtles and he smartly got hold of one but the other one escaped. After battling with the turtle, the fisherman successfully brought it to the land. The fisherman said that he had a wonderful ride on the turtle from the water to dry land. It was a catch which net fishermen do not usually expect. — *"Colony Information Notes", official newsletter of the Gilbert and Ellice Islands.*

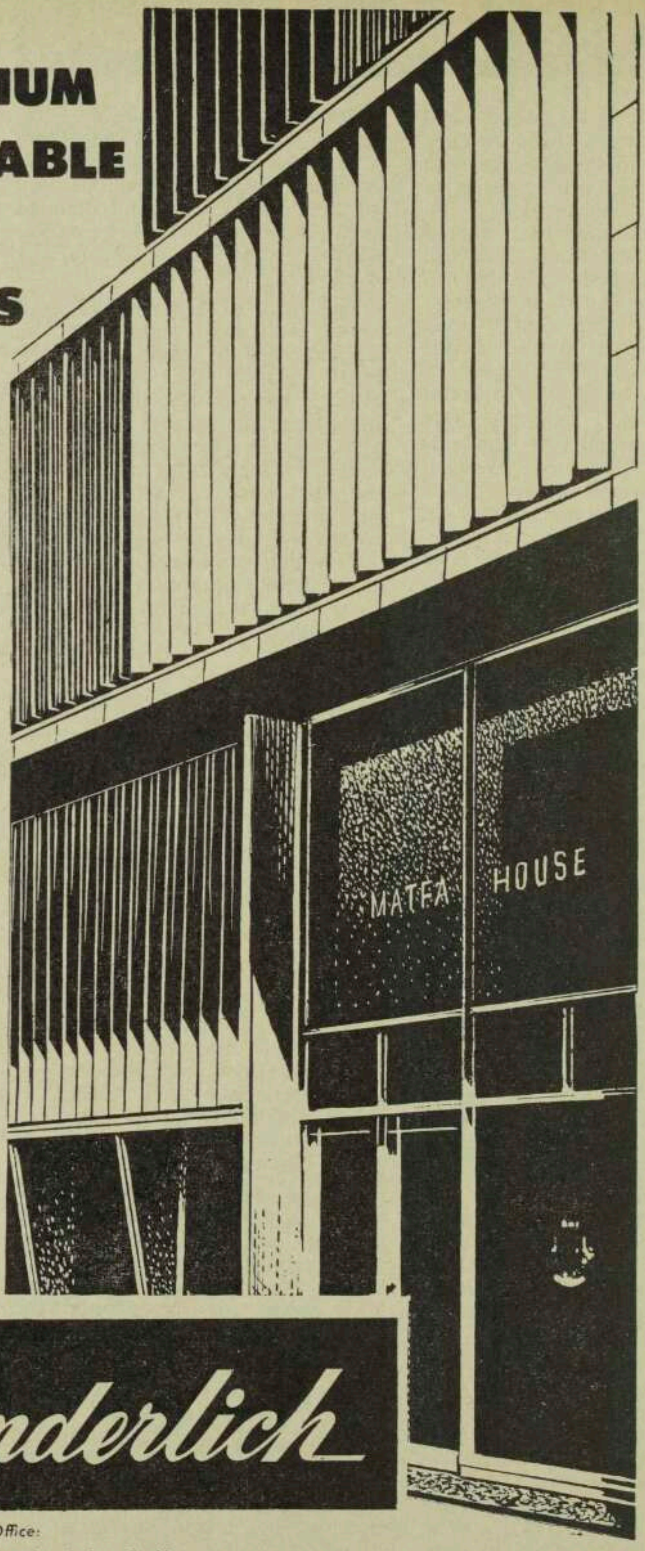
ON July 13 at 8.15 the Norfolk Island Musical and Dramatic Society, after a lull of a few years, will present a show at the Rawson Hall. It has been called the "July Show" in the hope that interest will be revived sufficiently to enable another Show to be staged towards the end of the year.

Like all legitimate shows in small places, it has been a hard row to hoe to induce people to take part. The small cast which has banded together has had a lot of work to do to get to the final stages of presentation but with determination and harmony (some of which we hope you will enjoy too!) it has gone ahead in its efforts to give some pleasure and interest to the community.—*"Norfolk News", Norfolk Island.*

INCIDENTS of stone throwing at passing vehicles have been reported almost daily now by motorists from the Western District. . . . To stand in the dark and throw a stone at a passing vehicle is to admit to no one but yourself that you are nothing but a plain, stupid coward.—*Editorial in "Samoa News", Pago Pago.*

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IN SEMI-FEUDAL TONGA, THEY'RE MOVING TOWARDS DEMOCRACY

Semi-feudal, tradition-bound Tonga, with a population of about 78,000, took a step toward democracy at the end of June when town and district officers were elected by the people for the first time.

A TOWN officer represents the Government in a village, while a district officer has authority over about six villages. Both types of officer receive salaries.

Before the June elections, the town and district officers were chosen by the Premier.

The new set-up represents the biggest political advance in Tonga since King George Tupou I emancipated his people from semi-serfdom in 1862.

Knowledgeable Tongans interpret the change as recognition by the Government of the people's growing demand for a say in their own affairs.

They say it will help to ease the tension and discontent that has been building up in Tonga in recent years over the country's failure to advance politically like its neighbours.

Concessions Soon?

But they believe the Government may soon have to make further concessions to the people by granting them a greater voice in the Legislative Assembly.

At present, only seven members of Tonga's 21-member Assembly are elected by the people. Of the remaining 14, seven are nobles elected by the 33 hereditary nobles, and seven the Cabinent Ministers (also nobles) who are appointed by the Queen.

The people's representatives are therefore frequently in a minority of two to one. So any move to amend the constitution to make Tonga's Government more democratic can only be made if the nobles are prepared to cede some of their power.

Pressure on them to do this will probably grow after Tonga's first hotel opens in Nukualofa in the next few months and foreign tourists begin coming in from the outside world, bringing with them new and more liberal ideas.

The influx of tourists will probably also force the Government to take a long, hard look at the Sunday observance clause which is written into the constitution.

This clause, which reeks of the puritanism of Tonga's early missionaries, states: "The Sabbath Day shall be sacred in Tonga for ever, and it shall not be lawful to do work or play games or trade on the Sabbath. And any agreement made or documents witnessed on this day shall be counted void and not recognised by the Government."

The churches in Tonga, not surprisingly, are strongly opposed to any relaxation of the strict Sabbath, and have voiced their fears in radio talks that tourism will have a disruptive effect on Tonga customs.

But if Tonga, with its growing population and limited resources, is to remain solvent, it looks as if the Government must either amend the Sunday observance clause or turn a blind eye to breaches of the law.

Otherwise, it will be impossible for a tourist to take a taxi ride, buy a shell necklace or go for a swim—a state of affairs that would certainly not attract visitors to the country.



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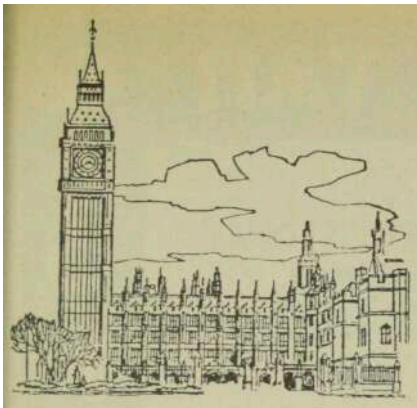
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BACKGROUND TO THE LONDON CONFERENCE ON FIJI'S FUTURE

From the British Information Services

LONDON

A conference will open in London on July 26, to discuss changes in the constitution of Fiji. The talks will seek to further Fiji's progress towards internal self-government while preserving a continuing link with Britain. The British Secretary of State for the Colonies, Mr. Anthony Greenwood, has invited all 18 unofficial members of the Fiji Legislative Council to take part in the conference.

FIJI first became a British Colony by a Deed of Cession in 1874. It consists of two large and some 840 small islands and islets in the south-western Pacific. The multi-racial population of nearly 500,000 comprises Indians (50 per cent.), Fijians (41 per cent.), Europeans and part-Europeans (5 per cent.), and small communities of Chinese and of immigrants from other Pacific islands. The Indian population is descended mainly from indentured labourers brought into the colony before 1917.

Present Constitution

An Order-in-Council made provision in early 1963 for a new constitution, including an expanded Legislative Council and a greatly extended franchise. The Legislative Council, consisting of a Speaker, up to 19 official and 18 unofficial members, came into being after elections in April 1963.

The unofficial element consists of four directly elected Fijians and two Fijians elected by the Council of Chiefs—the apex of the system of local administration for the Fijians and formerly an electoral college for the election of all Fijian members of the legislature—four directly elected Indians and two nominated by the Governor, and four directly elected Europeans and two nominated by the Governor.

A further change, not involving any amendment to the constitution, took place on July 1, 1964, when the six unofficial Members of the Executive Council—two Fijians, two Indians and two Europeans—accepted collective responsibility for decisions of that Council. In addition as a preparation for the later introduction of a full ministerial system, three of the unofficials in the Executive Council—one of each race—were directly associated, as "Members", with the supervision of groups of Government departments, and consequently with the formation and presentation of Government policy for particular subjects.

The Governor continued to preside, and there were four official members—the Chief Secretary, the Attorney-General, the Financial Secretary and the Secretary for Fijian Affairs.

At the same time the Governor

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reduced the number of officials serving in the Legislative Council to 10, thus creating an unofficial majority there. He retained the right to nominate a further nine members if necessary.

The main problem affecting the pace and method of constitutional development in Fiji derives from the Colony's racial pattern.

Political Background

The indigenous Fijians, now outnumbered by the immigrant Indian community, are concerned at the implications of constitutional advance without safeguards for their essential interests. They regard Fiji as their country, given by them to Britain under the Deed of Cession of 1874 and held in trust for them by Britain.

They have stated their view that the Deed of Cession created a special relationship between Fiji and Britain and their wish that the link between the two countries should be maintained.

However, subject to this proviso, and to adequate constitutional safeguards for their interests, they are prepared to consider further progress in the direction of internal self-government.

The Indian community, for their part, expect to be treated in Fiji as equals with the Fijians, and have made it plain that they would like to see advance to internal self-government on the basis of "one-man one-vote" democracy and a common roll.

While, therefore, both the principal communities have agreed to work towards internal self-government, there are substantial differences as to the extent and pace of progress.

The function of the conference will be to attempt to reconcile these differences and to provide as large a measure of advance as possible while retaining appropriate constitutional safeguards and the constitutional link with Britain.

UN Discussions

All communities have made plain their agreement that the conference should not discuss independence.

An assurance on the question of preserving the link with Britain was given by the Governor in a statement to the Legislative Council in August 1963, when, in announcing the British Government's intention of holding a conference, he said that the constitutional framework to be worked out would "preserve a continuing link with Britain".

The United Nations Special Committee of 24 (the Committee on Colonialism) in 1963 and 1964 passed by a majority, resolutions calling on Britain to take imediate steps to hand over power unconditionally to the people of Fiji.

On both occasions the British representative, Mr. Cecil King, affirmed that Britain's policy towards Fiji was based on the Charter of the United Nations, and in particular on the obligation laid down by Article 73 (b) to "develop self-government, to take due account of the political aspirations of the peoples, and to assist them in the progressive development of their free political institutions, according to the particular circumstances of each territory and its people and their varying stages of advancement."

He stressed that Britain did not intend to impose a particular form of development on Fiji "merely because this has been followed successfully in other territories, far larger, far removed geographically and with a far different racial composition."

It was clear, he said, that there was at present no desire in Fiji for the constitutional links with Britain to be removed: on the contrary there was a strong desire expressed in all quarters that this link should be preserved.

"My Government would certainly not stand in the way of ultimate independence for Fiji if this was what

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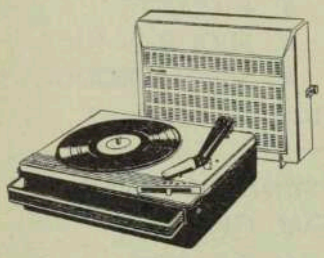
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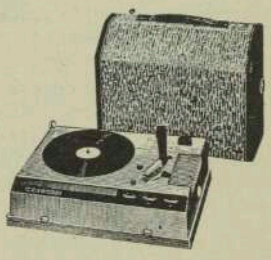




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HIGH BORN TWINS

Leading Fijian Ratu K. K. T. Mara (the Member for Natural Resources), who will be in London for the Constitutional conference, recently became the father of twins—a boy and a girl. Their arrival means that Ratu Mara and his wife, Adi Lala, now have eight children—five girls and three boys. Adi Lala is holding the twins.

Photo: Stan Whippy.



the people of Fiji wanted; but this is not the issue at present," he said. Commenting on the 1964 resolution, Mr. King said: "It is for the representatives of the people of Fiji, not for this committee, to decide what new constitutional arrangements they wish to have for themselves."

In both 1963 and 1964 the Fiji Legislative Council reacted strongly against the UN resolutions. During a debate in November, 1964, a Fijian member, Ratu Penaia Ganilau, said: "What they (the Committee of 24) are concerned with is independence, and they keep on demanding that independence must be forced on people regardless of whether they are ready for it or whether they want it. We in Fiji are going quietly on our own towards the development of the kind of Government we want and we neither need nor welcome any outside interfence . . . We are proud that Fiji is a British Colony and grateful for the unity and loyalty that the British Crown has brought to Fiji."

Preparations For Conference

Discussions in preparation for the London conference have been going on in Fiji for the past few months, particularly between the Governor and the unofficial members of the Legislative Council and in the Council of Chiefs.

In March, the Under-Secretary in charge of the Pacific and Indian Ocean Department of the British Colonial Office, Mr. Trafford Smith, visited the Colony for talks with associations and individuals about the future constitution.

His visit was followed, at the end of April, by one from the Under-Secretary of State for the Colonies, Mrs. Eirene White, who went primarily to hear the views of individuals and groups who would not be directly represented at the conference.

Both Mrs. White and Mr. Trafford Smith spoke of the wide measure of goodwill, understanding and tolerance they had found among the various races in Fiji, despite differences of view on particular issues.

The Fijian economy, which has been steadily expanding in the past few years, is almost wholly agricultural. Its main exports are sugar and coconut products, which together account for about three-quarters by value of all domestic exports. There is a small, but valuable, gold-mining industry; and the number of agricultural processing and servicing industries is increasing. Tourism is becoming a major source of income and is growing at a rate of 30 to 40 per cent. a year. [In late July the world sugar position was gravely threatening Fiji's major industry, but rapidly expanding tourism promises some compensation].

The current five-year development plan, covering the years 1964-68, envisages total expenditure of about £16.9 million, and is being financed from local revenue, loans and British Colonial Development and Welfare grants (averaging about £1.4 million a year).

AND WHAT OF FIJI'S POLITICAL MINORITIES?

From a Suva Correspondent

Fiji's minority groups, if you exclude the Colony's 11,000 Europeans, total 28,000 people; and where do they figure in the political stew which is being stirred in London?

IN Fiji to date, and certainly at the London conference, the stress is on the Fijians and Indians as the major racial groups of Fiji's 456,000 people.

Yet the minorities have not been overlooked by the Government. The main purpose of the recent visit to Fiji of Mrs. Eirene White, the Parliamentary Under-Secretary for the Colonies, was to gather the views of the minorities so that they could have an indirect voice in London.

As at the end of last December the minorities comprised nearly 10,000 part-Europeans, 7,000 "other islanders", 5,600 Rotumans, and 5,400 Chinese.

Politically speaking the part-Europeans are not minorities. They usually vote with the Europeans.

Islanders Not Interested

The Tongans, as an entity of their own, display little active interest in political matters, and nor do the descendants of the Solomon Island labourers (who are now almost Fijian) and the sprinkling of Gilbertese and Samoans to be found among the "other islanders".

Perhaps these people have their own ideas about a special kind of minority Utopia in Fiji, but they are aware they can always be told simply to "go home" if any future political troubles develop.

The 1,600 Banabans on Rabi Island are a separate entity, with their own Council, and they don't come into the political picture. The Banabans moved from Ocean Island to Rabi after the war as a result of the inroads the phosphate workings were making into Ocean Island. They purchased Rabi and a recent bill passed by the Fiji Legislative Council has made their tenure of the island safer than it was.

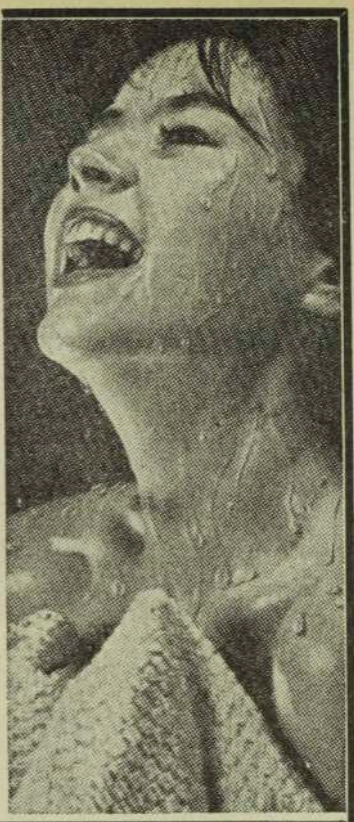
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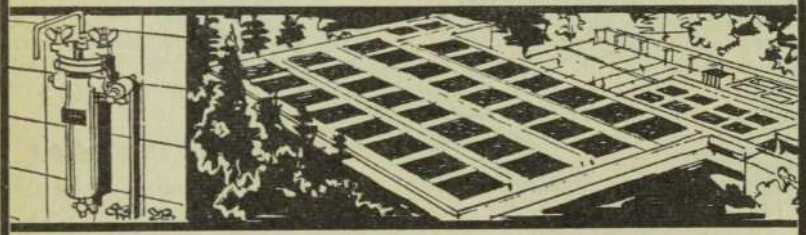
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sibly, supporters of the anti-Reds, formed a delegation to meet Mrs. White. They told her that they supported the communal roll and opposed the common roll. For the first time they asked for representation in the Legislative Council.

They told her that, up to a point, they were satisfied with things as they are but that, if there were to be constitutional changes, they wanted a seat.

Mrs. White apparently replied with a hypotheses. She couldn't commit the British Government, she told them, and her job was only to find out the views of unrepresented minorities.

But, she asked, how would the Chinese community like a seat on Legislative Council at the Europeans' expense? She suggested — purely hypothetically—that maybe the European representation could be cut to give the Chinese a seat.

The Chinese took a dim view of the suggestion and told Mrs. White that they thought there should be parity between the Fijians, Europeans and Indians, but they would still like a seat, but not at the Europeans' expense.

With some Chinese perhaps actions speak louder than words. A comparatively large number of them, including some well-known Suva business people, have booked passages to Canada under the Canadian immigration scheme, although others say this has got nothing to do with the political situation.

Rotuman Position

The Rotumans did not ask for separate representation when they met Mrs. White.

Instead they suggested that, in view of the separate Rotuman Cession to the British Crown on May 13, 1881 —six years after Fiji—no decision affecting the Rotuman people should be made in the forthcoming London conference without full consultation with the Rotuman Council.

The Council is the official representative authority of the Rotuman people.

The Rotumans realise, one told this writer, that change must come and it will affect both the Rotumans in Rotuma and the not inconsiderable number living and working in Fiji.

A suggestion was made recently that the Rotumans, like the part-Europeans, should be included in the European representation and voting strength, but the Rotumans didn't like that.

One of their spokesmen said he did not think the part-Europeans had benefited at all from inclusion on the voting lists. In fact, he said, the part-Europeans were treated like Europeans "only at election times".

Another minority which has asked for special consideration is the Muslim community forming 25 per cent. of the Indian community. Their spokesmen have several times asked for separate representation on the Legislative Council.

The reply of their brother Indians, the Hindus, is that Hindus and Muslims are one; that they are all Indians. But the bulk of Muslims do not agree—and neither do many of the Hindus.

Many Hindus refer to Muslims as Pakistanis, and the reference cannot escape a tinge of anti-Muslim feeling, bearing in mind the position today in India.

Mrs. White was unable to say whether the position of the Muslims in Fiji would be put on the agenda for the London talks but she recalled that their request for separate representation was nothing new.

Mrs. White went home without having made an announcement of what she had learned among the minorities. We will hear about it, no doubt, in London.

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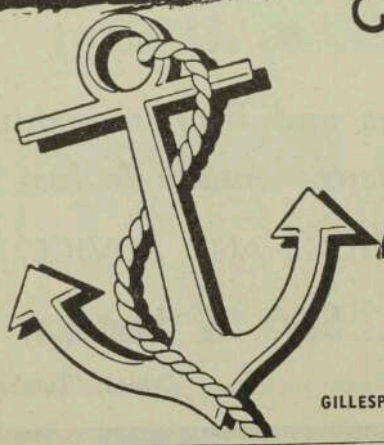
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Science has long battled with the problem—acute in tropical conditions—and at last has found an answer which carries with it the blessing of Government authorities.

Safe for humans, but an effective preventative against weevils and insects, the dust comes under the name of Premium Grade Malathion. Economical to use—3 oz is sufficient to treat 1 bag of grain—and long lasting in its effects, the dust is easy to apply.

Such long-lasting protection is given with its use that the farmer need do no more than give his stored grain an occasional check afterwards.

Since the Premium Grade Malathion carries its own built-in deodoriser, there is no smell or mustiness, and with regard to grain intended for seed the product has no effect on germination.

In tropical areas particularly, it has been found that best results are achieved when the farmer takes the preliminary precaution of destroying any weevils present in old grain or hiding in cracks and crevices waiting to attack the fresh rice, corn, wheat or barley.

For preliminary cleaning of bins or silos BHC miscible oil has been found ideal. If diluted 1 pint to 3 gallons of water and used as a spray the BHC is perfectly safe.

WEEDS BEAT COPRA

WHILE visiting Suva, the FAO Regional Agricultural Officer, Mr. W. V. D. Pieris, had some forceful words to say about copra problems.

"There are a number of problems which will have to be attended to pretty quickly," Mr. Pieris said. "These are old problems, but they have to be looked at again. The two major ones are the senility of palms which should have been replaced long ago, and the presence of weeds. Noxious weeds and other weeds take over the land, preventing the coconut producing.

"You cannot grow coconut and weeds on the same land. In this competition the weeds always win, because they are the more natural cover."

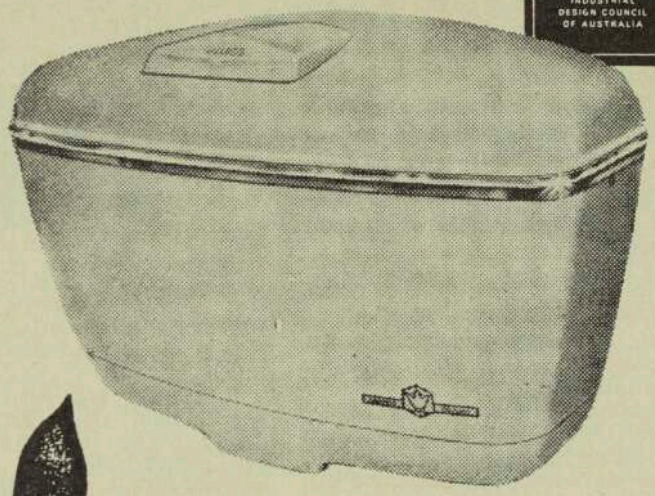
Discussing the high copra prices, Mr. Pieris said he felt the demand for copra now was such that there was no danger of a slump, but he issued a warning:

"What I feel is this—what I know is this—when producers get high prices they don't do the wise thing and plough back some of the profits into the land. The management of plantations should be geared to the copra price. If unexpected profits are being made the land should benefit."

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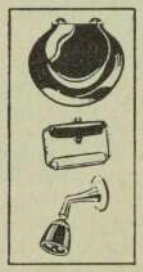
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NEW GUINEA DISCOVERY

Mystery Cannon May Be From Lost Ship Of 1595

From a Port Moresby Correspondent

A mysterious ancient cannon, ound in June at Kokopo, New Guinea, may be the first clue to he disappearance of the Spanish hip *Santa Ysabel*, which was ost near the Solomons in 1595.

THE cannon, heavily encrusted with barnacles, was found by a lumber while laying new pipes outde the police station at Kokopo, hich is on Blanche Bay, near abaul, at the northern end of New ritain.

The cannon was about two feet nderground and about 100 yards om the sea. It is just under 50 . long; the muzzle diameter is out 3 in.; and the breech diameter out 10 in.

An Administration official who has ken an interest in the discovery, as written to museums in Europe, ew Zealand and America in the ope of obtaining information on e cannon's probable origin.

Two Theories

Two theories put forward in an BC news bulletin on July 1 were at it was either a relic of the larquis de Rays' expedition, which tablished a short-lived settlement nearby New Ireland in the 1880's, a relic of a 16th century Spanish ip travelling between Spain and e Philippines.

If investigations by experts lend pport to the second theory, then ere will be a strong likelihood at the cannon is, in fact, a relic the *Santa Ysabel*.

The *Santa Ysabel* is one of the w European ships known to have en in the South-Western Pacific fore the end of the 17th century, d is the only one known to have en lost there.

The ship was one of a four-ship uadron commanded by the Spanish vigator Alvaro de Mendana, who iled from Callao, Peru, early in 95 to establish a settlement in e Solomons, which he had disvered 27 years earlier.

On the night of September 7, 1595, the *Santa Ysabel* became separated from the other three ships off Tinakula, an actively volcanic island of the Santa Cruz group, south-east of the main Solomons chain.

Searches

The *Santa Ysabel* was never seen again, despite searches by Mendana in the vicinity of Tinakula; among the other islands of the Santa Cruz group; and around San Cristobal, the southernmost island of the Solomons chain.

Mendana's subsequent attempt to found a settlement at Graciosa Bay in the Santa Cruz group proved a failure; and after his death there, his three remaining ships made for the Spanish settlements in the Philippines.

Assuming that the *Santa Ysabel* also made for the Philippines on



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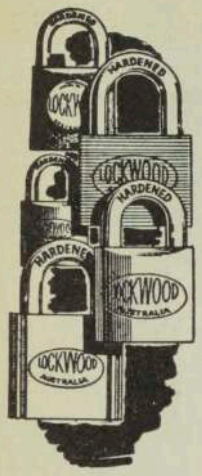
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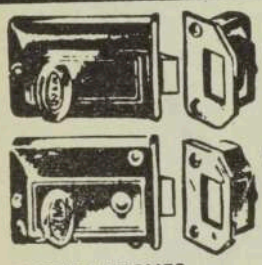
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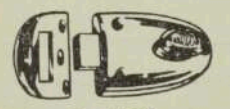
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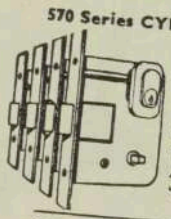
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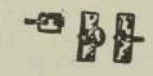
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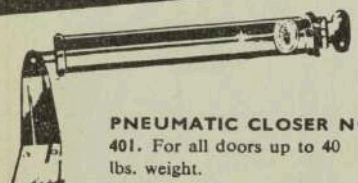


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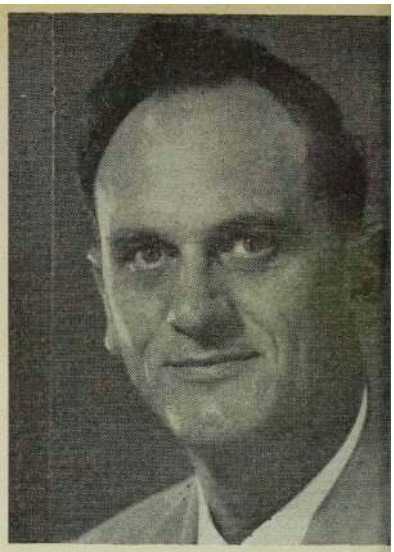


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NEW DIRECTOR: Mr. Jack William Taylo principal of the teachers' training colle in Tonga from November, 1962, to la May, has been appointed Director Education in the Cook Islands. He su ceeds Mr. R. D. McEwan, who retire recently after seven years in the positio Mr. Taylor was previously an associa teacher for four years at the Heaton Inte mediate School in Christchurch and a pa time lecturer in psychology at the Un versity of Canterbury.

becoming separated from her com panions, it is possible that she cou have come to grief near the prese town of Kokopo while negotiatin St. George's Channel between Ne Britain and New Ireland.

Although St. George's Channel about 1,000 miles from Tinakul it is on an almost direct route fo a ship sailing from that island to th Philippines, through the seas to th east and north of the Solomons.

Possible explanations for th barnacles on the recently-foun cannon and its inland and unde ground location are that:

- The cannon was carried asho from a wreck by natives and buri with a dead person or during flood.
- The coast line has been altere by a volcanic upheaval so that wh was once part of a sea-covered re is now part of the mainland.

- Professor Kalervo Rankam Research Professor at the Universit of Helsinki, Finland, visited the BSI in June. Professor Rankama is distinguished geochemist, who r cently visited New Guinea. He Visiting Professor at the Universit of New South Wales this year.

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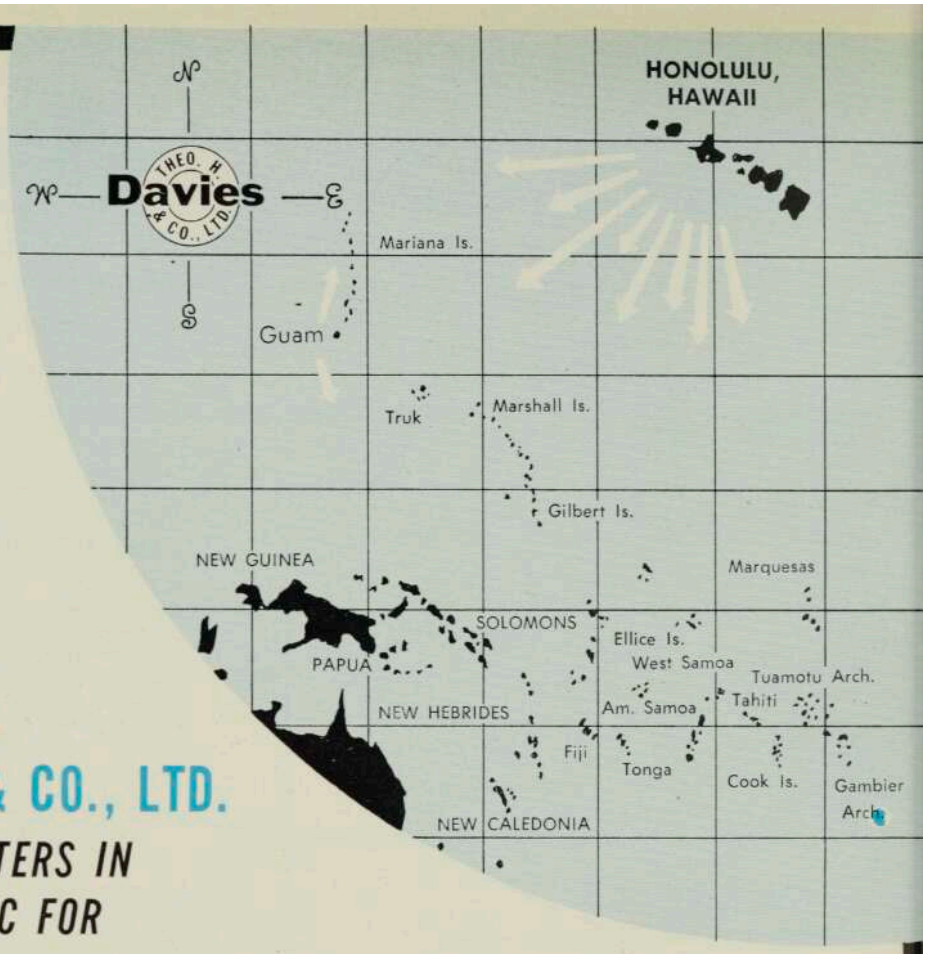
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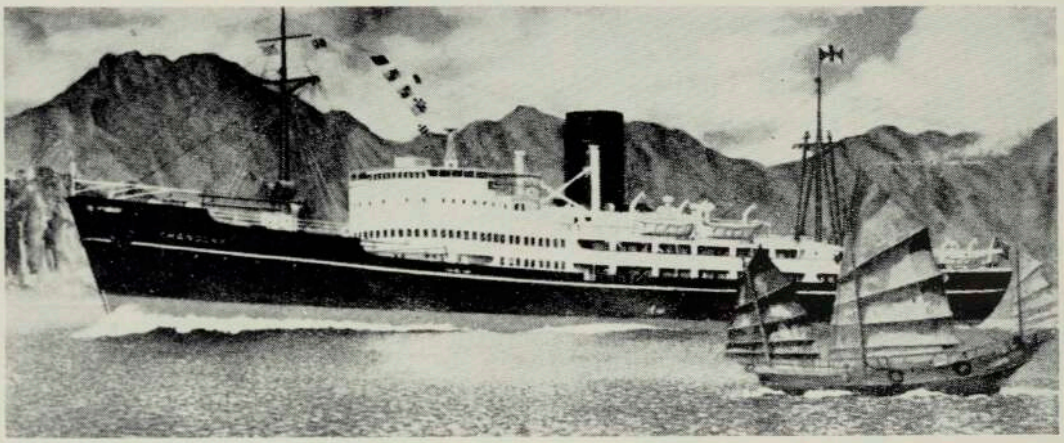
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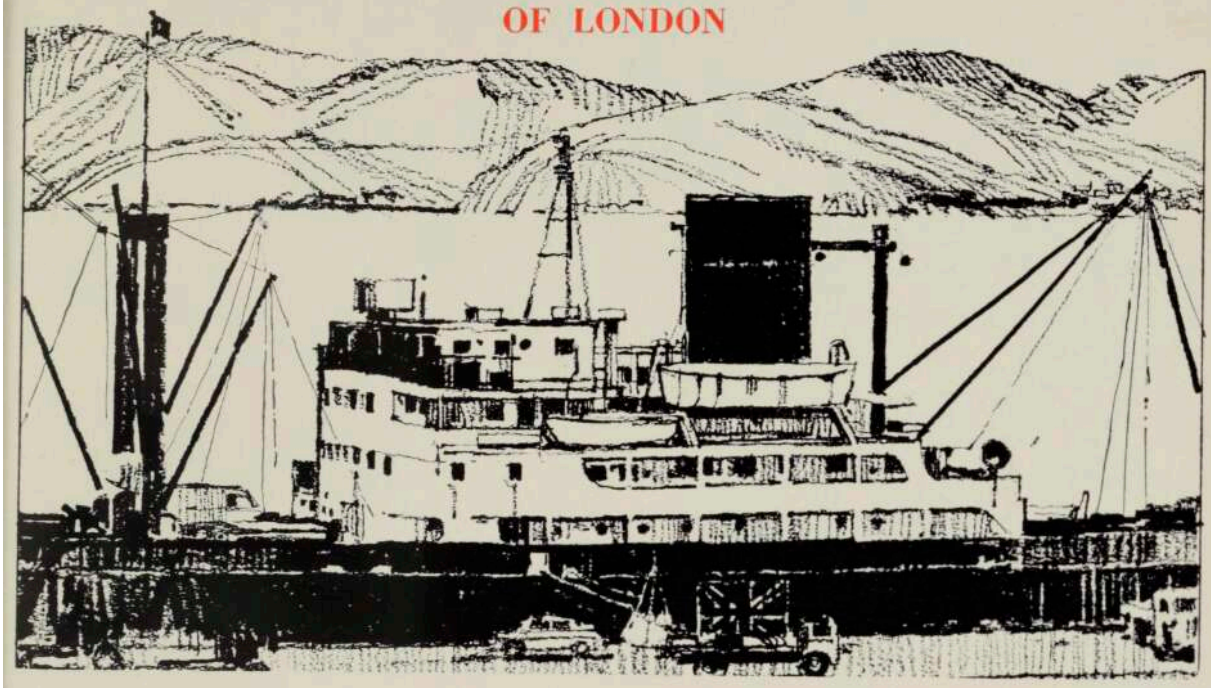
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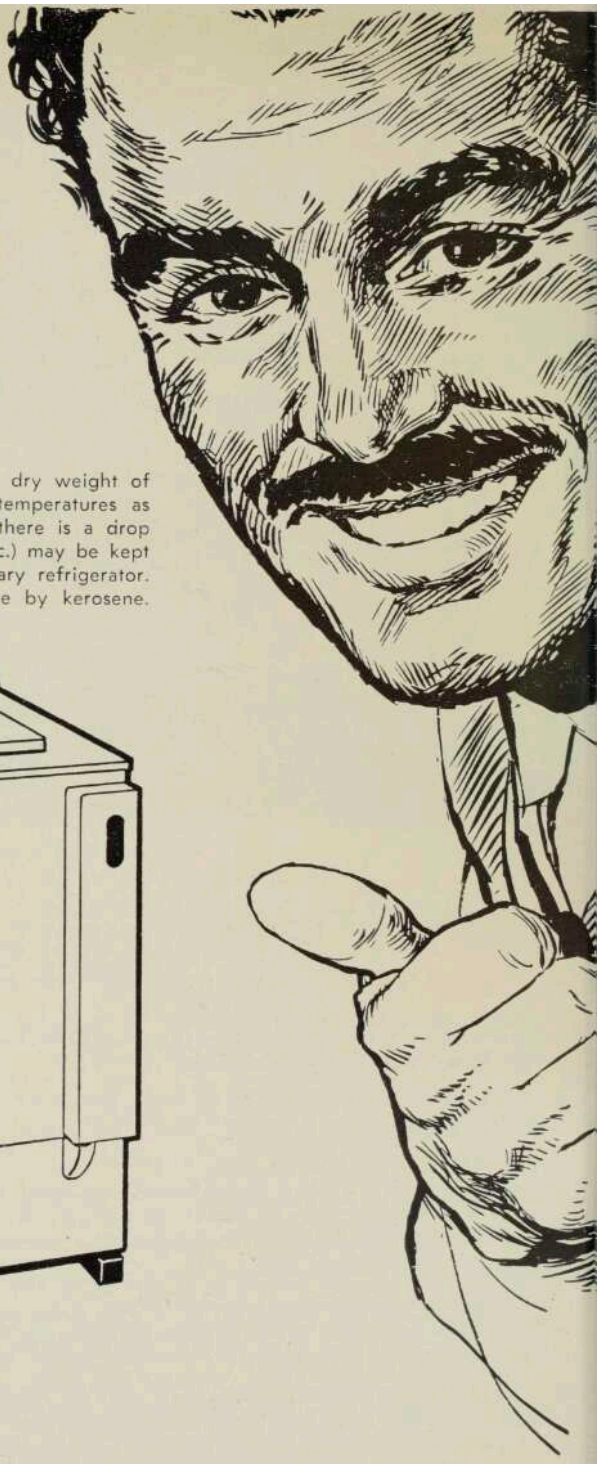
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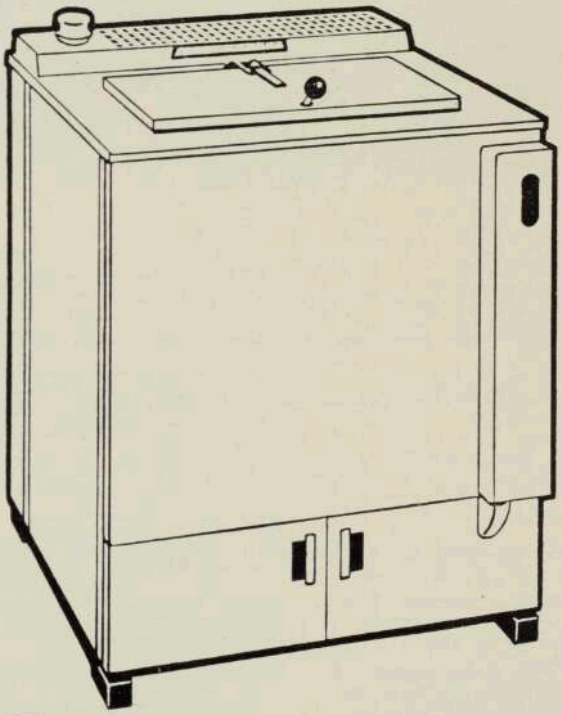
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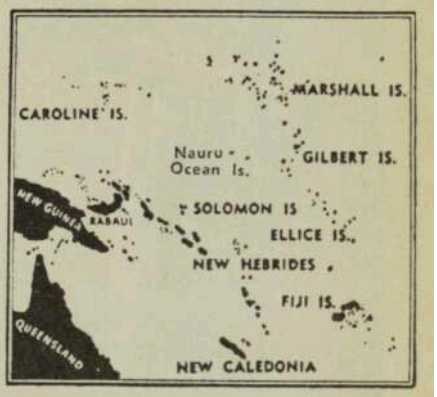
Here, for the first time, is the fascinating story of how Ocean Island, the phosphate-producing island 160 miles east of Nauru, became a British possession. Its presentation here by PIM's Assistant Editor follows several provocative statements made in May by Mr. E. H. G. Blacklock, a missionary, at a meeting of the Gilbert and Ellice Islands Colony's Advisory Council. Mr. Blacklock said the world would judge Britain hardly if she held the Gilbert and Ellice Islands only so long as the Ocean Island phosphates were of value to her. He added: "One may be forgiven for thinking that British protection was being extended to the phosphates rather than the inhabitants when Britain, at the turn of the century, declared Ocean Island to form part of the Gilbert and Ellice Islands Protectorate."

THE TRUE (AND WONDROUS) STORY OF HOW BRITAIN GOT HOLD OF OCEAN ISLAND

By Robert Langdon

In the House of Commons between the years 1909 and 1914, the Secretary of State for the Colonies was occasionally asked irritating and awkward questions on the subject of Ocean Island, the immensely valuable phosphate-producing island, 160 miles east of Nauru.

One question that came up once or twice was: Were the Ocean Islanders being flogged and otherwise maltreated by employees of the Pacific Phosphate Company, which exploited the phosphate?



ANOTHER question was: In what circumstances had the company ade an agreement with the Ocean landers to exploit the phosphate, id was it true that they had been rced to part with their phosphate-oducing land for a "totally in-lequate consideration"?

On the first question, the Secretary State could reply with truth that e Ocean Islanders had never been flogged or otherwise physically ill-treated by the company's employees.

But on the second, he could only give evasive answers, for if he had told the whole truth, and nothing but the truth, he would have had to reveal the embarrassing facts that:

- The phosphate company (originally, the Pacific Islands Company) had negotiated an agreement with certain unlettered Ocean Islanders, which allegedly gave it the sole right to exploit the island's phosphate for 999 (not 99) years, for an annual payment of only £50. This was equal to about 2/- a year for each man, woman and child on the island.
- The British Government had issued a licence to the phosphate company giving it "the exclusive right to occupy" Ocean Island when Ocean Island did not form part of Britain's dominions.
- The British Government had later sought to correct this anomaly by declaring Ocean Island to be part of the Gilbert and Ellice Islands Protectorate (established in 1893). But in preparing a proclamation to this effect, the word "annexation" was used, and this completely confused the island's status.
- The Colonial Secretary of the time, Mr. Joseph Chamberlain, had found the confusion so embarrassing and difficult to clear up that he decided the best thing to do was to forget it—and the Foreign Office agreed with him.



Lord Stanmore, previously Sir Arthur Gordon, chairman of the Pacific Islands Company.

The astonishing story of Ocean Island—which in this report is based mainly on Colonial Office documents now available to the public—began in the Sydney office of the British-owned Pacific Islands Company towards the end of 1899.

This company, which had grown out of one formed by John T. Arundel, was interested in both copra and phosphates, particularly on isolated, uninhabited islands in the Central Pacific such as Baker, Howland and Jarvis in the Phoenix Group,

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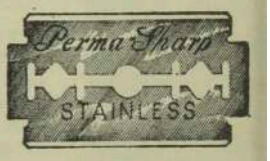
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and Flint, Caroline and Vostock in the eastern Pacific.

To dig phosphate (then usually called guano) or grow copra on these and other unpeopled islands, the Pacific Islands Company paid an annual fee to the British Government of from £5 to £50 for each island.

In return, the Government gave the company its blessing and a guano licence—if not exactly a promise to protect the company in the event of trouble with interlopers.

In 1899, the PIC was paying something like £350 in licence fees for islands in the Central Pacific, and it had a steamship called *Archer* which called at these islands and collected their produce.

But business was so bad that on more than one occasion the company's London chairman, Lord Stanmore, asked the Colonial Office to remit various licence fees it had contracted to pay.

Then came an event that was to put the company on easy street for the rest of its days. Albert F. Ellis, an employee in the company's Sydney office and laboratory, was prompted to analyse part of a strange rock that the *Archer* had brought from Nauru about three years earlier, and which had long been used as a door-stop.

Geologists had classified the rock as fossilised wood, but Ellis thought it looked like some of the hard phosphatic rock that he had helped to mine on Baker Island.

A Rich Find

Analysis of the rock showed that it was, in fact, phosphate rock of the highest quality, and Ellis could tell from its structure that it was from an old and probably extensive deposit.

But that was not all. As Nauru was known to be of the same formation as Ocean Island, Ellis thought it almost certain that extensive phosphate deposits would be found on Ocean Island also.

To make sure, the company asked the supercargo of the *Archer* to call at Ocean Island on her next visit to the Islands and collect specimens of the surface rock.

The supercargo was back with the desired specimens before the end of the year, and these, when analysed, proved equally as valuable as the Nauru specimen. The company then had reason to believe that it had discovered two of the richest mining areas in history.

It wasted no time in moving to get control of them. In London, Lord Stanmore began negotiating with the Colonial Office to get a licence to exploit the deposits on Ocean Island,



The SS "Archer", which played a prominent role in the early history of the Pacific Islands Company, is seen in this old photograph at Home Bay, Ocean Island. The "Archer", in about 1896, brought a strange rock to Sydney from Nauru, which, when analysed, proved to be high quality phosphate. This led to the discovery of the phosphate deposits on both Nauru and Ocean Island.

which, at that time, was not under the control of any European power. He also began negotiations with a German company which held mineral and other rights in German-administered Nauru.

The company could scarely have had a more useful chairman than Lord Stanmore to do its negotiating, for he knew everyone who mattered in the Colonial Office and most of the things that mattered about the Pacific.

As Sir Arthur Gordon, Lord Stanmore had spent more than 20 years in the Colonial service, and from 1875 to 1880 he was Fiji's first Governor. In 1877, he also became Britain's first High Commissioner for the Western Pacific.

In the Colonial service, Lord Stanmore had always opposed a commonly-held doctrine of that time that a superior race had a right to exploit an inferior one; and in Fiji, in particular, he always tried to put his views into practice.

Native Rights Forgotten

But in applying to the Colonial Office for a licence to exploit Ocean Island's phosphate, Lord Stanmore seems either to have put aside his old views or to have been unaware that Ocean Island was inhabited. At any rate, his application gave no hint that native rights might be involved.

As for the Colonial Office, its officers seem to have thought that whatever they did was OK, for although they knew that Ocean Island *was* inhabited, they saw nothing irregular about issuing Lord Stanmore's company with a guano licence—a type of licence specifically reserved for uninhabited and unclaimed islands.

Within days of receiving Lord Stanmore's application early in January, 1900, Chamberlain, the Colonial Secretary, wired and wrote to Sir George O'Brien, the High Commissioner for the Western Pacific in Suva, that he proposed to issue the guano licence unless he (O'Brien) saw any objection.

Problems, Problems

Chamberlain's letter went on: "Ocean Island does not, so far as I am aware, at present form part of the Gilbert and Ellice Protectorate, though it is within the British sphere, as defined by the Anglo-German Agreement of 1886, and it seems desirable that it should be brought formally into Her Majesty's protection. If you concur in this view and see no objection to the issue of the proposed licence, you should take the necessary steps for its formal inclusion in the protectorate."

Sir George O'Brien, however, did NOT agree with the Colonial Secretary, and wrote back in clear terms to say so.

He said that as Ocean Island was difficult of access owing to the prevalence of strong currents, there appeared to be no reason why it should be included in the Gilbert and Ellice Islands Protectorate to prevent it falling into the hands of another power.

Furthermore, if it were included, this would only add to expenditure

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Three historic pictures of the early days at Ocean Island. At top is the first camp of Albert Ellis and L. G. Naylor in May, 1900, with the British flag fluttering from a flagpole. This was more than 12 months before the flag was hoisted officially. The centre picture shows a phosphate ship standing off the island's first primitive jetty, erected in the latter part of 1900. Below are seamen from HMS "Pylades" at the official flag-raising ceremony on September 28, 1901.







ithout bringing in any adequate enue". Therefore, the only reason y Britain should take it over was facilitate the acquisition of guano hts by the Pacific Islands Comny.

However, Sir George failed to see y the company should not be left make "such arrangements in that pect as may be satisfactory to both ties.

"Under the circumstances," Sir orge went on, "I defer taking any ion until I receive your further tructions, more especially that, as as I can ascertain, no application ever been made by the inhabitants the island for British protec- . . ."

ir George added: "I am unable to lerstand the application by the npany for a guano licence, as h licences are issued only in the e of uninhabited and unclaimed nds, or reefs. Possibly the comy was under the impression that an Island is uninhabited, but I informed that it is rather thickly abited."

Advice Needed

he Colonial Office was so taken ck by this unco-operative attitude t it referred the whole matter, h Commissioner's letter and all, Lord Stanmore.

ord Stanmore soon told the onial Office what it should do. It uld make Ocean Island a British session forthwith by any means its power—the means being no cern of his.

Unless Ocean Island *was* declared British possession, he said in a er, it would almost certainly be ossible for his company to obtain exclusive right from the natives work the phosphate deposits, and ess the company did have such a t, it would not pay the company work them at all.

The commencement of opera- s," Lord Stanmore went on, uld be the signal to adventurers

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of various nationalities to try their luck in the same field . . . and disputes and probably collisions would arise which might cause infinite trouble to the High Commissioner, and possibly even to Her Majesty's Government."

The Colonial Office accepted the logic of this and decided at once to give Lord Stanmore's company the exclusive right to work the Ocean Island deposits—regardless of the fact that neither the island nor the deposits were Britain's to give away.

But the Colonial Office still had qualms about Sir George O'Brien's objections. This is borne out by a minute dated April 9, 1900, which reads: "As Sir G. O'Brien is slightly obstructive in this affair, we had better give the ordinary Imperial licence."

Another minute, written two days later, says: "Yes, the licence having directed that the island belongs to Her Majesty, foreigners . . . will be sufficiently kept off, and the question of including it in any protectorate can be considered later."

Meanwhile, Lord Stanmore's company had already decided to go ahead and occupy Ocean Island.

Ocean Island Occupied

Two men were appointed for this task—Albert Ellis, the young employee whose Sydney laboratory tests had led to the discovery of the Ocean Island deposits, and L. G. Naylor, a young New Zealander.

Leaving Sydney in the *Archer*, Ellis and Naylor reached Ocean Island on May 3, 1900, via Suva, the Ellice and Gilbert Groups, and Nauru.

Thirty-five years later, Ellis wrote that this visit was officially authorised and that if phosphate was found on the island, he had authority to "treat with the natives" and "display the British flag". But this statement, like a number of others in Ellis' three books, is not substantiated by the evidence now available.

Ellis and Naylor went ashore with a portable laboratory, sank several holes at various parts of the island, and analysed the specimens brought up. In every case, these proved to be nothing but high-quality phosphate, and the two men soon decided that the island "contained extensive deposits of outstanding importance".

The next thing was to make a deal with the natives to work the deposits. This, Ellis wrote later, presented no difficulties as the natives were "eager to come into closer touch with civilisation".

But none of Ellis' books mentions



This rough block of coral on Ocean Island commemorates those many Ocean Islanders who were transported by the Japanese during the Pacific War and who died in exile, and to European officials who were murdered by the Japanese.

the fact that these uncivilised natives were persuaded to put their marks on a piece of paper which stated that the Pacific Islands Company had been given the sole right to work the rich deposits for 999 years, for only £50 a year.

Having obtained this document, Ellis and Naylor unloaded camping gear, provisions, trade goods and tools from the *Archer* and settled down to organise the exploitation of their great find while the *Archer* continued on a trading voyage to the Gilberts.

Within a day or so, the two men had erected a flagstaff, and from then until the *Archer* returned at the end of May, to take them back to Sydney, the British flag was hoisted daily "with its never-failing message of cheer". Ellis and Naylor calculated that there were at least 10 million tons of phosphate on the island, and probably three times that much.

Back in Sydney in mid-year, Ellis and other members of the Pacific Islands Company made detailed plans for the large-scale exploitation of Ocean Island. And by the end of August, 1900, Ellis had returned to the island with all the plant and labour needed to do this.

Meanwhile, Lord Stanmore in London had been having a long argument with the Colonial Office over the exact wording of the licence that the Colonial Office proposed issue to his company, and it was until October 2, 1900, that the licen was signed.

The licence stated among oth things that:

- Ocean Island belonged to H Majesty [Queen Victoria] and was within the jurisdiction of any color government.
- The licensees had "acqui from the native inhabitants all rig and interests possessed by them" the phosphate deposits.
- The licensees had the "exclus right to occupy the said island" 21 years from January 1, 1901, a could "display the British flag as casion may require in token occupation".

On October 16, 1900, copies of licence were sent off to Sir Geo O'Brien in Suva with instructi that he was to issue a proclamat to make Ocean Island part of Gilbert and Ellice Islands Prot torate.

Sir George duly did this, but making out his proclamation, spoke of the "annexation" of Oce Island by Great Britain, rather th "protection".

This, in the opinion of the Color Secretary *and* the Foreign Office v a *faux pas* of the first water, for, one stroke, it had turned Oce Island not into a protectorate into an outright British colony.

Snorting with indignation, Colonial Office shot off an order Sir George O'Brien to amend offending proclamation; also to ple explain why he had muffed his li in the first place. As usual, "obstructive" Sir George was eq to the occasion.

That Nasty Word

"I have the honour to acknowle receipt of your despatch," he wr back blandly, "and in reply state t the word 'annexation' was used . intentionally and for the follow reasons: (1) That a licence v issued to the Pacific Islands Compa in respect of this island, (2) that the first clause of the said licence Ocean Island is described as certain island belonging to H Majesty", and (3) that in Mr. Cc letter [on behalf of the Color Office] to the Admiralty of Aug 30, 1900 . . . it is stated that " issue of a licence is equivalent annexation'."

Sir George O'Brien added, c tingly; "In view of these conside tions, I have deferred amending proclamation pending receipt further instructions."

Back at the Colonial Office,

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abi Island (pronounced Rambi) in the Fiji Group, is now the home of the Ocean Islanders, who were resettled there after Vorld War II. The island was purchased with phosphate money, and the islanders still depend on royalties from Ocean Island, lthough there is only one Ocean Islander living there. This photograph by Rob Wright shows the main centre of population n Rabi. About 1,600 islanders live a community life there, and income per head of population is low. The islanders are hopeful of economic development to improve their situation.

orge's letter caused much soul-rching and buck-passing, for the stion of whether Ocean Island was fully-fledged colony or merely a tectorate was one that transcended confines of Britain's internal itics and entered the international ere.

An official finally came to the clusion in an inter-office minute t "the distinction between an-ation and the proclamation of a tectorate does not seem to be of real importance in this particular e".

But he immediately contradicted nself by presuming that unless the nd really had been annexed "we ld not grant an exclusive right to upy it".

A Real Mess Now

The minute added that a copy was be sent to the Foreign Office with observation that the Colonial retary "did not think it necessary take any further action in this tter".

At the Foreign Office, however, y took the view that what had w become the Ocean Island mess ld not simply be swept under the pet.

n fact, his lordship the Marquess Landsdowne, who occupied the t of Foreign Secretary, insisted t the word "annexation" should amended in Sir George O'Brien's clamation.

His lordship's Under-Secretary said a letter that unless this were done, word "annexation" seemed calcu-ed to give rise to the supposition t the proclamation had to do with nexation, whereas this was not the case, as the annexation of Ocean Island "had taken place years before".

This extraordinary statement that Ocean Island had actually been annexed "years before" threw the Colonial Office into the utmost consternation.

One Colonial Office man, C. Y. Dole, used up four pages of foolscap paper in an effort to convince himself and others that the Foreign Office was talking out of its hat. He wound up by suggesting to his superior, Mr. Cox, that the Foreign Office should be asked to name its authority for its strange statement. "But as the matter is ridiculously trival," Mr. Dole added, "I would suggest that the paper should be put by."

However, Mr. Cox did not think the Foreign Office could be ignored, so he suggested, craftily, that Mr. Dole should write to the Pacific Islands Company to find out when it had occupied Ocean Island and had hoisted the flag.

This inquiry revealed the highly irregular information that the company's representatives had hoisted the flag on May 5, 1900, although the company's secretary was doubtful if this could be called "occupation under licence.

The "Too Hard" Basket

"In point of fact," he added somewhat guiltily, "the company occupied the island under lease from the natives some months before the licence from the Crown was obtained."

This was good enough for Mr. Cox, who saw here enough ammunition to shoot the Foreign Office down in flames.

A letter to the Foreign Office was thereupon composed, and at the end of all the argumentation and baffle-gab, it was again stated that the Colonial Secretary thought the best way of solving the Ocean Island problem was to forget it.

"In the circumstances," the Foreign Office agreed that this would be the best scheme; but it insisted most strongly that Sir George O'Brien should be told not to use the word "annexation" in any future proclamations about protectorates.

Thus, in the end, no one really knew whether Ocean Island had been declared a colony or a protectorate.

But whatever it was, a British warship, HMS *Pylades*, took it a step further by calling at the island on September 28, 1901, and hoisting the flag to the salute of 21 guns.

Tupper Opens His Mouth

The commander of the warship, Captain Reginald Godfrey Otway Tupper, RN, also read out a new proclamation, which he admitted later he had concocted himself, as no one had given him instructions on what he should say.

In view of the mess that everyone else had got into, Captain Tupper's decision to open his mouth at all was daring in the extreme. But fortunately he said little apart from the fact that Ocean Island had been placed under the jurisdiction of the Resident Commissioner of the Gilbert and Ellice Islands Protectorate, and no one was upset by the wording of Captain Tupper's proclamation.

Mr. Cox at the Colonial Office did feel the hoisting of the flag to be both "unnecessary" and "calcu-

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lated to cause doubts to the date of annexation".

Meanwhile, Lord Stanmore had succeeded in getting the Colonial Office to cancel its licence to exploit Ocean Island's phosphate for a term of 21 years, in favour of one for 99 years.

His company then went ahead to form a subsidiary company, Pacific Phosphate Company, to deal exclusively with phosphate.

From then until 1909, when members began asking questions in the House of Commons, the Pacific Phosphate Company had virtually a free hand at Ocean Island.

During this period, something like two million tons of phosphate were exported.

The only financial benefit that accrued to the Ocean Islanders was their annual fee of £50, plus about £20 an acre for mining land bought from them and compensation for fruit-producing trees destroyed.

These ungenerous terms eventually made the Ocean Islanders so bitter that they refused to let the phosphate company have any more land. It was this impasse that inspired some of questions in the House of Comm

The Government resolved the passe by appointing a Resident C missioner with authority to negot a considerably better deal for Ocean Islanders.

But it ensured that a sim situation could not occur again quietly taking the necessary steps 1915 to convert the Gilbert and El Islands Protectorate into the Gill and Ellice Islands Colony.

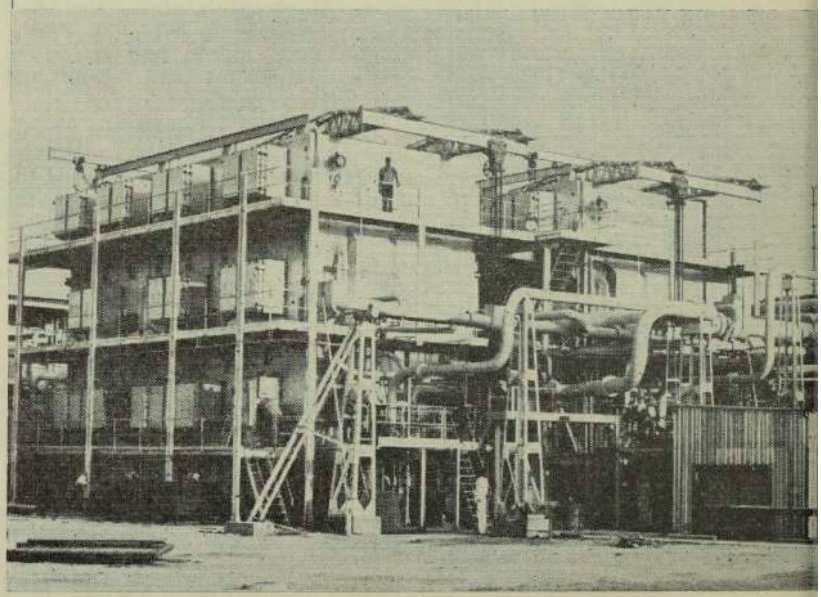
This meant that if, at any ti the Ocean Islanders refused to al their land to be used for phosph mining, the Government could c pulsorily acquire it.

This is precisely what happened 1927 and again in 1931, altho the islanders were paid for the l at a price the Government conside reasonable.

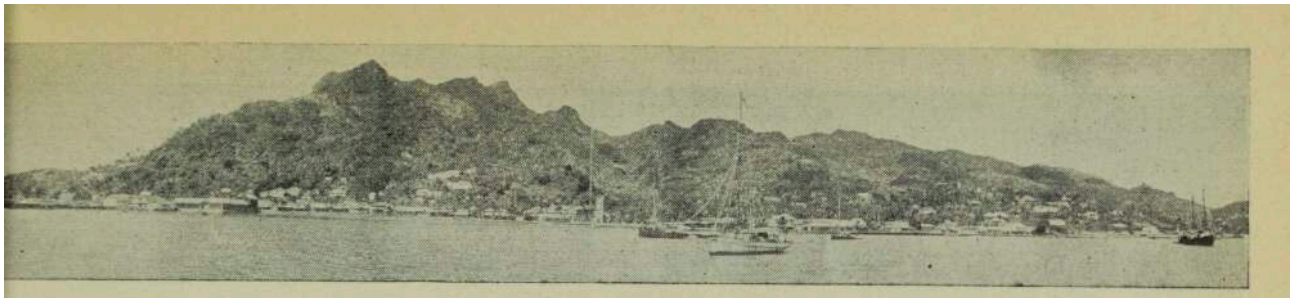
Thus it does seem true to sa as Mr. Blacklock said at the GI Advisory Council meeting in Ma that when Britain took Ocean Isl under her protection at the turn the century, she was protecting phosphate rather than the inhabita

FRESH WATER FROM THE SEA

Water—the shortage of it— is developing into an acute world problem, with demand in some civilized areas outstripping supply. And vast deserts could be made fertile to help feed millions if cheap water could become available. Scientists in many countries are now working on cheap and speedy methods of getting fresh water from the sea and many commercial plants are in operation. British companies have built about two-thirds of all the desalting plants in use in the world at present. All are huge. This one, one of the world's largest, is working for the Government of Kuwait and produces two million gallons of fresh water a day.



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Levuka's Drinking Bouts Were "Something Portentous"

● Fiji's capital was moved from Levuka to Suva in 1882 because Levuka, as can be seen from this picture, had nowhere to expand.

From Frank Ryan, in Suva

The recently-established Japanese fish freezing factory at Levuka, on the island of Ovalau, has brought new life to Fiji's old capital. But life in Levuka is never likely to return to what it was in the days before 1874 when Fiji's chiefs ceded their islands to Great Britain.

those days, Levuka was probably the rowdiest place in the Pacific, wild drinking bouts and fights ost every day.

ccording to *The Fiji Times*, which established five years in advance he British administration, Levuka's nanent white population in 1869 about 100, with about another constantly coming and going. se who came and went were the rings from every port in the d.

ost of Levuka's shops, houses and king dens of one sort and another built close to the water's edge, far enough away to leave a ow strip of shingly beach, which the town's main street.

"Rum Row"

is street, the centre of trade and p, was commonly called "The h", but "Rum Row" would ably have been a more suitable e.

. Litton Forbes, writing in 1871, that Manton's hotel "was at once otel, a club and a general zvous for all the idle, and some he busiest men in Levuka."

went on: "The amount of drink- hat went on there, and, indeed, evuka generally was something ntous. Although it had fallen to ot to see some heavy drinking merica, in up-country villages, in gold diggings in Australia, utdid all former experiences."

the 1860's, gin flowed freely at 1/- a bottle, but soon afterwards the chiefs of Bau imposed a duty of $3 a case, or 1/6 a bottle and, as money was badly needed by the Cakobau Government that came later, prices gradually increased.

Cheap And Potent

But "moonshine whisky" and "gun-barrel" rum were cheaply made and very potent. Distilling rum was a simple process. Sugarcane was boiled in a try-pot or large kettle. A wooden lid on the pot had a hole through which was inserted a bent gun barrel.

The vapour, which arose, condensed in the barrel and dripped out into a container. Because of its potency, "gun-barrel" was an appropriate name.

There was no law in Levuka except that which the more moderate members of the little community imposed on themselves when things got too much out of hand.

In its issue of September 11, 1869, *The Fiji Times* said the town had been thrown into disorder the previous Sunday evening by some of its unruly members, "whose too frequent imbibings have rendered these perfect madmen as fit inmates for a lock-up".

"There were loud and fierce imprecations by several men," the paper went on, "and one individual appeared with a knife just under a foot in length. Passers-by felt anything but safe as he flourished it before their eyes."

A little later the *Times* had this to say: "We have had rows enough to satisfy anyone for two fortnights, and if broken heads, black eyes, and a narrow escape from a Japanese disembowelling with the broadsword, or a few gentle prickings with a 14-inch ham slicer, are not sufficient to make us all go about with revolvers in our belts, they should do so.

"They make us all wish either for a magistrate who would be a terror to evil-doers, or for a besom to sweep the beach of the drink-maddened ruffians."

When citizens took the law into their own hands and administered floggings, the *Times* referred to it as "lynching".

"A case of lynching has occurred in Levuka", the paper said. "Two American Negroes had a dispute over cards and one of them used a 'sling shot'.

"The bystanders pursued the man when he again attempted to use it without success. A consultation was held, and it was determined to give the man a dozen lashes, which were accordingly administered."

Ten Lashes

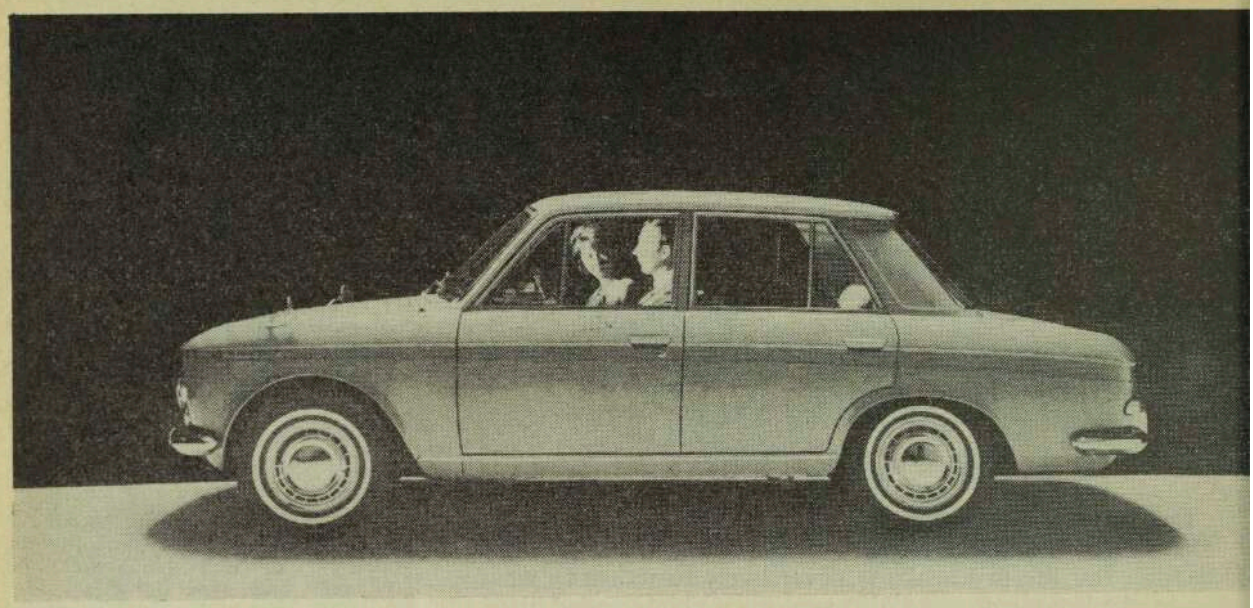
But *The Fiii Times* was not always in favour of this form of public punishment.

On November 26, 1870, it said: "Last Thursday evening a native detected stealing money from Mr. Cudlip's was flogged in front of that gentleman's house.

"The flagellator was an unusually powerful man and used a thin piece of Manila rope. Ten lashes were administered.

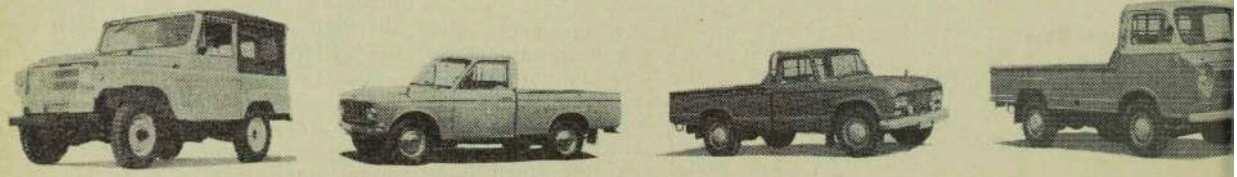
"Justice is a fine thing, but young children should not be allowed to look on and watch with morbid interest the scarification of a human body."

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NISSAN JUNIOR
Engine: 4-cylinder, 1883 cc, 92-HP, 16.2m-kg. torque, 8:1 compression
Performance: top speed 110 km/h, minimum turning radius 5.9 meters, payload 2000 kg.

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Performance: top speed 110 k minimum turning radius 5.3 m payload 2000 kg.

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The end of the Pacific War was imminent as PIM went to press 20 years ago this month. The first peace moves from Japan were made on August 10, just three days after the first atom bomb was dropped on Hiroshima. The capitulation was on August 15, just too late for PIM to place on record that month. Here are extracts from that issue of August, 1945:

Yesterday

A COPRA-CRUSHING mill with a nominal capacity of 7,500 tons a year, and capable of immediately doubling its capacity, was under construction at Walu Bay, Suva, for W. R. Carpenter and Co. (Fiji) Ltd. It was intended that the first products should be, not coconut oil, but vegetable lard and stock feed.

IN Nukualofa a week of festivity marked the opening of the new church building of the Church of Tonga. Queen Salote attended the dedication service.

LOCAL tree-lovers were broken-hearted over the cutting-down of a circle of beautiful, healthy flambouyant trees which stood about the Protestant Church in Papeete. The trees were planted 60 years earlier by the Rev. Vernier, and were a stately memorial of that venerated patriarch of the church in Oceania, and three of his sons who carried on his work with devotion and great honour.

A MELBOURNE company, Industrial Oils (Fiji) Ltd. nominal capital £40,000 had started to experiment in Fiji with the candle-nut. The promoters hoped to extract lumbang oil from the nuts and sell it on a world market, desperately short of paint oils.

SIR COSMO PARKINSON, Permanent Under-Secretary of State for the Colonies, on a Pacific tour visited Fiji, the GEIC, the New Hebrides, the BSIP and Tonga. He remarked during an interview that there were no big problems affecting the Islands which had been brought about by war conditions. He said he did not think that the way of living of the natives had been affected to any great extent through the new economic conditions created by the presence of large wartime forces, particularly in islands used by the Americans. Things would gradually go back to normal.

THE P-NG Provisional Administration Bill, passed by the Australian House of Representatives, provided for amalgamation of the two territories till six months after the war. Under the bill, power was taken from the former Legislative Councils and delegated to the Government through the Governor-General. Sweeping changes, including a 44-hour week for native labourers, a basic wage of 15/- a month, abolition of the indenture system as soon as possible, elimination of professional recruiters, and a limit of 12 months on the duration of native labour contracts, came into effect.

FOR four days Western Samoa celebrated the centenary of the Catholic Mission and the episcopal silver jubilee of Bishop Darnand. Several high church dignitaries from overseas attended.

BRIGADIER D. M. CLELAND resigned as head of the Production Control Board in Papua, in March, to resume his law practice in Perth. He was the endorsed Liberal candidate for the Fremantle by-election, caused by the death of the Prime Minister, Mr. John Curtin.



This photograph of a 240 lb, 9 ft. 4 in. swordfish made PIM's pages 20 years ago. It was caught off Beqa, near Suva, at that time by local fisherman Harry Terry (standing alongside) and photographed by Rob Wright. The angler used a home made rod and no special tackle. Harry Terry, who these days is circulation manager of the "Fiji Times", has had many other big catches since then.

MR. W. H. WATSON, of Rarotonga, who bought out the Cook Islands' interests of W. H. Grove and Sons the previous year, had sold his interests to a new company which he had formed, United Islands Traders Ltd. The first directors were Messrs. Watson and L. N. Jacka.

THE death occurred of Fiji's oldest European resident, Mr. J. F. Crawford, 99. He went to Fiji in 1900, and for many years followed the trade of plumber.

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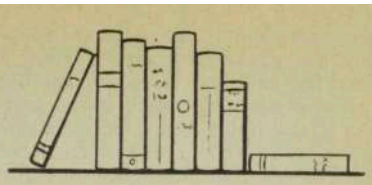
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THE MONTH'S NEW READING

MEMORY RECALLS THE PRE-WAR ISLANDS

Two new books on South Pacific themes—*Who Stand Alone* and *The Happy Isles*—have a common ingredient, that of nostalgia. Both authors, from the distance of England where they are now living, dip into memory to paint pictures of an atmosphere of dear dead days beyond recall.



VELYN CHEESMAN, distinguished entomologist, needs no roduction, *Who Stand Alone* is r 21st book, most of her works ing on her adventures in South as backwaters during a period of years. This new book deals with New Hebrides and New Guinea. D. C. Horton will be remembered a more restricted gathering as a -war District Officer in the Solons. *The Happy Isles* is about the lomons before the war.

The remarkable Miss Cheesman's ny Islands exploits have been ourfully and competently reported her in her previous books, and noly who has ever come in contact h her has anything but admiration this eccentric, zealous, independent l fearless woman who has done so ch in the Islands in the cause of nce. Her latest collecting trip, to New Hebrides, was made not ny years ago.

Human Fauna

n *Who Stand Alone*, she discusses se Islands residents, expatriate and erwise, who have made an imssion on her—the "human fauna", she says—and as usual she shows ght and compassion. Although a nan of few words, who during her editions preferred her own comy to anybody else's, she was an lligent observer of the players on stage of life, and in this book concentrates her studies on the ct of isolation on character.

he found each individual had to e with it in his own way, accordto how he was physically and tally endowed. Those with hobbies ered less, and a man without ily responsibilities was, on the le, the happiest.

Certainly I met few women who e able to grapple with the conns and create something bearable without suffering too much," she says.

"I discovered very soon that some women were haunted by their isolation: they resented it fiercely, daily and hourly. Such resentment is extremely exhausting; it became an incubus, a vampire sucking their vitality. When it was tinged with self-pity a crisis occurred. Keyed-up at too high a tension, something would snap.

"I came to the conclusion that the reason why so many women ended in mental homes in Australia was the isolation.

"The stark greyness of these lonely lives can scarcely be imagined except by those who have experienced it—their own known world out of reach below the horizon, and their present life colourless. Hundreds of men and women endured this in the days before radio and air communications were fully developed, when only the main towns, government stations, weather stations and a few ships were equipped with wireless."

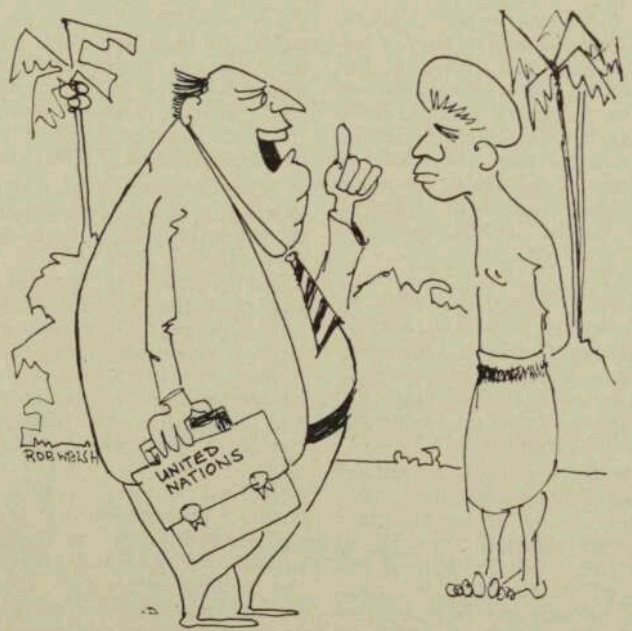
Although Miss Cheesman is speaking of pre-war days, many Islanders will recognise symptoms and characteristics not rare in some parts of the Pacific today, despite the inroads of civilisation.

For herself the loneliness of her bush camp never troubled Miss Cheesman and her little French coffee pot constantly was honoured by her soliloquies uttered aloud.

"It is eroneous to imagine that

Islands Life

WITH ROB WALSH



"It's quite simple. First you get independence, then we come in and run the country for you."

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when people talk aloud to themselves they are gaga," she says. "They are quite the reverse. It is a usual habit by those who are much alone and it is a good habit when one considers it, for it is surely a sign of an orderly mind to discipline thoughts—meandering and disjointed—and fix them by uttering aloud, even if there is no immediate prospect of passing on these newly clarified ideas to others."

Planters and miners made up most of her contacts in her meanderings in the New Hebrides and New Guinea. Official people she saw little, probably because these kept to the towns and her job was in the bush. Missionaries did not much come into her sights although on one occasion in New Guinea she was "sent to Coventry" by missionary sisters because of her bush garb of "very modest tunic and bloomers".

She Made A Bloomer

She did not know for a time why she had given offence, but enlightenment came when a mission boy left her a loaf of bread wrapped in a newspaper which displayed prominently a letter from the Pope denouncing in stern language the deplorable habit of modern women in wearing masculine attire.

Miners were frequently her helpers. Being thoroughly acquainted with bush conditions, she found that the miners knew that a white woman had nothing to fear from Papuan bush natives.

"It was the Government officials who got worried because they were less intimate with the tribes. I discovered that the more chivalrous the official the more trouble I would have in countering his well-intentioned but misplaced guardianship. Therefore I had to be very vague about my plans when discussing them with a patrol officer, but baldly explicit with the miners."

WHEN D. C. Horton first went to the Solomons as a raw cadet in 1937, the administrative headquarters was at Tulagi, whose anchorage you finally reached, he recalls, after the *Malaita's* captain "lined up the prison shit houses as leading marks".

Such was the shortage of official staff in the Protectorate that after only a week or so at headquarters Horton found himself posted to Ysabel as District Officer, without any knowledge of pidgin and his only background information picked up at a Colonial Office course at Cambridge. He was the only white official on the island.

The Solomons in 1937 were required to pay their way, and in fact they did but at the expense of staff which was understrength and poorly paid. The education services were "almost non-existent" and the "medical facilities quite inadequate".



Evelyn Cheesman, on the job "in modest bloomer suit".

"The Colonial Office was beginning to make very belated attempts to fulfil its responsibilities to the Protectorate," says Horton, "but it was not until after the war had brought the rude impact of the civilised modern world to the people of the islands, and the High Commissioner for the Western Pacific had been divorced from the conjoint post of Governor of Fiji and had established his headquarters at Honiara, that anything effective was done."

Horton learned in time that the chronic understaffing led to overwork and extensive sick leave. This led to districts being closed, and in the end the consequences of these short-sighted attempts at economy resulted in more expense and bad administration.

But meanwhile he put a brave face on the situation and found most things were a target for a new boy ignorance. He held the view, f instance, that the main purpose of prison was to prevent people escapi and he was not to know that "in t islands at that time such an id was regarded with tolerant amus ment".

He did not find out the truth abo the calaboose until many months lat when the prisoners were paintin the hospital in which he was inmate. When the prison bell clang signalling the midday meal he w astonished to see the prisoners hasti forming into a line and hurrying the prison, shouting after the laggi warder, "Hurry up warder—spose quick time you lose im kai kai".

As a Distict Officer, Horton al found himself appointed a Depu Commissioner for the Western Pacif an exalted title which gave him co siderable powers of imprisonment.

Sentences of more than thr months were subject to automa review by the High Court of F where, he found, they "were almo as automatically reduced", but sin this procedure took a considerab time the prisoner had usually serv his sentence and been released.

Because of the small Europe population of the Solomons in H ton's time, and because of his partic lar duties, the native people get maj attention in *The Happy Isles*. Eur pean names do pop up—such as tho of planter Snowy Rhodes, now Rabaul, New Guinea, who manager of Lavoro plantation "fou innocent outlet in teaching his labo force cricket"; Monseigneur Aub and his generous hospitality; Inge a Ernie Palmer; David Trench, earlier cadet who in recent years came Western Pacific High Comm sioner and is now Governor of Ho Kong; and "Old Marko" Markha of Segi, doyen of the plante much respected by all "with his wh hair and blue eyes in a face of gr kindliness".

Stories of Melanesian customs a incidents of native life give this bo its main flavour, and Horton te his tales well.

Horton's account finishes just fore the Pacific War, although H ton himself stayed to become involv in further adventures. He has writt a wartime account, which he ho may be published separately.

Neither *Who Stand Alone* or *Happy Isles* is likely to head the be seller lists, but for those with understanding of the Islands they entertaining and rewarding.—SI.

(WHO STAND ALONE. Geoffrey B distributed by Collins. 26/6. THE HAP ISLES, Heinemann, released in London August at 30/- Stg.)

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JOURNAL OF HOLINESS

From the age of 14 until hortly before his death at the ge of 82, Angelo Giuseppe oncalli, known in the last four ears of his life as Pope John XIII, kept a "record of his rowth in holiness". Jotted down exercise books and on odd raps of paper, it forms the asis of "Journal of a Soul", ublished in Italy in 1964 and in complete English translation, st recently.

LTHOUGH Angelo Roncalli is said to have come from peasant ock, in the context of his village the north of Italy his family ght more accurately be described middle-class.

The child, who was spontaneously racted to the church and early lled "Angelino, the little Roncalli gel, the little priest" was greatly isted by his uncle and godfather, verio, the head of the family, who ulcated in him all of his own igious fervour.

The future Pope's education began a village school but he learned rect Italian from a curate and tin from the parish priest, which abled him to gain a place in a inary school.

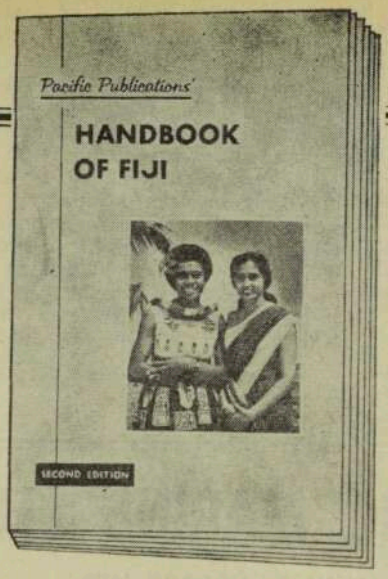
Served In The Army

His subsequent career in the church k him all over Europe and as east as Turkey; in 1901-02, ough already in holy orders, he s required to do his two years vice with the Army and in 1915, ing World War I, was called again for military service.

To the extent that the *Journal* ns so long a time in the life of man, it is also a commentary a period that bridged two turies, two world wars and a ial revolution.

Nonetheless, this large book can rcely be regarded as material for general reader, unless he be a e phenomenal Catholic layman, a person with an overwhelming iosity about other men's minds; of course, an aspiring cleric.

Although the future Pope com- nts on matters that concern inary men and current events—



COMPLETELY REVISED AND ENLARGED FIJI HANDBOOK

The second edition of the Handbook of Fiji is now available

Its 272 pages contain up-to-date information about the Crown Colony of Fiji, its people, its history, major political changes and structure of administration, geography, finance and taxation, communications and social services.

TOURIST SECTION

There is an enlarged section for tourists with lists of all hotels, guest houses, rental cottages and flats, etc., with their latest tariffs. There is also information on places of interest, tours, local cruises, duty free shopping and entry requirements.

MAPS

Its 14 maps have been brought up to date; and a large folding map of the whole Group has been completely re-drawn.

It has an attractive cover in full colour, featuring two pretty representatives of the two main racial groups in Fiji.

PRICE: 15/-, plus 1/6 postage, packing, etc., in the British Commonwealth (2/3 foreign), or $2 U.S. posted.

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TECHNIPRESS HOUSE, 29 ALBERTA STREET (G.P.O. BOX 3408), SYDNEY, AUSTRALIA.

Or from Islands Stores and Booksellers.

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such as the visit of England's Edward VII to Rome in 1903—most of the *Journal* is devoted to soul-searching for faults and sins by an individual who seems already more Saint than man, and to have none of either.

To the uninstructed non-Catholic and probably to most Catholics, as well, the book is, however, a revelation of what depths of character must go towards making a Pope in the mid-20th century.

The book is published by Geoffrey Chapman Ltd., London, Geoffrey Chapman being a still young Australian who went to the UK about 12 years ago and gained a foothold in the precarious business of publishing books. He has specialised in religious works and his capture of the English-language publishing rights of this book that was sought by far larger organisations, is a notable triumph.—JT.

(JOURNAL OF A SOUL. Geoffrey Chapman. 52/6).

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Romance Of The Fishpond

"Hawaiian Fishponds" by Catherine C. Summers, and published by the Bishop Museum Press, is not, as one might suppose, a modern recipe for breeding tilapia fish.

This is fishponds anthropologically-wise. Before Europeans ever came to the Hawaiian Islands, the Polynesians on the islands of Hawaii, Maui, Molokai, Oahu and Kuuai, all built fishponds. The reasons was that catching fish in the sea was "tabu" during spawning season. This did not, however, prevent the people taking fish out of ponds, because ponds were considered part of the land.

Some ponds were built at the edge of the sea; others were constructed inland; but both were stocked so well that they saw the Hawaiians over the "tabu" season.

Although it is estimated that over 200 of the ponds once existed, most of them are now in ruins or completely destroyed and of interest only to scientists.

(Published by the Bishop Museum Press, Honolulu. $US1.25.)

New Bibliography On Papua-New Guinea

A VALUABLE guide for referee libraries, booksellers and t growing band of private collectors New Guinea books, is "N Guineana 1942-1964", compiled William A. McGrath.

Mr. McGrath is a Port More resident, a staff member of Department of Lands, who is him an enthusiastic collector of literature relating to the Territory Papua-New Guinea, wherever p lished. His 88-page bibliogra is obviously a labour of love.

It is also reliable and comp hensive, and there could be very li he has missed that was publis between early 1942 and the end 1964. There are almost 900 ent including even such publications the official Hansard numbers and Territory telephone directories.

The bibliography is avail direct from Mr. McGrath at Box 117, Port Moresby, or thro the Australian distributors, Marg Woodhouse's Bookshop, 244 M Street, North Sydney, at 17/6.

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NEW BOOKS ABOUT THE SOUTH SEAS

Pacific Publications Pty. Ltd. in September will publish two new books of general-reader interest. They should be available in Islands bookshops by the end of that month.

One of the books is *Queen Emma*, by R. W. Robson, the result of years of research in W. Samoa, New Guinea, Australia, the US and Europe. It tells the true story of how Emma Eliza Coe, born in Samoa in 1859 of an American father and a Samoan mother, engaged in love and politics there before sailing away to then unknown New Guinea to go trading with her Australian lover, Tom Farrell.

From headquarters in New Britain from the 1870's, Emma built a plantation and trading empire that she sold to German interests some years before the outbreak of World War I for a sum that today would put her in the millionaire class. She and her German husband died in Monte Carlo, within hours of each other, in 1913.

This is not only the story of a remarkable woman but the history of the era of Colonial expansion in the South Seas. The Australian price of the book will be 30/-.

To be published at the same time is *PIM's Pacific*—a collection of stories that appeared in the *Pacific Islands Monthly* between 1950 and 1965. An effort has been made to choose stories for their lasting interest or entertainment value.

The writers who have contributed to the book have one thing in common—they know the Pacific; but otherwise they come from all walks of life—from public servants to pub keepers and from crocodile shooters to sea captains.

Each of the stories is introduced by some biographical notes on its author; and, where it is necessary, there is something about the background of the story. *PIM's Pacific* will sell for 27/6 in Australia.

IN BRIEF

THE SURVIVORS by John iffiths. Nuclear war erupts when Chinese invade eastern Russia. the first H-bombs rain down on ndon, Richard Hughes, a news- erman, heads for an old disused rnish coppermine where he knows handful of scientists have prepared radiation-proof hideout. It is soon dent that life has more complica- ns than mere bombs and the five men and seven men are quickly luced to trying to murder one ther. (Collins; 20/-).

MIRAGE by Andrea Newman. is writer produced a best seller couple of years ago almost before was out of her teens. The rent novel also has an air of cocious wisdom. It deals with early rriage in the face of parental osition and its inevitable end. has an unusual style suited to type of situation she visualises her mature readers will long to most of her characters a good, ft kick in the pants. (The Bodley ad; 23/-).

DEATH OF A WEIRDY by Glynn Carr. Michael Pentreith was only one of a gang of weirdies who went to live in a colony in North Wales. They purported to live by and for the Arts and to be above convention. When Michael was killed, the general local opinion was that the means was too good for him. Sleuthing on the part of Sir Abercrombie Lewker, amateur detective showed that it was not good for others, as well. (Geoffrey Bles; 19/-).

THE BELTING INHERITANCE by Julian Symons. This Crime Club Choice, like most of the thrillers written by this author, is somewhat more of a mood piece than a straight-out whodunnit—or in this case, who-wassit. Lost heirs and rascally claimants are as old as fiction itself but this story has several new twists. (Collins; 19/-).

DUSTY DEATH by Osmington Mills. This writer (female), depends as much on characterisation as on plot but in this particular story there seem to be far more extraneous red herrings than are necessary. (Geoffrey Bles; 19/-).

Travel:

TIME OFF IN SOUTHERN SPAIN. An *Observer* Guide to Resorts and Hotels. Probably the most "in" place in foreign travel in the last five years has been the Mediterranean coast of Spain, from the Costa Brava, in the north, to Algeciras, in the south.

This small book covers only part of this coast—from Valencia southwards through Andalucia. It is well organised and informative and also manages to be amusing—especially over such places as Torremolinos which have been hit by the full force of the tourist avalanche. (Hodder; 4/-.)

UNLESS OTHERWISE STATED, ALL BOOK PRICES ARE IN AUSTRALIAN CURRENCY.

DOES NATURE INTEREST YOU?

If it does, so will MY WEAPONS HAD WINGS, by Hubert W. Simmonds, O.B.E.

Forty-five years as an entomologist has led the author all over the South Pacific Islands and into Malaya, Zanzibar, Mauritius, South Africa and the Rhodesias from his home in Fiji. Matters of natural history and unorthodox means of travel are written about with engaging simplicity. A book that allows the reader a literary holiday from wars, bombs, politics and other pre-occupations of 1965 Man.

With black-and-white illustrations and two colour plates; 164 pages; cloth binding. Price 27/6, plus 1/2 postage (British); 2/2 (Foreign).

May be ordered from the Australian agents:

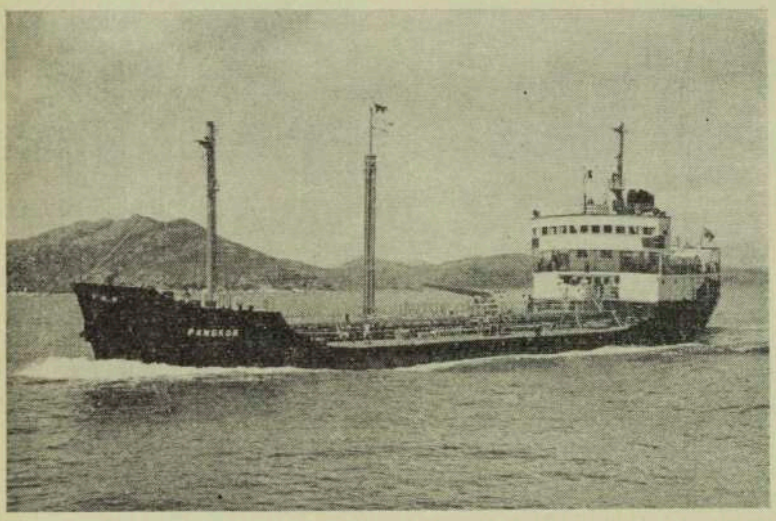


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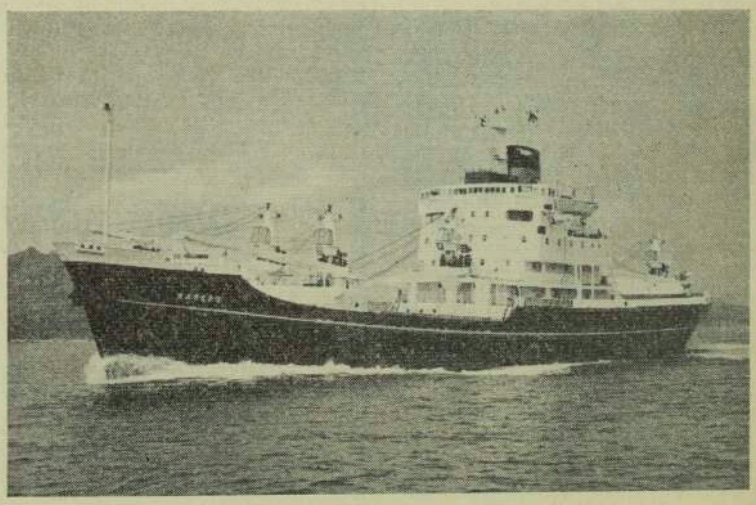
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Pacific Shipping And Cruising Yachts

QUICK ACTION NEEDED ON MORESBY'S PORT PROBLEMS

From a Port Moresby Correspondent

A marked increase in the number of overseas ships and the amount of cargo coming into Port Moresby in recent months is putting a heavy strain on the port's wharf space and cargo storage facilities.

HIPPING men are already com- plaining about congestion on wharf and wharf approaches, and difficulty of handling cargoes hout damaging them.
Until more facilities are built— l there are no definite plans for m at present—the position will bably get worse.
The result is likely to be a slower n-around of ships, with pilfering cargo left in the open, and nage to perishable and unprotected goes when the rainy season begins ut December.
The main reason for the present iculties is the vast amount of struction work going on in and around Port Moresby, for which continual consignments of building materials, trucks, tractors, earth-moving equipment, etc., are needed.

The construction work includes the building of an underground hydro-electric power station at Rouna Falls, about 20 miles from Port Moresby; the Administrative Staff College, with staff accommodation, at June Valley; various defence projects, costing several million pounds; and a 12-storey building for the Australia-New Guinea Corporation.

All this work has begun since a World Bank mission visited New Guinea in the second half of 1963 and reported that the territory ports needing the most urgent attention were Rabaul, Lae and Madang.

Now, the World Bank would probably give Port Moresby's harbour needs an equally high priority.

Port Moresby's overseas wharf, which is T-shaped and just over 700 ft long, was built in 1953-54 when the total amount of overseas cargo handled in the port was 72,192 tons.

This figure compares with 137,550 tons in 1962-63 (the year quoted in the World Bank report), and 170,039 tons in 1963-64 (10 years after the wharf was built).

The latest figures available—for the nine months to March 31, 1965—show that 140,063 tons of overseas cargo were handled in Port Moresby. So the total figure for the year ended June 30, 1965, will undoubtedly be at least 190,000 tons, and probably a good deal more.

In other words, Port Moresby's 700 ft wharf is now handling nearly three times as much cargo as when

n The News This Month

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Windsong IV
Wind-Swift



An average working-day scene at the Port Moresby wharves. A coastal trading vessel which does an efficient job for the Federation of Native Associations (co-operatives) in P-NG is the "Hiri", seen here alongside the federation's wharf. The federation is managed by Mahuru Rarua of Hanuabada. The "Hiri" runs along the coast west and east of Port Moresby, taking out consumer goods and bringing back copra. Behind the "Hiri" in this picture is the "Kiri", a small coaster owned by Steamships Trading Co. Ltd. She runs along the coast as far as Kikori in the west and almost to Samarai in the east. In the background at the main wharf is the "Malaysia", from Sydney and headed north.



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was built, and about 35 per cent. ore than two years ago.

Two years ago, according to the orld Bank mission's figures, there ere 83 days of the year when no ips were in Port Moresby and 166 ys when only one ship was in port. Now, a ship-less day in Port oresby is a red-letter day, and days th two or more ships in port are out three times as common as ose with only one.

If two large cargo ships are in rt at the same time—for example, *Chungking* and *Nessbank*—ither can be unloaded or loaded iciently as the wharf is not long ough to accommodate the full igth of both. In one case, the 'ard hatches extend unworkably yond the wharf; and in the other, after hatches.

If more than two big freighters in, those in excess of two must it their turn for wharf space at anchorage. However, an additional freighter of up to about 00 tons gross can be accommodaon the inner side of the wharf.

In June, 19 overseas freighters ited Port Moresby; the number eduled for July was 22; and with town's building work being pped up continually, the number ld go even higher before long. This means that the number of erseas freighters visiting the port nually will probably soon be in the inity of 300—an alarming figure en compared with the 132 of only years ago (1959-1960).

NEEDS MORE HARF SPACE TOO

Fiji, too, is under pressure for arf space.

New wharves have been built at 's main ports of Suva and Lautoka he last four years, but even at the e they were officially opened, it apparent that they could do no re than cater for current needs.

With more overseas and local ship- making demands on the facilities oon became apparent that further elopment was necessary. The Fiji vernment has now set up an expert mittee to assess the position and pare plans for the future.

The terms of reference include such ters as evaluating the need for e wharf space and shed accommoon, and the speeding up of cargo dling (as this will ultimately give ter wharf capacity).

The committee will also consider need to expand ship repairing and building facilities in Suva, and additional facilities which may be essary.

The northern end of Walu Bay, to where the Port of Suva must eventually expand, will come under the committee's scrutiny. This area at present is industrial and commercial, and wharf development in that direction must be co-ordinated with those needs; and also with a reclamation programme.

The committee comprises Messrs. R. N. Atkinson (chairman), who is Secretary for Communications and Works; D. T. Lloyd, Director of Lands; J. P. Barron, Director of Public Works; E. J. T. Mabbs, Comptroller of Customs; Captain E. L. James, Harbour Master; Messrs. G. S. Barrack, W. R. Carpenter and Co. (Fiji) Ltd.; and E. R. Horne, USS Co. manager at Lautoka.

A conspicuous omission is a representative of the Fijian Stevedoring Union, who would be competent to advise on methods of speeding up the handling of cargo.

ADDITIONAL SERVICE FOR P-NG

The latest addition to the Karlander-New Guinea Line fleet is the *Sletfjord*, which was scheduled to arrive in Sydney on July 16 from Hong



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CARGO VESSEL, steel 120 x 24, twin diesel, large hatch/hold carry 220 tons, 4 el. winches/derricks, **£17,500.**

CARGO VESSEL, 125 x 24, wooden turpentine sheathed, carry about 300 tons, twin 200 h.p. Ruston diesels, 4 el. winches/derricks, **£10,000.**

CARGO VESSEL, 75 x 20 x 8.6 loaded, H.D. Blackstone diesel 160 h.p. Large hatch/hold, winch and derrick, Roomy accommodation aft, **£7,500.**

64 FT. WOODEN TRADING VESSEL, copper sheathed, trade room, Gardner marine diesel. Good order, **£10,000.**

48 FT. WORK LAUNCH, built 1955, 6LW Gardner marine diesel, well deck, suit cargo. Sound and well kept, **£4,000.**

WORK LAUNCH, 32 x 11.6 x 4, 30 h.p. Lister diesel, 2/1 reduct, 3 berths, toilet, galley, 2 way radio, echo sounder, large cockpit, **£4,200.**

28 FT. WORK LAUNCH, built of hardwood 1950, 4 cyl. marine diesel, cabin and cockpit, **£1,850.**

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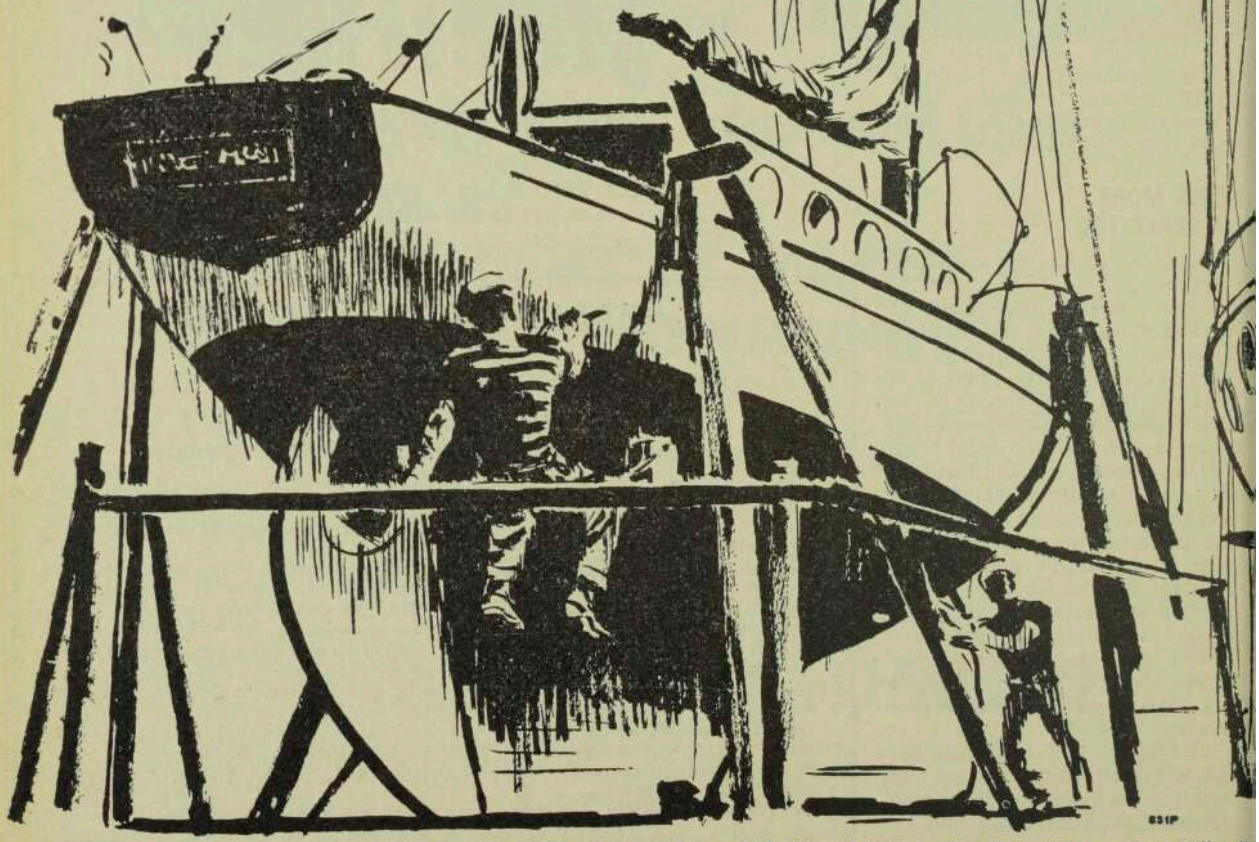
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Seas) Ltd., Fiji, and all leading merchants in these areas.

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ng to enter the Australia-New inea service.

Her ports of call will be Sydney sbane, Port Moresby, Lae, and wak.

The *Sletfjord* is sister ship of the *holm*, which toured Pacific ports ing the recent Australian trade sion.

he has a cargo capacity of 3,300 ic tons, with refrigerated cargo ce. She will be specially fitted to y inflammable and explosives go, and will carry a limited num- of passengers.

The other ships in the fleet are the *an* and *Sletta*, which are also exact r ships.

The *Sletta* in July carried 239 head Hereford cattle from Sydney to iara for a new BSIP beef cattle rprise. She had engine trouble route.

here were no stock losses on the age; in fact the number increased everal head because several calves e born en route.

ON STEAM SHIP NEW GUINEA

he Union Steam Ship Co. of NZ is to compete in New Guinea rs. The company will service a between New Zealand ports and Moresby in place of the ader Line, which has withdrawn.

he USS Co. expects to place the *taki* and the *Whangaroa* on the with four to five loadings a year.

he *Waitaki* was scheduled to load New Zealand ports in July and ust for the first run.

he Crusader Line ship, *Knight plar*, had been serving Port esby from NZ at intervals, but has now been switched to the NZ- n run.

'S WILL STILL L AT RABAUL

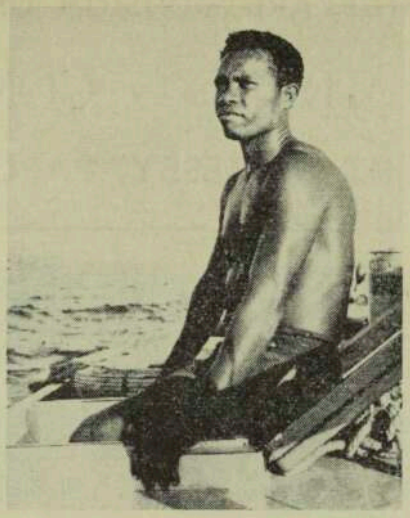
he *Francis Drake* and the *George on* will continue to call at Rabaul he Sydney-Japan service for the being.

was reported early in June that would no longer call at Rabaul, hat the service between Australia Japan, and vice versa, could be ded up.

spokesman for H. C. Sleigh Ltd. Sydney, agents for the owners, Dominion Navigation Co. Ltd.), said the decision to eliminate ul had been revoked.

he people of New Britain had not happy about the original de- n, for the two ships had been

PORTRAIT OF A . .



providing a regular service for the last two years.

The ships are air-conditioned and many Territory people use them when travelling to Australia for leave.

The voyage between Rabaul and Sydney usually takes about five days.

NZ-NEW CALEDONIA-NORFOLK SERVICE

The Holm Shipping Co., New Zealand, has inaugurated a monthly service embracing New Zealand, Norfolk Island and New Caledonia with the *Holmburn*, 1,800 tons.

On the inaugural voyage the *Holmburn's* cargo included potatoes, onions, garlic, ice cream, frozen meat, and butter for New Caledonia, and also a number of cattle for New Caledonia graziers.

The *Holmburn*, which was built in 1958, can carry 12 passengers.

The service was warmly welcomed in the islands, for New Zealand was able to supply many foodstuffs at prices much below those of comparable Australian items.

EXPERIENCED MASTER IN "ADI KEVA"

One of Fiji's most experienced mariners, Captain Steven Smith, has been appointed master of Morris Hedstrom's new ship, the 351 ton *Adi Keva*, which was formerly the *Morag*.

The *Adi Keva* on her first trading voyage, called at copra ports in Lomaiviti and Cakaudrove, and on her next voyage was scheduled to take in Northern Lau ports.

Captain Smith has sailed as master in the cutter *Ruby* (now the *Calmsea*), the auxiliary cutter *Adi Maca*, the auxiliary schooner, *Resolution*, the *Tui Labasa*, the *Ono-i-Lau*, the *Tui Walievu*, LCT fishing craft, the old *Komaiwai* (since broken up), the *Tovata* (left to rot in Walu Bay), the *Tuvalu* and the *Altair*.

He also served as chief officer in the *Yanawai*, the *Kurimarau*, *Oliver Mac* and *Ai Sokula*.

Adi Keva is believed to be the biggest ship to berth at Morris Hedstrom's wharf at Nasea, Labasa.

But she was unable to sail up the Labasa River to her berth till she discharged much of her cargo at the mouth of the river.

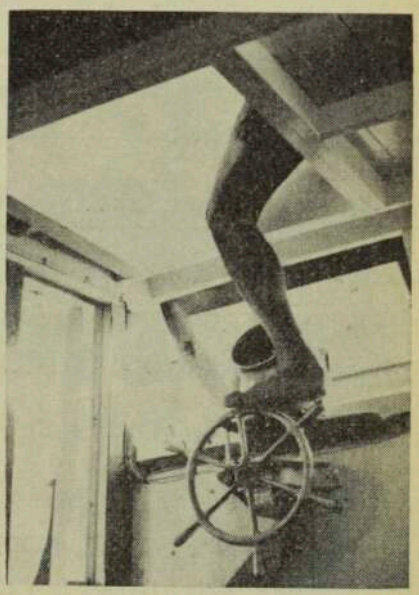
TENDERS CALLED FOR KIETA WHARF

Tenders for the new overseas wharf at Kieta, Bougainville, are now being called. The wharf will be 200 ft long and 40 ft wide.

The P-NG Administration has accepted a tender for £56,000 for the supply of sheet metal and bearing piles, which will be used to build a 500 ft retaining wall for a reclaimed site for the proposed wharf.

The PWD has excavated and placed about 10,000 cubic yards of earth on the site.

. . MAN AT WORK!



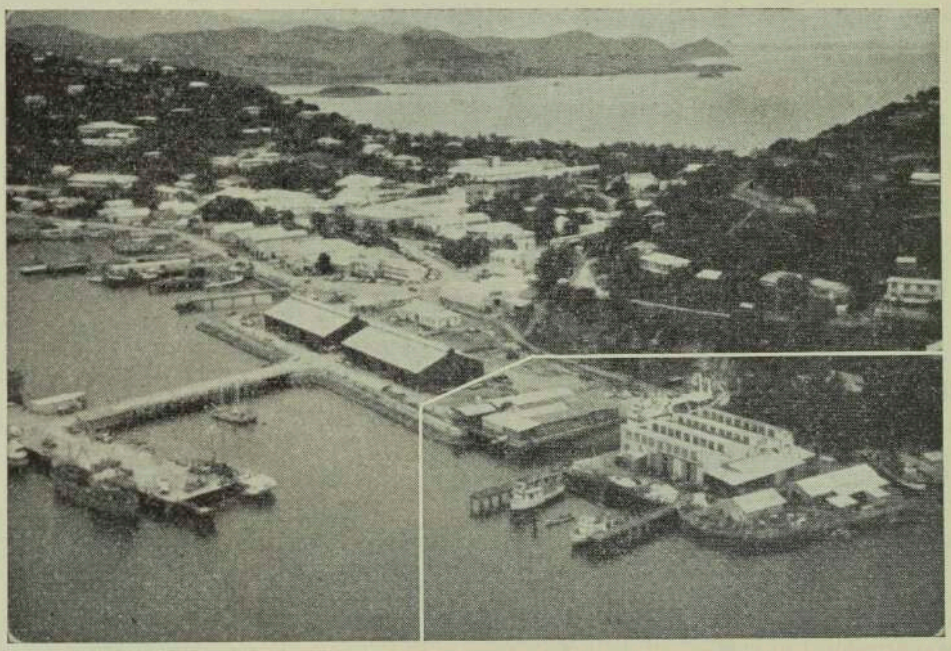
M. R. Hayes took these aloft and below pictures of the skipper of the "Day Dawn" at Rabaul, and his method of avoiding the heat of a stuffy wheelhouse.

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'O SHIPS WRECKED

Reefs in the Western Pacific imed two more victims early in ..

n the New Hebrides, a Japanese ing boat ran aground on the west st of Santo, in the Wonisuli area, tenders were later called to age it.

n New Caledonia, the catamaran *dus*, which takes tourists on tseeing tours of the reefs, was wn on a reef near Noumea after motor broke down. The six ple on board, including owner per Paul Berger, were rescued r keepers at the Amedee light- se noticed them clinging to the cked vessel.

URENTIC'S" MAIDEN 'AGE

haw Savill's newest cargo ship, the *rentic*, called at Fiji and Tonga une and July, while on her way New Zealand on her maiden ge.

he *Laurentic* was built at the ers - Armstrong naval yard, castle-on-Tyne.

he Shaw Savill Line is following olicy of steady replacement of tonnage, and has placed orders two more cargo ships for de- y in 1966 and 1967.

he *Laurentic* has a cargo capacity 64,120 cubic feet.

MEDICAL IN PAPUA

46 ft ship, the *Toarai* ("to bring "), was expected at the Gulf ict headquarters of the P-NG th Department at the end of

e was built at Maryborough in nsland and arrived at Port sby on June 10 for final modifi- ns at the Napa Napa slipway.

e *Toarai*, the first permanent cal ship for the Gulf District, be stationed at Kerema.

RESBY'S" FIRST AGE

rns Philp's new cargo ship, the *sby*, launched in February, was luled to leave Newcastle on July r Sydney to load for her maiden ge to Papua-New Guinea.

e replaces *Malaita*, which has sold (*PIM*, July, p. 97).

IEL TO SINKING BETTY ANN"

ipowners and masters in the a coast trade will be advised of eed to ensure adequate stability heir ships, for employing ex- perienced helmsmen, and to stow life-jackets.

This action follows an inquiry by the Marine Board of Papua into the sinking of the *Betty Ann*, 37 tons gross, in Milne Bay on April 13, with the loss of one life.

The board in its findings was critical of the master, Leonard John Hansen, who has since had his local master's licence cancelled.

The *Betty Ann* left Samarai early in April for Gabagabuna with a small amount of cargo, mainly timber, and eight deck passengers.

About 6.20 a.m. she heeled to starboard, went over on her beam end, and subsequently foundered.

A woman passenger died in a lifeboat, and the survivors reached the northern shore of Milne Bay.

The board found that the *Betty Ann* was improperly loaded at Samarai before departure as a cargo of timber was loaded on deck to the detriment of stability.



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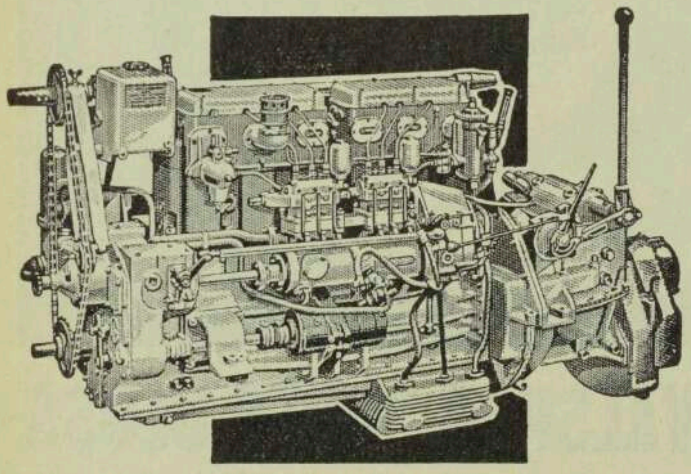


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MARORO" TO PROVIDE TRANSPORT FOR SCIENTISTS

Captain Stan Brown, of Suva, and well-known cruise ketch *Maroro* rived in Honiara on June 16 to vide inter-island transport for the yal Society expedition to the omons. The last members of the man expedition reached Honiara the end of June.

The expedition is divided into two ups—one for the study of flora fauna and the other to investigate sea and reefs.

On July 1, the land party, under leadership of Mr. E. J. H. Corner, for their base camp at Tambolao age, Guadalcanal, from where will climb Mount Gallego, col- ing specimens of plants, insects other wild life.

The marine party, under Professor E. Morton and his assistant Mr. A. Challis, made preliminary in- igations along the reefs west of niara in late June and on July 1 for the Nggela coast in the *oro*. They were later to cruise to tern Guadalcanal.

The expedition's programme in- es visits to Florida, the Eastern mons, Ysabel, and the Western rict. The expedition will stay in Solomons until December.

RINE SUPERINTENDENT

aptain John Hozack has been inted Marine Superintendent and f Harbourmaster in Tonga. He d as Acting Marine Super- dent and Chief Harbourmaster 963-64, and was later Assistant ine Superintendent. For 18 ths he was master of the Tonga a Board's *Aoniu*.

SHIP'S SCIENTIFIC

e New Zealand warship, *avour*, late in June finished a 54- scientific expedition in the South ic, during which she cruised t 10,000 miles.

e primary purpose was to take m of New Zealand, Australian British scientists and their equip- to Manuae Island to observe the e of the sun.

ter landing the scientists, the *avour* cruised through the Cooks, ther groups, carrying out seismic lings.

out 6,300 lb of explosives were ated in small charges during programme.

CENSED PAPUA ING CANOES

e P-NG Superintendent of e, Captain G. A. Hawley, plans to make a drive against unlicensed canoe owners operating in cut-throat competition in the Papuan coastal cargo and passenger trade.

First, he must secure the services of a ship inspector to police the law.

Licensed canoes engaging in the trade are required to carry life-jackets for passengers and crew, extra life-buoys, two fire extinguishers, adequate covering for passengers, clean water barrels, and sufficient fuel for passengers to cook their food.

At present only three canoes are licensed, but the number of canoes operating could be more than 60, although all would not be engaged in regular trade. The licence fee is £1/10/-.

FIJI'S GEOLOGICAL SURVEY SHIP

The Fiji PWD has built a 30 ft launch, the *Dau Ni Viti*, for the Geological Survey Department, for mapping and economic investigations.

The launch cost £1,500 of which the Fiji Government paid £150. The remainder came from a Colonial Department and Welfare grant.

Miss Xandra Williams, the only woman scientist in the Geological Survey Department, launched the *Dau Ni Viti*.

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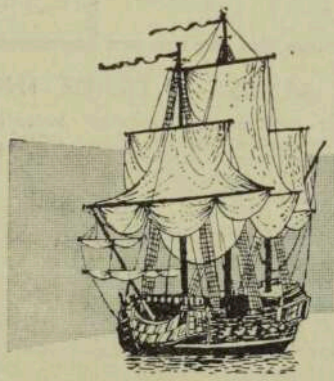
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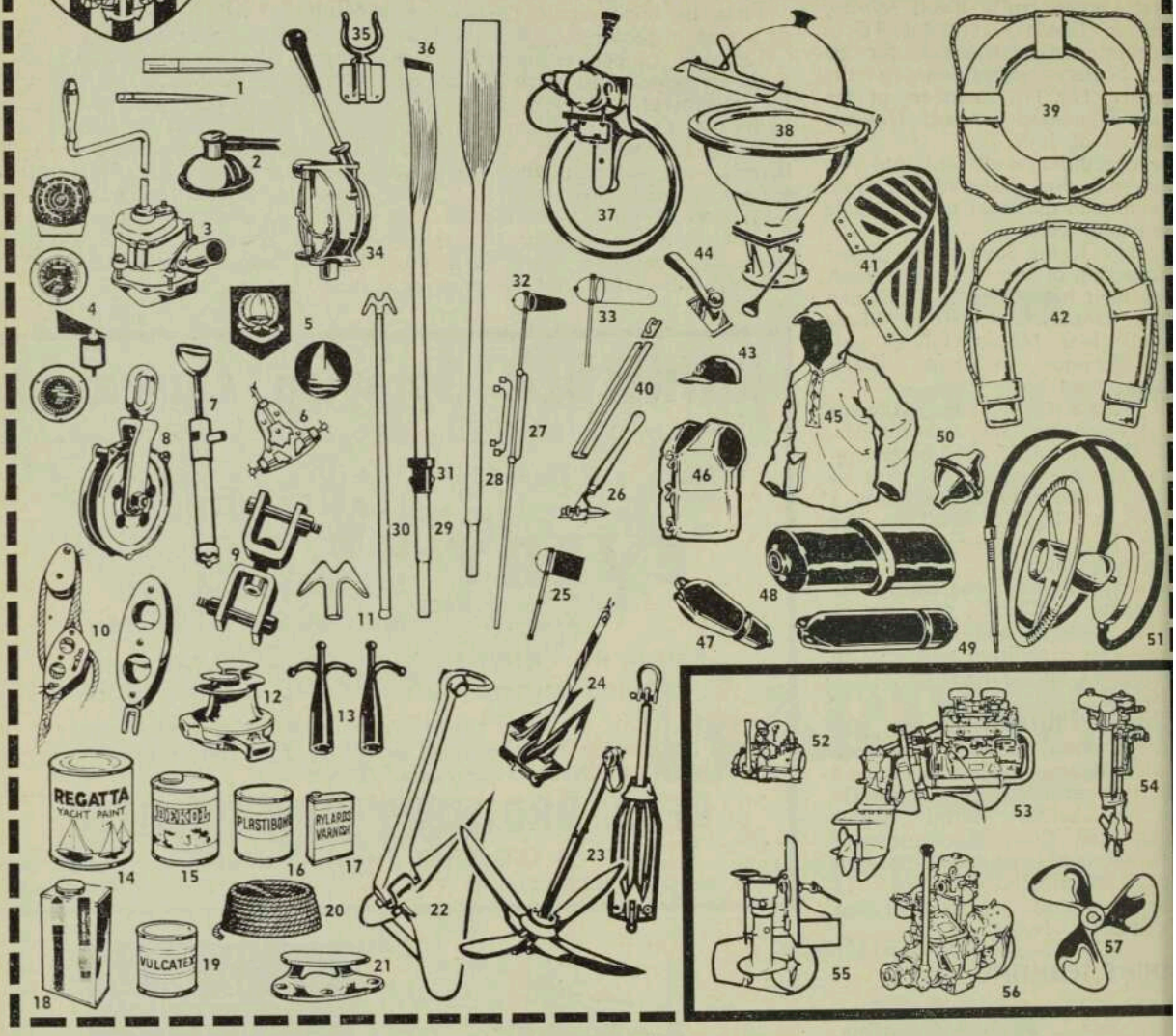
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ruising Yachts

● *NIPPER*, a 20 ft yacht, owned skippered by Dave Jones, arrived Nukualofa early in June from NZ. lt entirely by her skipper, *Nipper* a water line under 15 ft and a ught of only 3 ft. Jones aims to *Nipper* single-handed to Australia.

● *TYRANT*, 60 ft yacht, has been Nukualofa recently. Her owner/ per, Roy Jackson, has been otiating to buy an island in Fiji, re he intends to build a 75 ft maran. Mr. Jackson goes cruis- for nine months every year in *ant* which comes from Russell, of Islands, New Zealand.

● *WIND-SWIFT*, 34 ft auxiliary h owned and skippered by Jack ntingall, is to take a five-man edition from the Wanganui Under- r Club to hunt for sunken war- s, rare fish and seashells in the mons. Organised by the club ident, Mr. Peter Spurdle, the four th cruise may also take in the Hebrides, New Britain, New donia and Norfolk Island.

● *BARLOVENTO*, 65 ft yacht ed by Mr. and Mrs. Hardy ght, arrived in Nukualofa, Tonga, July after two years' cruising ugh the Caribbean, Galapagos ds, Easter Island, Pitcairn d, French Polynesia and Fiji. e Wrights, assisted by Mr. Alain rteville, a French photographer, been filming life on various ds for a TV series. uring eight weeks in Tonga, the hoped to film the Tongan od of whaling, and shark calling e northern islands.

● *WINDSONG IV*, 48 ft ketch, h sailed from Melbourne in ary, 1964, on a cruise of the ic, is likely to be seen in the bean late this year following an sive cruise down the West Coast merica. illip Weate, the ketch's owner, us in a note written in Fiji on ng visit to Australia, that after ng in San Francisco in late mber they hauled out in San el and later went on to Los les and down to Mexico. arrangement, *Windsong IV* was over in Acapulco by a joint , and, skippered by Peter Reilly, n Francisco, she was sailed back to that city. Phillip Weate joined the 40 ft Islander gaff-yawl *Maori* of San Diego, skippered by Ed Jones and crewed by his wife Pat, 9-year-old daughter Karen and a cook. They sailed to the Canal Zone, where Weate saw *Stormvogel*, *Pacifica*, *Vaerenger* and *Minx* pass through.

● *LARNTARNI*, a 48 ft racing yacht, berthed at Whangarei, NZ, in June with her skipper/builder Mr. W. Wakefield in search of a replacement crew. The original crew of four flew back to Australia after the yacht was pounded by stormy seas during the voyage across the Tasman.

The eight-year-old *Larntarni*, which has taken part in many ocean races, has a 64 ft mast and a working sail area of 1,100 square feet.

Mr. Wakefield, who is 71, has nothing definite planned for his three-month cruise of the Pacific, but wants three experienced crewmen to accompany him.

● *BALI 'HAI*, a new 28 ft sloop owned and skippered by Bill Finnamore, arrived in Port Moresby, P-NG, on June 10 after sailing from Cairns via the Barrier Reef, Thursday Island and Daru. *Bali 'Hai* is constructed along the same lines as the yacht in which Captain Slocum first sailed solo around the world, 1897-1900. However the *Bali 'Hai* has a 52 hp Turner diesel auxiliary engine.

After working in Moresby for a while, Bill plans to cruise in New Guinea waters before returning to Cairns.

● *BALI HAI*, Mr. Lindsay D. Mee's 75 ft luxury motor yacht (not to be confused with the yacht above) left Nukualofa on May 31 for Vavau, then planned to visit Fiji, New Caledonia and other Pacific islands before returning to Australia. Those on board included Mr. Mee, skipper Peter Barnes and Sir Arthur Warner.

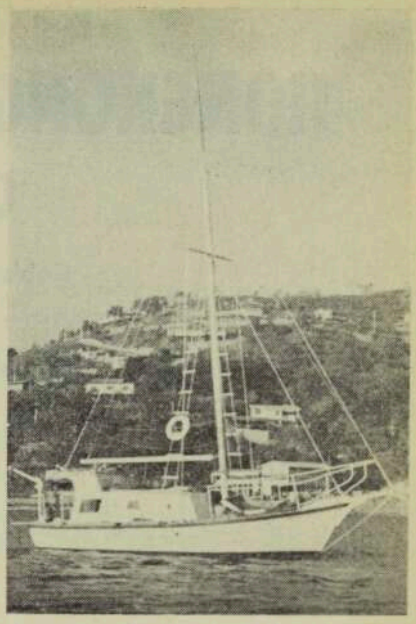
Mr. Mee, who represents various Australian manufacturers, will try to arrange for manufacturers in the areas he visits to finish and sell metal goods moulded in Australia.

Bali Hai left Sydney in March on a trading cruise of the Pacific.

● *WAKANUI*, a 27 ft Auckland ketch skippered by Mr. Phillip Sharp, was reported overdue after leaving Suva on May 22 for Whangarei with a crew of three.

The Marine Department in New Zealand asked shipping to be on the lookout for the yacht which was expected at Whangarei in late May or early June and still had not arrived by mid-July.

Sharp is accompanied by James Davies and an unnamed man who joined *Wakanui* at Suva.



"Bali 'Hai", 28 ft sloop of Cairns, in Port Moresby harbour in July.
Photo: Bill McGrath.

● *ONE STEP*, a 60 ft Chinese junk owned by six New Zealand and Australians, almost capsized on June 23 when tipped on its beam end by a huge wave whipped up by gale-force winds in Moreton Bay, Queensland.

The junk left Sydney earlier this year on a Pacific cruise and when hit by the wave was en route to Brisbane from Noumea.

● *SHE*, 28 ft Auckland ketch owned and skippered by Mr. G. Duckett, entered Whangarei harbour on June 21 after turning back from a cruise to Noumea. *She* was previously the subject of a number of searches over a wide area when Duckett reported his companion, Michael Robinson, to be suffering from dizzy spells following a fall against a bulkhead. He had apparently recovered by the time *She* reached Whangarei.

● *REHU MOANA*, 40 ft British catamaran from which nothing had been heard for 38 days, arrived at Easter Island on July 10 from Valparaiso.

The yacht, with New Zealander, Dr. David Lewis (skipper), his wife, two children and a woman friend, Miss Priscilla Cairns, suffered a power failure during the trip. *Rehu Moana* left Easter Island on July 14 for Mangareva Island. She is on a trip round the world from Britain.

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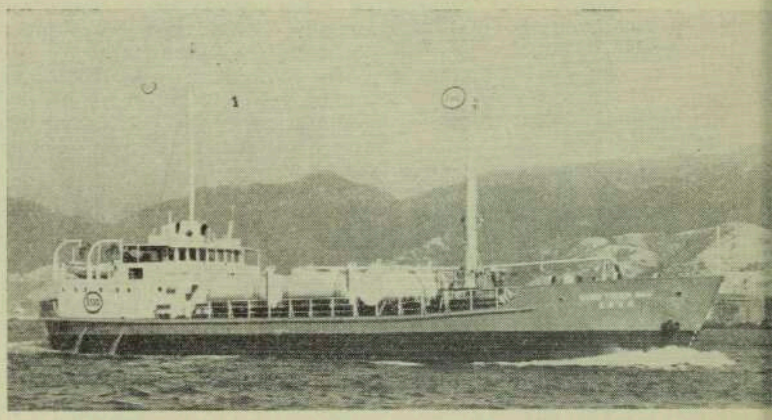
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Length Overall	170 feet 3 ins.
Breadth Moulded	36 feet 0 ins.
Depth Moulded	12 feet 0 ins.
Draught	9 feet 9 ins.
Deadweight	890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.

Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m.

A trial speed of 9¼ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comp a Gardner 6LX marine oil engine directly coupled to a 35 100 volts D.C. Generator, arranged for operation as single only.

Cargo Pumps comprise two horizontal Hamworthy pumps, eac 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunke oil at 90 deg. Fahr. Pumps are driven by the main en In addition two centrifugal electric driven Lee Howl Cargo P each having a capacity of 200 A.G.P.M. against a head o feet, and suitable for "Low Flash Point" oil fuel and ga cargo, are fitted.

Other machinery and fittings include Emergency Lighting equip fresh and sanitary water pumping set, CO_2 system to protec machinery space and cargo oil tanks, fire and ballast p compressed air system, and the usual navigational and fittings.

The electrical installation and wiring is specially constructe suit a tanker carrying low flash point cargo.

Steering is by an electric-hydraulic steering gear manufacture Frydenbo, Bergen, capable of operating twin rudders from over to hard over in 30 seconds. It includes automatic immediate change over arrangement at helm for emergency tr to hand hydraulic operation.

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● *JINNI*, 40 ft American ketch wned and skippered by Rheems itchell, sailed on June 19 from hangarei, NZ, on a Western Pacific uise, with a crew of Australians d New Zealanders. In July the tch was towed into Tweed Heads, SW, with a damaged motor and apped steerage.

● *TRYPHENA*, a ketch-rigged destar trimaran from NZ, arrived Rarotonga from NZ in late May. e is on a cruise to Tahiti, Fiji and er Islands groups. On board were r three owners, skipper Don earson, and crew Doug Cutnell and on Hill.

● *ASTROLABE*, 50 ft yacht, was ently at Finschhafen, arriving from ng Kong, via the Philippines. On ard were owner-skipper Captain ams, his wife, Winnie, and two le crew. After leaving Finschhafen *Astrolabe* headed for the Tro- ands, Samarai and Cairns. The *trolabe* was built in Hong Kong Captain Adams. She is equipped h a diesel engine.

● *AWAHNEE*, a new 52 ft cutter h a concrete hull, was scheduled leave the Bay of Islands, NZ, at end of June for Tonga with ner-skipper Dr. Robert Griffith, his e Nancy, son Reid and two crew- n. The Griffiths plan to go on 18-month cruise to Fiji, Australia, th Africa and England before ing to the United States.

The Griffiths sailed to Auckland July in the yacht *America* which bought in Honolulu following loss of the original *Awahnee* in Tuamotus.

During the construction of the new *ahnee* near Auckland, the Griffiths d aboard the *America*.

● *LOLLIPOP*, a 20 ft yacht with nsville carpenter Les Hore, wife nie and son Larry, aged nine ths, arrived in Port Moresby 24 from Daru as deck cargo on Burns Philp coastal vessel *Kalili*.

ollipop of plywood construc- , was purchased in Townsville by Hore in 1960 and the northward ge commenced in mid-1963. The sector of the voyage from rsday Island commenced on June d on arrival at Daru on June 15 as decided to freight *Lollipop* Moresby as the strong south-easter ing across the Papuan Gulf ld have made for a long and diffi- voyage.

s Hore will work in Moresby as rpenter for a building firm and later will cruise around the western Pacific Islands.

Gennie Hore is a Torres Strait Islander from Darnley Island.

● *ELSIE*, 30 ft cutter with Melbourne Beach (Florida, USA) yachtsman Frank Casper sailing solo left Moresby Harbour on June 16 for Durban, South Africa, via Torres Strait and Cocos Island. He reached Cocos on July 21.

● *ATOM*, 30 ft Tahitian ketch, with New York yachtsman Jean Gau sailing solo, left Port Moresby on June 29, also headed for Durban, via Torres Strait and possibly Cocos Island.

However, Jean Gau has sufficient provisions and water to undertake this 7,000-mile leg of his second time around the world in the *Atom* and may not call at Cocos Island.

● *TROPIC SEAS*, 36 ft Tahiti ketch left NZ in early May and reached Rapa on May 23 after a very rough passage. From there to Tahiti and, after a month in port, left on June 29 for Honolulu via Rangiroa and the Marquesas. The crew comprises John and Brian Landrigan, Arthur Elliot, Tony Ledwidge, and Jock Elliot. They expected to reach Honolulu by early August.

● *FAIRWEATHER*, 58 ft American gaff schooner, which recently completed a voyage round the world (*PIM*, June, p. 119) has been sold in Sausalito, California.

Her skipper, Mrs. Suttie Adams, was to leave Sausalito for New York about the third week of July to be married and sail as mate on a 40 ft catamaran in the West Indies.

Mrs. Adams—in the words of Mr. Charles A. Borden, of Spindrift Point, Mair Beach, via Sausalito—is one of the "growing number of competent women who have circumnavigated or made major trans-ocean passages as mate or skipper of small cruising vessels". We inadvertently misquoted Mr. Borden on this score in our June issue.

● *HIERRO*, a new yacht, owned and sailed by Annie and Louis Van De Wiele, left Belgium early in July on a world cruise which will take in the South Pacific.

The Van De Wieles are recipients of the Blue Water Medal of the Cruising Club of America for a competent circumnavigation in their 45 ft gaff ketch *Omoo*, which was well known in the Pacific a few years back.

● *SAMARANG*, 55 ft schooner, tied up in Sausalito, California, on July 9 completing a two-year cruise to the South Seas.

Owner-skipper, George Renfro of San Francisco, his wife Pat the mate, and crewman Gil Kruse reported light winds and an uneventful 19-day crossing from Honolulu.

The Renfros earlier explored the Galapagos, Marquesas, Tuamotus, Society Islands and Hawaii "trying to find and see a few places off the beaten path". Renfro, owner of a histology laboratory, kept up with his business affairs by ship's radio while cruising in French Polynesia.

● *EXTENDED ADOLESCENCE*, 32 ft American trimaran which left Pago Pago for Honolulu on April 12 and which was reported missing in our July issue (p. 107), is now feared to have been lost. *Extended Adolescence* was being sailed solo by David Meigs, 23, of Atherton, California.

Meigs' mother, Mrs. Harvey Richards, said in a note to *PIM* on July 7: "We had a brief moment of hope when the High Commissioner in the Solomon Islands cabled that he understood the *Extended Adolescence* was in the Fiji Islands, but this turned out to be an error. International Radio Amateurs also tried in vain to get word from or about David between June 20 and 27".

● *ANDANTE*, 34 ft fibreglass sloop, owned by Americans Don and Catherine Wood, was in Pago Pago in late June. *Andante* has visited the Marquesas Islands, Tahiti, Cook Islands, NZ and Tonga since leaving her home port of Seattle.

The Woods plan to cruise to Wallis Island, the New Hebrides, Fiji and New Caledonia, before returning to Seattle. They may also visit other islands.

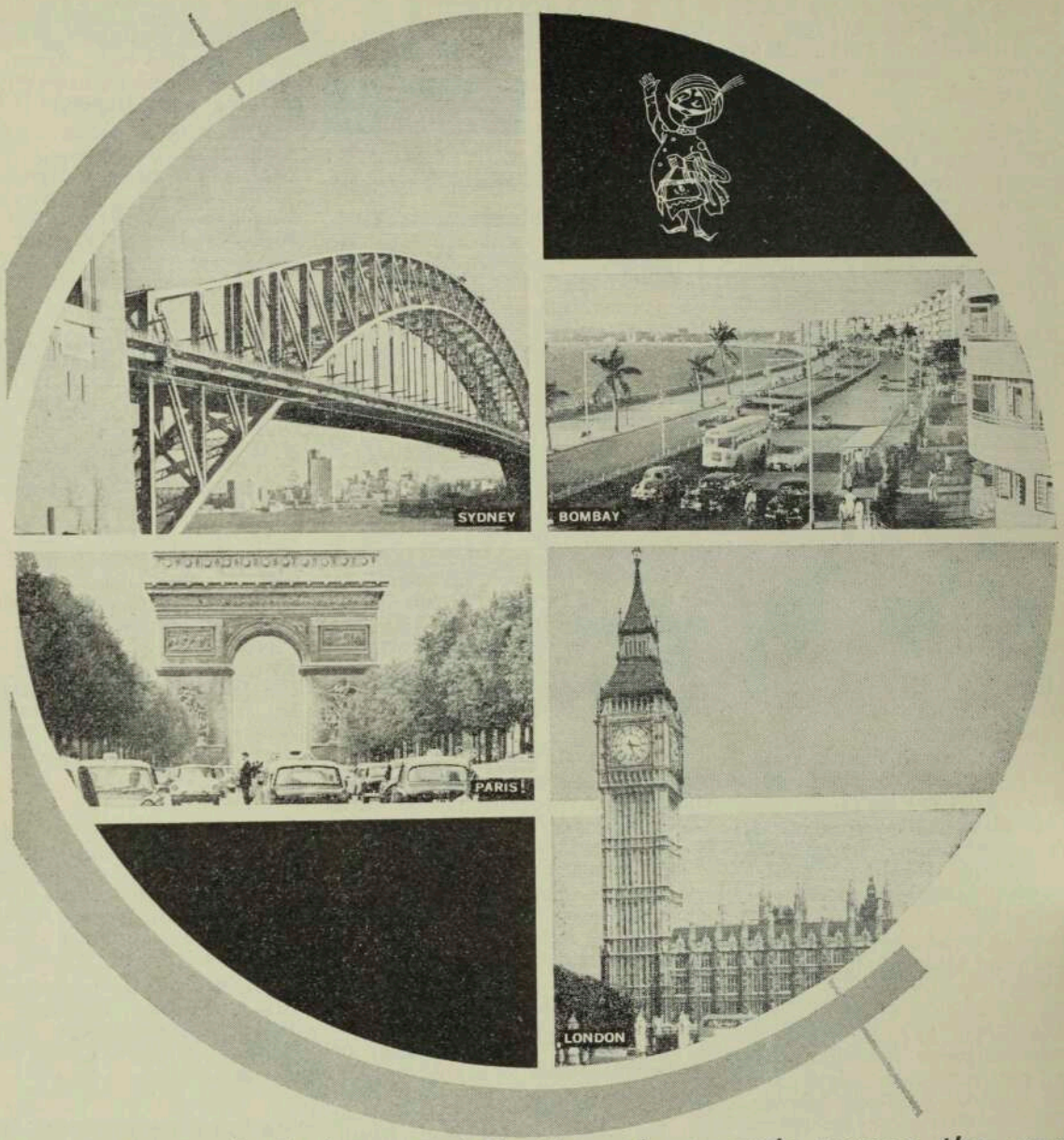
● *BARBARA ALLEN*, 30 ft gaff-rigged yacht owned and sailed by Earl Axtell, has been reported missing on a cruise to Pago Pago from Honolulu.

Richard Gehenig was also reported to be aboard the yacht, which was expected at Pago Pago, on June 1. People in Tonga have been asked to watch for the yacht.

● *SI-TI-SI*, 40 ft American ketch last reported in Sydney (May, *PIM*) was in Whangarei, NZ, in July. She is on a world cruise with owners Mr. and Mrs. John Lavery.

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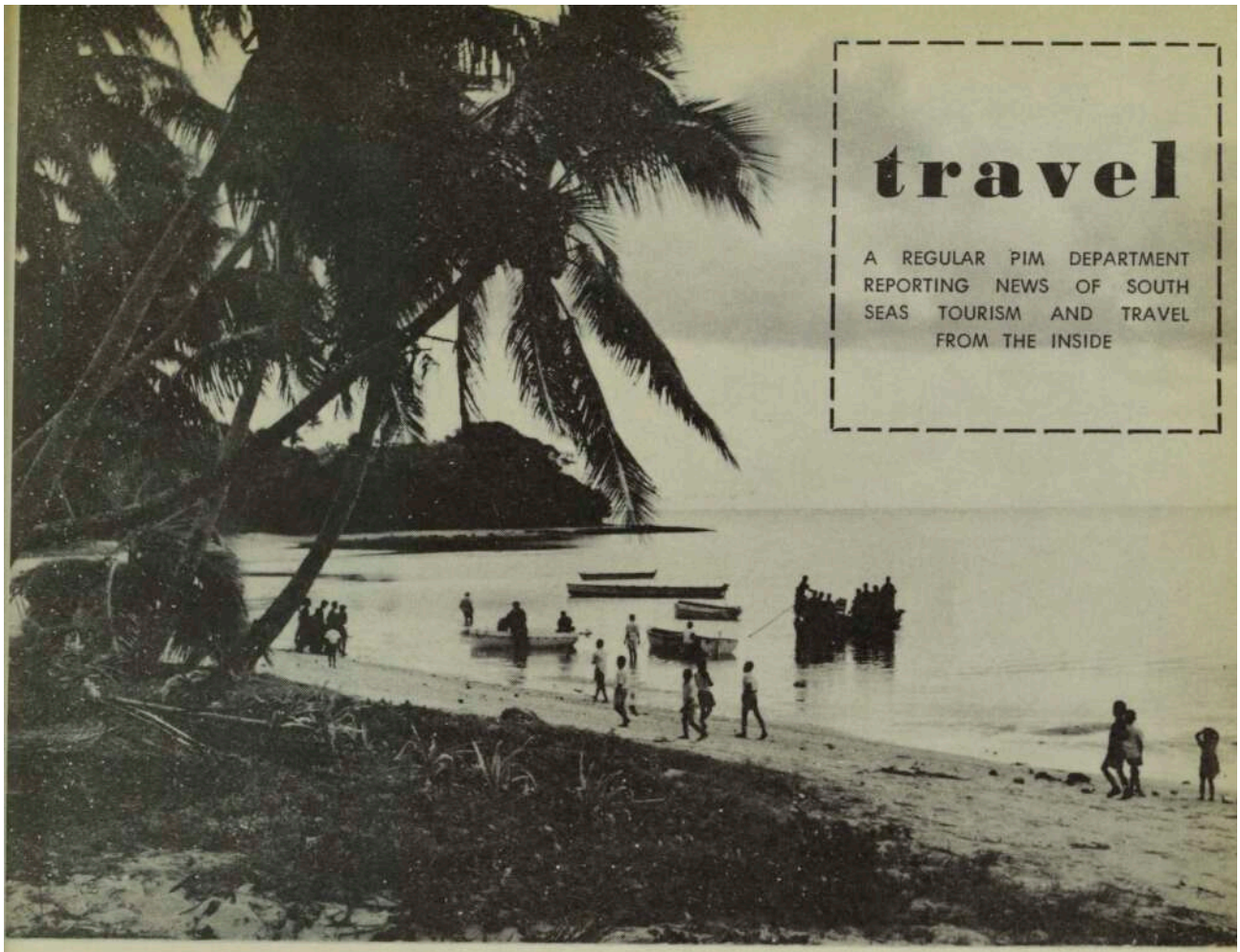
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travel

A REGULAR PIM DEPARTMENT REPORTING NEWS OF SOUTH SEAS TOURISM AND TRAVEL FROM THE INSIDE



Fiji — The Real Islands

AS the world gets smaller, more and more world travellers are learning that you don't find the real Islands in Honolulu, but in the South Seas. The British Crown Colony of Fiji, 2,000 miles north east of Sydney, offers perfect examples of real Islands scenery (such as this beach scene in front of Mua village on Vatiki Island, in the Lomaiviti Group) and real Islands people (such as cup bearer Ratu Kaminieli Vuiyasawa, with a bilo of yaqona during a kava ceremony at the village of Natauloa on the island of Nairai, in the same Group). This particular

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ceremony was a special chiefly kava ceremony for the benefit of Fiji's Governor, Sir Derek Jakeway, when he visited Lomaiviti recently, but visitors to Fiji soon learn that yaqona (or kava) ceremonies are not only for Governors. It is virtually impossible for any traveller in Fiji to miss out on the privilege of being offered yaqona. Yaqona is no tourist gimmick there. It is a way of life, and Fiians take it seriously as they do the many other ceremonies that are part of their tradition.

And just how seriously tradition is regarded in Fiji scores of thousands of people will be able to see for themselves during the next three months without ever visiting the South Seas. From July to September the band of the Fiji Military Forces, a colourful group of Fijian instrumentalists under the baton of Lieutenant Kiniviliame Cava, will play in England, Scotland and the United States. The band will be appearing at the Royal Tournament in London, the Edinburgh Tattoo, the Liverpool Tattoo and the New York Tattoo. On occasions the Fijians will discard their scarlet



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tunics and white scalloped sulus for likus—skirts made from the bark from a species of hibiscus plant—and vesas—arm and leg bands—and perform spear and fan dances to the rhythm of drums and chants.

In Fijian tribal warfare fans were used in conjunction with long spears to distract an opponent's attention while the spear was used to good advantage.

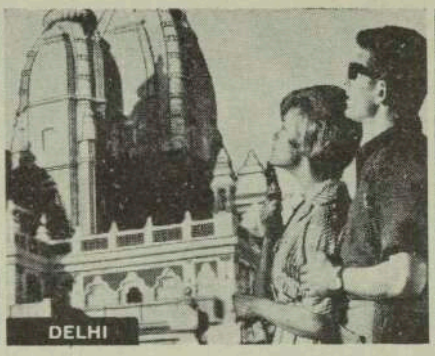
What Britain and America will be seeing is genuine Fijian battle dress of early and modern generations. The Fijians are noted to this day as fighters. In the Pacific War they fought in the Solomons (and won a Victoria Cross) and later fought with distinction in Malaya.

All photographs on these pages are by Rob Wright.

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Suva Wouldn't Be The Same Without Commissionaire Ned

From Beryl Cates, in Suva

To imagine Suva's Grand Pacific Hotel without Ned, its commissionaire, is like trying to conjure up a picture of the Pearly Gates without St. Peter.

IT'S not that Ned bears any resemblance to the ethereal gatekeeper. The halo, at least, would have to be OS to encircle his mass of Fijian hair.

But Ned is not simply the man who stands at the GPH entrance, greeting guests and opening car doors—he is part of the hotel, and after six years one simply cannot imagine one without the other.

A massive 6 ft 2 in., weighing 24 lb, Ned's waist matches in inches his owner's number in years—53.

Surely one of Suva's most photographed people, Ned's broad, handsome features appear on picture postcards on sale all over Fiji. Viewers from almost every part of the globe have watched Ned at work on home movie screens, TV and commercial films. In his island birthplace, Ono-i-Lau. Ned took part in the 60-minute film, *Two Men of Fiji*, the widely-shown gem of a movie produced by Shell.

In this he played the part of the father of the attractive feminine lead, Selina Vunibola, now Mrs. Steele, of NZ. Selina, a runner-up in a Hibiscus Festival Queen competition, is in real life Ned's daughter.

Courteous Dignity

Ned's courteous dignity, handsome looks, and unfailing good humour, make him a "natural" for photographers and scarcely a day passes without some tourist begging him to pose in his grey serrated-edge sulu, shirt and black cummerbund.

He has at home hundreds of photographs of himself sent by grateful photographers from all over the world, and fan mail comes for him from countries as far away as Denmark, France and Thailand. Every Christmas he receives cards by the dozen, and last Christmas he got more than 100 from abroad.

Born Nacanieli Vunibola, he was renamed Ned by a pal during the war.



Commissionaire Ned.

Photo: Stan Whippy.

His six years of schooling were cut short in 1930 because of ill-health, and since then Ned has been a school teacher, interpreter, inter-island trader, owner of a small business, district secretary (Ono-i-Lau), carpenter, mess steward with the Royal NZ Air Force, pay clerk, storeman, garage attendant and ration clerk.

He travelled to Australia in 1939, but returned to Fiji in 1940 because of the approach of war.

During his long, varied career, inter-island trading appears to have been Ned's first love, and many times during his life he left lucrative jobs to return to trading.

He firmly declined the position of commissionaire for the GPH when first approached in 1958. He was trading — though unsuccessfully — at the time, and he did not like the idea of the uniform or the work itself. The request was made again the following year, and again he hesitated, fearing the position would "offend his dignity".

Persuaded at last, Ned donned the uniform and took up his position on the hotel entrance porch, convinced that he would resign the moment something better offered itself.

He declined all requests for photographs until a gentle old lady came forward with her camera. Unable to resist her plea because of her age, Ned posed, and within a few seconds three other photographers had appeared.

Ned continued smiling—to his own surprise, quite happily.

Now the only times he refuses to pose are on those occasions when he is busy with tourists arriving or departing en masse. Greeting or farewelling guests and attending luggage are his prime concerns.

His actions are now smooth with long practice, but not so his smile. It is as warm and spontaneous as the day he greeted his first guest. And the dignity about which he worried so much, is there also, natural and as impressive as the man himself.

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P and O-Orient

"Oronsay", Aug.-Sept.: 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.

"Arcadia": Sydney Oct. 25, Auckland Oct. 28, Bay of Islands (NZ) Oct. 29, Suva Nov. 1, Lautoka Nov. 2, off Norfolk Is. Nov. 4, off Lord Howe Is. Nov. 5, Sydney Nov. 6.

1966

"Arcadia", February: Sydney Feb. 14, Auckland Feb. 17, Pago Pago Feb. 20, off Niuafou'ou Feb. 22, Suva Feb. 23, off Norfolk Island Feb. 25, off Lord Howe Is. and Ball's Pyramid Feb. 26, Sydney Feb. 27.

"Orsova", March-April: Sydney Mar. 25, Nukualofa Mar. 31-Apr. 1, Suva Apr. 2-3, Noumea Apr. 5-6, Hayman Island Apr. 9, off Lord Howe Is. and Ball's Pyramid Apr. 11, Sydney Apr. 12.

Toyo Yusan Co.

"Oriental Queen", **Sept. 23-Oct. 15**, Sydney Sept. 23, Auckland Sept. 27, Nukualofa Oct. 1, Pago Pago Oct. 2, Suva Oct. 5-7, Auckland Oct. 11, Sydney Oct. 15. **Oct. 16-30**, Sydney Oct. 16, Noumea Oct. 19-21, off Norfolk Island Oct. 22, Bay of Islands Oct. 24, Auckland Oct. 25-26, Sydney Oct. 30. **Nov. 18-Dec. 9**, Sydney Nov. 18, Lautoka Nov. 24, Suva Nov. 25-27, Vavau Nov. 29, Nukualofa Nov. 30, Bay of Islands Dec. 3, Auckland Dec. 4-5, Sydney Dec. 9. **Dec. 19-Jan. 12 (1966)**, Sydney Dec. 19, Auckland Dec. 23-24, Nukualofa Dec. 28, Pago Pago Dec. 29, Apia Dec. 30, Suva Jan. 2-4, Auckland Jan. 8, Sydney Jan. 12.

China Navigation Co.

"Kuala Lumpur": Leaves Wellington Oct. 15, Noumea Oct. 20-21, Vila Oct. 22-24, Suva Oct. 26-28, Auckland Nov. 1. Leaves Auckland Nov. 3, Nukualofa Nov. 7, Haapai Nov. 8, Vavau Nov. 9, Pago Pago Nov. 9-10, Suva Nov. 14-16, Auckland Nov. 20. Leaves Auckland Nov. 21, Suva Nov. 25-27, Pago Pago Nov. 29-30, Vavau Dec. 2, Haapai Dec. 3, Nukualofa Dec. 4, Auckland Dec. 8.

Holland-America Line

"Maasdam": Sydney Dec. 5, Brisbane Dec. 6, Noumea Dec. 10, Suva Dec. 13, Wellington Dec. 17-18, Sydney Dec. 22.

Sitmar Line

"Castel Felice": Sydney Oct. 26, Auckland Oct. 29-30, Suva Nov. 2-3, Noumea Nov. 5-6, Auckland Nov. 9, Auckland Nov. 13.

"Fairstar": Sydney Dec. 22, Noumea Dec. 25-26, Suva Dec. 28-29, Sydney Jan. 2 (1966).

1966

"Fairstar": Sydney Apr. 2, Suva Apr. 6-7, Pago Pago Apr. 9-10, Sydney Apr. 17.

"Fairstar": Sydney Jan. 3, Papeete Jan. 10-14, Suva Jan. 20, Sydney Jan. 24.

"Castel Felice": Sydney Jan. 27, Auckland Jan. 30-31, Suva Feb. 3-4, Noumea Feb. 6-7, Auckland Feb. 10, Sydney Feb. 14.

Chandris Line

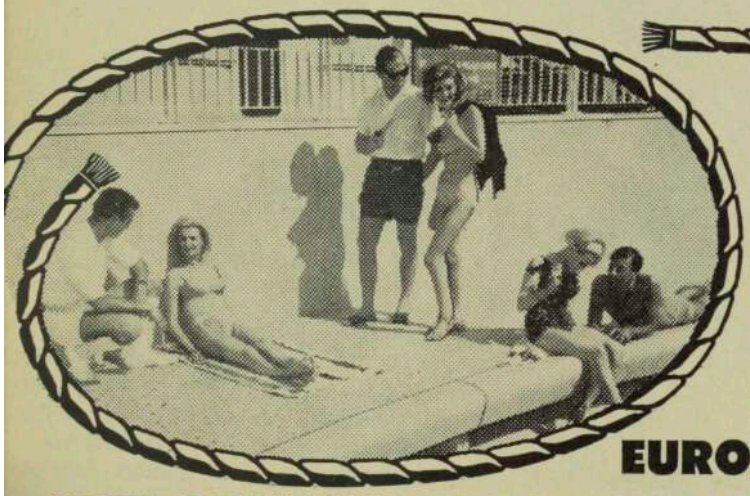
1966

"Australis", January: Sydney Jan. 14, Auckland Jan. 17-18, Nukualofa Jan. 20-21, Pago Pago Jan. 22-23, Suva Jan. 25-26, Noumea Jan. 28-29, Sydney Jan. 31.

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"Marconi": Sydney Apr. 7, Nukualofa Apr. 11, Suva Apr. 12-13, Noumea Apr. 14-15, Sydney Apr. 17.



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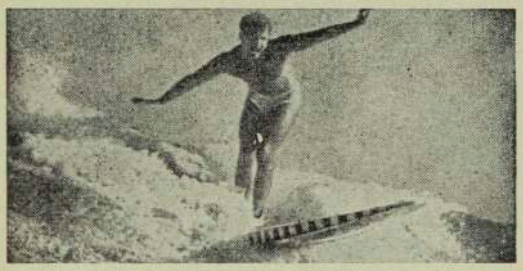
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TALKS ON FUTURE OF COOK IS. AIR SERVICE

W. H. Percival, in Rarotonga

It is understood that international aviation laws to be enforced some time next year will limit the flying time of twin-engined aircraft to 90 minutes over the sea. This will mean the cancellation of the present weekly flights of Polynesian Airlines DC3 aircraft from Apia, Western Samoa, to Aitutaki and Rarotonga.

DURING their recent visit to New Zealand Mr. A. O. Dare, Resident Commissioner, Dr. Manea Tamarua, Leader of Government Business, and Mr. Albert Henry, Leader of the Cook Islands Party, discussed future air services for the Cook Islands with New Zealand's Civil Aviation Department in Wellington.

It was proposed that prop-jet Electra aircraft could fly direct from New Zealand to either Rarotonga or Aitutaki, thus drastically reducing current air fares and flying time. To meet civil aviation requirements the runways at Rarotonga and Aitutaki would have to be extended to 6,000 ft.

On Rarotonga this would mean extending the present airstrip across the coastal road and the lagoon, but at Aitutaki airstrip could be lengthened with the minimum of expense and trouble. Aitutaki's airstrip has a coral foundation, and this would have to be checked for solidity before extension and sealing took place.

As a Pacific landing ground, Aitutaki has advantages over Rarotonga. The people of Aitutaki would welcome an influx of tourists, but Rarotongans favour a cautious approach to the tourist industry. Some years ago Aitutaki's attractions proved popular with visitors when the island was a stop-over point on TEAL's Coral Route to Tahiti.

Aitutaki's waters abound in big game fish. This could be developed to an added interest for tourists.

The Cook Islands Executive Committee (the shadow Cabinet) has requested New Zealand's Aviation Department to advise on costs and the practicability of developing Aitutaki's airstrip. The question of whether Electras should land at Rarotonga or Aitutaki will be debated during a forthcoming session of the Cooks Legislative Assembly.

Also discussed in Wellington was the possibility of an air feeder service between various Cook Islands. If this service eventuates it will be jointly-owned by the New Zealand and Cook Island Governments.

As reported in *PIM* in May, a West Australian firm has submitted proposals to the Cook Islands Government to establish an internal air service here. While this proposal is welcomed by the Cook Islands Government it is pointed out that official support for this would have to be withdrawn in favour of the jointly owned New Zealand-Cook Islands feeder service if it should eventuate.

travel

Details Of South Pacific Games

THE programme for the Second South Pacific Games in Noumea from December 8 to December 18 next year was recently announced. Events will start at 10 a.m. daily and will take place in seven sports arenas. Details of the programme are:

Thursday, December 8: Opening ceremony, football, basketball, boxing.

Friday, 9th: Basketball, cycling, netball, Rugby, swimming, table-tennis tennis, volleyball.

Saturday, 10th: Football, basketball, boxing, swimming, tennis, table-tennis, volleyball, weightlifting.

Sunday, 11th: Athletics, basketball, boxing, net-ball, tennis, volleyball.

Monday, 12th: Football, basketball, cycling, Rugby, swimming, table-tennis, tennis, volleyball, weightlifting.

Tuesday, 13th: Athletics, basketball, boxing, netball, tennis, volleyball.

Wednesday, 14th: Basketball, netball, Rugby, swimming, table-tennis, tennis, volleyball.

Thursday, 15th: Football, athletics, basketball, boxing, table-tennis, tennis, volleyball.

Friday, 16th: Basketball, cycling, Rugby, swimming, tennis, volleyball.

Saturday, 17th: Athletics, basketball, boxing, swimming, tennis, volleyball.

Sunday, 18th: Football, closing ceremony.

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Matson Ships May Call At New South Seas Ports

By a Staff Writer

The Matson Line is looking at the ossibility of increasing Pacific tours the "Mariposa" and "Monterey" om six to eight weeks in the orthern winter because so many mericans want to get away from e cold weather.

THE Matson Line general sales manager for the South Pacific rvice, Australian-born Mr. Matt urie, spent some time in the South eas in June and July.

He said in Sydney that Rarotonga as a port which could benefit from extension, for instead of just lling there, and having Islands nce groups go on board for ntertainment, passengers might be nded to take advantage of local thing beaches.

After leaving Auckland the liners uld perhaps cruise to Milford und in the South Island of New ealand, and then across to Tas- ania, and from either Hobart or unceston, up the coast of New uth Wales to Sydney.

Mr. Lurie considers it may be ssible to cruise through the Barrier eef after leaving Sydney and then ad east to Noumea and Suva.

Mr. Lurie said the Matson Line as also considering visiting new rts such as Port Moresby, Honiara, vusavu, Nukualofa and Vavau.

There was an undoubted demand r South Pacific travel among mericans—so much so, that the *ariposa* and *Monterey* were almost capacity (94 per cent.) for every ise.

There was a need for another ship, d Matson was looking at the ssibility of increasing the fleet.



MORESBY ATTRACTION. The old "Macdhui", which has been a stark reminder of the Pacific War since May, 1942, when she was sunk in Port Moresby Harbour by Japanese bombers with a loss of 10 lives, is now developing into a tourist attraction, thanks to daily cruises being conducted in the harbour by Lakatoi Enterprises. Tourists who are taken on a two-and-a-half hour trip of the harbour get this close-up look of the wreck, and amateur photographers find it a drawcard.

ABOUT 4,000 tourists—2,500 of them from outside New Guinea —are expected to attend Mt. Hagen's famous annual show on August 21-22.

The show will be the largest event of its kind seen in the Territory, with at least 70,000 natives participating in a "sing-sing" in full ceremonial regalia and Bird of Paradise plumes.

Most of the visitors will be billeted in private homes. They will be among the first visitors to Mt. Hagen to alight at the new 5,400 ft airstrip at Kagamuga, which is about 10 miles out of town.

Although the new airport was officially opened by Lord Mountbatten in late February, the original airstrip which runs through the middle of Mt. Hagen is due to remain in use until about mid-August.

When the old airport closes down, it will become Mt. Hagen's town centre, with private houses, shops and some Government offices being built there.

However, it's unlikely that the new centre will be noted for its gardens, as the airport people have been rolling gravel into the ground for years, and it must be several feet deep by now.

On the second night of the Hagen show, the old airstrip will be the scene of a torchlight procession by about 10,000 natives, on either side of whom will be 20 huge bonfires.

Besides watching the various events, visitors to the show will no doubt visit Mt. Hagen's lovely botanical garden, which was started about 18 months ago on the more or less barren banks of a local creek.

The garden is the pride and joy of Mr. S. M. (Mick) Foley, the "king-size" Acting District Commissioner for the Western Highlands District in Mt. Hagen. The garden includes an orchid house, and several cages containing tree-climbing kangaroos, Birds of Paradise and colourful parrots of the region. It is tended by native prisoners.



Honiara's new "Hometel" nearing completion.

WHAT is described by the owners, A. J. and G. Blum Pty. Ltd., as a "Hometel", has just been opened in Honiara, British Solomons. The building (pictured) has seven flats, which are available either as self-contained units at £1/12/6 a night less 15 per cent .at a weekly rate) or on a bed-and-breakfast basis at £2/5/- a day. Each flat has two beds. There are special rates for children.

Honiara is making an effort to

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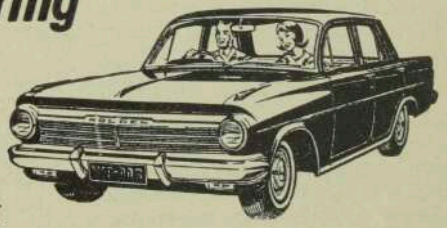
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uild up tourist potential in the Pro-ctorate, which may be reached by r through New Guinea or Fiji. The tablished Hotel Mendana is shortly be extended with 15 more bed-oms, a swimming pool, squash urts and billiard room. The existing bedrooms are all to be modernised.

UVA early in 1966 is to get a new hotel-motel, The Outrigger, at esent under construction. At Nadi e new Hotel Tanoa is now fully-nctioning. It has 40 bedrooms, d a swimming pool is to be com-ted in the next month or two. The adi Hotel in Nadi town is being mpletely modernised. The veteran Hotel is currently being replaced a brand new structure which will opened early next year.

ANAGEMENT contract for the new 101-room hotel at Pago go, to replace the tiny and in-equate Rainmaker, Pago's only sting hotel, was signed in July by International Hotels Corporation, PanAm subsidiary which already s 29 hotels. The Pago hotel will be ened in September, although it is likely to be fully-operational im-diately. Owners are the American noa Development Corporation, ose shareholders are, by law, noans. The Corporation was estab-ed by Governor Lee to give local ple an equity in development.

TERCONTINENTAL HOTELS is giving advice on the Western noan Government's proposed 100-m hotel in Apia. In July the cor-ation's vice-president in charge of rations, Mr. Mario Di Genova, in Apia that there would be little ble in filling the 100 rooms and rther 100 would be needed with-five years. He suggested that olo airport be improved and that migration procedure for visitors be amlined. This last has long been ocated by others and is likely to ccomplished before long. At pre-intending visitors have to await roval from Apia, which is a slow irritating procedure.

EW HEBRIDES reports say a hotel is planned for Tanna soon, galow style, with Mr. Bob Paul, New Hebrides Airways, one of principals. Tanna is served by Hebrides Airways which is kly expanding. Its air traffic has eased by 50 per cent. in the last t months, and the airline now ies 570 passengers a month. A Drover has been bought in Syd-and will be flown to Vila via P-NG and the Solomons in August by Pilot J. Schultz. The aircraft will replace the company's first Drover, which has had 3,000 hours in the New Hebrides. A new airfield at North Pentecost, called Sara, has just been opened, and two new ones, at Ambrym and North Epi, are under construction.

AIR NEW ZEALAND in July took delivery of its first DC8, and a second and a third aircraft will be delivered in August and September. Air NZ's three Electras will serve routes out of Melbourne and Wellington, but after November the DC8's will take over the remaining trans-Tasman routes and will also be used on the route to Fiji and American Samoa. On December 14 they will commence the twice-weekly Auckland to Los Angeles service via Fiji and Honolulu, return.

REGULAR patrons of the Mocambo Hotel at Nadi, Fiji will shortly be missing the smilling face of Mr. Glen Durbin, who has managed the hotel for the last four years. He and Mrs. Durbin are returning to the United States. Mr. Durbin has been at the Mocambo since the present owners bought the hotel from Mr. Barry Philp and he and his first lieutenant, Mrs. Marie Hardwick, have seen the hotel through all its growing pains. It is due to their hard work as a team that the Mocambo has become one of the tourist landmarks in the South Pacific. *Ni sa moce*, Glen.

EASTERN Airlines, one of the biggest airlines in the US recently applied to the Civil Aeronautics Board in Washington for permission to operate services from New York to Sydney and Melbourne through Mexico City, Tahiti and Auckland.

If the permission is granted it will mean opposition for the Australian airline Qantas on the highly profitable Sydney-Tahiti-Mexico City route.

THE Chandris Line will enter the Pacific holiday cruise trade in January with the *Australis*, 35,500 tons, formerly the *America*. She will make a 17-day cruise from Sydney to Sydney, taking in Auckland, Nukualofa, Pago Pago, Suva and Noumea.

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Floating Hotel" cheme For arotonga

From a Rarotonga Correspondent

Captain Hugh C. Williams, ho from 1951 to 1961 traded the Cook Islands and suc- ssively owned the Brixham awler *Inspire*, MV *Melva*, *obiri* and *Apanui*, visited Raro- nga in July from New Zealand, interest the Cook Islands Gov- nment in a scheme for a "float- g tourist hotel" for Rarotonga.

IS plan has been favourably re- ceived by Polynesian Airways d. in Western Samoa, and it is derstood that the Government here o considers it a good idea.

The "floating hotel" would be the V *Havanah*, a good seaboat of 4 tons, fitted out for luxury cruis- in Australian waters. Captain lliams bought her recently and she w lies in Queensland's Brisbane ver.

If he reaches agreement with the vernment, Captain Williams will l the *Havanah* to Rarotonga and or her at Avatiu harbour, where will accommodate up to 30.

Rarotonga's only hotel, which has n described as a boarding house public servants, is usually full l cannot cope with an influx of rists. A proposed tourist hotel is l in the talking stage, but Captain lliams' ship is ready now to help the gap.

PAL is supporting him because airline knows that lack of hotel ommodation in Rarotonga is re- ding the tourist trade.

The *Havanah* has 11 two-berth and four-berth luxury cabins, com- te with handbasins and hot and d water. There are hot and cold er showers also on board.

Thirty guests can be fed at a gle sitting in the saloon, which has parquet dance floor, a small bar, evision and a hi-fi stereogram. ere would be a speedboat to tow er skiers on Muri lagoon.

The *Havanah* would initially re- in in Avatiu harbour for two rs before going to Tahiti for slip- g.

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Pacific Commerce and Produce

PRICE FOR COPRA TAKES A TUMBLE IN EUROPE

After several months of continually rising copra prices, there was a sudden drop in the c.i.f. UK/Continent price for Philippines FM copra at the beginning of July, and this is likely to continue for several months.

ON July 22, the London Copra Association was quoting £79/15/- Sterling a ton, which was £15 a ton lower than the average for June.

Commenting on the drop, the chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, said: "The reason for it is almost as obscure as was the reason for the rise, except that it did appear that the rise was due to intensive buying of coconut oil by the US which had the effect of making supplies to Europe hard to come by.

"At present the market for edible oils is, if anything, bearish and this attitude is based mainly on the expectation of a large soyabean crop in the US, together with more groundnuts from Africa and increasing supplies of butter in Europe.

"In the face of such prospects further sizeable price declines later this year must be anticipated. However, against this is the fact that the supply and demand position is so much in balance that it would take little to upset it, and the recent devastating typhoon in the Philippines could quite easily tip the balance.

"Seasonal conditions in the US for soyabean have not been good either, with dry conditions and very cool to cold weather.

"While I would not be surprised to see the present drop in prices continue over the next month or so, I think they are almost sure to firm around October this year.

"Copra production in Papua-New Guinea for the first six month this year is well up by a little over 3,000 tons, compared with the same period in 1964.

"The final price distribution for copra delivered during 1964 was declared at almost £12/19/- a ton, and paid on July 15. The total distribution amounted to a little over £1,375,716, bringing the final price for copra delivered during 1964 to £74/9/- a ton for Hotair grade, £72/19/- a ton for FMS and £71/19/- a ton for Smoke grade.

"In the meantime, action is in hand to make the recent increase of £10 a ton in the tentative price retrospective to January 1, 1965.

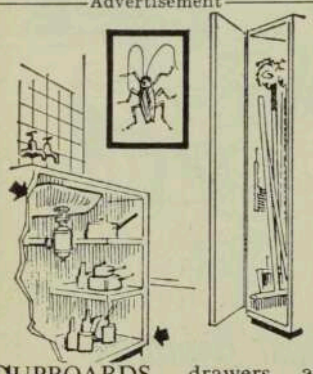
"Tentative prices at present are: Hotair grade, £71/10/- per ton; FMS, £70; Smoke, £69."

Meanwhile, two other Pacific territories where the marketing of copra is controlled, are enjoying higher prices for their product.

The BSIP prices were raised on July 1 to £70 for 1st grade, £68 for 2nd grade and £63 for 3rd grade, a general lift of £6 a ton.

The Tonga Copra Board, from June 1, increased the price of coconuts by 20 per cent. from 2½d to 3d each, and the copra price from £68/15/- to £74/12/6 a ton.

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CUPBOARDS, drawers and crevices behind shelves are favourite hide-outs and breeding places of the cockroach. To kill and keep them away sprinkle Pea-Beu Cockroach Powder in these areas. Pea-Beu retains its killing action indefinitely, is odourless, non-poisonous and safe in the presence of food.

Stalemate Over P-NG Rice Price

THE P-NG Administration and Australian rice millers in late July were still deadlocked over the rice prices for 1965. Australian rice shipments for P-NG are still continuing at last year's prices (£58/10/- per ton, brown; £65 per ton, white, vi minised) pending the resolving negotiations between exporting co panies, the Rice Marketing Board a the Department of Territories. T new price is usually settled by May each year.

This year the millers proposed increase of 30/- per ton but the A ministration countered with a requ that the price be £1 a ton less th last year. The rice millers asked maintenance of the old figure but Administration held out for a red tion, giving as reasons the need protect the P-NG plantation indus and maintain stable food prices. T rice is used as native rations.

It was also pointed out to the millers that they had assured mark in the Territory and prospects expansion. In 1963-4 rice exports P-NG were worth about £1.5 mill to Australian rice growers.

There was a similar deadlock ab 10 years ago, when the Administ tion threatened to import cheaper (poorer quality) rice from Japan unl its price limit was met.

MICRONESIANS WANT THEIR SAY, TOO

A bill requiring Micronesian approval before any foreign enterprise is given a charter by the United States High Commissioner to conduct business in the US Trust Territory of the Pacific Islands was one of 17 bills introduced at the first session of the Congress of Micronesia in July.

The Congress, the first territory-wide legislative body to be elected in the Trust Territory, began its session in Saipan, Mariana Islands, on July 12.

Other bills introduced included one requiring Trust Territory government employees to declare the names of companies in which they hold a financial interest, and one calling for control of temporary foreign labour brought into the Territory.

Dutch Bond Details Now Available

THE Netherlands Consulate-Gene in Sydney told *PIM* in July t between the Netherlands Bank Amsterdam and the Bank of In nesia at Djakarta an agreement been reached regarding the transfe the Netherlands of certain shares bonds deposited with Indone banks, and that this could be

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nterest to former residents of Indo-esia now living in the South Pacific. Detailed particulars—available only n Dutch—may be had from the Con-ulate-General, GPO Box 4152, Syd-ey.

P-NG Timber Expansion Plans

VAST new areas" of P-NG are to be opened up for timber pro-uction, the Australian Territories Minister, Mr. C. E. Barnes, nnounced in July.

He said timber production would e trebled in the next five years. his would increase log output from ie present 105 million super feet to ore than 300 million super feet.. he Government "wanted to attract g companies into the field" to invest port and road development, saw-illing and various forms of process-g—including paper and pulp and emical by-products.

The Administration would employ verseas consultants to accelerate the d proposed. The main new areas to thrown open for development ould be:

- Forests in the central region of ew Britain covering about two illion acres, of which one-third uld be regarded as economically cessible. These stands contained an timated 3,000 million super feet.
- Forests of approximately 120,000 res in the Jimmi River area, Wes-rn Highlands. These include stands valuable klinki pine estimated at 0 million super feet.
- A forest area of 750,000 acres, timated to carry 2,000 million super et of merchantable timber, in the cinity of Vanimo Harbour, in the pik.

ess For Fiji ugar Crop

HE CSR Co. Ltd. chairman, Mr. J. W. Dunlop, in July gave ji a clear warning that the return m the 1965 crop will be much wer than that of 1964 and the oom" year of 1963, when the free rld price rose to more than tg.100 a ton.

Estimated raw sugar production 317,000 tons in 1965 will earn ly about £12 million. Fortunately, le of about half of it is guaranteed. Under the Commonwealth Sugar greement the Colony will sell 0,000 tons this year at £Stg.46 a n, and the United States will take ,000 tons, at prices not disclosed. The remaining 137,000 tons, if they n all be sold, will be at depressed rld prices. (Early in July the free world price was about £Stg.20 a ton, and it looked like dropping further.)

Mr. Dunlop was not pessimistic about the future, and indicated that a new market, a refinery in Malaysia would be of considerable benefit to both Australia and Fiji, as major suppliers of raw sugar.

What's The Value Of "Post" Shares?

WHEN the Melbourne Herald group took over the South Pacific Post Ltd. (owners of substantial newspaper and printing properties in Papua and New Guinea) in February, by acquiring from the Yaffa Syndicate, of Sydney, some 32,890 of the 49,908 issued £1 shares, the other shareholders in South Pacific Post Ltd. were enviously regarded as people who had won a lottery, or had had a gold brick dropped in their laps.

The Melbourne Herald people paid for the SPP shares with an issue at par of Melbourne Herald common stock; and as the latter ranks high on the Australian stock exchanges it was calculated at the time that the Melbourne company paid approximately £15 Australian for the 32,890 shares in SPP Ltd.

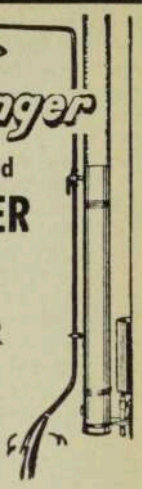
Naturally, the remaining shareholders in SPP Ltd. purred loudly: it appeared that their 17,000 SPP shares (approximately) were worth £15 each, instead of something between £3 and £5, hitherto estimated.

According to lists issued three or four years ago, those 17,000 shares were spread among 20 separate shareholders and, according to the same lists, the following were the principal holders:

Mr. and Mrs. Harry Starr, of Lae	3,000
H. S. and W. A. Kienzle, of Yodda Valley	2,500
R. H. Stares	750
Fred P. Archer, of Rabaul	750
E. P. Glover, of Sydney	2,700
J. W. and P. M. Drake	600
J. I. Cromie, of Port Moresby	450
K. R. Gollan, of Sydney	4,125

Since the Melbourne Herald takeover, a number of things have happened. Some of the holders thought they might turn some of their shares into something more negotiable — even cash — and approached the Herald. To their dismay, they were very courteously but firmly informed that the Melbourne Herald did not propose to buy any more SPP shares.

Under the SPP Articles, shareholders may not sell their shares until they have been offered to existing shareholders, and declined. But the

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people concerned find small comfort in that.

They have been assured that they may expect an annual dividend of not less than 30 per cent.—and 30 per cent. is an exciting return on shares which cost only £1. But 30 per cent. is only 2 per cent. on £15, so it is most unlikely that anyone will pay £15 each for these shares. The most that could be expected in the circumstances is £5 or £6.

It is disappointing, of course, to holders who hoped that each share would be worth £15—but few people can complain when their £1 shares can be sold for £5 or £6.

But it is the people who are studying the death-duties angle who really are wailing a little. If the parties most concerned valued the shares at around £15 at the time of the take-over—which apparently they did—then the tax-gatherer, who rarely misses a pass, is likely to put the same figure on them when assessing estate or probate duties.

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Some of the shareholders, making the usual careful provision for the future of their dependants, seem to think that the SPP shares, if retained in their estates, could in the circumstances prove a bit of a bomb.

It is reported that one small group of the "lucky" shareholders is planning to ask the directors of Herald and Weekly Times Ltd. to help them to clarify the position!

Operations Finish

THE British Solomons Forestry Company has wound up its timber operations on Baga Island.

A company statement says limited information available when the company began pilot operations in 1963 resulted in miscalculations of the amount of timber available on Baga, distribution of stands and the nature of the terrain. The company suffered considerable losses last year through the slack state of the Japanese market for logs. The company is now exploring possibilities of exploring timber on Vangunu Island, BSIP.

Misima Production In About Two Years

PRODUCTION at the Misima gold mine should start 18 months or so after February, 1966, Mr. G. W. Noe, chairman, told shareholders at the annual meeting of Pacific Island Mines Ltd. in July.

He expressed satisfaction at progress made so far, and said he was confident of the success of the venture.

In his annual report Mr. Noe said that technical problems had made core recovery in lode zones insufficient to allow reliable evaluations. However, techniques were continually being improved and as the operators became more familiar with the behaviour of the ground in which they were working, it was expected that core recoveries would achieve satisfactory levels.

Because of the low recoveries and the nature of gold occurrence in the oxidised zone, it had not yet been possible to properly evaluate gold values.

But silver values were higher than encountered by PI Mines in previ operations.

Mr. Noe said that on March a special prospecting authority granted by the P-NG Administrat to PI Mines over the whole of Suc Island.

However, in the interest of c centrating the company's efforts Misima, it was decided to defer act on Sudest and, at PI Mines' requ the Administration withdrew authority.

Niue Dismayed By Kumara Trouble

GROWERS of kumaras on N recently received dismay news that the island's kumaras w infected with kumara weevil and ports to New Zealand had to prohibited.

Exports of these from the isl are valued at about £10,000 annua and the loss of this money would a severe blow to the island.

From June to December N exports provide supplies when New Zealand crop is not availa but this kumara weevil is not pre in New Zealand and could endar the New Zealand kumara.

Hopes are held that the prob will be overcome and the N Administration and the New Zeal Government are doing all they

Fumigation to kill the weevil i be tried. But as the fumigation was not available on the island the first trial shipment on the *Ma* in June, a supply of methyl bron was dropped by an RNZAF Sun land. She made two runs over dropping zone at Vaiea farm, time dropping a canister contai the supplies. Both drops were cessful.

Bulolo's Profit Dow

THE net profit of Bulolo G Dredging Ltd. fell sharply the latest financial year, in line a substantial drop in gold outpu

The profit was 105,300 do (US), compared with 297,700 do in 1963-64 and 423,575 dollars 1962-63. The gold production 8,718 oz, compared with 9,400 o 1963-64.

The directors reported that reduced profit was caused by poor results obtained by No dredge. This dredge was closed cently after a major accident to digging ladder.

Mining exploration has actively carried out on the m land of Australia, Tasmania and

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Produce Prices

Unless otherwise stated, quotations are Australian currency. Aust. £ equals roximately 16/- Stg., NZ, or W. ioa; 18/- Fiji; 20/- Tonga, Solomons WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

APUA-NEW GUINEA:—All production delivered to Copra Marketing Board. trolled by six members, including three iters' representatives; and the Board cts distribution and sales, and makes ments to the producers. Production mainly to (a) Unilever, in UK, (b) tralia for local consumption, (c) hing-mill in Rabaul, and (d) Japan plus as available). Prices generally with ruling rate in Philippines, with niums for hot-air dried.

-NG Board's Tentative Purchase es for Copra delivered main ports are: -Air Dried, £71/10/- per ton; FMS, /-/- per ton; Smoke-Dried, £69/9/9 ton.

JI:—No Government control—pro- rs sell where they wish. Bulk of a goes to crushing-mills in Suva. 26 prices were: HAD £F62/2/6, £F59/12/6.

ESTERN SAMOA: — Official Copra d takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, the open market. Local price re- ly was £56/12/6 Samoan, first grade.

ONGA: Sales are under Government rol. Part of production goes to pe, under arrangement with Unilever rolled by Philippines prices, and part o open market.

OLOMON IS.: All production marketed ugh official BSI Copra Board, at s based on Philippines rate. Output to Unilever, UK; to Australian ers; and the balance on to the open et. These prices, on July 1, were: grade, £70/-/-; 2nd grade, £68/-/-; grade, £63/-/- per ton, f.o.b., BSIP (Honiara, Yandina and Gizo).

LBERT AND ELLICE:—Production eted in Europe through official Copra d, at prices based on Philippines less freight, etc. The Copra Board dises the price at: First Grade 4/2 per ton. Second Grade £2/2/1 ton.

W HEBRIDES:—Price on July 15 approximately £A50/-/- (10,000 francs. French price on July 16 1,050 francs per metric ton, c.i.f., eilles.

OK IS.:—Copra goes to Abels, Ltd., uckland, who operate the only NZ crushing mill. Price paid is average on price for previous three months, handling charges. Prices for third er, July-Sept., 1965, are £NZ80/11/2 grade, £NZ79/6/2 standard grade— f.o.b., Rarotonga.

OTHER PRODUCE

COA:—Islands prices are usually on the rates for Ghana cocoa. July 22 these were approx. 103-105/-/- per ton, c.i.f., Sydney. N.G.: Sydney buyers on July 26 re- d: Quote No. 1: In store, Rabaul, t quality £72 per ton, ex-wharf ey, £110; quote No. 2: Best quality, wharf Syd., £110, in store, N.G. £70 (for UK, continent and USA ments).

SAMOA:—Nominal prices quoted in ey, July 7, were: Grade 1, £Stg.155/-/-; grade 2, £Stg.115/-/-, f.o.b., Apia.

COFFEE:—P.-N.G.: July 26, good quality A grade, per lb. 4/4; B grade 4/2; C grade, 3/6 to 3/9, c.i.f., Sydney. Approximate overseas c.i.f. coffee prices were reported on July 26 as: Kenya AA £Stg.417, A £Stg.407, B £Stg.400, C £Stg.395; Tanganyika AA £Stg.395, A £Stg.388, B £Stg.373; Uganda Robusta (standard) f.a.q. £Stg.240, cleaned and washed £Stg.245; Bukoba £Stg.370; Mataari £Stg.430; Sannani £Stg.410.

PEANUTS. — P.-N.G.: Sydney agents reported July 26—f.o.b., Lae; Kernels—white Spanish 1/7 lb.; virginia bunch 1/9 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on July 26 was: No. 1 RSS, Spot, August shipment, 68 Straits cents per lb (23.72d Aust.); September shipment, 68⅜ Straits cents per lb (23.85d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported July 26: White and yellow label processed, standard packs, 49/6, green label 48/6, c.i.f., Sydney.

RICE (Aust.): (New prices being negotiated in late July), current prices—**P.-N.G.:** Dry brown and dressed, 112 lb bags, £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, £65/-/- f.o.w. **Other Pac. Islands:** Dry, white or brown, etc., £68/-/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on July 26 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 July 26 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 July 26: No. 1: 1st grade only, £235 on wharf, Sydney. No. 2: £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On July 26 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**— 28/- per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 16/- per in. **B.S.I.** 28/- (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, quoted F2/- (4in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Chang Sing Loong Co., Suva, offers F4/6 per lb for well-dried fins of commercial quality. ICEP Pty. Ltd., Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, July 23, Philippines, in bulk, $277 US (equal to £Stg.99/5/6) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: July 23, Philippines, $190 US c.i.f., Pacific Coast ports. CEYLON: 1,145 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, August shipment, Ceylon, 1% in bulk, £Stg.125.

RUBBER: LONDON, July 26, August shipment c.i.f. 21-1/16d Stg. lb; Spot 20-5/16d Stg. lb; October shipment 20⅞d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

The Stock Market

SYDNEY

	June 25 Seller	July 26 Seller
Bali Plantations . .	5/3	4/6
Burns Philp	73/3	80/-
Burns Philp (SS) .	48/-	b46/-
Carpenter, W. R. . .	23/-	25/-
Choiseul Plntn. . .	94/-	94/-
C.S.R. Co.	61/-	63/6
Dylup Plantations .	6/9	6/9
Fiji Industries . . .	17/11	b17/3
Hackshall's	13/9	15/-
Kerema Rubber . .	3/-	2/11
Koitaki Rubber . .	10/9	11/6
Lolorua Rubber . .	5/9	5/9
Makurapau Plntn. .	4/-	4/2
Mariboi Rubber . .	4/1	b4/-
Pacific Is. Timbers .	4/9	4/9
Palgrave	2/1	2/8
Plantation Holdings .	b3/4	4/-
Queensland Insurance	b74/-	81/-
Rubberlands	b2/6	3/6
Sogeri Rubber . . .	b4/9	6/6
Sthn. Pac. Insurance	23/6	25/-
Steamships Trading .	9/1	10/3
Watkins Consolidated	2/3	2/3

OIL AND MINING SHARES

	June 25, 1965	July 26, 1965
Emperor . .	b4/6	s4/11
Loloma . .	s19/-	s21/-
Bululo G.D.	s84/-	s84/-
N.G.G. Ltd.	b3/9	s4/3
Oil Search .	b1/11½	s2/2
Ent. of N.G.	s2d	s2d
Pac. I. Mines	b2/5	s2/11
Papuan Apin.	b2/-	s2/-
Placer Dev.	b195/-	s205/-

Sydney Stock Exchange share price index for "Ordinaries" on July 26 was 319.40, on June 25, it was 301.99.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. 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. 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 July, 1965, 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 13.720 francs to £Stg.

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People

● Mr. Lou Linke, a career officer in the US State Department's Bureau of Far Eastern Affairs, has been appointed US Consul in Suva. He will replace Mr. George Gray, who has been in Suva since December, 1961. Mr. Linke, who is married with three children, will take up his post in mid-August. His last job was as a desk officer in Washington for ECAFE. He previously served at several consular posts in the Far East.

● Dr. J. V. de Bruijn, head of the South Pacific Commission's Urbanisation Research and Information Centre in Noumea for the past three years, will take up a new appointment in Holland soon at the Royal Institute of the Tropics. He will become director of the institute's training courses, lectures and research. Dr. de Bruijn, who was born in Java 52 years ago, began his career in the Pacific in 1939 as a district officer in Dutch New Guinea. He worked behind the enemy lines during the war, and earned the name "Jungle Pimpernel", which was later the title of a biography about him.

● Mr. John H. Millett, formerly of Fiji and now a resident of Kogarah, Sydney, is taking a prominent part in the public movement in Australia directed at improving the citizenship status of the Australian aborigines. He is an active member of the Foundation for Aboriginal Affairs, and assisted materially in the organisation of a well-publicised function in Sydney on July 10, when 12 attractive aboriginal debutantes were formally presented to NSW Ministers. Mr. Millett, who appears to have been a liberal donor to the association, was a member of the official party. The girls made a charming picture, and the function, he says, was a distinct step forward "in preparing young native women in gaining social acceptance in Australia".

● Well-known Rabaul businessman Mr. Chin H. Meen has moved to Port Moresby recently to open a branch of his photographic business. Mr. Chin, who was born in Rabaul, is one of a number of Chinese who have moved to Port Moresby from Rabaul in the past 12 months. All are naturalised Australian citizens.

● Mr. H. L. R. (Horrie) Niall, Speaker of P-NG's House of Assembly and a former Distr Commissioner in the Morobe D trict, will be married in September Miss Fane De Silas, matron at New South Wales hospital. T wedding will take place in eitl Sydney or Canberra. It will be N Niall's second marriage—his first w died about a year ago. Miss Silas served during the war as Army nursing sister at Lae, N Niall's present home.

● Pastor and Mrs. Fred P. Wa for many years Seventh-day Adv tist missionaries on Pitcairn and n in retirement in Sydney, celebra their golden wedding anniversary cently with a small family dinr Many good wishes came from l cairn.

● San Francisco journalist Ra Craib, a frequent visitor to the So Seas since the war, has been pointed Government Informat Officer for American Samoa. arrived in Pago in July, followed his wife, Karola, who is also journalist and will work with h and their small daughter Lisa.

● Mr. and Mrs. Paul Mason, Inus Plantation, Bougainville, were Sydney in July at the end of a weeks' holiday tour of Africa Europe.

● Islands old-hand D. S. Ask who has spent 38 years in the N Hebrides, New Caledonia and N Guinea—the last long stint being Samarai, Papua—was also in Syd for a rare holiday in July. But cut his holiday short and went ho complaining bitterly about the c

● Dr. Peter Lawrence has b appointed Professor of Anthropol at Queensland University and take up his appointment in Janu He is currently doing field work the Ramu Valley area of N Guinea.

● Mrs. David Lambert, of Gor P-NG, gave birth to triplets on 8—a boy and two girls. Mr. Mrs. Lambert, who had been exp ing twins, have been living in Territory for five years. She formerly a nurse with the Syd Sanitarium and Hospital. Earlier year triplets were born to the Li family of Misima, Papua.

● A research student from Australian National University, C berra, Mrs. E. Schineberg, has b visiting the New Hebrides collec material for a book on the e sandalwood trade.

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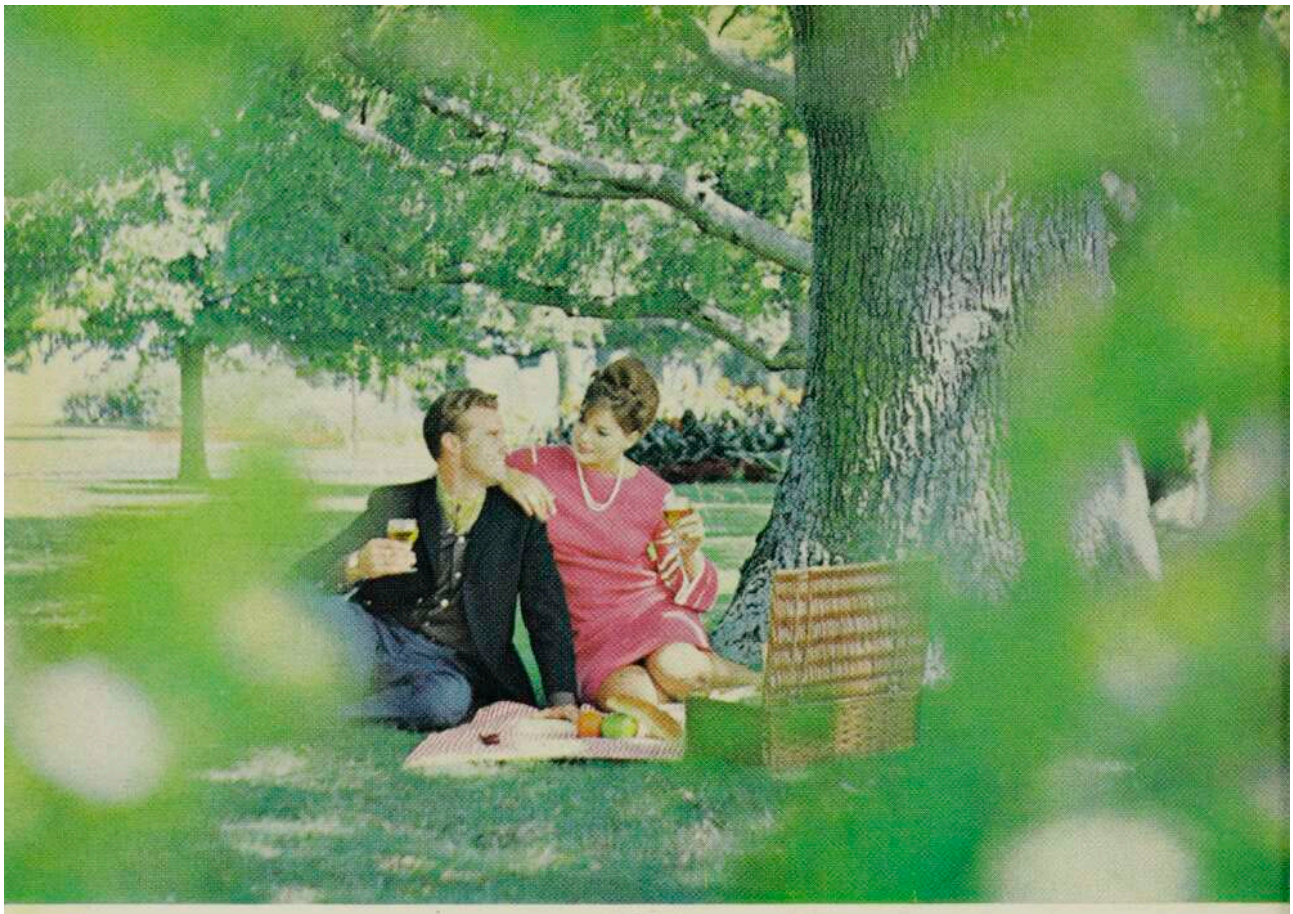
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SHIPPING TIMETABLES

All sailings are approximate and may ry by as much as two weeks.

BRISBANE - SYDNEY - WEST NG - INDONESIA

The P.N. Djakarta Lloyd Shipping mpany operates a monthly cargo service tween Indonesia, West New Guinea and stralia.

Next voyage: Visaya Regidor, dep. isbane Sept. 6, Sydney Sept. 13, Melurne Sept. 22, thence West New Guinea d Indonesian ports subject to inducent.

Details from McIlwraith McEacharn l., Union House, 247 George Street, dney (27-1481).

SYDNEY - FIJI

MV Rona (4,500 tons) leaves Sydney proximately every three weeks for Suva d Lautoka with cargo and passengers.

xt Sydney sailings: Aug. 20, Sept. 24 pprox.).

Details from Colonial Sugar Refining Co. l., 1-7 Bent St., Sydney (2.0515).

YDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains nthly cargo services from Melbourne d Sydney (periodically from Adelaide) Lautoka, Suva (including transhipnts for Vavau and Niue), Apia and kualofa.

Next Sydney sailing: Waiana, Aug. 25.

Details from Union Steam Ship Co. of Ltd., 247 George Street, Sydney 0528); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, rmally operate a passenger-cargo ser- e three times yearly with the Lakemba ng the above route.

Next sailing from Sydney: Aug. 26 pprox.).

Details from American Trading and pping Co. Pty., Ltd., 19 Bridge St., dney (BU 4147).

SYDNEY - GEIC

Columbus Lines of New York, operate regular passenger-cargo service from dney to Tarawa, Gilbert and Ellice nds Colony. Next voyages from dney: Cap Frio Aug. 10; Cap Blanco ot. 13.

Details from American Trading & pping Co. Pty. Ltd., 19 Bridge Street, dney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Passenger-cargo vessels of Messageries aritimes Line, from Marseilles, via st Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Oceanien: Papeete Aug. 19-23, Vila Aug. 30-31, Noumea Sept. 1-5, Sydney Sept. 8.

Tahitien: Taiohae Oct. 5, Papeete Oct. 7-11, Vila Oct. 18-19, Noumea Oct. 20-24, Sydney Oct. 27.

Next outwards voyages, ex-Sydney:

Caledonien: Dep. Sydney Aug. 7, New Hebrides Aug. 11-19, Noumea Aug. 20, Papeete Aug. 26-29.

Oceanien: Dep. Sydney Sept. 11, New Hebrides Sept. 15-23, Noumea Sept. 24, Papeete Sept. 30-Oct. 3, Taiohae Oct. 6.

—

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: Aug. 6, 27, Sept. 17.

Details from Messageries Maritimes, 2 Young St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, two westbound, then two east-bound, calling at Fiji and Papeete every trip.

Northern Star: From Southampton (UK) via South Africa at Sydney Aug. 18-20, Wellington Aug. 23-25, Auckland Aug. 27, Papeete Sept. 1-2, thence via Panama to Southampton, arr. Sept. 29.

Southern Cross: From Southampton (UK) via South Africa, at Sydney Oct. 14-16, Wellington Oct. 19-21, Auckland Oct. 23, Fiji Oct. 26, Papeete Oct. 30-31, thence via Panama to Southampton, arr. Nov. 25.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdan leaves Sydney Dec. 23, Wellington Dec. 27, Papeete Jan. 2-3, thence via Panama to USA.

Details from Europe-Canada Line 291 George St., Sydney (29-3477).

SYDNEY - NORFOLK IS. NEW CALEDONIA

Jacques del Mar (owned by Societe Maritime Caledonienne, Noumea), makes a regular three weekly passenger-cargo voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailings: Jacques del Mar from Sydney Aug. 6, Aug. 27 (approx.).

Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

AUSTRALIA - NZ - FIJI - CANADA - USA

		ORONSAY	CANBERRA	ARCADIA	ORONSAY
SYDNEY	depart	Sept. 9	Oct. 25	Nov. 8	Jan. 8
AUCKLAND	arr/dep	Sept. 12	Oct. 28	Nov. 11	Jan. 11*
SAVUSAVU	arr/dep	Sept. 15	———	———	———
SUVA	arr/dep	Sept. 16	———	Nov. 14	Jan. 15
PAGO PAGO	arr/dep	Sept. 17	———	Nov. 15	———
HONOLULU	arr/dep	Sept. 22-23	Nov. 4-5	Nov. 20	Jan. 20-21
VANCOUVER	arr/dep	Sept. 28	Nov. 9-10	———	Jan. 26
SAN FRANCISCO	arr/dep	Sept. 30-Oct. 1	Nov. 12-13	Nov. 25-26	Jan. 28-29
LOS ANGELES	arrive	Oct. 2	Nov. 14	Nov. 27	Jan. 30

* Oronsay calls at Lautoka on Jan. 14, 1966.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA - EASTERN PACIFIC - NZ - SYDNEY - CENTRAL PACIFIC - HAWAII

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	July 15	Aug. 8	Sept. 2	Sept. 23
LOS ANGELES	arr/dep	July 16	Aug. 9	Sept. 3	Sept. 24
BORA BORA	arr/dep	July 24	Aug. 17	Sept. 11	Oct. 2
PAPEETE	arr/dep	July 25-27	Aug. 18-20	Sept. 12-14	Oct. 3-5
RAROTONGA	arr/dep	July 28	Aug. 21	Sept. 15	Oct. 6
AUCKLAND	arr/dep	Aug. 2-3	Aug. 26-27	Sept. 20-21	Oct. 11-12
SYDNEY	arr/dep	Aug. 6-9	Aug. 30-Sept. 2	Sept. 24-27	Oct. 15-18
NOUMEA	arr/dep	Aug. 12	Sept. 5	Sept. 30	Oct. 21
SUVA	arr/dep	Aug. 14	Sept. 7	Oct. 2	Oct. 23
NIUAFOOU	arr/dep	Aug. 15	Sept. 8	Oct. 3	Oct. 24
PAGO PAGO	arr/dep	Aug. 15	Sept. 8	Oct. 3	Oct. 24
HONOLULU	arr/dep	Aug. 20-21	Sept. 13-14	Oct. 8-9	Oct. 29-30
SAN FRANCISCO	arrive	Aug. 26	Sept. 19	Oct. 14	Nov. 4

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

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DAIWA LINE

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V.5

(D/W 7,474 Tons)

Dep. **JAPAN** July 11.
GUAM August 9.
***SANTO** August 22-23.
***VILA** August 24.
***NOUMEA** August 25-26.
SUVA August 29-30.
LAUTOKA September 1-2.
PAGO PAGO September 5-6.
APIA September 7

*** SUBJECT TO CARGO INDUCEMENT.**

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Daiko Maru" V-16

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.

SYDNEY - NORFOLK IS. - NEW HEBRIDES - BSI - BOUGAINVILLE

MV Tulagi (passenger-cargo) leave Sydney about every six weeks for Norfol Is., Vila, Santo, Honiara and BSI ports Next Sydney sailings: Aug. 21, Sept. 2 Details from Burns, Philp and Co. Ltd 7 Bridge Street, Sydney (B 0547).

SYDNEY - PAPUA - NEW GUINEA

Burns Philp passenger/cargo vessel make regular voyages to New Guinea ports Next vessels:

Malekula sails from Sydney for Bris bane, Port Moresby, Lae, Rabaul, Soraker Teopasino, Numa Numa, Arigua, Kiet Sydney. Next Sydney sailings: Aug. 1 Sept. 28.

Buloio sails about every six week Sydney, Brisbane, Pt. Moresby, Samara Lae, Madang, Rabaul, Samarai, P Moresby, Brisbane, Sydney. Next Sydne sailings: Aug. 20, Oct. 1.

Montoro sails from Melbourne fo Sydney, Pt. Moresby, Samarai (opt. Rabaul, Kavieng, Wewak, Madang, La Pt. Moresby, Sydney. Next Sydne sailing: Sept. 11 (approx.).

Braeside sails about every six week Melbourne, Sydney, Brisbane, Pt. Moresb Samarai, Rabaul, Wewak, Madang, La Pt. Moresby, Sydney. Next Sydney sai ings: Aug. 24, Oct. 16.

Moresby sails from Sydney for Brisban Pt. Moresby, Samarai, Lae, Madan Alexishafen, Wewak, Lombrum, Lorenga Kavieng, Rabaul, Brisbane, Sydne Maiden voyage from Sydney: Aug. Next Sydney sailing: Sept. 21.

Details from Burns, Philp and Co. Ltd 7 Bridge Street, Sydney (B 0547).

Soochow and Shansi provide a regul fortnightly passenger-cargo service fro Sydney to Brisbane, Pt. Moresb Samarai and Sydney, sailing from Syd ney every second Monday.

Next Sydney sailings: Soochow Aug. 1 Shansi Aug. 30.

Details from New Guinea Australia Lin (Swire and Yuill Pty., Ltd., agents), Spring Street, Sydney (BU 4701).

Karlander New Guinea Line cargo ves sels leave Sydney at regular interva for New Guinea ports. Next vessels:

Sletholm: Dep. Sydney Aug. 9, Brisban Aug. 13, due Pt. Moresby Aug. 18, Raba Aug. 23, Madang Aug. 26, Wewak Aug. 2 Brisbane Sept. 8, Sydney Sept. 12.

Sletta: Dep. Sydney Aug. 12, Brisban Aug. 17, due Rabaul Sept. 2, Lae Sep 6, Brisbane Sept. 16, Sydney Sept. 20.

Details from Karlander NG Line (H. Stephens Pty., Ltd., agents), 13 Brid Street. Sydney (BU 8311).

Austasia Line's passenger/cargo vess Makati runs between Australian por (turn round at Melbourne) and Papu New Guinea.

Next voyage: From Melbourne, depar Sydney Sept. 10, Brisbane Sept. 14, P Moresby Sept. 19, Rabaul Sept. 2 Madang Sept. 26, Lae Sept. 28.

Details from Blue Star Line (Aust.) Pty Ltd., 32-34 Bridge St., Sydney (BU 1271

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo vess Malaysia runs between Australian por (turn round at Melbourne) and Sing pore, via Pt. Moresby.

Next voyage: Dep. Melbourne Sept. 2 Sydney Oct. 4, Brisbane Oct. 8, P Moresby Oct. 14, thence to Singapore an Malaysian ports.

Details from Blue Star Line (Aust Pty. Ltd., 32-34 Bridge St., Sydne (BU 1271).

Australia-West Pacific Line's Moto vessels maintain passenger-cargo service

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om Australia to Hong Kong and Islands
rts.
Tenos: Dep. Sydney Aug. 10, Brisbane
g. 12-13, Pt. Moresby Aug. 16-18,
abaul Aug. 21-22, Lae Aug. 23-25,
adang Aug. 26-28, thence Japan, return-
g direct Sydney Sept. 30.
Samos: From Melbourne, dep. Sydney
pt. 7, Brisbane Sept. 9-10, Pt. Moresby
pt. 13-15, Rabaul Sept. 18-19, Lae Sept.
-22, Madang Sept. 23-24, thence Hong
ng.
Milos: From Hong Kong and Manila,
e Madang Sept. 21-22, Lae Sept. 23-24,
abaul Sept. 25-26, Brisbane Sept. 30-
t. 2, arr. Sydney Oct. 4.
Details from Wilh. Wilhelmsen Agency,
Bridge St., Sydney (BU 6301).

China Navigation Co. Ltd. cargo vessels
nchang, Wenchow and Wanliu call
nthly at Rabaul on their way north
m Melbourne, Sydney and Brisbane to
ng Kong.
Next vessel: Wanliu, dep. Sydney Aug.
Brisbane Sept. 2-3, Rabaul Sept. 8,
nce Manila.

China Navigation Co. Ltd. vessels
angsha and Taiyuan provide a monthly
ssenger-cargo service calling at Pt.
resby when northbound between Aus-
lia, Manila and Hong Kong. Next
sel:
Taiyuan: Dep. Melbourne Aug. 14, arr.
Moresby Aug. 24, thence Manila and
ng Kong.
Details from Swire and Yuill Pty. Ltd.,
nts, 8 Spring St., Sydney (BU 4701).

Dominion Navigation Co. Ltd. (UK)
sels maintain monthly passenger-cargo
vices between Sydney and Japan (via
nila, Hong Kong and Formosa), return
Guam and Rabaul.
Francis Drake: At Guam Aug. 13-14,
baul Aug. 18-19, Sydney Aug. 25-27,
lbourne Aug. 29-Sept. 4, Sydney Sept.
, Brisbane Sept. 10-11, thence to Far
t, returning to Guam Oct. 15-16,
baul Oct. 21-22, Sydney Oct. 27.
George Anson: Dep. Sydney Aug. 4,
sbane Aug. 6-7, thence Far East, due
am Sept. 10-11, Rabaul Sept. 15-16,
ney Sept. 22.
Details from H. C. Sleigh Ltd., 115
k Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains
egular passenger service from Sydney
Papeete to Southampton, and return
Papeete to Sydney.
Ellinis: Leaves Sydney Aug. 30, arr.
eete Sept. 7 and Southampton Sept.

Details from Chandris Line, 10 Martin
ce, Sydney. Tel. 28-2451.

ROPE - TAHITI - NEW CALEDONIA BSIP - PNG - WEST NG

regular passenger-cargo service
n the Continent and UK, via Panama,
Tahiti, New Caledonia, BSI, P-NG and
t NG is operated jointly by Neder-
d Line Royal Dutch Mail and Royal
terdam Lloyd.
Larimata: From Continent and London,
Papeete Sept. 10, Noumea Sept. 19,
awa Sept. 25, Honiara Sept. 28, Pt.
esby Oct. 2, Rabaul Oct. 5, Lae Oct.
Madang Oct. 8, Alexishafen Oct. 9,
wak Oct. 10, Sukarnopura Oct. 11,
ce Biak, Manokwari, Sorong.
etails from Royal Interocean Lines,
George St., Sydney (2-0573).

ROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

essageries Maritimes passenger-cargo
els run monthly between France and
mea via East Africa and Australia.
From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.
Next sailings from Sydney: Vivarais Aug. 16, (Noumea Aug. 24); Vanoise Sept. 17 (Noumea Sept. 24).
Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.
Next vessel: Mauricien, due Papeete Sept. 11, Noumea Sept. 23, Sydney Oct. 3.
Details from Messageries Maritimes, 2 Young St., Sydney (BU 2645).

FAR EAST - FIJI - BSI

China Navigation Co. Ltd. vessels provide a monthly passenger-cargo service from Japan and Hong Kong southwards to Fiji direct and BSI returning to Japan direct.
Szechuen: From Japan and Hong Kong, due Honiara Aug. 30, Suva/Lautoka Sept. 5-9, Honiara Sept. 13, returning to Japan Sept. 26.
Sinkiang: From Japan and Hong Kong, due Suva/Lautoka Oct. 3-10, Honiara Oct. 14-16, returning to Japan Oct. 27.
Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

FAR EAST - FIJI - NZ - SYDNEY

Royal Interocean Lines operate a passenger-cargo service from Singapore to Fiji, NZ and Australia, calling periodically at Suva and/or Lautoka.
Tjimanuk at Suva/Lautoka Aug. 15-16; Tjitarum at Suva/Lautoka Sept. 16-19; Tjiliwong at Suva/Lautoka Oct. 28-30.
Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

FAR EAST - P-NG - BSI - NEW HEBRIDES - NEW CALEDONIA

China Navigation Co., Ltd., vessels maintain a monthly cargo service from Japan southwards through P-NG, BSI, New Hebrides and New Caledonia, usually return to Japan direct.
Chekiang: From Japan and Hong Kong, due Wewak Aug. 16, Rabaul Aug. 19, Madang Aug. 23, Lae Aug. 27, Pt. Moresby Sept. 6, Noumea Sept. 9-20, thence to Japan, arr. Oct. 1.
Yochow: From Japan and Hong Kong, due Rabaul Sept. 13, Madang Sept. 17, Lae Sept. 21, Samarai Sept. 26, Pt. Moresby Oct. 5, Santo Oct. 9, Noumea Oct. 13-23, thence to Japan, arr. Nov. 3.
Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

JAPAN - SAMOA - TONGA - FIJI - N. CAL. - N. HEB. - BSI

The Daiwa Navigation Co. Ltd. runs a regular passenger/cargo service from Japan to Pacific ports.
Current voyage: Fiji Maru dep. Japan July 29, arr. Guam Aug. 3-9, Santo Aug. 22-23, Vila Aug. 24, Noumea Aug. 25-26, Suva Aug. 29-30, Lautoka Sept. 1-2, Apia Sept. 5-6, Pago Pago Sept. 7.

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants
Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ - FIJI - HONOLULU - NTH AMERICA

Crusader Shipping Co. has vessels running between NZ and North America, via Pacific ports.
Next vessel: Saracen, dep. NZ Aug. 12, due Levuka Aug. 15-16, Honolulu Aug. 23-24, thence North American ports.

NZ - FIJI - TONGA - SAMOA

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Aug. 17, Sept. 14.
Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Aug. 31, Sept. 28.
Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

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 southbound voyage: Rangitoto from London, due Papeete Aug. 17.
Next northbound voyage: Rangitoto, dep. Wellington Oct. 6, due Papeete Oct. 12.
Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

TONGA - FIJI - AUSTRALIA

The Tonga Copra Board vessel Niuvakai operates a four to five-weekly passenger-cargo service between Australia and Tonga via Fiji. Next Sydney sailings: Aug. 12, Sept. 28 (approx.).
Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

TONGA - FIJI - SAMOA

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka Ellington, Rotuma) with MV Aoniu. 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 Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.
Next sailing: Ex-London, Aug. 12.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line operates a passenger service regularly from Southampton, via Panama and Papeete to Sydney. Next vessels:
Flavia: Dep. Tilbury Sept. 18, arr. Papeete Oct. 12-13, Sydney Oct. 24.
Aurelia: Dep. Tilbury Sept. 27, arr. Papeete Oct. 21-22, Sydney Nov. 2.
Details from agents: H. C. Sleigh, 115 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:
Crestbank: From Continent and London, due Pt. Moresby Sept. 2, Samarai Sept. 6, Lae Sept. 7, Madang Sept. 11, Wewak Sept. 14, Kavieng Sept. 15, Rabaul Sept. 16, Honiara Sept. 19.
Cedarbank: From Continent and London, due Pt. Moresby Sept. 23, Samarai Sept. 27, Lae Sept. 28, Madang Oct. 1, Wewak Oct. 4, Kavieng Oct. 6, Rabaul Oct. 8, Honiara Oct. 12.
Details from Bank Line (A/asia.) Pty. Ltd., 269 George St. Sydney (BU 2041).

USA - TAHITI - AM. SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sonoma Aug. 11; Sierra Oct. 1.

Details from Matson Lines, 50 Young St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on south-bound voyages.

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 service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco Aug. 19, Los Angeles Aug. 20-24, Papeete Sept. 3-6, Pago Pago Sept. 10-13, Apia Sept. 14-15, Suva Sept. 18-19, Lautoka Sept. 20-21, Noumea Sept. 23-25, Vila Sept. 26-27, Santo Sept. 28-29, Apia (open), Pago Pago Oct. 2-5, Los Angeles Oct. 18-20, San Francisco Oct. 21.

Thorsisle: Dep. San Francisco Sept. 27, Los Angeles Sept. 28-Oct. 1, Papeete Oct. 12-14, Pago Pago Oct. 18-21, Apia Oct. 22-23, Suva Oct. 26-27, Noumea Oct. 29-Nov. 1, Apia (open), Pago Pago Nov. 5-8, Los Angeles Nov. 22-24, San Francisco Nov. 25.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

● PIM's shipping and airways timetables are correct to time of publication.

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 0730 Sat., dep. 0900, arr. San Francisco 1640.

SOUTHBOUND

Fri.: Dep. San Francisco 1145, arr. Honolulu 1335, dep. 1445, arr. Brisbane Sat., 1955, dep. 2040, arr. Sydney 2200.

SYDNEY - FIJI - HAWAII - USA

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Thurs.: Dep. Sydney 1700, arr. Nadi 2240, dep. 2330, arr. Honolulu 0730, dep. 0900, arr. San Francisco 1640.

Tues., Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0040, dep. 0125, Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 1900), Nadi (arr. 0040, dep. 0125), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 1900), Nadi (arr. 0040, dep. 0125), Honolulu, San Francisco (extends to Vancouver alternate weeks from Sydney Aug. 13, 27, Sept. 10, 24, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 0325, Wed., Fri., Sun., dep. 0430), Sydney (arr. 0645).

Tues., Thurs., Sat. and Sun.: San Francisco, Honolulu, Nadi (arr. 0325, Thurs., Sat., Mon., Tues., dep. 0430), Sydney (arr. 0645).

Sat.: San Francisco (service begins fr Vancouver alternate Sats. Aug. 14, Sept. 11, 25, etc.) Honolulu, N (arr. 1855, Sun., dep. 1945), Sydi (arr. 2200).

(International Dateline is crossed tween Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES (Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Fri. (Aug. 6, 20, Sept. 3, 17, et Dep. Sydney 1300 by Britannia Auckland (arr. 1850).

Fri.: Dep. Auckland 1935 Fri., arr. N 2340 Fri., dep. 0045 Sat., arr. Honol 1210 Fri., dep. Sat. 0900 by DC8 Vancouver, arr. Sat. 1725, dep. 1 Amsterdam (arr. Sun. 1210).

SOUTHBOUND

Fri.: Dep. Amsterdam 1420 by DC8 Vancouver (arr. Fri. 1715, dep., 18 Honolulu (arr. Fri. 2130, dep. 2355 by Britannia), Nadi (arr. M 0745, dep. 0830), Auckland (arr. 12

Alt. Mon. (Aug. 2, 16, 30, Sept. 13, etc.): Dep. Auckland 1340 for Sydr arr. Mon. 1605.

SYDNEY - FIJI (OR AM. SAMOA HAWAII - USA

BY PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers)

NORTHBOUND

Sat., Tues., Thurs.: Dep. Sydney 1900 Nadi (arr. Sun., Wed., Fri. 0040, 0130), Honolulu arr. Sat., Tues., Thu 0935, dep. 1145 for Los Angeles, Sat., Tues., Thurs. 1940.

Mon.: Dep. Sydney 1900 for Pago P (arr. 0255, dep. 0340), Honolulu 0945, dep. 1145, Los Angeles (arr. 1 Mon.).

SOUTHBOUND

Sun., Tues., Thurs.: Dep. Los Ang 2145 for Honolulu, Nadi (arr. Tues., Thurs., Sat., dep. 0615), Sydney (arr. Tues., Thurs., Sat. 08

Sat.: Dep. Los Angeles 2145 for Honol Pago Pago (arr. 0510 Sun., dep. 05 and Sydney (arr. 0900 Mon.).

(International Dateline crossed betw Nadi-Honolulu, and Sydney-Pago Pago.

SYDNEY - FIJI - TAHITI - MEXI

By Qantas Empire Airways with Boeing 707 V-Jets

NORTHBOUND

Thurs.: Dep. Sydney 2000, Nadi, arr. 0140, dep. 0225 for Papeete, arr. Th 0835, dep. 2300 for Acapulco, arr. 1050, dep. 1150 for Mexico C arr. 1240 (to Nassau, Bermu London).

SOUTHBOUND

(From London, Bermuda, Nassau)

Sat.: Dep. Mexico City 2145 for Acapu arr. 2235, dep. 2335 for Pape arr. Sun. 0345, dep. 0445 for Nadi, Mon. 0720, dep. 0805 for Sydney, 1020.

SYDNEY - N. CALEDONIA - FIJ TAHITI - USA

UTA Air France with DC8 Jets

Wed.: Dep. Sydney 0940 for Noumea, 1320, dep. 1420 for Nadi, arr. 1700, 1745 for Papeete (cross Dateline) Tues. 2350, dep. Fri. 0900 for Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Pape arr. 0605, dep. Tues 0130 for (cross Dateline) arr. Wed. 0410, 0610 for Noumea, arr. 0705, dep. for Sydney, arr. 1100.

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

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. Mon. (Aug. 9, 23, Sept. 6, 20, 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.

t.: Dep. Papeete 1200 for Nadi (cross Dateline), arr. Sun. 1440, dep. 1540 for Noumea, arr. 1635.

. Sun. (Aug. 8, 22, Sept. 5, 19, etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

Note: Noumea's international airport is Tontouta, which is about 50 miles from umea itself. The New Caledonian airline anspac provides a service between Ton-ta and Noumea on Wednesdays to con-t with UTA's service from Sydney. ere is also a bus service from the port.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-sman services change at short notice, is impossible to give reliable detailed ormation on the services outlined be-. Intending passengers are advised check timetables with the airlines or vel agents.

AUCKLAND - BRISBANE

ANTAS/AIR-NZ with Electra Mk. II's Twice weekly, both ways.

AUCKLAND - MELBOURNE

ANTAS/AIR-NZ with Electra Mk. II's Twice weekly, both ways.

CHRISTCHURCH - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Twice weekly, both ways.

SYDNEY - AUCKLAND

QANTAS/AIR-NZ with Electra Mk. II's
Daily, both ways, with two services a day on most days.

BOAC, with Comet IV's
Twice weekly, both ways.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ with Electra Mk. II's and Boeing 707's
Four times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ with Electra Mk. II's
Daily services both ways, with two services a day three times a week.

WELLINGTON - BRISBANE

AIR-NZ with Electra Mk. II
One service weekly, both ways.

WELLINGTON - MELBOURNE

AIR-NZ with Electra Mk. II
Twice weekly, both ways.

AUSTRALIA-PACIFIC ISLANDS

SYDNEY - FIJI

Air-India with Boeing 707
Tues.: Dep. Sydney 0945, arr. Nadi 1530.
Wed.: Dep. Nadi 0730, arr. Sydney 0950.

SYDNEY - LORD HOWE IS.

Airlines of N.S.W. (Sandringham Flying-boats)
Frequent services from Rose Bay Base each week. Departure time is dependent on time of high tide at Lord Howe Island.

SYDNEY - NEW CALEDONIA

QANTAS, with Boeing 707
Alt. Thurs. (Aug. 5, 19, Sept. 2, 16, 30, etc.): Dep. Sydney 1100 for Noumea (arr. 1430), dep. 1545 for Sydney, arr. 1735.
Note: Noumea's international airport is at Tontouta, which is about 50 miles from Noumea itself. The New Caledonian airline Transpac provides a service between Tontouta and Noumea on Thursdays to connect with the Qantas plane from Sydney. There is also a bus service from the airport.

SYDNEY - NORFOLK IS.

QANTAS, with Skymaster DC4 Aircraft
Wed., Sat. [Except Aug. 11]: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Thurs., Sun. [Except Aug. 11]: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. They usually operate on alternate days.

NORTHBOUND
TAA: Mon., Wed., Sat. dep. Sydney 2145, arr. Brisbane 2350. Dep. Brisbane 0040

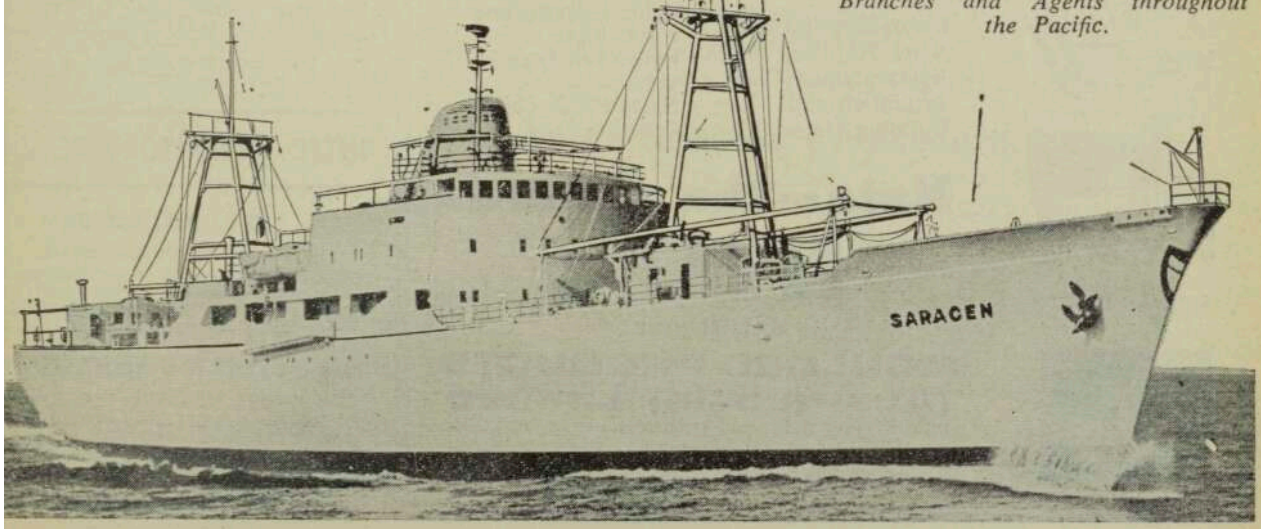
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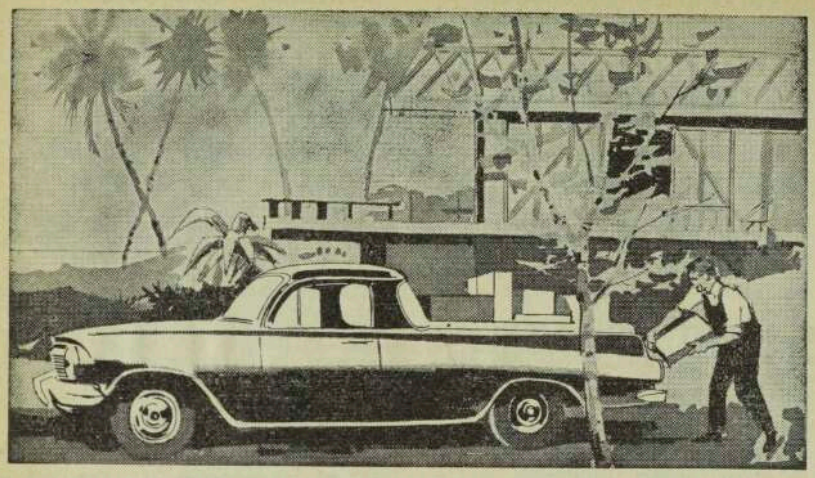
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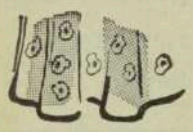


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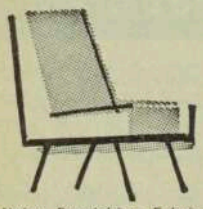




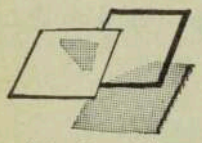
Nylex Garden Hose and Polyethylene Water Pipe



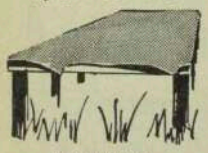
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Nylex Floor Tiles



Nylex P.V.C. Coffee Covering Film

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next day, arr. Pt. Moresby 0610, Pt. Moresby 0700, arr. Lae 0800.
Fri.: Dep. Sydney 2130, arr. B bane 2335, dep. Brisbane 0025 S arr. Pt. Moresby 0600, dep. Pt. Mor 0645, arr. Lae 0745.
Ansett-ANA: Sun., Tues., Thurs., dep. Sydney 2145, arr. Brisbane 2 dep. Brisbane 0040 next day, arr. Moresby 0610, dep. Pt. Moresby 0 arr. Lae 0800.

SOUTHBOUND

Ansett-ANA: Dep. Lae Mon., Wed., Sat., 0915, arr. Pt. Moresby 1015, Pt. Moresby 1100, arr. Brisbane 1 dep. Brisbane 1650, arr. Sydney 1
TAA: Tues., Thurs., Sun. dep Lae 0 arr. Pt. Moresby 1015, dep. Pt. Mor 1100, arr. Brisbane 1615, dep. Bris 1650, arr. Sydney 1855.
Sat.: Dep. Lae 0930, arr. Pt. Mor 1030, dep. Pt. Moresby 1115, arr. B bane 1630, dep. Brisbane 1705, Sydney 1910.

NOTE: From August 26, both airl will discontinue their services DC6B's and will begin using Elect The timetables for the Electra serv are:

NORTHBOUND

TAA: Daily except Tues. and Sun., Sydney 2340, arr. Brisbane 0110, 0155, arr. Port Moresby 0600, 0645, arr. Lae 0730.
Ansett-ANA: Daily except Wed. and S dep. Sydney 2345, arr. Brisbane 0 dep. 0200 next day, arr. Pt. Mor 0605, dep. 0650, arr. Lae 0735.

SOUTHBOUND

TAA: Tues., Thurs., Fri., Sun., dep. 0930, arr. Port Moresby 1015, 1055, arr. Brisbane 1445, dep. 1 arr. Sydney 1655.
Ansett-ANA: Daily except Thurs. Sun., dep. Lae 0925, arr. Port Mor 1010, dep. 1050, arr. Brisbane 1 dep. 1520, arr. Sydney 1650.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-

Mon.: Dep. Townsville 1350, Cai arr. 1445, dep. 1550, arr. Pt. Mor 1810.
Wed.: Dep. Pt. Moresby, 1415, Cai arr. 1635, dep. 1735, arr. Towns 1830, dep. 1850, arr. Brisbane 223

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-

NOTE: Services to P-NG operate Townsville during runway extensions Cairns.
Fri.: Dep. Cairns 1100, arr. Towns 1155, dep. 1230, arr. Port Mor 1520.
Fri.: Dep. Port Moresby 1600, arr. Tov ville 1850, dep. 1925, arr. Cairns 2

INTER - TERRITORY SERVIC

FIJI - AM. SAMOA

PAA, with DC7C Aircraft

Sun.: Dep. Nadi 1200, cross Internati Dateline, arr. Pago Pago 1605 Sa
Tues.: Dep. Pago Pago 1600, cross In national Dateline, arr. Nadi 1810 V

FIJI - GILBERT & ELLICE ISLAN

Fiji Airways Ltd., with Heron Aircr

Sun.: Dep. Suva 0745, arr. Nadi 0825, 0910, Funafuti, arr. 1305. Mon., Funafuti 0700, Tarawa, arr. 1140.
Tues.: Dep. Tarawa 0630, Funafuti, 1110, dep. 1210, Nadi, arr. 1605, 1635, Suva, arr 1715.

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FIJI - NEW HEBRIDES

ji Airways Ltd., with Heron aircraft

.: Dep. Suva 0700, arr. Nadi 0740, dep. 825, arr. Vila 1100.
.: Dep. Vila 1230, arr. Nadi 1700, dep. 730, arr. Suva 1810.

FIJI - NEW HEBRIDES - BSI

Airways Ltd., with Heron Aircraft

., Thurs.: Dep. Suva 0900, Nadi, arr. 940, dep. 1025, Vila, arr. 1300. Next ay (Tues. or Fri.) dep. Vila 0800, anto, arr. 0915, dep. 0945, Honiara, rr. 1340.
., Sat.: Dep. Honiara 0630, Santo, rr. 1025, dep. 1055, Vila, arr. 1205, ep. 1235, Nadi, arr. 1705, dep. 1735, uva, arr. 1815.

FIJI - NEW ZEALAND

PAA, with DC7C Aircraft

Thurs.: Dep. Nadi 0645 for Auck-nd, arr. 1130.
Thurs.: Dep. Auckland 1830 for Nadi, rr. 2315.

Air-NZ, with Electra Mk. II's

: Dep. Auckland 2030, arr. Nadi 015.
s.: Dep. Auckland 1000, arr. Nadi 345.
Dep. Auckland 2100, arr. Nadi 0045.
(except Mon.): Dep. Nadi 0515, rr. Auckland 0905.
: Dep. Nadi 0925, arr. Auckland 315.
s.: Dep. Nadi 1430, arr. Auckland 320.
: Dep. Nadi 0300, arr. Auckland 0650.
urs., Fri., flights ex-Auckland and Sat. flights ex-Nadi are operated by as under charter to Air-NZ.

FIJI - TONGA

iji Airways Ltd., with DC3 Aircraft

s., Sat.: Dep. Nadi 0615, arr. Suva 700, dep. 0800, arr. Nukualofa 1215. ep. Nukualofa 1300, arr. Suva 1515, ep. 1600, arr. Nadi 1645.
tails from Fiji Airways Ltd., Victoria de, Suva.

FIJI - WESTERN SAMOA

Airways Ltd., with Heron Aircraft

s.: Dep. Nadi 0615, arr. Suva 0700, ep. 0745, cross Dateline, arr. Apia ed. 1325.
s.: Dep. Apia 1000, cross Dateline, arr. uva Fri. 1340, dep. Sun. 1600, arr. adi 1645.

/ CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft

: Dep. Noumea 0800, arr. Vila 0955, ep. Vila 1505, arr. Noumea 1700.
s.: Dep. Noumea 0800, arr. Vila 0955, ep. 1025, arr. Santo 1140.
Dep. Santo 0700, arr. Vila 0815, ep. 0845, arr. Noumea 1040.

NEW CALEDONIA - NZ

AIR-NZ with Comet 4 Jet

Dep. Noumea 1430 for Auckland, r. 1815.
Dep. Auckland 1100 for Noumea, arr. 00.

/ CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft

onthly service (second Saturday)
(Aug. 14, Sept. 11): Dep. Noumea 00 for Wallis Is., arr. 1530.
(Aug. 15, Sept. 12): Dep. Wallis Is. 00 for Noumea, arr. 1230.

NZ - FIJI - AM. SAMOA

AIR-NZ with Electra Mk. II

Sun.: Dep. Auckland 2030, arr. Nadi 0015 Mon. Dep. Nadi 0215, cross International Dateline, arr Pago Pago Sun. 0550.

Sun.: Dep. Pago Pago 0655, cross International Dateline, arr. Nadi Mon. 0835. Dep. Nadi 0925, arr. Auckland 1315.

NORFOLK IS. - NEW ZEALAND

AIR-NZ by Qantas Skymaster (Charter)

Sat.: Dep. NI 1600, Auckland, arr. 1945.
Wed.: Dep. NI 1600, arr. Auckland 1945. (Does not operate Aug. 11.)
Sun.: Dep. Auckland 1030, arr. NI 1330.
Thurs.: Dep. Auckland 1030, arr. NI 1330. (Does not operate Aug. 12.)

P-NG - SOLOMONS

TAA, with Fokker Prop-Jet and DC3

Alt. Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Aug. 9, 23, Sept. 6, 20, etc.).

Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Aug. 11, 25, Sept. 8, 22, etc.).

Alt. Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1635 (Aug. 3, 17, 31, Sept. 14, 28, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (Aug. 4, 18, Sept. 1, 15, 29, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft

Alt. Tues. (Aug. 3, 17, 31, Sept. 14, 28, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnapura, arr. 1350.

Alt. Wed. (Aug. 4, 18, Sept. 1, 15, 29, etc.): Dep. Sukarnapura 1005 for Wewak, Madang, Lae, arr. 1605.

Alt. Wed. (Aug. 11, 25, Sept. 8, 22, etc.): Dep. Lae 0915, arr. Sukarnapura 1210.

Alt. Tues. (Aug. 10, 24, Sept. 7, 21, etc.): Dep. Sukarnapura 0935, arr. Lae 1320.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3)

Alt. Tues. (Aug. 10, 24, Sept. 7, 21, etc.): Dep. Biak 1815, Sukarnapura, arr. 0825, dep. 0925, arr. Lae 1330.

Alt. Wed. (Aug. 11, 25, Sept. 8, 22, etc.): Dep. Lae 0915, Sukarnapura arr. 1215, dep. 1300, arr. Biak 1510.

TAHITI - USA

UTA, with DC8 Jet Aircraft

Wed : Dep. Papeete 0900 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Thurs., arr. Papeete 0605.

Fri.: Dep. Papeete 0900 for Los Angeles, arr. 1955. Dep. Los Angeles 0100 Sat., arr. Papeete 0605.

Pan American Airways, with Intercontinental Jet Clippers

Mon.: Dep. Los Angeles 0900, dep. Honolulu 1300, arr. Papeete 1825.
Tues.: Dep. Papeete 0915, arr. Honolulu 1435 dep. 1600, arr. Los Angeles 2355.
Sat.: Dep. San Francisco 2145, dep. Los Angeles 2359, arr. Papeete 0515 Sun.
Sun.: Dep. Papeete 2200, arr. Los Angeles Mon. 0855, arr. San Francisco Mon. 1100.

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. 0600, Fri., Sat. 1530.

Dep. Pago Pago (American Samoa): Sun., 0630, 0900, Mon. 0900, Tues. 1515, Thurs. 0715, Fri., Sat. 1645.

W. SAMOA - COOK ISLANDS

Polynesian Airlines Ltd., with DC3

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
Thurs.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.
Fri.: Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

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Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

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W. SAMOA - FIJI

Polynesian Airlines Ltd., with DC3

Wed.: Dep. Faleolo 1000, arr. Nadi Thurs. 1330.
Thurs.: Dep. Nadi 1430, arr. Faleolo Wed., 2010.
International dateline crossed between Faleolo and Nadi.

W. SAMOA - TONGA

Polynesian Airlines Ltd., with DC3

Sun.: Dep. Faleolo 1030, arr. Nukualofa next day 1345.
Mon.: Dep. Nukualofa 1445, arr. Faleolo Sun. 1800.
International Dateline crossed between Faleolo and Nukualofa.
Details from Polynesian Air-Centre, Beach Rd., Apia, or any Polynesian Airways agent.

INTERNAL SERVICES

FIJI

Fiji Airways with Herons, Drovers, and DC3s.

Suva-Nadi: Daily, dep. Suva 0730, arr. Nadi 0815. Thurs., dep. Suva 1230, arr. Nadi 1315. Daily (except Thurs. and Sat.) dep. Suva 1500, arr. Nadi 1545. Thurs., Sat., dep. Suva 1600, arr. Nadi 1645. Mon. dep. Suva 1600, arr. Nadi 1645. Tues., Wed., Fri., Sun., dep. Suva 1730, arr. Nadi 1815. Thurs., Sat., dep. Suva 1830, arr. Nadi 1915.

Nadi-Suva: Daily, dep. Nadi 0615, arr. Suva 0700. Daily, dep. Nadi 0845, arr. Suva 0930. Thurs., dep. Nadi 1445, arr. Suva 1530. Daily (except Thurs., Sat.), dep. Nadi 1615, arr. Suva 1700. Thurs., Sat., dep. Nadi 1715, arr. Suva 1800.
Suva-Ura-Suva: Dep. Suva 0725, Wed., Sun., Ura, arr. Suva 0955.
Suva-Labasa-Suva: Dep. Suva 1430, Wed., Thurs., Sat., Sun., for Labasa, arr. Suva 1640. Dep. Suva 0730 Wed., Sun., Labasa, arr. Suva 0950.
Suva-Savusavu-Matei-Suva: Dep. Suva 1200, Mon., Fri., Savusavu, Matei, arr. Suva 1510.
Suva-Matei-Savusavu-Suva: Dep. Suva 1035, Tues., Sat., Matei, Savusavu, arr. Suva 1340.
Suva-Labasa-Matei-Labasa-Suva: Dep. Suva 0730, Mon., Fri., Labasa, Matei, Labasa, arr. Suva 1140.
Suva-Labasa-Savusavu-Labasa-Suva: Dep. Suva 1030, Tues., Sat., Labasa, Savusavu, Labasa, arr. Suva 1410.
Suva-Savusavu-Labasa-Savusavu-Suva: Dep. Suva 1030, Wed., Thurs., Sun., Savusavu, Labasa, Savusavu, arr. Suva 1355.

Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FRENCH POLYNESIA

RAI, with DC4 and Bermuda Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.
Mon., Wed., Thurs., Sat.: Dep. Papeete 0800, Raiatea, arr. 0855, dep. 0915, Bora Bora, arr. 0935.
Tues.: Dep. Papeete 0700, Huahine, arr. 0750, dep. 0810, Raiatea, arr. 0830, dep. 0850, Bora Bora, arr. 0910.
Fri.: Dep. Papeete 0700, Raiatea, 0800, dep. 0820, Bora Bora, arr. 0
Mon., Wed., Sat.: Dep. Bora Bora 1 Raiatea, arr. 1620, dep. 1640, Pap arr. 1730.
Tues.: Dep. Bora Bora 0930, Tikehau, 1120, dep. 1515, Papeete, arr. 163
Thurs.: Dep. Bora Bora 1700, Pap arr. 1810.
Fri.: Dep. Bora Bora 0900, Tikehau, 1050, dep. 1410, Rangiroa, arr. 1 dep. 1505, Papeete 1630.
Details from RAI, Quai Bir Hak Papeete, or any UTA office.

NEW CALEDONIA

TRANSPAC, with Heron and/or Az

Noumea-Mare: Mon., Tues., Fri., Noumea 1430, 1430, 1430, resp., Mare 1510, 1515, 1515. Dep. N 1530, 1545, 1545, arr. Noumea 1 1630, 1630.
Noumea-Lifou: Tues., Wed., Fri., Noumea 0800, arr. Lifou 0845, 0915, arr. Noumea 1000. Sat. Noumea 0815, arr. Lifou 0900, 0930, arr. Noumea 1015.
Noumea-Ouvea: Tues. dep. Noumea 1 arr. Ouvea 1130, dep. 1315, Noumea 1400. Sat. dep. Noumea 0 arr. Ouvea 0845, dep. 0915, Noumea 1000. Thurs., dep. Nou 0800, arr. Ouvea 0840, dep. 0900, Noumea 0940.
Noumea-Isle of Pines: Daily dep. Nou 1045, arr. Isle of Pines 1115, dep. M Wed., Fri., Sat., 1145, Tues., Th 1125, arr. Noumea Mon., Wed., Sat. 1215, Tues., Thurs. 1145. Sun. Noumea 0800, arr. Isle of Pines 0 dep. 1700, arr. Noumea 1730.



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M.V. "SAMO

Further particulars may be obtained from:

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AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. **Lae (New Guinea)**—A. H. Bunting. **Rabaul (New Britain)**—T Transport Limited. **Port Moresby (Papua)**—Island Products Ltd. **Wewak (New Guinea)**—J. A. Corrigan Wewak (1963) Pty. L
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd. **Manila**—Everett Steamships Corporation.

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mea-Houailou: Mon., Tues., Fri. dep. Noumea 0815, arr. Houailou 0850, dep. 0940, arr. Noumea 1015. Sat., Sun. dep. Noumea 1330, 1500, arr. Houailou 1405, 1535, dep. 1455, 1625, arr. Noumea 1530, 1700 resp. Wed. (via Koa.), dep. 0800, arr. Houoilou 0915 dep. 0925, arr. Noumea 1040.

mea-Poindimie: Mon., Tues., Wed., Fri. dep. Noumea 0815, arr. Poindimie 0910, dep. 0920, arr. Noumea 1015. Sat., Sun. dep. Noumea 1330, 1500 resp., arr. Poindimie 1420, 1555, dep. 1435, 1605, arr. Noumea 1530, 1700.

mea-Kone: Mon., Wed., Fri. dep. Noumea 0745, 1400, 1400 resp., arr. Kone 0845, 1445, 1445, dep. 0945, 1545, 1545, arr. Noumea 1030, 1630, 1630.

mea-Koumac: Mon. dep. Noumea 0745, arr. Koumac 0910, dep. 0920, arr. Noumea 1030, Wed., Fri. dep. Noumea 1400, arr. Koumac 1510, dep. 1520, arr. Noumea 1630.

mea-Kouaoua: Mon., Wed. dep. Noumea 0815, 0800 resp., arr. Kouaoua 0915, 0850 resp., dep. 1015, 0950 resp., arr. Noumea 1105, 1040 resp. Sat. dep. Noumea 1230, arr. Kouaoua 1320, dep. 1330, arr. Noumea (via Houailou) 1530.

mea-Tontouta: Wed., and Thurs.: onnecting with UTA, Qantas flights.

ri. Connecting with Air New Zealand lights.

NEW HEBRIDES

w Hebrides Airways, with Drovers

VILA-SOUTHERN ISLANDS

: Dep. Vila 0830, arr. Lenakel, Tanna 945, dep. 1100, arr. Vila 1215.

: Dep. Vila 0830, Erromanga ptional), arr. Lenakel 1000, dep. 030, Erromanga (optional), arr. Vila 200.

Dep. Vila 0830, arr. Lenakel 0945, ep. 1530, arr. Vila 1645.

Fri. (Aug. 6, 20, Sept. 3, 17, etc.): ep. Lenakel 1030, arr. Aneityum 105, dep. 1400, arr. Lenakel 1435.

(monthly): Dep. Lenakel 1030, arr. utuna 1115, dep. 1400, arr. Lenakel 445.

VILA-NORTHERN ISLANDS

: Dep. Vila 0830, arr. Tongoa 905, dep. 0930, arr. Santo 1040, dep. 230, arr. Tongoa 1340, dep. 1400, arr. lla 1430.

: Dep. Vila 1300, arr. Tongoa 1330, rr. Lonore* 1430, arr. Sara* 1505, arr. ongana 1545, arr. Walaha 1630, arr. anto 1705.

s.: Dep. Santo 1400, arr. Walaha 420, arr. Longana, 1445, arr. Sara* 510, arr. Lonore* 1530, arr. Tongoa 630, arr. Vila 1715.

s.: Dep. Santo 0800, arr. Walaha* 820, arr. Longana 0845, arr. Lonore* 920, arr. Sara* 0945, arr. Longana 010, arr. Walaha* 1055, arr. Santo 130.

Dep. Vila 0830, arr. Tongoa 0905, ep. 1030, arr. Vila 1100.

OTE: Asterisk represents optional Lonore and Sara are on Pentecost; ha and Longana are on Aoba; kel is on Tanna.)

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PAPUA - NEW GUINEA

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E-RABAUL-LAE (Fokker Prop-Jet)

Tues.: Dep. Lae 0900, Rabaul, arr. 55 (Aug. 3, 17, 31, Sept. 14, 28, c.).

Wed.: Dep. Rabaul 1010, Lae, arr. 00 (Aug. 11, 25, Sept. 8, 22, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 0845 for Daru, returning same day via Balimo, arr. 1425 (Aug. 6, 20, Sept. 3, 17, etc.).

Thurs. (every 4th week, by Catalina Aug. 12, Sept. 9, etc.): Dep. Pt. Moresby 0800 for Daru, returning same day at 1420, direct arr. 1630.

PT. MORESBY-WEST PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 0800 for Kerema, Baimuru, Kikori, Baimuru (on request), Kerema, Pt. Moresby, arr. 1525. Reservations beyond Kerema subject to administration requirements.

Thurs. (every 4th week): Dep. Pt. Moresby 0800 for Daru, Lake Murray, Daru, arr. 1500 (Aug. 26, Sept. 23, etc.).

Fri. (every 4th week): Dep. Daru 0900 for Pt. Moresby, arr. 1115 (Aug. 27, Sept. 24, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 0800 for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 1630 (Aug. 9, 23, Sept. 6, 20, etc.).

Fourth Mon.: Dep. Pt. Moresby 0800 for Samarai, Deboyne, Samarai, Pt. Moresby arr. 1630 (Aug. 16, Sept. 13, etc.).

Fourth Mon.: Dep. Pt. Moresby 0800 for Samarai, Pt. Moresby, arr. 1630 (Aug. 2, 30, Sept. 27, etc.).

Wed.: Dep. Pt. Moresby 0800 for Gurney, Misima, arr. 1100, return via Gurney, arr. Pt. Moresby 1420.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL 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., Thurs., Sat.: Dep. Wewak 0600 for Madang, Lae, arr. 0845.

Wed.: Dep. Kavieng 0630 for Rabaul, arr. 0735.

Tues.: Dep. Rabaul 1245 for Kavieng, arr. 1350.

CENTRAL HIGHLANDS (DC3)

Mon.: Dep. Madang for Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 1420.

Wed.: Dep. Madang 0800 for Wabag, Wapenamanda, Hagen, Banz, Minj, Goroka, Lae, arr. 1420.

Sat., Sun.: Dep. Madang 0655 for Goroka, Lae, arr. 0845.

Thurs.: Dep. Lae 0900 for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamanda, Wabag, Madang, arr. 1510.

Sat.: Dep. Mt. Hagen 0650 for Banz (opt.), Lae, arr. 0820.

Tues.: Dep. Mt. Hagen for Goroka, Lae, arr. 0845.

Sun.: Dep. Lae 0900 for Goroka, Minj, Banz, Mt. Hagen, arr. 1205.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Dep. Pt. Moresby 0730 for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 1015.

Sat.: Dep. Lae 1045 for Garaina, Popondetta, Kokoda (opt.), Port Moresby, arr. 1330.

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 1010 for Hagen, Banz, Minj, Goroka, Lae, arr. 1435.

Sat., Sun.: Dep. Madang 0645 for Goroka, Lae, arr. 0845.

Sat.: Dep. Lae 0940 for Goroka, Madang, arr. 1140.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 0800 for Goroka, Madang, arr. 1100.

Sat., Tues., Thurs.: Dep. Madang 0740 for Goroka, Pt. Moresby, arr. 1030.

LAE-RABAUL-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 0900 for Finschhafen, Cape Gloucester, Kandrian, Talasea, Jacquinot Bay, Rabaul, arr. 1520.

Sat.: Dep. Rabaul 0900 for Jacquinot Bay, Talasea, Kandrian, Cape Gloucester, Finschhafen, Lae, arr. 1520.

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LAE-FINSCHHAFEN-LAE (DC3)

Tues.: Dep. Lae 0700 for Finschhafen, Lae, arr. 0830.

RABAUL-BUIN-RABAUL (DC3)

Wed., Fri.: Dep. Rabaul 0800 for Buka, Wakunai, Kieta, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 1540.

RABAUL-TALASEA-RABAUL (Piper)

Mon.: Dep. Rabaul 0800 for Hoskins, Talasea, Hoskins, Rabaul, arr. 1130.

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Mon.: Dep. 0915 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0730 Madang, arr. 0835 Lae.
Dep. 0915 Lae, arr. 1010 Goroka, arr. 1105 Madang.
Dep. 0700 Goroka, arr. 0755 Lae, arr. 0845 Wau, arr. 1025 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1210 Bulolo, arr. 1310 Lae, arr. 1435 Goroka, arr. 1545 Mt. Hagen, arr. 1710 Madang.
Dep. 0915 Lae, arr. 1125 Wewak.
Dep. 0915 Lae, arr. 1045 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.

Tues.: Dep. 0700 Wewak, arr. 0815 Madang, arr. 1005 Goroka, arr. 1125 Lae.
Dep. 1620 Vanimo, arr. 1735 Wewak.
Dep. 0700 Madang, arr. 0755 Mt. Hagen, arr. 0840 Banz, arr. 0910 Minj, arr. 1000 Goroka.
Dep. 0715 Rabaul, arr. 0815 Kavieng, arr. 1010 Momote, arr. 1220 Madang, arr. 1405 Wewak, arr. 1550 Vanimo.
Dep. 0845 Madang, arr. 1020 Momote, arr. 1220 Kavieng, arr. 1350 Rabaul.
Dep. 1315 Mt. Hagen, arr. 1345 Chimbu, arr. 1415 Goroka, arr. 1450 Kainantu, arr. 1530 Goroka, arr. 1630 Mt. Hagen.
Dep. 1100 Mt. Hagen, arr. 1125 Mendi, arr. 1210 Erave, arr. 1240 Ialibu, arr. 1305 Kagua, arr. 1345 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0755 Madang.
Dep. 1100 Wewak, arr. 1145 Lumi, arr. 1220 Nuku, arr. 1315 Wewak.
Dep. 1415 Wewak, arr. 1440 Maprik (Hayfield), arr. 1515 Yangoru, arr. 1545 Wewak.
Dep. 0730 Wewak, arr. 0845 Telefomin.
Dep. 0915 Telefomin, arr. 1030 Wewak.

Wed.: Dep. 0920 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0915 Lae, arr. 1020 Madang, arr. 1200 Wewak.
Dep. 0615 Wewak, arr. 0730 Madang, arr. 0850 Lae.
Dep. 0915 Lae, arr. 1010 Goroka, arr. 1105 Madang.
Dep. 0630 Lae, arr. 0725 Goroka, arr. 0825 Madang, arr. 1005 Wewak, arr. 1225 Momote, arr. 1430 Kavieng, arr. 1600 Rabaul.
Dep. 0645 Goroka, arr. 0740 Lae, arr. 0830 Wau, arr. 0905 Bulolo, arr. 1035 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1210 Bulolo, arr. 1310 Lae, arr. 1435 Goroka, arr. 1540 Madang.
Dep. 0915 Lae, arr. 1045 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.

Thurs.: Dep. 0700 Rabaul, arr. 0800 Kavieng, arr. 1005 Momote, arr. 1225 Wewak, arr. 1410 Madang, arr. 1520 Goroka, arr. 1645 Lae.
Dep. 0700 Madang, arr. 0735 Goroka, arr. 0850 Wau, arr. 1020 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1240 Wau, arr. 1405 Goroka.
Dep. 1445 Mt. Hagen, arr. 1530 Goroka, arr. 1605 Chimbu, arr. 1650 Mt. Hagen.
Dep. 0730 Wewak, arr. 0815 Aitape, arr. 0900 Dagua, arr. 0925 Wewak.
Dep. 0730 Wewak, arr. 0845 Vanimo.
Dep. 1115 Vanimo, arr. 1230 Wewak.
Dep. 1200 Wewak, arr. 1225 Angoram.
Dep. 1235 Angoram, arr. 1300 Wewak.
Dep. 1000 Wewak, arr. 1030 Ambunti.
Dep. 1040 Ambunti, arr. 1110 Wewak.

Fri.: Dep. 0920 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0730 Madang, arr. 0835 Lae.
Dep. 0630 Lae, arr. 0725 Goroka, arr. 0825 Madang, arr. 1005 Wewak, arr. 1225 Momote, arr. 1430 Kavieng, arr. 1600 Rabaul.
Dep. 0700 Goroka, arr. 0755 Lae, arr. 0845 Wau, arr. 1025 Pt. Moresby.
Dep. 1100 Pt. Moresby, arr. 1210 Bulolo, arr. 1310 Lae, arr. 1435.
Dep. 0915 Lae, arr. 1010 Goroka, arr. 1115 Minj, arr. 1140 Banz, arr. 1215 Mt. Hagen.
Dep. 0615 Wewak, arr. 0825 Lae.
Dep. 0700 Madang, arr. 0755 Mt. Hagen, arr. 0840 Banz, arr. 0910 Minj, arr. 1000 Goroka.
Dep. 1045 Goroka, arr. 1120 Madang.
Dep. 1400 Mt. Hagen, arr. 1610 Pt. Moresby.
Dep. 0950 Tari, arr. 1030 Mt. Hagen.
Dep. 1100 Mt. Hagen, arr. 1125 Mendi, arr. 1205 Kagua, arr. 1235 Erave, arr. 1305 Ialibu, arr. 1340 Mt. Hagen.
Dep. 0900 Mt. Hagen, arr. 0940 Tari.
Dep. 0915 Lae, arr. 0955 Kainantu, arr. 1025 Goroka, arr. 1125 Mt. Hagen, arr. 1210 Wapenamanda.
Dep. 1230 Wapenamanda, arr. 1240 Wabag, arr. 1325 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.
Dep. 0915 Lae, arr. 1030 Madang.
Dep. 1415 Vanimo, arr. 1530 Wewak.

Sat.: Dep. 0915 Lae, arr. 1200 Rabaul.
Dep. 0545 Rabaul, arr. 0825 Lae.
Dep. 0915 Lae, arr. 1020 Madang.
Dep. 0700 Rabaul, arr. 0800 Kavieng, arr. 1005, Momote, arr. 1225 Wewak, arr. 1410 Madang, arr. 1520 Goroka, arr. 1645 Lae.
Dep. 0700 Madang, arr. 0735 Goroka, arr. 0845 Lae.
Dep. 0615 Wewak, arr. 0825 Lae.
Dep. 0700 Pt. Moresby, arr. 0910 Mt. Hagen.
Dep. 0915 Lae, arr. 1010 Goroka.
Dep. 0915 Lae, arr. 1045 Mt. Hagen.
Dep. 0700 Mt. Hagen, arr. 0830 Lae.

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Mon.: Dep. (DC3) Pt. Moresby 0730 for Popondetta, Kokoda, Pt. Moresby, arr. 1010.
Dep. (Piaggio) Pt. Moresby 0800 for Rorona (opt.), Aroa (opt.), Kairuku (opt.), Bereina, Woitape, Tapini, Bereina, Kairuku (opt.), Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1130 (20 mins. later if call made at Rorona, Aroa, or Kairuku.)
Dep. (Piaggio) Pt. Moresby 0820 for Tapini, Woitape (opt.), Pt. Moresby, arr. 0950 (20 min. later if call made at Woitape).

Tues.: Dep. (DC3) Pt. Moresby 0730 for Popondetta, Kokoda, Pt. Moresby, arr. 1010.
Dep. (DC3) Pt. Moresby 1045 for Daru, Balimo, Daru, Pt. Moresby, arr. 1700.
Dep. (Piaggio) Pt. Moresby 1100 for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 1250 (20 min. later if call made at Paili).
Dep. (Piaggio) Pt. Moresby 0830 for Woitape, 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).

Wed.: Dep. (DC3) Pt. Moresby 0830 for Kokoda, Popondetta, Pt. Moresby, arr. 1100.

● **PIM's airways schedules are arra alphabetically from point of depa under five main headings: 1 Pacific Services, Australia-New land, Australia-Pacific Islands, Territory Services and Internal vices.**

Dep. (Piaggio) Pt. Moresby 083 Tapini, Woitape, Pt. Moresby, arr.
Dep. (Piaggio) Pt. Moresby 134 Rorona, Aroa, Kairuku, Pt. Mo arr. 1535.
Dep. (DC3) Pt. Moresby 143 Bereina, Pt. Moresby, arr. 1635.

Thurs. (Piaggio): Dep. Pt. Moresby for Woitape, Tapini, Pt. Moresby, 1030.
Dep. (Piaggio) Pt. Moresby 134 Rorona (opt.), Aroa (opt.), Kai Bereina, Pt. Moresby, arr. 1535 min. later if call made at R and Aroa).

Alt. Thurs. (Aug. 12, 26, Sept. 9 etc.): Dep. (DC3) Pt. Moresby for Popondetta, Wanigela, Viv Losuia, Popondetta, Pt. Moresby, 1330.
(Aug. 5, 19, Sept. 2, 16, 30, Dep. (DC3) Pt. Moresby 0700 Popondetta, Pt. Moresby, arr. 090

Fri.: Dep. (DC3) Pt. Moresby 073 Popondetta, Pt. Moresby, arr. 093
Dep. (DC3) Pt. Moresby 103 Gurney, Pt. Moresby, arr. 1400.
Dep. (Piaggio) Pt. Moresby 110 Cape Rodney, Paili, Pt. Moresby 1310.
Dep. (Piaggio) Pt. Moresby 083 Tapini, Woitape, Pt. Moresby, arr.
Dep. (Piaggio) Pt. Moresby 134 Rorona, Aroa, Kairuku, Pt. Mo arr. 1535.
Dep. (DC3) Pt. Moresby 143 Bereina, Pt. Moresby, arr. 1635.

Sat.: Dep. (DC3) Pt. Moresby 073 Popondetta, Kokoda, Pt. Moresby 1010.
Dep. (Piaggio) Pt. Moresby 083 Woitape, Tapini, Pt. Moresby, arr.

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Tues.: Dep. Honiara 0800 and 1600 Auki (Malaita) 0825 and 1625, Honiara 0900 and 1700.

Tues., (in Fokker week): Dep. He 0930, arr. Yandina (Russell Is.) dep. Yandina 1015, arr. Honiara

Wed. (DC3 week): Dep. Honiara arr. Kira Kira 0905, dep. 1300 Honiara 1405.

Thurs. (Fokker week): Dep. Honiara arr. Yandina 0955, dep. 1230, Honiara 1300.

Fri.: (in Fokker week): Dep. He 0800, arr. Munda (New Ge 0915, dep. Munda 0925, arr. Bar (Vella Lavella) 0945, dep. Bar 1000, arr. Munda 1020, dep. M 1030, arr. Honiara 1145.

Fri. (in DC3 week): Dep. Honiara arr. Yandina 0825, dep. 0840, Munda 0925, dep. 0945, arr. Bar 1015, dep. 1045, arr. Munda 1105 1125, arr. Yandina 1210, dep. arr. Honiara 1300.

(Note: Fokker week and DC3 week to TAA services from Papu Guinea. See timetable under Territory Services.)

Details from Megapode Airways, P.O 103, Honiara, BSIP.

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DEATHS OF ISLANDS PEOPLE

Rev. R. C. G. Page

pecial memorial services were ducted at all Free Wesleyan urches in Tonga in July following death, in Sydney on July 2, of Rev. Rodger C. G. Page, church ident from 1925 to 1945. He 86.

Ir. Page went to Tonga in 1908 n Australia and guided the gan church for the next 37 years. he early days it was still suffer- from the bitterness of the schism 1885, and he was mainly instru- tal in creating the harmony h led to the firm establishment he independent church in 1924.

e was chaplain to the Tongan al Family—adviser and friend Queen Salote, who sent fine mats tapa cloth to the funeral in ney.

eneral Secretary of the Methodist rseas Missions, Rev. C. F. ble, said in Sydney: "It is not much to say that the history of Church in Tonga during the first of this century will aways be ly linked with the ministry of ger Page. Thirty years ago old Wood wrote in *The Mis- ry Review*, 'Future historians will say much of the man who says nothing of himself' ".

Mr. Page's wife died in Tonga in 1939 and is buried there.

Sione Fonua

Sione Fonua, president of the Free Church of Tonga, died in July while returning to his birthplace, Haafeva, from Nukualofa. He was 73. He had been president of the church since 1947. He left a widow and seven children.

Professor Eugene Burdick

Professor Eugene Burdick, the noted American author, and a part-time resident of Moorea, French Polynesia, died of a heart attack while playing tennis in San Diego, California, on July 26. He was 46. Professor Burdick was Professor of Political Science at the University of California for 15 years before his death. He was co-author of *The Ugly American* and other novels, and author of a book on the Pacific, *The Blue of Capricorn*.

Rev. Father Leo Bischof, MSC

The death occurred in Rabaul on July 9 of one of the Territory's best known missionaries, the Rev. Father Leo Bishchof, MSC. He was 82 when he died—56 years to the day that he arrived at the Rabaul mission from Germany.

For the first 16 years he remained at headquarters, doing parish work and as a teacher. In 1923 he founded Bitokara, near Talasea, on New Britain, and laid foundations for future stations.

With others he was rescued from New Britain by coastwatchers towards the end of the war. He returned to Rabaul in 1947 and between 1951 and 1959 he was in charge of the Hansenide colony at Anelaua, New Hanover, before retiring to Vunapope in his old age. There, with his humour and cheerfulness, he was an example to everyone.

Mr. William Edward Ryall

The death occurred in Sydney on July 11 of Mr. William Edward Ryall, for 60 years a member of the Islands merchant firm of Nelson and Robertson Pty. Ltd. He was 77.

Mr. Ryall had been a director of the firm since 1935, and was well known throughout the Islands—which he had first visited as early as 1910. He practically founded the Islands section of Nelson and Robertson and kept in close touch with planters and storekeepers thoughout the South Seas through his regular visits. He played a leading part in the establishment overseas of New Guinea cocoa.

Mr. Ryall leaves a widow and three sons.

Mr. Leo Davis

Mr. Leo Davis, a former Sydney man who became tennis champion of Papua-New Guinea, died in Rabaul on July 7, aged 33.

Mr. Davis, a labour inspector, won a bronze medal as a member of the P-NG tennis team in the first South Pacific Games, Suva, and until a severe illness developed six months ago, it was predicted he would have success at next year's Noumea Games.

He is survived by his widow Lesley, and two young sons.

Mrs. R. Pujol

Mrs. R. Pujol, wife of the Native Advocate in the Joint Court at Vila, New Hebrides, was killed in a car accident at Rambouillet, about 30 miles from Paris, on July 2. Mr. Pujol. who was also in the car, suffered a broken hip. The couple were spending a vacation in France.

Dr. V. T. Mocevakaca

Dr. Villiame T. Mocevakaca, who was a medical officer in Fiji for about 25 years, died in July, at Yaroi, Matuku, Lau, aged 51.

After education at Queen Victoria School he went to the Central Medical School (now the Fiji School of Medicine) and qualified as a medical officer in 1937. He served continuously from then on in Fiji's medical services, except between 1942 and 1946, when he was in the Fiji Military Forces.

Dr. Mocevakaca left a widow, and a daughter.

Mr. C. M. Grey

Mr. Charles Michael Grey, well known in sporting circles in Fiji, died on July 1, aged 62. He excelled at athletics and Rugby and was once Fiji's professional sprint champion.

He spent much of his life working for the Government Printer.

Mr. Edward Austic

Mr. Edward Austic died on June 18 in the Gower Wilson Memorial Hospital, Lord Howe Island, at the age of 83. "Uncle Ted", as he was affectionately known, went to the

(Over)

Two Dead In Plane Crash

Father Joe Wallachy, well own Catholic priest in P-NG, d Father Joseph Bayer, gional Superior for the Divine ord Mission, were both killed a light plane flown by Fr. allachy, which crashed on a ht from Madang to the stern Highlands on June 28.

Seventeen aircraft with 200 servers flying in relays from adang, took part in a search the aircraft after it was orted missing. Both men had d instantly.

Father Wallachy, an Ameri- n, entered the priesthood in US in 1943 and served in as chaplain to the US forces ring the war. Afterwards he s assistant parish priest at nswick, Victoria, before re- ning to New Guinea as sion pilot.

He was widely and fondly own as "Father Joe".

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island in 1896 with his sister, late Ada Wilson.

He worked for Mr. W. S. Thor son and later married Mr. Thor son's sister, Rosario. A keen spo man, "Uncle Ted" could also t his hand to farming, fishing, pa seed collecting and carpentering. is survived by two daughters, Ma and Celia.

Mr. John Thornton Yager

Mr. John Thornton Yager diec Norfolk Island on June 28, aged

Mr. Yager in his early days one of a group of Norfolk Islan who formed the old whaling c pany, and for many years he wor as a whaler.

After World War II he joi the Norfolk Island Administra Forestry Department, where worked until illness forced him retire in 1962. His wife died s years ago. He is survived by daughter and an adopted son.

Mr. George Henry Wickstead

The death occured on Nor Island on June 29 of Mr. Ge Henry Wickstead. He was 83.

Mr. Wickstead was born at C wardine, Shropshire, England and rived at Norfolk in the early 19

He was for many years on the of the Norfolk Island Administra where he held the positions of P Officer and Postmaster, and, fc time, assisted in the Regist office.

The last few years of his life spent as a patient at the Nor Island Hospital.

Mr. Frederick Nichols

Mr. Frederick Nichols, of Howe Island, died there on June aged 84.

With the exception of short trip Sydney and Norfolk Island, Nichols had spent his entire lif the island.

He was one of the pioneers o palm seed industry and active i aspects of island life until he into semi-retirement a few years

Mrs. Jack Emanuel

Mrs. Jack Emanuel, wife of Deputy District Commissioner East New Britain, died at the N Base Hospital, Rabaul, on June

For about six years Mrs. Em was president of the Women's of the Church of England at R and did a great deal of valuable She and Mr. Emanuel arrived i Territory in 1946.

There are two children at s in Australia.

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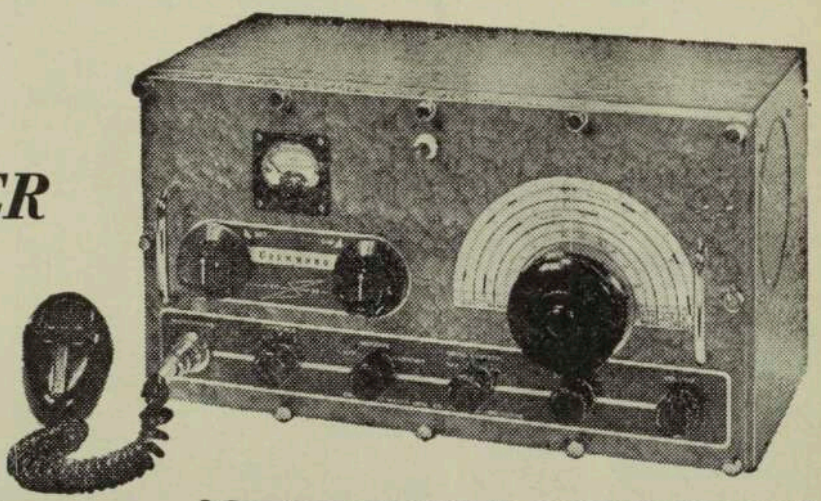
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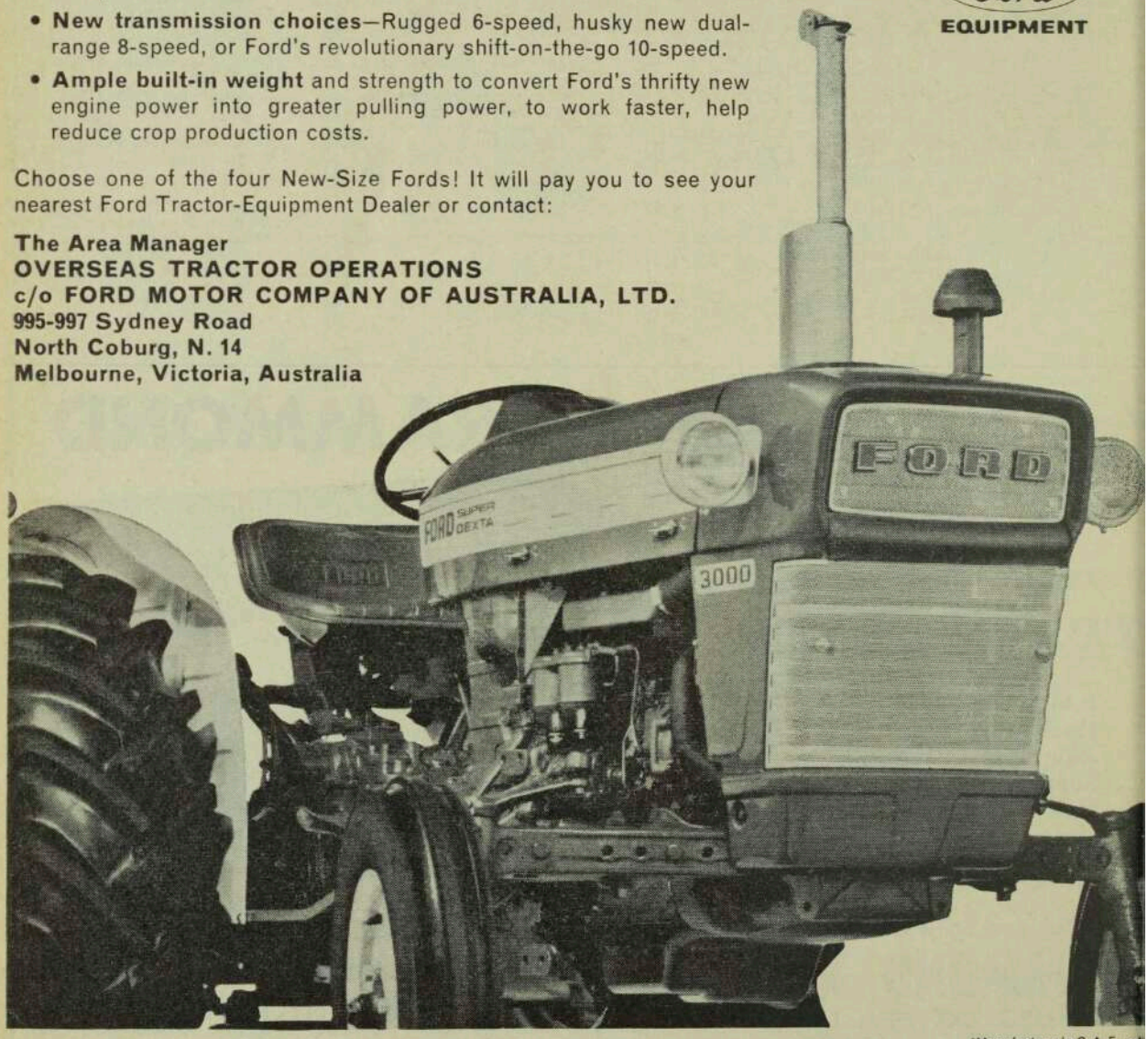
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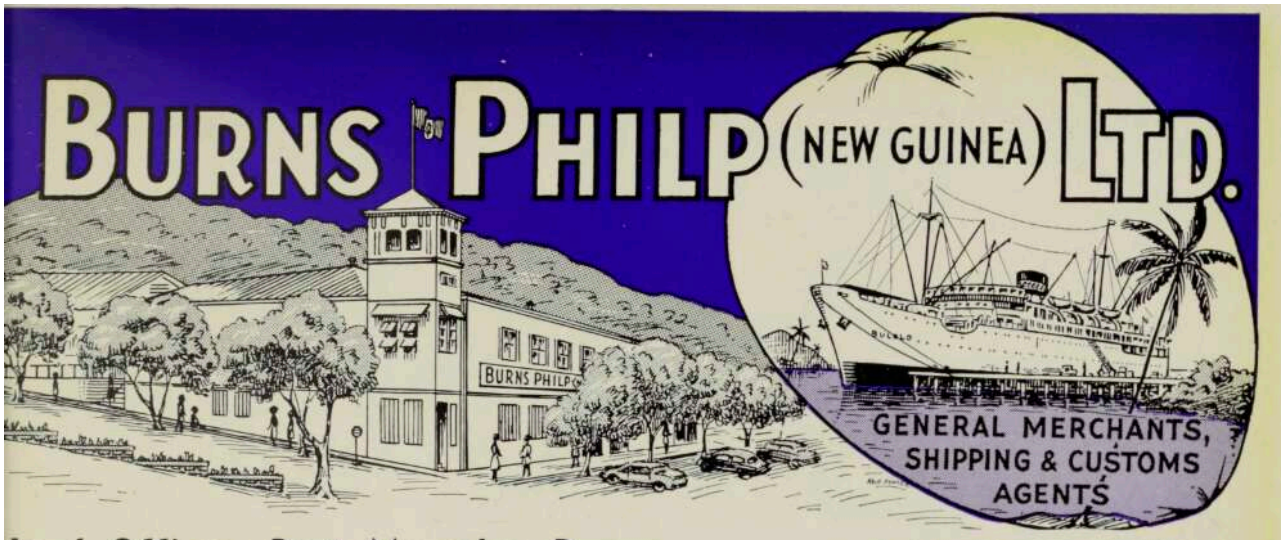
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