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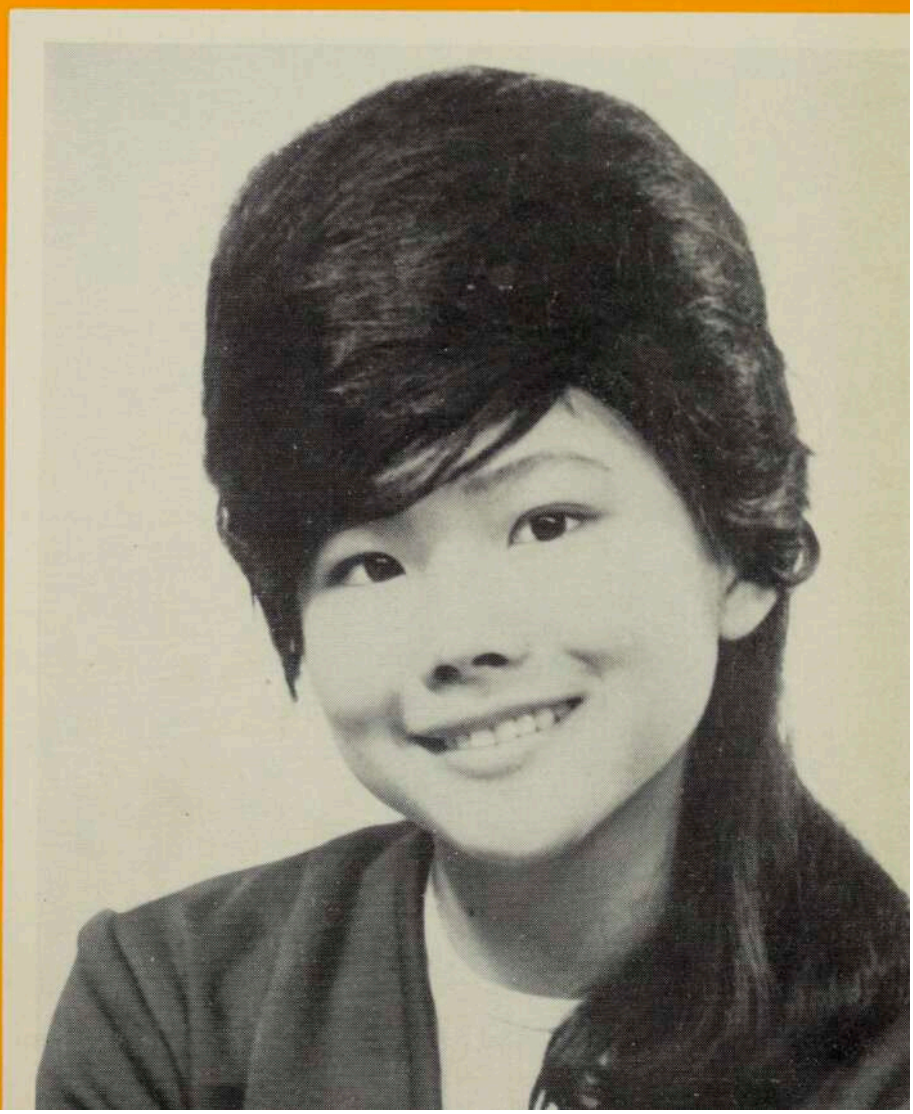

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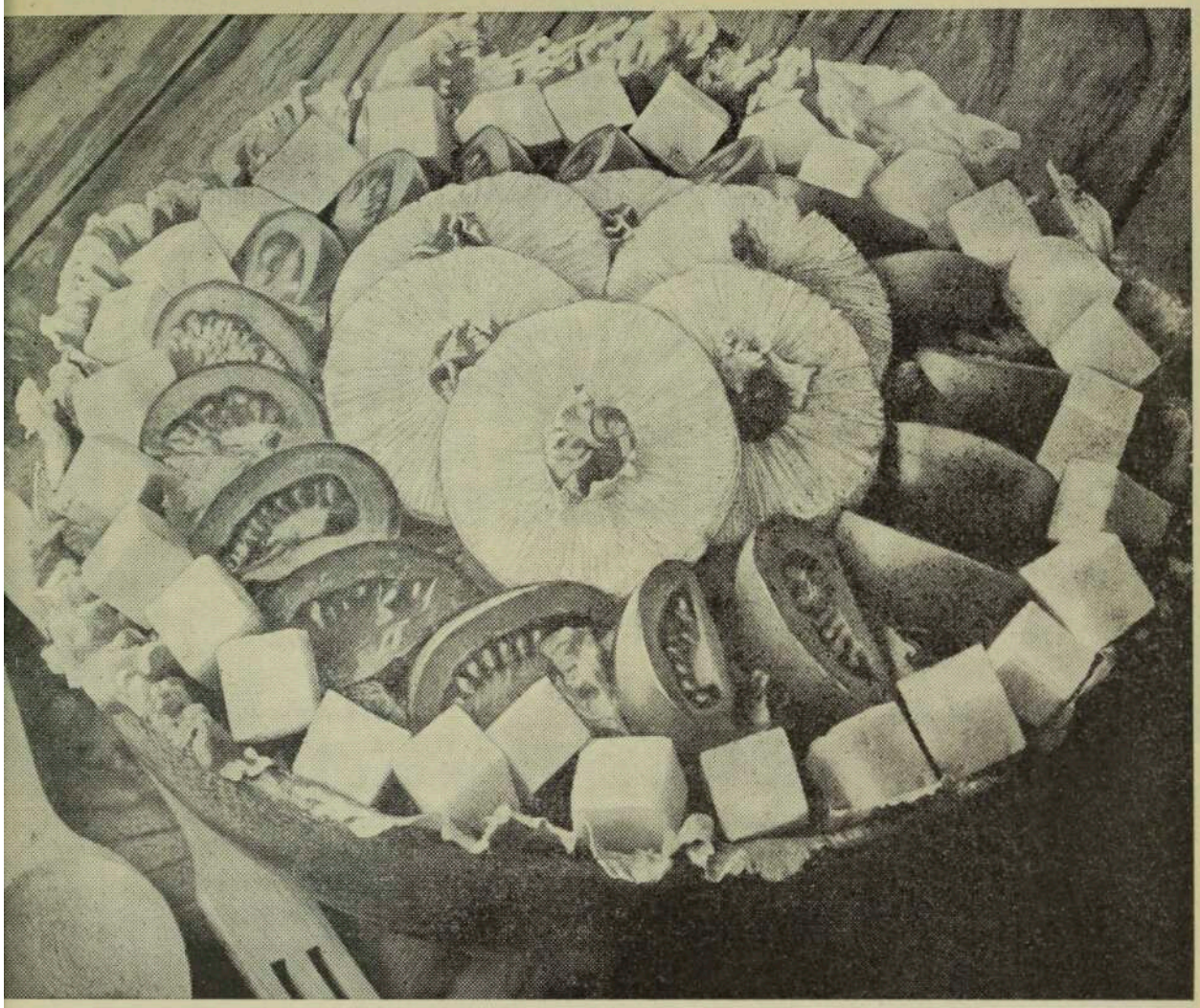

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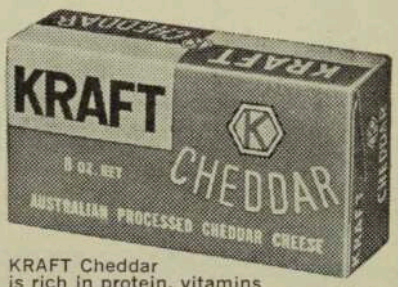

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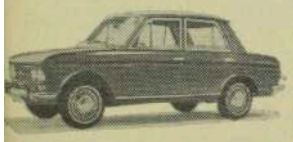

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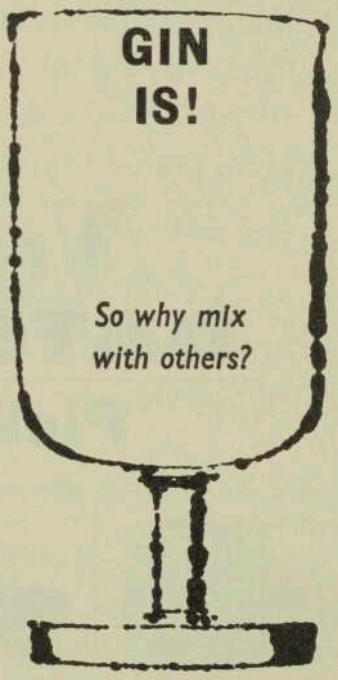

GILBEY'S GIN

OUR COVER: One of the many attract young girls in Rabaul's Chinese commun is Miss Lily Chin, who is currently atte ing the Church of England Girls' Coll at Moss Vale, NSW. Her ambition is become a schoolteacher or a ballerina

Photo: Chin H. Me

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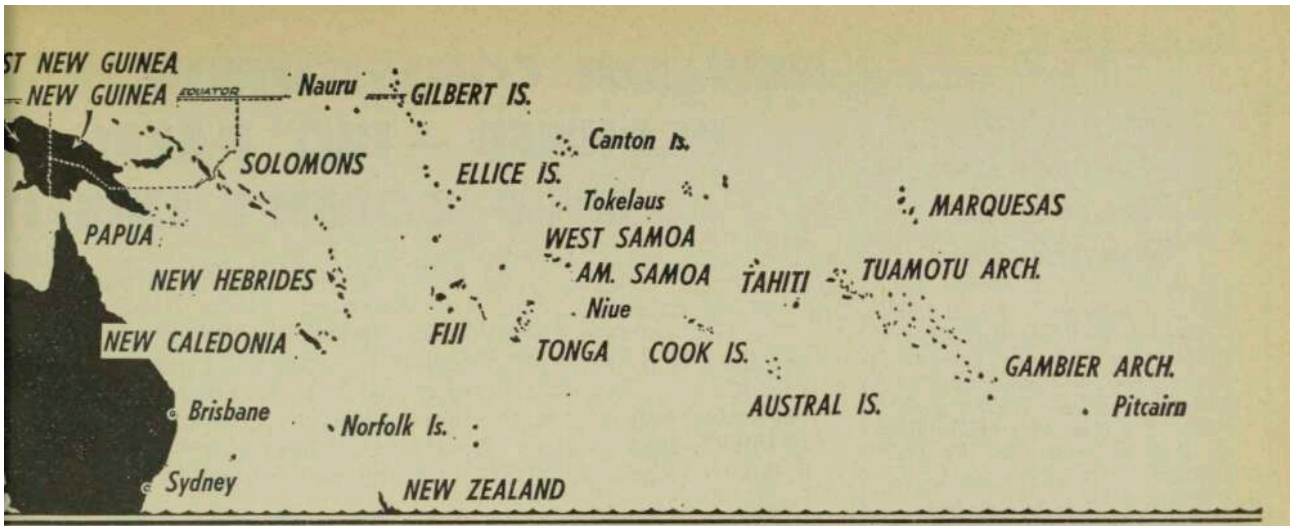

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NEW FIJI CONSTITUTION PLANNED — BUT PATEL GROUP DOESN'T LIKE IT

By R. W. Robson

After intense discussion in London from July 26 to August 8, the Fiji constitutional conference accepted a plan for constitutional and administrative changes in Fiji (see panel), although four of the six Indian delegates, led by Mr. A. D. Patel (Indian Minority Group) would not agree. The latter demand a common, all-Fiji electoral roll instead of communal rolls.

THE plan probably will come into operation in 1966. It represents a definite step towards complete self-government, but no break in the ties between the British Crown and Fiji is contemplated.

At the end of August, all sections in Fiji were waiting to see whether the Patel-led Indian minority would respond to the Colonial Office's appeal for unity among the Indian, Fijian and European communities to make the new constitution work harmoniously, or whether it would launch a campaign against the London plan.

Hopes of harmony were not too bright after the London *Daily Telegraph* published an apparently inspired article on August 20 saying that Fiji-Indian sources in London had affirmed the previous day an Indian intention to wreck the constitution. The article claimed that:

Mr. A. D. Patel.

● Indian influences were th busy in London trying to bri pressure to bear on the Coloni Secretary, Mr. Anthony Greenwoo by threatening "grave racial d harmony" if he attempted to activa the new constitution.

● Fiji's Indian population wou be urged to refuse to register on t proposed voters' rolls.

● The four Indian elected mer bers of the Legislative Council wou resign.

● There would be an appeal the United Nations through "friendly" foreign power.

● The Indians might launch series of strikes and a civil d obedience campaign in Fiji.

Two days after the *Daily Telegra* article appeared, Mr. Patel, who w still in London, denied that t Indian community planned "wreck" the new constitutio although his group still "disapprove the conference report.

Mr. Patel added that his gro would take no action until he r turned to Fiji and discussed t situation with the Indian communit

General Satisfaction

Apart from hostility expressed Patel followers, the announcement the new constitutional plan gave wi general satisfaction in Fiji. No expressed their pleasure mo forcibly than the younger brigade Fiji-born, Fiji-educated Indians.

Messages from the European a Fiji delegations in London gave war praise to Ratu K. K. T. Mara, wh led the Fijians at the conference.

These tributes added to the reput tion he made in July at the Sou Pacific conference in Lae (*PI* Aug., p. 23) and suggest that Ra Mara will have an important pla in the future government of Fiji.

The Fijian and European deleg

Important Advances For Fiji In New Constitution

An enlarged Legislative Council and the extension of adult franchise to Chinese, Rotumans and other Pacific Islanders are two of the main features of the new constitution for Fiji recommended by the London conference.

A third important feature is a system of cross-voting under which electors of all races will vote in three electorates for Fijian, Indian and European candidates, on a common roll.

The new Legco, elected for five years, will comprise:

Fijians elected on Fijian communal rolls, comprising Fijians, Rotumans and other Islanders	9
Fijians elected by Council of Chiefs	2
Indians elected on Indian communal rolls	9
Europeans or others elected on communal rolls of Europeans, part-Europeans and Chinese	7
Each of three constituencies into which Colony to be divided, each with a common roll, to elect one Fijian (or other Islander) one Indian, and one European (or Chinese, or part-European)	9
Total membership	36

Plus four official members.

It is calculated that the above system probably will produce, in elected members, 14 Fijians (or Islanders), 12 Indians, and 10 Europeans (or Chinese, or part-Europeans).

For the purpose of elections, Chinese will be regarded as Europeans, and Rotumans and other Pacific Islanders will be considered Fijians. They will be eligible both to vote and to stand for election.

Other features of the new constitution are that:

● *The Governor will appoint a Council of Ministers from the Legislative Council. He will also retain control over defence, external affairs and internal security.*

● *Public Service, Police, and Judicial and Legal Service Commissions will be appointed.*

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Responsible Indians Must Be Encouraged To Repudiate Patel

ions worked together impressively, nd there is no doubt that the Colony s at last getting some constructive eadership from those communities.

Now, it is hoped, the two com- nunities will be able to encourage ie non-Patel Indians to provide the eadership that is needed to enable ll races in Fiji to go forward armoniously to build up the rchipelago's economic strength to ake care of the rapidly-growing opulation.

If the Patel group is going to fight, nd seek the interference in Fiji of ie wild-eyed visionaries of the Inited Nations (we have seen iore than enough of them in New Guinea!) it will be necessary to show ie world that the majority of Fiji- ndians are quiet and dependable eople, who can play their proper art in the future development of ie country.

Great Harm

Great harm was done to Fiji by e quibblings and posturings of the atel group in London, especially hen they insisted that they spoke r the majority of Fiji's Indians. The olonial Office finally was convinced at the group represented only a inority.

It is important, therefore, that the ore sober and responsible sections Fiji-Indians be encouraged to ake their voices heard, in repudia- on of Mr. Patel and all his political orkers.

Unless that is done, and with the jians in their present temper, a astrous situation could develop in e Colony.

At present, the people of Fiji are mposed amost equally of Indians d non-Indians. At the beginning this year, the total population was:

Indians	228,176
Fijians	189,169
Europeans	10,831
Part-Europeans	9,803
Other Islanders	7,232
Rotumans	5,635
Chinese	5,423
Others	121
Total	456,390

As everyone knows, today's oblem stems from (a) the Cession Fiji to Britain in 1874 by the iefs, and since treated by Britain an inviolable trust and (b) the roduction of Indian labourers to ork the huge sugar industry, with- t which Fiji today could be no ore advanced economically and cially than the Solomon Islands.

The Europeans introduced epi- mics which decimated the Fijian population for 40 years. The Indians brought with them a phenomenal birth-rate. In 1921, there were only 85,000 Fijians, but there then were 60,000 Indians. In 1944 there were about 117,000 of each. Now, Indians outnumber Fijians by 40,000, although the Fijians are healthy and quickly increasing.

Now the Indian political agitators say: "We are entitled to the political power represented by our numbers. We are half the population. We claim at least the privileges of the other immigrant race, the Europeans."

The governing Europeans are in two classes—the British officials, who hitherto have said, "Our chief responsibility here is to protect the rights of the Fijians, to whom we made certain pledges under the 1874 Deed of Cession"; and the planters and traders, mostly Australians and New Zealanders, who have no official voice in government, but whose investments represent probably 75 per cent. of the Fiji economic structure and whose influence is marked.

Both classes, for 20 years, with growing uneasiness, have watched the developing economic and political strength of the Indian community; but it took the bombshell of a disintegrating British colonial empire to blow them into activity.

Awkward Factors

Now they face two awkward factors. One is the lack of strong leadership among the majority of Indians — quiet-living, industrious folk, who want nothing better than a peaceful life in well-endowed Fiji; but who, in default of positive leadership, are being claimed as followers by the aggressive and noisy minority led by the Nadi lawyer Patel and his associates.

The other factor is the conservatism of the land-owning Fijians, who have been quite content with the Colonial Office regime; and who, in any event, are profoundly suspicious of the political ambitions of the Indians, as enunciated by the Patel group and its shrieking little newspapers. Under present conditions, a common roll system would give Indian politicians control of Fiji.

That is what Governor Jakeway faced when he arrived in Fiji early in 1964.

Behind him was a Colonial Office anxious to be rid of the headaches —political and financial—represented by the remnants of the Empire. Before him were three main communities (Europeans, Fijians and Indians) split three ways—because there were some important differences between the political thinking of the Europeans and Fijians, as well as between Fijians and Indians.

The Governor found himself with a non-official Legco of 18—six men from each of the three main communities—and four of the six Indians were (and still are) Patel followers, regarded as anti-European and motivated by aggressive political ambitions.

With praiseworthy patience and tact, he spent most of 1964 and 1965 trying to make a silk purse to contain acceptable constitutional reform out of a pretty ugly sow's ear.

He brought one leader from each race into his Executive Council—including the redoubtable Mr. Patel —and gave them administrative responsibility over certain departments.

He assisted the Colonial Office in organising a constitutional conference (to be attended by all 18 non-official Legco members) in London. He got far more co-operation and help from the European and Fijian leaders than he might have expected.

But when he tried to get the leaders of the three communities to agree, in general terms, on principles to be licked into shape in London, his commendable plan blew up in his face.

Four Indians, led by Mr. Patel, withdrew from the private discussions organised by the Governor. Two Indians stayed with the Europeans and the Fijians.

And that was the way in which they arrived in London for the crucial conference.

Disunity In London

Six Fijians, six Europeans and two Indians indicated there that they would go with the Colonial Office in quite a large measure of constitutional reform—although it was known that there were some areas of difference between them.

But the four Patel-led Indians soon disclosed their unequivocal demands, the principal of which were:

- Election of a Legislature on a common roll, as against communal rolls.
- A large and increasing measure of self-government.
- Independence within some definite time.

The Indians' stubborn insistence

(Continued on p. 147)

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No Worries For Money-Happy P-NG In Latest Budget

From Judy Tudor in Port Moresby

Public galleries were packed with eager or apprehensive citizens half an hour before Papua-New Guinea Treasurer, Mr. A. P. J. Newman, delivered his 1965-1966 Budget at 8 p.m. on August 24. But what he had to say isn't going to hurt anyone in this money-happy Territory very much.

TERRITORIANS, like Australians, will lose more out of their pockets this year but only about £820,000 more in actual increases in direct and indirect taxation. The rest of an estimated £3 million increase in internal revenue will come as a natural growth.

This coming year public revenue for P-NG will be made up of:

	£
Commonwealth grant ..	31,000,000
Internal revenue . ..	17,090,000
Loan monies	3,080,000

This gives a total of £51,170,000 to which can be added another £15,000,000 which the Commonwealth contributes through directly financed activities such as Commonwealth Departments and other instrumentalities.

With a grand total of over £60 million in the community purse, it is clear that for another year, at least, P-NG will float along in the economic heaven to which it has become accustomed.

Increased Taxes

The Budget speech outlined tax increases only in general terms. Specific increases to various items will be the subject of legislation later in the session.

The largest revenue increase will come from revised import duties. This is expected to yield £460,000.

"The new varied tariff structure," said Mr. Newman, "will ensure an equitable contribution by all income earners."

An additional excise on cigarettes has been in operation since July 1 and is expected to yield £90,000; excise on local beer will also be increased to bring in much more (See p. 129). Increased postal and telephone charges will produce £90,000; and income tax rates will go up in line with the recent increase in Australia (2½ per cent.) and result in £80,000 more revenue in a full year.

The Treasurer gave warning that work was in hand on other income tax measures to be introduced at some future time which will catch the lower income groups (mostly native), who now escape making a direct contribution to revenue.

Development, He Says

The overall object of the 1965-66 Budget, said Mr. Newman, was to follow the World Bank recommendations that emphasis should be placed on economic development "with a restricted approach to other spheres".

In line with this intention, £100,000 has been earmarked for the establishment of a Territory Development Bank.

Allocation for capital construction is close to £12 million—half of it to go on architectural works (which usually means more houses and offices); and another £5 million on engineering works.

But in spite of these brave provisions, the other figures quoted by the Treasurer are nothing like so encouraging and present a pretty well-known and tried Territory budgetary picture.

A huge slice of planned spending (61.39 per cent.) will go on departmental expenditure—£16,581,600 on salaries alone.

It is intended to recruit a further 490 expatriate officers, with all the consequential costs involved (including a new rash of hideous high cost housing at Boroko). If these recruitment figures are realised, it will put the total in the public service, indigenous and expatriate officers, at over 18,000.

Although development plans call for expert staff, the size and scope of the P-NG public service begins to look less than ever like one that an aspiring but backward self-governing country could possibly afford.

Nor does the present P-NG trade pattern look any more digestible. Imports rose by 24 per cent. in 1964-65 over the previous year—a huge, all-time record £43,400,000. Exports rose also, 20 per cent., but produced an exp income valued at only £24,580,0 leaving a trade deficit of nearly million.

While Australia pours in s bounty, these extraordinary trad figures are possible but there certainly no indication in these, in this year's Budget, or in anyth else in this country, that P-NG getting any closer to the point wh it can tear itself away from A tralia's apron strings.

In short, what Mr. Newm Budget adds up to is that in next year, despite depressed prices some export commodities, there

FIRST POLITICAL PARTY FORMED IN P-NG

The formation of Papua-New Guinea's first political party, the New Guinea United National Party, wa announced at the end of August.

The party's president is Oala Oala Rarua, president of the Port Moresby Workers' Association.

The party is the idea of Zur Zurecnuoc, of Finschhafen, Under Secretary to the Treasury. To the end of August it had 15 members, al from the P-NG House of Assembl except Rarua and an Australia journalist, Don Hogg. The member included four of five Europea Assembly members from open electo rates.

The party's aims fill several fools cap pages and are mostly a repetitio of Administration policy. The Party' original primary aim was to set target date for self-government, bu this was later watered down to "in ternal ministerial government by th end of 1968".

No one seems to know what thi means, and personally I doubt tha any of it merits national headlines.

The announcement of the new part coincided with a statement in Me bourne by the Australian Territorie Minister, Mr. C. E. Barnes, that could be up to 20 years before P-N achieved self-government, provide outside pressure was not exerted.

Mr. Barnes said he opposed th idea of Australia bowing to pressure to rush the Territory into sel govenment or independence.—JUD TUDOR.

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oing to be a great deal of loose
ioney floating about in this Territory
or enterprising merchants and pro-
iders of services to pick up.

Public Service Ordinance Disallowed

On August 25, the second day of
e Assembly's Budget session, feel-
g ran high in some sections of the
ouse, and Australia's Territories
linister, Mr. C. E. Barnes, came in
r some personal abuse, when it was
arned that assent to the Public Ser-
ce (P-NG) Ordinance had been with-
ld. The ordinance had been passed
the House last February.

The ordinance was regarded as a
atter of principle, more than as a
ece of legislation—the principal be-
g that the House of freely elected
embers was "responsible" in matters
political importance.

The history behind the "shemozzle"
gan last January when elected mem-
rs of the House tried to remove
me of the control of the P-NG
blic Service from the Department
Territories in Canberra to Port
oresby.

When the Minister would not com-
omise, unofficial members forced
islation through the House provid-
g for an independent Public Service
ard which, among other things,
uld have the power to create or dis-
nd departments, control overseas
ruitment of officers, fix salary
ssifications and overseas allow-
ces.

Ordinances concerning the Terri-
y Public Service are among those
t must have the assent of the Gov-
nor-General—and, in this case, this
s been refused.

First Time

Disallowance of legislation that
anated from the old Legco was
linary enough, but this is the first
e that legislation from the House
Assembly has been so treated.

Mr. Ian Downs, member for the
ghlands (Special) electorate, said
t the Minister responsible for the
ird stage of this foolish act" should
"transferred to some other task
t requires less brains."

Mr. Don Barrett, member for
st Gazelle (Special), said that
nough the legislation was said to
e been thrown out for technical
sons, the real reason for its rejec-
n was that the Territories Depart-
nt was loath to give up any of its
wer.

Other members feared for the honour of the House, which they felt had been slighted; or believed that the eyes of the whole world were on Australia which would now be "discredited" for not living up to the principle of allowing the Territory people a dominant voice in their own affairs.

To make the pill easier to swallow, the Minister has now stated that the Australian Government is willing to consider changes in existing arrangements to provide for Territory opinion to be taken into consideration when significant discussions on the Territory Public Service are being undertaken.

He suggested a committee of two elected members of the Administrator's Council, one member representing the P-NG Administration and one member representing the Territories Department.

It was, said Mr. Downs, just something like this that members had asked for in January—only to be met by the uncompromising attitude of the Minister. The result was that they were forced into making the amendments that now made the ordinance unacceptable to the Australian Government.

Dr. John Gunther, Assistant Administrator (Services), in a we-told-you-so statement, went only part of the way towards smoothing ruffled feathers. He said that the legislation was a hastily created piece of work that was bad legislation from the start; that official members had begged unofficial members to hold their hands in February but they would not. As a result they had got a piece of legislation that was unworkable. Nonetheless, if they reflected, they would see that they had actually got what they wanted—a committee that could take part in deliberations on the public service.

He did not say what was pretty obvious: That while the Australian Government still provided 60 per cent. of the Territory's revenue it naturally wanted to control the prime instrument for spending it.

Lost Yachtsman Turns Up After Four Months

From Ed. Johnson in Pago Pago

After no word had been heard from him for four months and eight days, David Meigs, a 23-year-old American yachtsman, turned up in Pago Pago late on August 20 in his trimaran "Extended Adolescence".

Meigs left Pago Pago on April 12 to sail solo to Honolulu, and nothing was heard from him from then until his return to Pago.

Meigs came ashore in Pago with long, unkempt hair and a beard, and in very ragged clothes, after spending all day beating into the harbour. His trimaran had been much battered by the weather.

After communicating with his mother in Atherton, California, taking a bath, and having his excess hair removed, Meigs revealed that he had got as far as Kingman Reef in his voyage to Honolulu, but had then been forced to backtrack to Pago because of westerly winds and bad weather.

He said he had had ample provisions throughout his voyage and no water problem, but that he had done "funny things" at times.

On one occasion, when he was down to his last needle for making repairs to his canvas, he suddenly tossed it overboad.

This was the second time in less than two years that "Extended Adolescence" was virtually given up for lost in the Central Pacific.

Early last year, with a crew of three, including Meigs, the trimaran became overdue on a voyage from Tahiti to Honolulu. She was finally located 165 miles south-west of Honolulu by a US Coast Guard vessel and towed in to port (PIM, Sept., 1964, p. 105). That voyage took 149 days instead of 30 as expected.

David Meigs.

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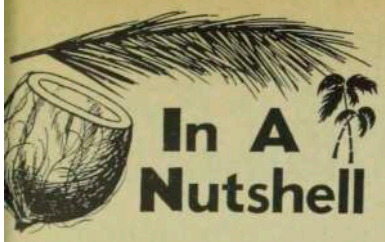


In A Nutshell

Y 1970, 575 students are expected to be attending the University Papua and New Guinea, and 150 ould be attending the Territory's stitute of Higher Technical lucation.

Australia's Minister for Territories, r. C. E. Barnes, said this in August ien he announced the appointment chairmen of the two educational dies.

The chairman of the Interim uncil of the University is Professor H. Karmel, Ph.D., BA, Principal the University of Adelaide at dford Park and formerly Professor Economics at the University of lelaide from 1950 to 1964.

The chairman of the Council of Institute of Higher Technical ucation is Sir Herbert Watkin, , Dip.Ed., Queensland Director- neral of Education from 1952 til his retirement at the beginning 1965, and Deputy Chancellor of University of Queensland.

Mr. Barnes said he hoped it uld be possible for the first dents to enter the University in 66 to take a preliminary year of ieral studies, and for degree irses to begin in 1967.

● The Chief Justice of American noa, Judge Arthur A. Morrow, l retire on October 16 after having ved as the Territory's Chief Justice 23 years. However, he will con- ue to serve the Government on a t-time basis. Judge Morrow ched the mandatory Civil Service rement age of 70 in August, 1963, agreed to a request from the US partment of the Interior to stay on serve in the Territorial courts. ge Morrow's successor as Chief tice will be Mr. H. Edward den, a Department of the Interior al specialist in Indian Affairs.

● The managing director of W. R. rpenter and Co. (Fiji) Ltd., Mr. G. Johnson, entered the Royal rth Shore Hospital, Sydney in gust for a minor, but severe ration. He came through the eal satisfactorily, and planned to rn to Suva early in September.

● The Bank Line's MV *Lagen- k* left Tarawa, GEIC, on August 2 with about 2,450 tons of copra the largest shipment of copra ever made from Tarawa. The shipment was expected to fetch a record high price.

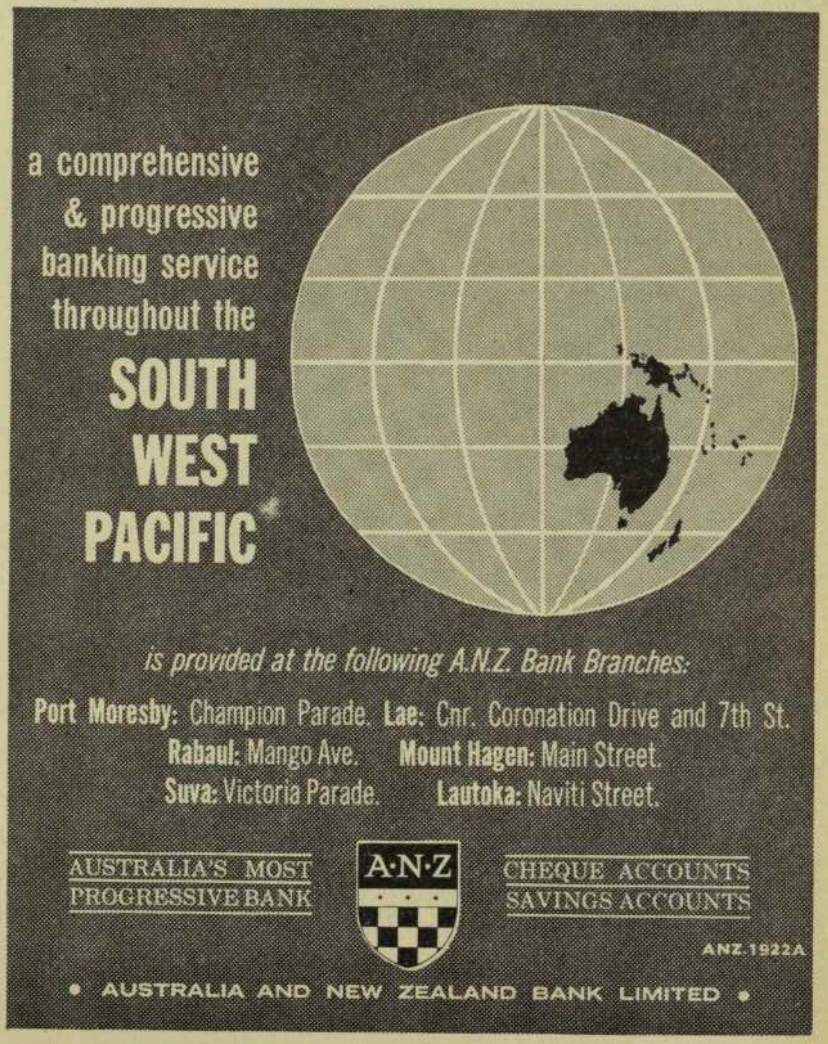
● Fiji's rate of natural increase of population was down to 32.33 per 1,000 last year, according to the annual report of the Colony's Registrar-General. This figure is lower than that of the previous year, and lower than the average for the past 10 years, which has been 34 per 1,000. The birth rate last year was 37.2 per 1,000. Fiji's peak birth rate was 41.91 per 1,000 in 1957.

● The High Commissioner for the Western Pacific, Sir Robert Foster, will formally open a new radio station for the Condominium Posts and Telecommunications Department when he makes an official visit to the New Hebrides in September.

● Polynesian Airlines' second DC3 touched down at Western Samoa's Faleolo airport on August 15 after its delivery flight from the United States. It was flown by Polynesian's chief pilot, Captain G. Washington, with J. Best as engineer.

● Mr. R. Jenkins, a soil surveyor from the British Ministry of Overseas Development, and Mr. M. A. Foale, from the Department of Agriculture in the Solomons, arrived in Tarawa, GEIC, early in August en route to Christmas Island to make a survey of the island's agricultural potential.

● Mr. Keith Mattingley, formerly features editor of the *Melbourne Herald*, has been appointed editor-in-chief of the South Pacific Post group of papers. The group comprises the *South Pacific Post*, the *New Guinea Times Courier*, and *Nu Gini Toktok*.



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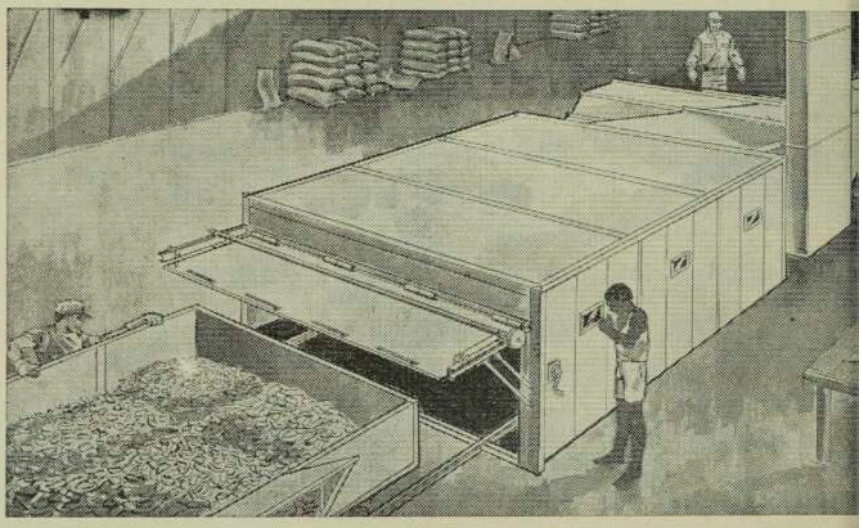

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erious Damage, Odd ffects In New lebrides Earthquakes

New Hebrideans caught fish ith their bare hands in Santo n August 11 and 12 when a ries of underwater earthquakes rced the tide out for hundreds yards. Fish left stranded in ral pools were pounced on by e locals.

PICENTRE of the earthquakes was a few miles off Santo. uring the quakes the tide con- ually retreated for 300 to 400 rds, and then returned.

"It was quite amazing," said one tness, Mr. Barry Badger, a *PIM* presentative, who was visiting nto from Sydney. "You could e the ocean retreating at a con- nt pace for about five minutes. en at the same pace it would come ck to the shore. This went on all e time in front of Luganville."

During this period, the *Caledonien*, ich had disembarked tourists at nto wharf, blew emergency blasts her siren for passengers to return the ship. The ship hurriedly left on afterwards.

Wharf Drops

The tremors, which were strength ven, caused the centre of the big nto overseas wharf to drop about foot below the concrete wharf cing. A new public toilet only cently built on the wharf, after ny requests for it, cracked down e centre. Total damage to the harf—the main damage in the wn—is estimated at £25,000.

In the town, several stores were verely cracked and damaged. One inese shop under construction was rtually demolished. Shelves llapsed in some stores, including rns Philp's, and stock was ashed. Water pipes broke and the ter was off in town for frequent riods. The town was also blacked t on occasions.

On August 12 a rumour went und the town that a tidal wave uld hit Santo during the night, d the town was quickly deserted. any people slept in the open on gh ground and on the airstrip.

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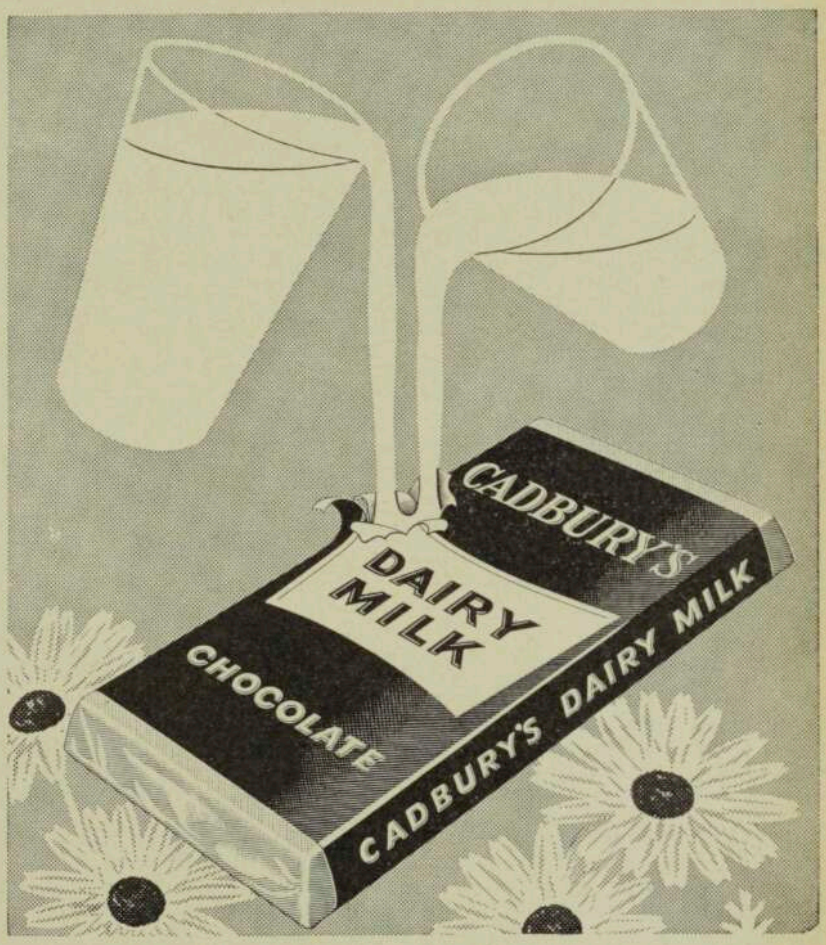

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BANABANS WERE READY FOR VIOLENCE TO GET JUSTICE

By a Staff Writer

Prompt action, tact and persuasion on the part of Mr. R. L. Hughes, British District Officer at Savusavu, Fiji, helped to prevent an outbreak of violence involving several hundred islanders on nearby Rabi Island on April 14.

THE islanders, who are Banabans from Ocean Island, the immensely rich phosphate island, had threatened to murder several of their countrymen, to burn down buildings and to deport a British official on Rabi.

The incident—news of which has hitherto been hushed up—was the culmination of nearly 20 years of Banaban resentment, anger and bitterness against the British Government over its treatment of them.

The Banabans, of whom there are now nearly 2,000, were resettled on Rabi after World War II because their own island (from which the Japanese had deported them) was too war-damaged to be reoccupied immediately.

Rabi had been bought for the Banabans by the British Government in 1942 against the day when the Ocean Island phosphate deposits were exhausted.

Banaban Money

The island was bought with Banaban money—money that had been set aside from royalties paid to the Banabans by the British Phosphate Commission which works the Ocean Island deposits.

In resettling the Banabans on Rabi, the British Government promised—among many other things—that the transfer would in no way affect any rights to land that the Banabans owned on Ocean Island.

It also arranged for the appointment of an official known as the Banaban Adviser to live with and advise the Banabans on all matters connected with their social and economic advancement. The current Banaban Adviser is Mr. Paul Laxton.

However, the Banabans have never been entirely happy in their new home. Within six months of their arrival in December, 1945, there was an outbreak of lawlessness instigated by the Banabans' leader, Rotan Tito, which was aimed, apparently, at attracting attention to their troubles.

The result was an inquiry by Mr. P. D. Macdonald, then Assistant Colonial Secretary in Fiji, and Mr. H. E. Maude, First Assistant Secretary to the Western Pacific High Commission, both of whom had served on Ocean Island before the war.

The inquiry found that the Banabans had much to complain about on the scores of land rights on Ocean Island and Rabi, phosphate payments, health facilities, inadequate housing and lack of food; and comprehensive suggestions were made on what should be done to rectify the situation.

Some of the suggestions, it appears, were carried out, but others were not; and new resentment against the Government has been building up among the Banabans over the last few years.

Neglected

The Banabans have particularly resented the fact that although they have not been part of the Gilbert and Ellice Island Colony since 1945 and have been paying taxes to the Fiji Government since then, the British Phosphate Commission pays a royalty of 23/- a ton to the GEIC Government on all phosphate mined from their island, while they, themselves, get only 2/8 a ton.

The Banabans have also felt that both the GEIC Government and the Fiji Government have neglected them, and that the Banaban Adviser is of little help to them.

Their resentment over these things finally came to a head on the morning of April 14 when between 300 and 400 men, armed with spears, knives and clubs, marched to the public hall on Rabi intent on violence to attract attention to their plight.

At the meeting, the Banabans decided to:

- Kill several of their countrymen who had supported the Banaban Adviser.
- Burn down the Banaban Adviser's house and office, and deport him across the narrow strait to Napuka on Vanua Levu, with a warning that he would be hurt if he returned to Rabi.

However, before these acts could be carried out, a radio mess brought District Officer Hug speeding to Rabi from Savusavu, he and others, after arguing with armed men all day, finally persua them to lay down their arms.

In doing so, Mr. Hughes promi to ask the Fiji and GEIC Gove ments and the Western Pacific H Commission to treat the Bana situation as one of urgency gravity.

However, to the beginning August, nothing had been done, when the Banabans heard that a *P* representative was visiting Fiji, t leader, Rotan Tito, chairman of Rabi Island Council, sent his son fr Rabi to Suva to see him.

Rotan's son, the Rev. Tebuke Ro of the Methodist Church on R begged *PIM* to give publicity to wretched and worsening plight of countrymen on Rabi.

Tebuke said that the Banabans w angry because it was from *P* and not from the Governm that they had first heard of agreement between the British Ph phate Commission and the GE Government to increase the ext tion rate of phosphate at Ocean Isl from 310,000 tons a year to 350, tons (*PIM*, July, p. 8).

Great Poverty

He said that since the Banab had moved to Rabi, the GEIC pe pretended to forget that the Banab were the rightful owners of the l on Ocean Island, and were depriv them of their "rightful place as recipients of all Ocean Island ph phate monies."

Meanwhile, the Banabans on R were suffering great poverty and co not get the educational facilities t wanted. Only 10 Banaban child were able to attend the higher sch in Suva, while many people w heavily in debt to the co-opera store on Rabi—so much so that credit had been stopped.

Tebuke added: "We Banabans Rabi have always followed the ri channels in our efforts to get jus from the British Government. N our people look on the British G ernment as a great enemy and worthy of their trust, and you say that I said so".

FOOTNOTE: In June, the roy paid to the people of Nauru for ph phate mined on their island by British Phosphate Commission increased from 3/8 to 13/6 a ton 1964-65 and to 17/6 a ton 1965-66. The BPC also pays alm all administration costs on Nauru

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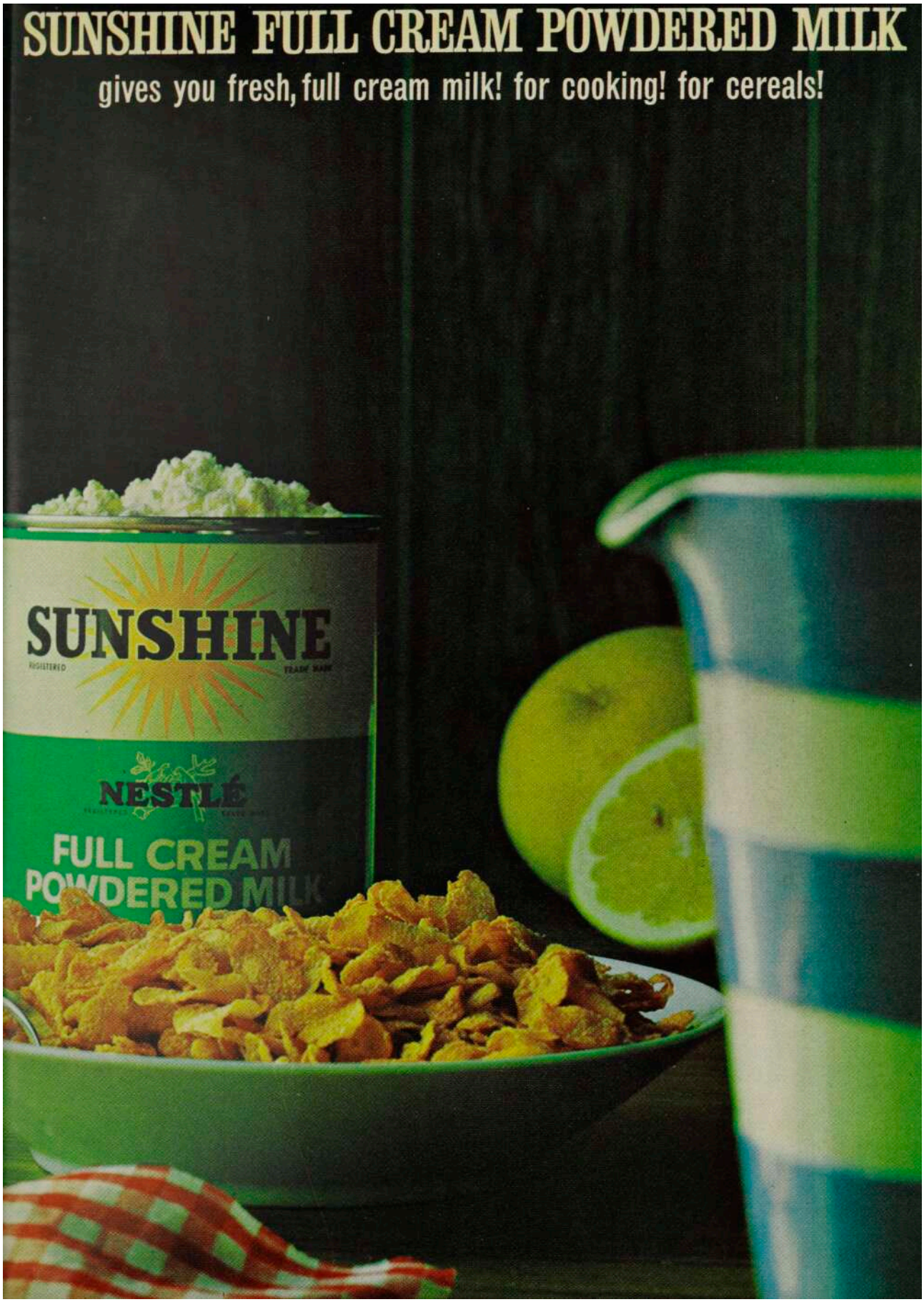

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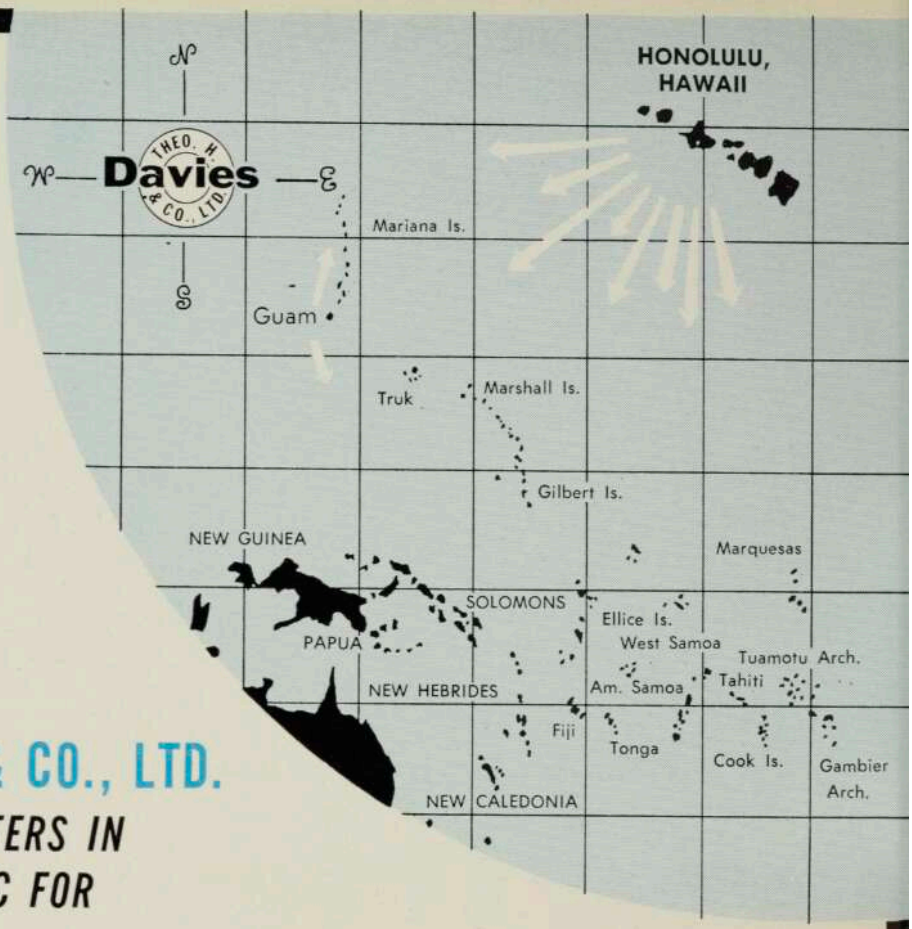

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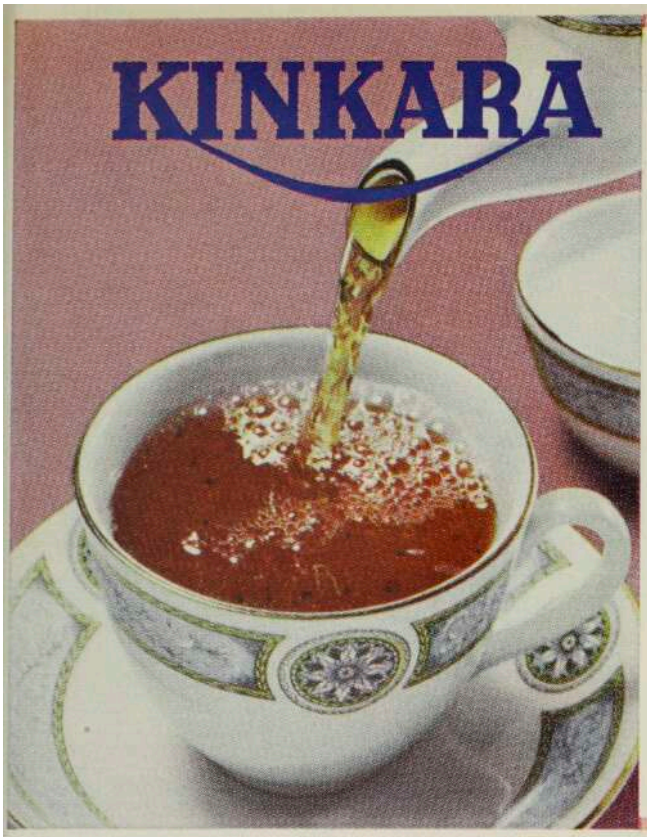

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Tropicalities

wo European Powers, Russia and Italy, which haven't previously own overmuch interest in the South Pacific—publicly, at any te—did a little wooing of Western Samoa in August, we noticed.

USSIA pressed its suit by presenting a gift of books, including rks by some of Russia's best-own authors, to the Nelson emorial Public Library in Apia.

The deed was done in Wellington the Soviet Minister to New Zeaad, Mr. Borafeev, who said he ped the gift might lead to closer derstanding between his country d Samoa.

The Italian overture was made by ly's Minister to New Zealand, Mr. erto Fabiani (whose territory also cludes Fiji, Tonga, French Polynesia d Samoa) during an official one-ek visit to Western Samoa with the object of increasing trade and other contacts between Italy and Samoa.

Just before Mr. Fabiani arrived it was announced that the Italian Government was offering an annual scholarship of one-year's study at an Italian University or in other advanced training for a Samoan student.

The first scholarship has gone to Pita Alailima, brother of the Public Service Commissioner, Vaiao Alailima, who himself is studying public administration on another fellowship at the East-West Centre in Hawaii. Pita holds a BA degree from Dew University, Madison, New Jersey, where he studied economics and was prominent in United Nations activities and studies. He is to study development economics, of which Italy has had considerable experience in its depressed southern areas.

Mr. Fabiani said in Apia that Italy bought a considerable amount of cocoa and copra from the Samoan area and that he had hopes of direct shipments to Italy.

In return, he hoped to see a reciprocal increase in the imports into Samoa of Italian goods.

The only imports from Italy last year were seven Fiat cars.

Mr. Fabiani has appointed an Apia businessman, Mr. K. von Reiche, as Italian trade correspondent in Apia. Mr. von Reiche was already the Fiat agent.

THEY'RE STILL FINDING 'LOST' TRIBES

An Administration patrol, led by Patrol Officer R. Barclay, recently found a "lost tribe" in the Sepik District of Papua-New Guinea.

The patrol found about 1,230 people living in hamlets on the ridges and slopes in the Schattleburg Ranges, near the headwaters of the Leonard Schultze River, which runs into the Sepik. They had not been visited by a Government patrol.

Mr. Barclay set out from Ambunti, on the Sepik, after a helicopter sighted clusters of huts in the Schattleburg Ranges.

Another "lost tribe" of about 500 people was contacted for the first time recently by a patrol led by Acting District Officer B. Mulcahy. The people live in groups of hamlets near the headwaters of the August River, about 50 miles northwest of Telefomin.

The discovery of this tribe was also through an Administration helicopter search for tribesmen in remote areas.

Niue Says "Cheese" At Last

FOR many years they've been trying to make an aerial photographic survey of little Niue Island, about 300 miles east of Tonga, by using the DC3 calibration aircraft which regularly checks navigation aids in the South Pacific for the NZ Civil Aviation Department.

But always the distance, allied with cloud cover defeated them.

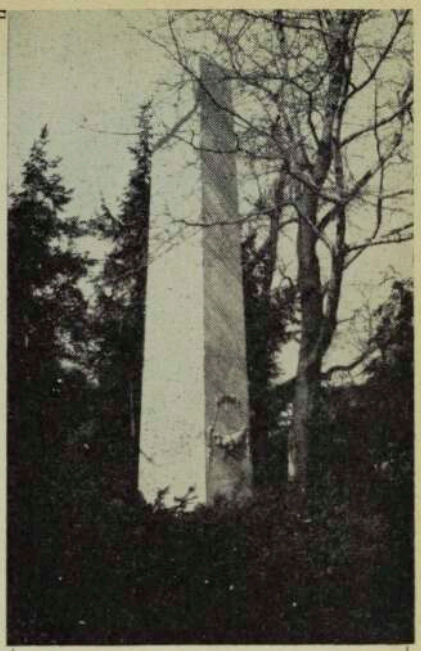
Since Niue has no landing strip, the DC3 had to take off either from Western Samoa or Tonga—more than two hours' flying distance away—and by the time she got over Niue the clouds had always closed in.

Sometimes the DC3 waited up to four days in the hope that the weather would be right—and always missed.

But at the end of July, DC3 aircraft ZKAUJ finally made it. She took off at dawn from Tonga, and got over Niue just in time to beat some low-level cumulus. She did a high altitude run (at 16,500 ft) and some low altitude shots of villages.

So Niue, at last, has had her photograph taken.

(over)



MEMORIAL RECALLS BAD OLD DAYS IN FIJI

Way back in December, 1963 (p. 77), we published an article by Captain Stan Brown, of Suva, about the visit to Fiji in 1840 of the United States Exploring Expedition, under Commodore Charles Wilkes. This article was of particular interest to Mr. C. L. Legge, of the Department of Anthropology at the Chicago Natural History Museum, who has now sent us this photograph of a memorial to the men who died on that expedition in the Mount Auburn Cemetery in Cambridge, Massachusetts. One inscription records that "Lieutenant Underwood and Midshipman Henry, fell by the hands of savages while promoting the cause of science and philanthropy at Malolo, one of the Fiji Group of Islands, July 24, 1840."

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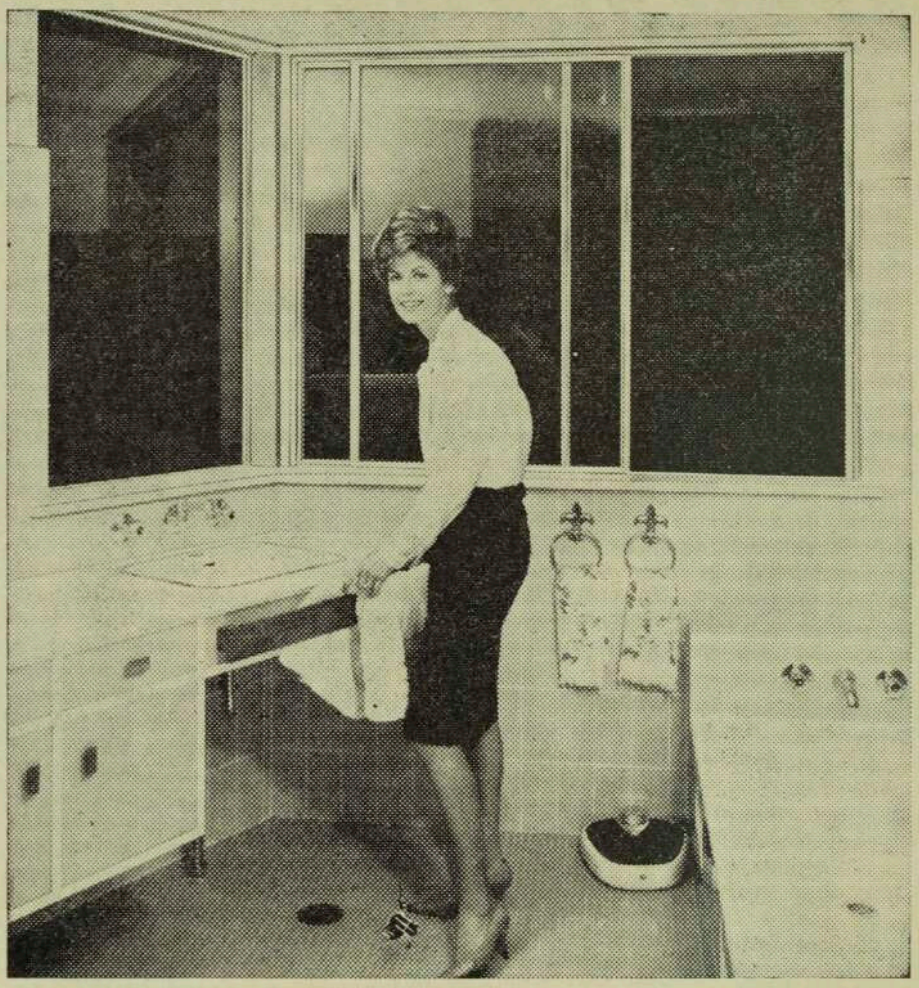

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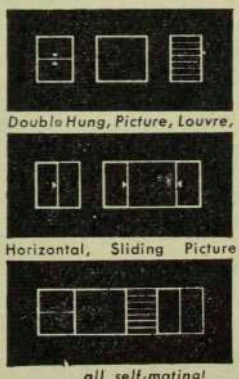

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New Loom From An Old Idea

A NEW loom developed by a Port Moresby building research officer could revolutionise traditional hand-weaving by New Guineans, according to local experts.

Operated by two men, the loom can produce six 8 ft x 5 ft woven sheets in about eight hours. One sheet of this size would take a man with average speed about one day to hand-weave.

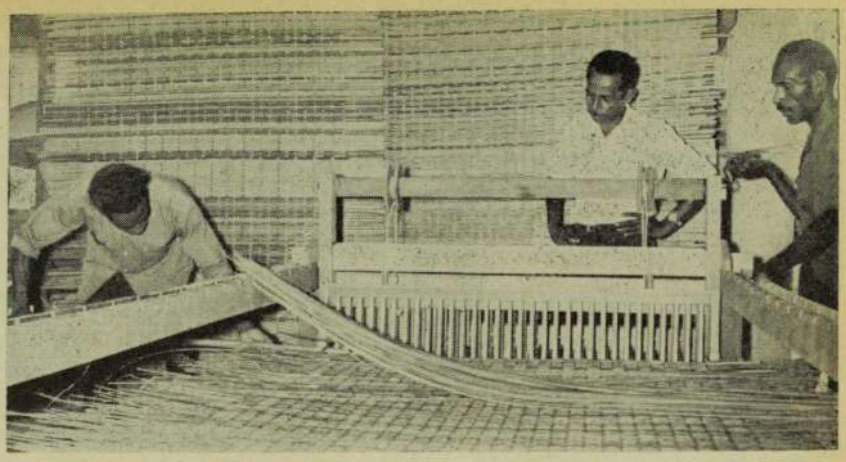
The new loom, designed by Mr. J. B. Brealey of the Department of Works Research Station, Port Moresby, is a wooden structure 10 ft by 5 ft. Mr. Brealey based his design on old-type looms previously used in some parts of the Territory. It can be built for about £10 and needs little skill to operate.

Sago Stalks

Mr. Brealey says each loom-made sheet would cost about 2½d a sq. ft. to produce in rural areas. In one day three men can cut enough sago stalks to supply material for six sheets.

Another three men can strip the bark from the stalks and maintain the flow of material to the two operators working the loom.

Costs in urban areas, based on the urban cash wage, would be double those in rural areas.



● **Ravao Miria, Kairuku, is threading the new loom described on this page with a single strip of selo. On the right, Robert Tabua, Under-Secretary for Works, and Kaika Marau of Ihu, Gulf District, watch the strip being positioned. A partly-completed sheet is in the loom.**

With the existing system, an operator feeds single bark strips into the loom.

"We are experimenting now with a new type of shuttle to take 24 strips instead of one," Mr. Brealey says.

He says loom-woven bush material sheets can supply villagers in agriculturally poor areas with an additional source of cash income. The wall linings can be sold.

Although the sheets cannot compete in durability with permanent materials, experience with sago bark and *pit-pit* (wild sugar cane) has proved them to be very satisfactory wall-lining, resistant to white ant and termite attack. They can be expected to last more than six years before renewal.

Extensive stands of sago palm are found in many areas of the Territory. For many years sago bark has been the traditional material for wall and wall-lining construction. *Pit-pit*, found in abundance in the Highlands, is used for the same purpose.

Officers of the Research Station are currently conducting a survey to assess the variety of bush materials available in the Territory suitable for loom-woven wall linings.

The loom has meanwhile been introduced into the Western District of Papua by Mr. Brealey and Mr. Robert Tabua, member for Fly River in the P-NG House of Assembly.

Something For Davy Jones To Read

If you happen to be wondering why you didn't get some mail that you know was posted to you from the "Pioneer Gem", off Pitcairn Island, in mid-June, then we can tell you where it is. It's down in Davy Jones' Locker.

This is how it came to get there.

On June 18, the "Pioneer Gem's" master radioed Pitcairn that his ship would be passing the island about two o'clock next morning, but as he could not stop, he would put the ship's mail over the side. He said it would be in a yellow drum attached to a bundle of dunnage timber, which would make it more easily seen and would be a reward to the islanders for finding it.

Although the islanders were not keen to go searching for mail in choppy seas in the middle of the night, a few of them launched a boat as the ship was passing and went out to search for the mail.

They returned at 8 a.m. without having seen anything and convinced that the mail had not been dropped at all. However, when they contacted the ship by radio again, they were told that the ship's releasing gear had become fouled and that she had been 4½ miles off the island to the north-east before the mail and timber were released.

A later search from the heights of Pitcairn still located nothing, and on June 20 a radio message was sent to the ship that the chances of finding the mail were slim. The mail has not turned up since—at least, not to the end of July.

67 Into 25 Leaves A Lot Over

A RATHER sobering statistic was released in Noumea, New Caledonia, recently when it was stated that 67 applications had been received for an examination to engage 25 typists for the local Administration.

Commenting on this, the local Press emphasised the already well-known fact that there is a very narrow choice of positions open to young women in Noumea. They can become either typists, secretaries or shop assistants—and that is about all.

At present, more than 300 young

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women are studying to equip themselves for jobs of this kind. But as the Press says:

"Unfortunately neither the Administration, local commerce nor industry can ever progress enough to absorb all these young women and those coming after."

The Loom Of Language

PAPUA-NEW GUINEA has never been attacked so persistently by so many linguists as it has in recent years. Their work is beginning to open new language horizons.

For instance, that especially persistent linguist from the Australian National University, Dr. S. A. Wurm, whose work in the New Guinea Highlands has been mentioned here before, reports in a recent paper that 50 of the languages found in the three Highlands Districts of the Territory can now be grouped into five language families—and that the five families are inter-related.

They can be combined into a larger group, or stock, which has been named the East New Guinea Highlands Stock. This stock has a total of 735,000 speakers (out of a total P-NG native population of about two million).

Dr. Wurm is currently working on a detailed description of the individual language families. He points out th the borderline between language a dialect is a very difficult matter New Guinea, and if the languag of these five families are looked from a different view it is possible regard a few of them as dialects one language, rather than as separa languages.

And if you are wondering what a the reasons for the interest by lingui in New Guinea languages, Dr. Wu has the answer.

He says there are two main reaso —the first being that the study languages naturally gives a greater sight into the people. The second more important from the scienti view.

"In spite of the simplification of t New Guinea linguistic picture in cent years," he says, "the fact remai that there are still very numero highly complex and diverse languag in New Guinea to provide lingui with a wonderful opportunity for t study of the still not fully understo phenomenon of language as such.

"The study of these [New Guine languages may well have a consid able influence upon general linguis theory, and help us in our effo towards achieving the final full und standing of the mystery of languag in its multiple and varied manifes tions."

Where Has All That Silver Gone?

WITH the changeover next ye to decimal currency in Au tralia and many of the Pacific t titories, there has been renewed i terest in the "millions of poun worth of silver coins" that are su posed to be buried in New Guinea

The owners are allegedly nativ who don't trust banks, and all so of publicity is being directed to t locals in an effort to get the silv out of the ground and back in circulation.

A New Guinea friend of ou has a theory on all this. He sa these hidden caches don't exi That is, the amounts buried are n nearly as large as officialdom thin

His view is that all this silver h long since gone to the Far Ea where it has been made into jew lery. It has been smuggled out the country by Chinese seamen the ships that regularly service N Guinea and the Far East.

Our friend says that Australi courts frequently prosecute Chin seamen caught attempting to smug Australian silver out of the count usually in special "smuggle jackets" with the money sewn in

e lining. Blackmarket price in dney has been 22/- for £1 worth silver coins, which are sold for /- in Hong Kong.

The reason for the blackmarket terest in Australian coins is that ey have a high silver content.

FOOTNOTE: After an absence years, those New Guinea coins th holes in the centres have come ck in circulation again. They, at st, must have escaped the at- tion of the Chinese—probably cause they would be regarded as rt measure! At the South Pacific nference at Lae in July, the official nteen did a brisk business offering m to the South Seas delegates for ir curio value. Official exchange e was one coin with a hole for e coin without a hole—which was r value, we thought.

Cheap Harbour or Norfolk Island?

ORFOLK ISLAND'S historic Ball Bay now has an access d again—the first since World r II, when the Americans ldozed one in so they could ve cargo from ships anchored in bay. But maintenance lapsed and road disappeared.

ome Norfolk Islanders think the sibilities of Ball Bay as a much- ded harbour have been over- ked. The island has no harbour— s stand off on either one side of island or the other, depending on weather, and the islanders rcise their not insignificant skill small boat handling by removing go in surf boats.

Now that the tourist industry has lly got under way on Norfolk, er port facilities would be a great m. Cheaper freight would help g down building costs for one g.

A few of the islanders would like ee authority sink a couple of old ks across part of the Ball Bay ance which, they claim, should a long way towards giving folk a reasonably good harbour he right price.

A smart new definitive issue New Hebrides postage stamps was ed on August 16, and further ps to mark International Co- ration Year will be issued on ber 24. A feature of the issues he extremely attractive first day rs in English and in French pre- d to go with them.

LONG-PLAYING RECORDS

★ POLYNESIAN GUITAR — The Guitars Of Bill Wolfgramme, Trevor Edmondson and Bill Sevesi — Island Rhythm, Hula Blues, Hawaiian Hotel March, Vikings On The March, Meama Chimes, Kohala March, Kalina Waltz, Hula Love, How Do You Do, Tiger Shark, etc. VP 126

★ TOMI TOMI — Bill Wolfgramme and His Islanders — Tomi Tomi, Hawaiian Love, Kohala March, Beyond The Reef, Kalina Waltz, On The Beach At Waikiki, In The Royal Hawaiian Hotel, Hula Love, I Found A Little Grass Skirt, Farewell Blues, etc. ... VP 115

★ RHYTHM OF THE ISLANDS — Daphne Walker, George Tumahai and Bill Sevesi's Islanders — Rhythm Of The Islands, Sweet Hawaiian Chimes, On A Honolulu Hula Holiday, Vikings On The March, A Flower Lei, Nothing Else To Do In Ma-La-Ka-Mo-Ka-Lu, Honolulu, Moana, Island Rhythm, I'd Like To See Samoa of Samoa, etc. VP 114

★ SOUTH SEA AFFAIR — Daphe Walker, George Tumahai and Bill Sevesi's Islanders — Hawaiian Harmony, The March To Diamond Head, Honolulu Tomboy, South Sea Affair, Hawaiian Hotel March, Pretty Kehulani, Song Of Old Hawaii, My Tahitian Diary, Aloha Means Quite A Lot, Pagan Moon, Hula Breeze, Hawaiian Affair, etc. ... VP 111

EXTENDED-PLAY RECORDS

★ SONGS OF THE ISLANDS — Daphne Walker and Bill Sevesi and His Islanders — Honolulu, A Flower Lei, Pretty Kehulani, I'd Like To See Samoa Of Samoa ..... VE 137

★ FAREWELLS OF THE PACIFIC — Band Of The Fiji Military Forces — Australia: Waltzing Matilda; N.Z.: Now Is The Hour; Hawaii: Aloha Oe; Fiji: Isa Lei ..... VE 108

★ ISLAND FAVOURITES — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Lani Jo, Lovely Hula Girl, Analani E, Beyond Desire ..... VE 53

★ POLYNESIAN FAVOURITES — Daphne Walker and George Tumahai with Bill Sevesi's Islanders — Kaahi, Ukelele Lady, Little Brown Gal, Sophisticated Hula, Malihini Mele, Isa Lei ..... VEEP 6

★ THE BEAT OF TAHITI—Eddie Lund and His Tahitians — Papio, Papai Mai Ta'u Rata, Mama Iti E, Puhi Puhi Te Avaava ..... VE 144

★ LA TAHITIENNE — Nat Mara and His Tahitians—Ma Loulou Ma Belle, Tiare Tipanie, Vahine Veve Au, Moana Pacifica ..... VE 122

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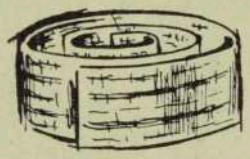
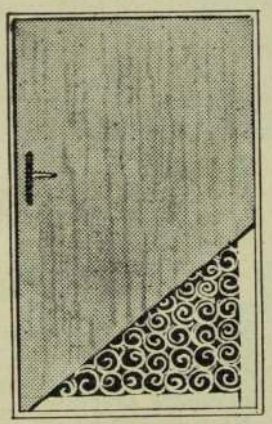


Close-up of PLACAROL CURL. Core consists of curls placed side by side on their edges inside lock-block, frame and panels.



Cut-away illustration shows inside construction —not visible on finished door.

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ERA OF SELF-GOVERNMENT BEGINS IN THE COOK ISLANDS

From W. H. Percival on Rarotonga

The 19,000 people of the Cook Islands became fully self-governing on August 4 when Mr. Albert Henry, leader of the Cook Islands Party, was sworn in on Rarotonga as his Territory's first Premier.

Mr. Henry took the oath of allegience after the New Zealand Resident Commissioner in the Cook Islands, Mr. A. O. Dare, had been sworn in by Chief Judge Fraser as New Zealand High Commissioner.

Also sworn in were the members of Mr. Henry's Cabinet—Dr. Manea Tamarua, Deputy Premier, and Messrs. Julian Dashwood, Mana Strickland, Apenera Short, and Tiakana Numanga.

OLITICAL events in the Cooks had moved rapidly during the ceding nine days.

On July 26, the Legislative Assbly convened for the first time e May, and two new members— Henry, who had been elected a by-election on July 9 (*PIM*, g., p. 13), and Mr. Nato Temu, member for Manihiki—were rn in.

Mr. Henry then moved what he cribed as "the most important tion in the political history of the k Islands".

Historic Motion

he motion read: "That the Cook nds Legislative Assembly resolves the Cook Islands shall be self-erning in free association with w Zealand; that it requests New land, in consultation with the vernment of the Cook Islands, to harge the responsibilities for the rnal affairs and defence of the k Islands; that it approves the stitution of the Cook Islands, as nded, in accordance with the es of the Assembly; that it uests that the Constitution be ght into force on August 4, 5."

he motion was approved by 20 s to two—the dissentient nbers being Mr. T. Tangaroa, Penrhyn, and Mr. P. Robati, of ahanga.

peaking to the motion, Mr. garoa said that the Penrhyn ple wished to be excluded from government and that they wished become a part of New Zealand. Robati said that the inhabitants Rakahanga, a 1,000-acre atoll in Northern Cooks, which supports a few hundred people, were not in favour of self-government.

Two days later, Mr. Henry was elected to the Executive Committee, which made him a Minister in the shadow Cabinet. On the same day news was received that, in the absence of New Zealand's Governor-General, Sir Bernard Fergusson, Major-General Sir Harold Eric Barrowclough, Administrator of the New Zealand Government, had signed a proclamation bringing the Cook Islands Constitution into force on August 4.

The proclamation stated that the New Zealand High Commissioner would have power to appoint as Premier the person who, in his opinion, commanded the support and confidence of the majority of the Legislative Assembly.

Thus, the way was cleared for Mr. Henry to become Premier and for his Cabinet to be appointed.

£26,000 TO LEARN SECRET OF THE PERFECT SMILE

The United States Public Health Service has made a grant of £A26,000 to Papua-New Guinea for an investigation into why the Angoram people in New Guinea's Sepik District never suffer from dental decay.

Dental officers found that the teeth of the Angoram people were free from decay during a Territory-wide dental survey which began in 1958.

They also found that the people in surrounding villages suffered from normal dental decay.

MRS. SPEAKER: The Cook Islands Legislative Assembly began its first session under self-government in unusual, possibly unique fashion, on August 4 when it appointed a woman, Mrs. Marguerite Story, as its first Speaker. Mrs. Story is Mr. Albert Henry's sister and a former official Government interpreter.

After he and his Ministers had taken the oath on August 4, the Assembly met under the chairmanship of the Clerk of the Assembly who called for nominations for Speaker.

Mr. Short nominated Mrs. Marguerite Story, Albert Henry's sister, and as there were no other nominations, she was appointed.

It is believed that Mrs. Story thus became the first woman Speaker in the democratic world, although India has a woman Deputy Speaker

Mrs. Story's appointment as Speaker was also unusual in that she is no longer an elected member of the Assembly—having resigned the seat she won in April to enable her brother, who had then been debarred from standing by a residential regulation, to contest a by-election after the regulations had been changed (*PIM*, Aug., p. 13).

However, Mrs. Story's appointment was perfectly in order, as the new Cook Islands Constitution provides that the Speaker of the Assembly may be chosen either from within or without the Assembly.

Following her appointment, Mrs. Story took her oath of allegiance before the High Commissioner and, a little later, all members of the Assembly took their oaths of allegiance before her.

She then adjourned the Assembly until September 10, which is the day on which the Cook Islands will officially celebrate the attainment of self-government.

The NZ Governor-General, Sir

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● **The Cook Islands Premier, Mr. Albert Henry (standing) names his Ministers on August 4. They are, from left, Dr. Manea Tamarua, Deputy Premier; and Messrs. Mana Strickland, Julian Dashwood, Apenera Short and Tiakana Numanga.**

Photo: Van Eijk and Meers.

rnard Fergusson, the Prime nister, Mr. Holyoake, the Minister Island Territories, Mr. Hanan, er notables, and a large contingent radio, TV and film people will nd the celebrations.

Soon after the Assembly was ourned, Mr. Henry and his deputy, Tamarua, left for New York, New Zealand, to attend a meeting the United Nations General embly in New York at the in- tion of the New Zealand Govern- nt.

The purpose of the visit was to r the presentation of a report the United Nations Special Com- tee on Colonialism, made by the mission that observed the elec- s in Cook Islands Legislative embly in April.

Portfolios Announced

Two days before he left Rarotonga New York, Mr. Henry an- nced the allocation of portfolios his Cabinet. He also announced it had been decided to create ociate Ministers so that Cabinet's k would not be disrupted by nce or sickness.

y agreement with the New land Government, Mr. Henry hold the Overseas Portfolio h takes in External Affairs, de and Commerce. He will also Minister for Finance, Justice, ation, Shipping, Immigration, gration, Tourism, Economic elopment, Labour and Employ- t.

r. Tamarua, Deputy Premier, is a medical doctor and a ter, will hold the portfolios of Health and Agriculture. He will also be Associate Minister of Economic Development, Finance and Justice.

Mr. Dashwood will hold the portfolios of Social Development and Police, which he held as Minister of the shadow Cabinet in the previous Legislative Assembly. He will be Associate Minister for the Post Office, Hotel, and Printing Offce.

Mr. Short, who was appointed Acting Premier during Mr. Henry's and Dr. Tamarua's absence in New York, is Minister of Co-operatives and Associate Minister of Economic Development. Mr. Short is an ex-schoolteacher who transferred to the Co-operatives Department when it was formed in 1955 and who became its Assistant Registrar.

The Minister for Education is Mr. Mana Strickland who has been a schoolteacher all his working life. Mr. Strickland was head teacher at Ngatangiia School before he became head teacher at Avarua School, a post he has held for the last 11 years. He is also Associate Minister of Finance, Aviation, Shipping and Immigration.

Mr. Numanga, also an ex-schoolteacher, and a planter and businessman, has been appointed Minister of Public Works and Survey, and Associate Minister of Labour.

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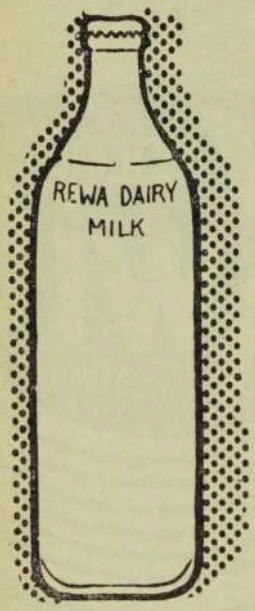

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FLU EPIDEMIC HITS THE COOK ISLANDS

From W. H. Percival, on Raroton

More than three-quarters Rarotonga's population of 8,00 plus many people on Aituta and Penryhn Island, were vi tims of an influenza epidem which reached the Cook Islan in August.

THE epidemic hit Rarotonga af a period of chilling southe winds and record low temperatu early in the month.

The temperature at Rarotonga's a strip on one occasion dropped to 4 degrees; and old-time residents agre that the cold spell was the sever they had ever experienced on t island.

On August 6, 244 of Tere College's 440 students were confi to their homes with the flu. Sev Tereora teachers also went down w it, and the college was closed.

The Teachers' Training College s fered 60 casualties; and three da later most of Rarotonga's schools ported that more than half of th pupils and many of their teach were absent. As a result, all scho were closed for almost a week.

Resurgence

The staffs of trading stores a Government departments were a drastically reduced for about a we and the Health Department said t about 500 people were receiving da medical attention both at home a in hospital.

On Monday, August 16, the scho re-opened, but a resurgence of the closed them two days later for remainder of the week.

During the previous weekend, th had been one death due to com cations of the flu and, by August most of Rarotonga's 8,000 inhabita had been down with a bout of Doctors visited between 6,000 a 7,000 people, some of them be repeat cases.

All dances, public meetings, a Rugby and basketball matches w cancelled and all cinemas were clos

Schools were also closed Aitutaki and Penrhyn.

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At The RSL Congress

P-NG Security Men Will "Watch For Discontentment"

From a Lae Correspondent

A strong warning on the angers of subversion in Papua-New Guinea was one of the eatures of deliberations at the nnual congress of the P-NG ranch of the Returned Service-ien's League, held in Lae in ugust. The warning was made y P-NG's Police Commissioner, Ir. R. R. Cole, who is a former istrict Commissioner.

IS statement follows a recent announcement in Port Moresby on e formation of a Special Branch of e Constabulary, which will check n possible security risks in the Terri-ry.

Mr. Cole, in opening the congress, id that the Special Branch would so keep in touch with public opinion, particularly on matters which could use discontentment with the Gov-nment and its policies."

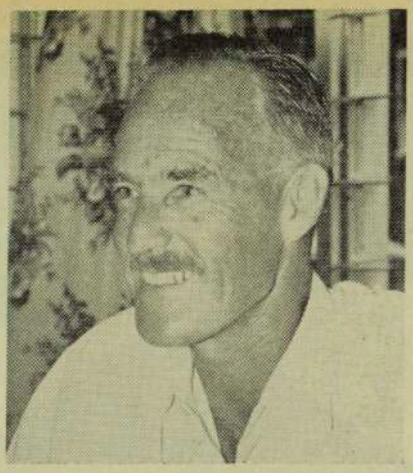
Mr. Cole said criticism was damag-g to Papua--New Guinea's security nless it was "well considered, well esented, and indeed warranted.

Unreasoned Criticism

"Not only do we have a large un-ucated Territory population ripe for y unreasoned form of criticism of r Australian Government, but there e many countries looking on and aiting for any such expressions of ternal dissatisfaction," he said.

"I am satisfied there is much being ne in the field of security, and there much the RSL can do to foster ese efforts by avoiding damaging iticism and educating the public, th European and native, to realise at it is in their interests to avoid bversive elements which encourage ob rule."

He added: "We must expect an in-ease in subversive activity by those terests who are critical of the Aus-alian Administration. Our immedi-e and greatest danger is not from y armed onslaught, from any atant unwarned invasion by military ight or saturation bombing.



Mr. Cole.

"This type of warfare is something in which we have experience and know the answers. Rather we must be prepared and watch for a much more insidious approach — a softening-up process with subtle propaganda.

"We must watch for creation of discontent and dissatisfaction towards employers and Government," Mr. Cole said.

"We must be on our guard against subversive political approaches to weaken loyalties, fostering discontent among frustrated semi-educated politicians.

"We must watch for the formation of 'front' organisations with lofty ideals but overt political control, and for penetration of unions and industrial organisations to distort their aims."

Mr. Cole, a World War II Military Cross winner, warned against what he called "the quiet men who never appear in the forefront but lead from behind in the shadows."

He added: "This is the cold war approach and I suggest it is possibly being practised in the Territory today. Much of it is cleverly engineered and developed to well-organised plans and there is no hesitation in using the ill-informed 'do-gooder' to spread such discontent."

Coastwatchers

Speakers at the congress also called for a reorganised and improved Coast-watching system in the Territory.

The congress recommended the establishment of a school for Coast-watchers at Rabaul and the urgent appointment of an experienced officer to head the organisation.

Delegates said the present Coast-watching organisation would not work efficiently in wartime.

The State president, Mr. R. F.

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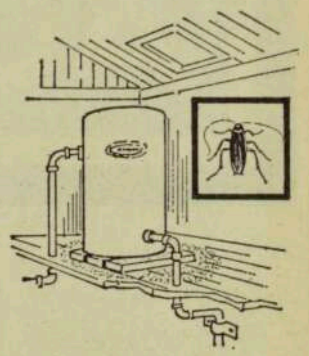

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Bunting, said some Coachwatchers had complained that their present radio equipment was "quite unsatisfactory."

Mr. L. E. Ashton, a Coastwatcher in New Guinea during World War II, said it was essential that Coastwatchers had the best equipment available.

Mr. P. Dennis, of Rabaul, said that no time should be lost in the training of volunteers as Coastwatchers.

"It is not just a matter of having a wireless set on a plantation," he said. "You have got to have men who know how to make good reporters.

"Lots of reports from Coastwatchers in World War II were misinterpreted because the men who made them had not been properly trained."

Army Pay Disparity

Another delegate to the congress called for the removal of pay differences between native and European members of the Territory's CMF units.

The delegate, Mr. R. Kerruish, of Bougainville, said this difference in pay rates in the Papua-New Guinea Volunteer Rifles had created a potentially dangerous situation.

"We feel it's bad to have two men in a fighting force doing identical jobs and getting different rates of pay," he said.

"We feel the non-indigenous CMF member is a dedicated man, otherwise he wouldn't be in it, and he would be quite prepared to accept the same rate of pay as an indigenous member.

"Eventually these men may go into action together and the indigenous soldier could say, 'You get more pay than I do, you fire the shots.'"

Mr. Kerruish was speaking during discussion on a resolution calling for the expansion of the CMF to strengthen the Territory's defences.

The question of pay rates was not involved in the motion.

The congress decided to ask the Government not to send the Papua-New Guinea Volunteer Rifles to fight overseas as a unit.

A resolution adopted said the troops would be needed in the Territory because of their specialised local train-

Mr. P. Dennis, of Rabaul, said his sub-branch was concerned at reports that members of the unit might serve in Vietnam.

"We don't want them bunged over in Vietnam or Malaysia or anywhere else. We want them here," he said.

Mr. L. Shoppee, of Wau, said that if individual members of the unit wanted to volunteer to serve overseas they should be free to do so.

Congress urged the Australian Government to stop training Indonesian officers and NCO's.

A resolution said Australian troops were actively engaged against Indonesian insurgents who could be led or have been trained by Indonesian officers trained in modern warfare at Australian Army establishments.

The resolution was carried unanimously without discussion.

The congress also called on the Government to warn Indonesia that it would not tolerate any infringement of Papua-New Guinea's borders.

Mr. F. Turner, a Port Moresby delegate, said Indonesia was likely to start border incidents unless the Australian Government took a firm stand.

The congress decided to ask the Australian Government to do everything in its power to ensure that the people of (Indonesian) West New Guinea were given the opportunity to vote on their future.

Mr. F. Sagar, of Madang, said New Guineans were very concerned about the fate of the people of the former Dutch territory.

"They have the feeling that the Indonesian action there is the thin edge of the wedge for Papua-New Guinea," he said.

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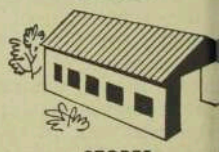

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Fiji Tries A New Way Of Handling Its Prisoners

From a Special Correspondent in Suva

Major Basil Sellers, former Superintendent of Prisons in Fiji, stood on a hilltop at Naboro at the end of July and saw the realisation of a dream. Below him was a neat prison block, perhaps the most modern of its kind in the South Pacific and Australasia. In the surrounding countryside roads ran through thriving crops.

MORE than two years earlier, Major Sellers had stood near the me spot and looked out on thick ish as he outlined plans to develop prison farm to give practical agri-ltural training to men sent to gaol. nd here it now was.

The Naboro project is more than just new prison block to ease the strain the Colony's overcrowded gaols, though it will certainly help to do is. By about September it will have inmates. (Suva's gaol, alone by mparison, has more than 300 men, though it was built for only 200).

Rehabilitation

Naboro's chief virtue will be that will enable young offenders to be parated from hardened criminals. The emphasis at the Naboro Farm on rehabilitation. It will accom-odate selected first and second enders between the ages of 17 and . They will be given practical train-g in agriculture to enable them to d a living at the completion of ir sentences.

Living conditions are good. Build-gs are light, modern and airy.

Prisoners will be accommodated in -bed dormitories. Each man will ve his own locker, sprung bed, ttress, pillow and blankets. All buildings are screened against squitoes and flies. Toilet and wer facilities are far superior to se of any other prison in the lony.

The dining room, where food will served cafeteria style, will also ve as a classroom and recreation m.

There are washing and ironing ms.

A parade ground within the com-und will also serve as volleyball rts. A sports field is planned out-e the compound.

But prisoners will have to work d.

Every minute of the day, from reveille at 6 a.m. to lights out at 8.30 p.m., will be planned. There will be work and discipline.

Except for weekends, when there will be a change in routine, each day will begin with cleaning of dormitories and 15 minutes' physical training before breakfast. The prisoners will work on the farm from 8 a.m. to 5 p.m. with an hour for lunch and a 10-minute break, morning and afternoon.

After the evening meal there will be an hour of recreation followed by evening classes, where the emphasis will be on agricultural subjects and English.

Training will also be given in first-aid by the St. John Ambulance Brigade, and churches of various denominations have combined to provide a series of lectures and discussions. After that will come a half-hour reading period, an inspection of dormitories and lights out.

Visit Of Inspection

The Acting Superintendent of Prisons, Mr. E. Smith, showed a small party over the project recently. The party included the Secretary for Social Services, Mr. K. R. Bain, the Visiting Justice, Mr. Moti Tikaram, and the architect, Mr. D. Greenman, who designed and supervised the buildings. Also present were Major Sellers, who first conceived the scheme, and Chief Prisons Officer, Eddie Raddock, who will be in charge of it.

When completed, the project, including quarters for prison officers, will have cost about £70,000.

What has been completed so far is the first stage of a larger project to rationalise the treatment of prisoners. Essentially, this stage is aimed at the rehabilitation of young offenders who have gone off the rails, but who can, it is thought, be put back on the right lines by sympathetic but firm treatment and practical training.

There is another class of young offender—the young man with a bad record who is rapidly heading towards a life of crime. For him, a different kind of treatment is planned—short, sharp shock treatment at a detention centre which is planned at Naboro. There life will be tough and designed to teach the offender that crime does not pay.

Finally, there is a third class of offender—the hard-core criminal with a bad record, who is serving a long sentence — the trouble maker who needs close confinement and who needs separating from the younger and lesser offenders on whom he is a bad influence.

For this type of criminal a security training prison is planned. This will also be built at Naboro, as part of a five-year development plan.

This first stage at Naboro may well prevent young offenders from eventual confinement in the security prison—at least that is one aim of this imaginative scheme.

NO SNAGS EXPECTED IN SETTING UP NEW COUNCILS ON NAURU

"No complications" are expected in setting up Legislative and Executive Councils on Nauru by next January, according to Mr. R. S. Swift, First Assistant Secretary of the Australian Department of Territories.

Mr. Swift said this in Port Moresby early in August after visiting Nauru to discuss the establishment of the councils.

Others who attended the talks were the Administrator of Nauru, Mr. R. S. Leydin, members of the Nauru Local Council led by Head Chief Hammer DeRoburt, a representative of the Australian Attorney-General's Department, two other members of the Department of Territories, and Mr. K. E. Walker, of Sydney, who has been acting as economic adviser to the Nauruans.

"The talks were very successful, and we've reached the stage where we are certain the timetable for setting up the councils by next January can be met," Mr. Swift said.

Legislation to enable the councils to be established will probably come before the Australian Parliament soon. Also expected soon is an announcement on the composition of a committee to study the possibility of rehabilitating Nauru's worked-out phosphate lands by shipping soil to the island.

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Fiji Indians Fear Prasad Case May Rebound On Them

Indians in Fiji are concerned that the hullabaloo over the six-year-old Fiji-Indian girl Nalnie Prasad, who was deported from Australia early in August, will have adverse repercussions on them if they want to enter Australia.

THEY say that the Australian authorities will now make it "awkward" for them to get permits, and that there are already straws in the wind.

They say that one of these is a notice in *The Fiji Times* of August 19 from the Australian Commissioner in Fiji informing intending applicants for entry into Australia (including tourists) that they should submit their applications well in advance of the desired date of travel.

The Indians say that their applications may not be refused, but that entry permits may be so long in coming that they will die of old age before getting them.

They point out also—although it may only be coincidence—that an Indian nurse, a trained hospital sister, who applied recently to enter Australia to do two years' midwifery and child welfare training, has had her application turned down. This is believed to be the first time that such an application has been refused.

Manoeuvring

Nalnie Prasad, also known as Nancy, was deported to Fiji after two years of manoeuvring by relatives in Australia to enable her to stay, plus hundreds of letters to the Australian Immigration Department, countless twisted, angled, and hysterical words in her favour in some sections of the Australian Press, and a fake kidnapping at Sydney's Mascot airport.

Nalnie had come to Sydney from Fiji in April, 1962, with her father Mr. Shiri Prasad, a Suva carpenter, her mother, three brothers and sisters, and Mr. Prasad's mother-in-law.

The Prasads, who have relatives in Australia married to Australians, entered the country on tourist permits.

These permits were subsequently extended to April, 1963. Meanwhile Mr. Prasad bought two houses in a Sydney suburb, and when his family's permits expired in April, 1963, and he showed no sign of going home, the Australian Government issued deportation orders.

With the exception of Nalnie, the Prasad family returned to Fiji in the liner *Orsova* the following November. At Mr. Prasad's request, the Government allowed Nalnie to say a further two months because of a throat infection. However, at the end of that time, her relatives failed to return her to Fiji as agreed with her father.

Subsequently, Mr. Reg Powditch, an English-born panel beater, of Sydney, and his wife Shashi (Nalnie's grown-up sister) attempted to adopt Nalnie to avoid having to send her home. However, the courts turned down their application and they had no option but to send her back.

But on the night Nalnie was due to leave Mascot airport, she was kidnapped by a part-aboriginal—by arrangement, it was later revealed, with the Powditch family.

On being returned to the Powditches, the Australian Immigration Department promptly issued deportation order, and she returned to Fiji the following night in company of Mr. and Mrs. Powditch. All fares were paid for by the Australian Government.

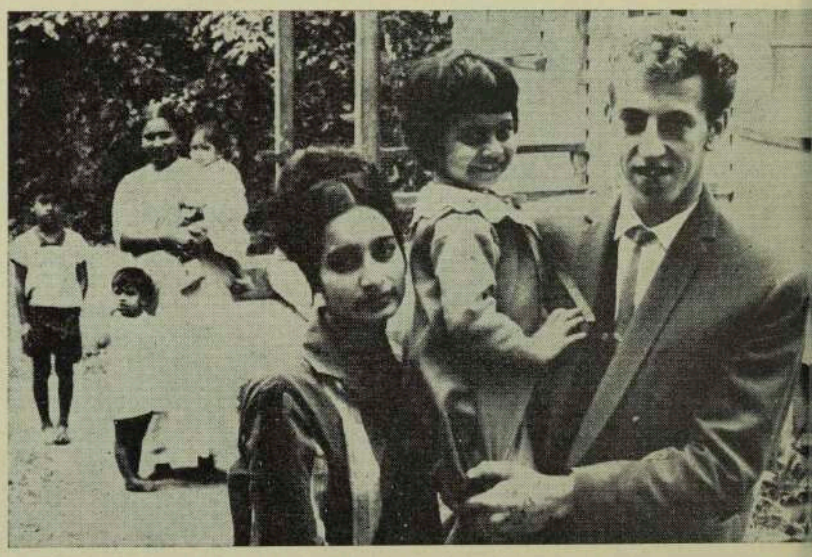
During the two years manoeuvrings to keep Nalnie in Australia—and particularly in the last stages—some sections of the Australian Press tried to make out that Australia's Minister for Immigration, ex-world cycling champion Hubert Opperman, was a wicked villain for insisting that Nalnie should go home to her parents. They also made out that virtually the whole of Asia was rising in wrath against him over what, in their view, was a flagrant example of the White Australia policy in action.

Annoyance, Anger

Despite statements by Mr. Opperman that the Prasad case had been "constantly and gravely misrepresented" to the public (which it certainly had), and efforts by him to set out the facts calmly and correctly, his side of things was usually ignored.

Meanwhile, in Fiji, the feeling among the Indian community was one of annoyance and even anger rather than sympathy, at the attempts by the Prasads and Powditches to "buck" the Australian Government.

Now, Fiji's Indians look like being made to suffer as a result of it.



Nalnie Prasad smiles for a "Fiji Times" photographer soon after her arrival in Sydney from Australia in August. She is with her brother-in-law Mr. Reg. Powditch, of Sydney, and his wife Shashi (Nalnie's grown up sister). Behind are other members of the Prasad family.

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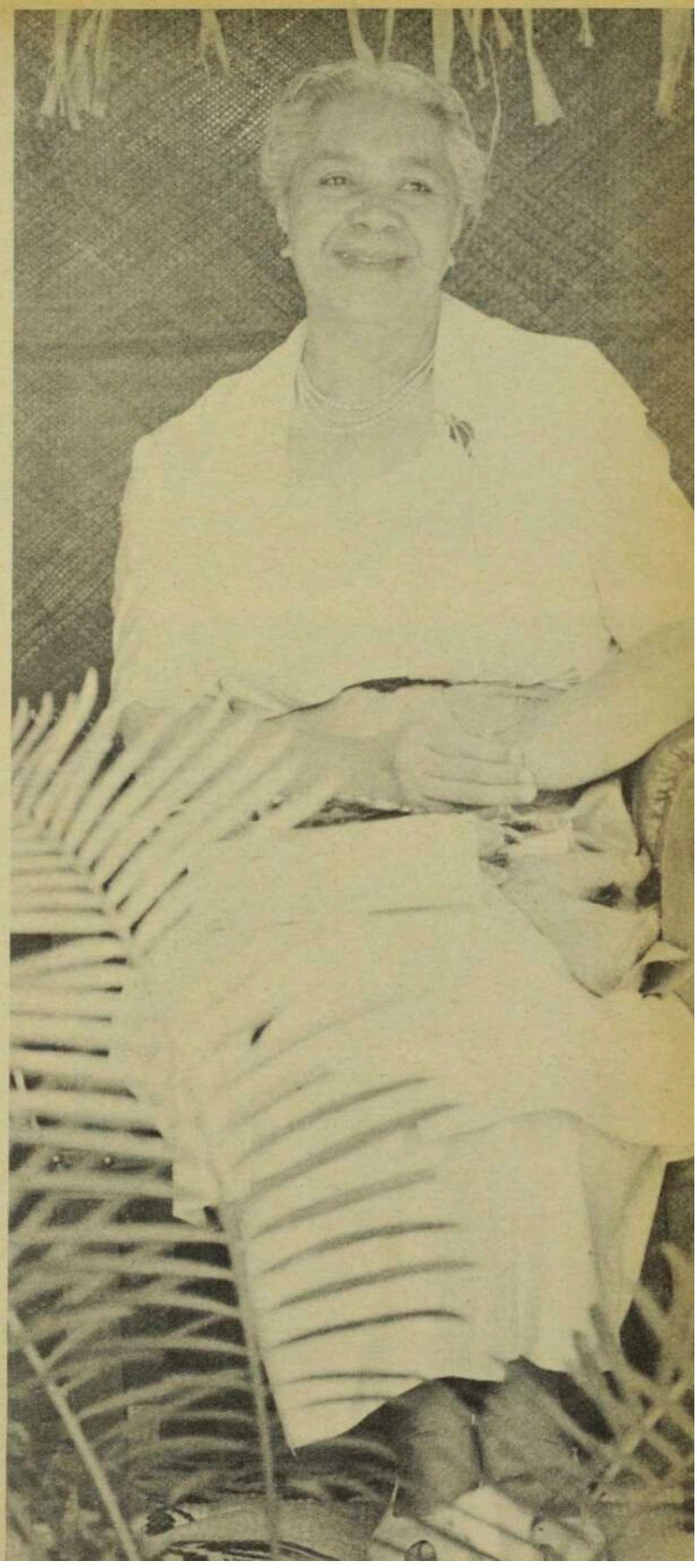

47 YEARS ON THE TONGAN THRONE

In August, Queen Salote had been on the Tongan throne longer than any previous monarch—47 years and four months. Congratulatory telegrams were received from all over the world for the famous Queen, photographed here in the Royal Palace by Government photographer T. Vaka. Our print is reproduced by courtesy of the Tongan Government Printer.

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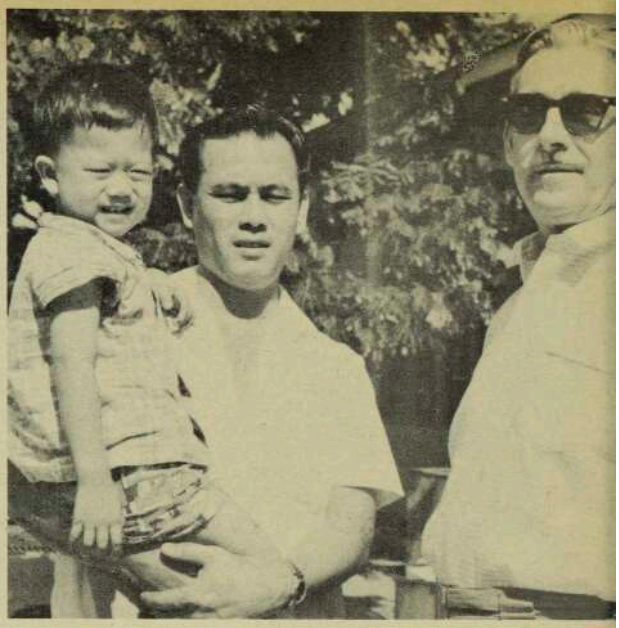

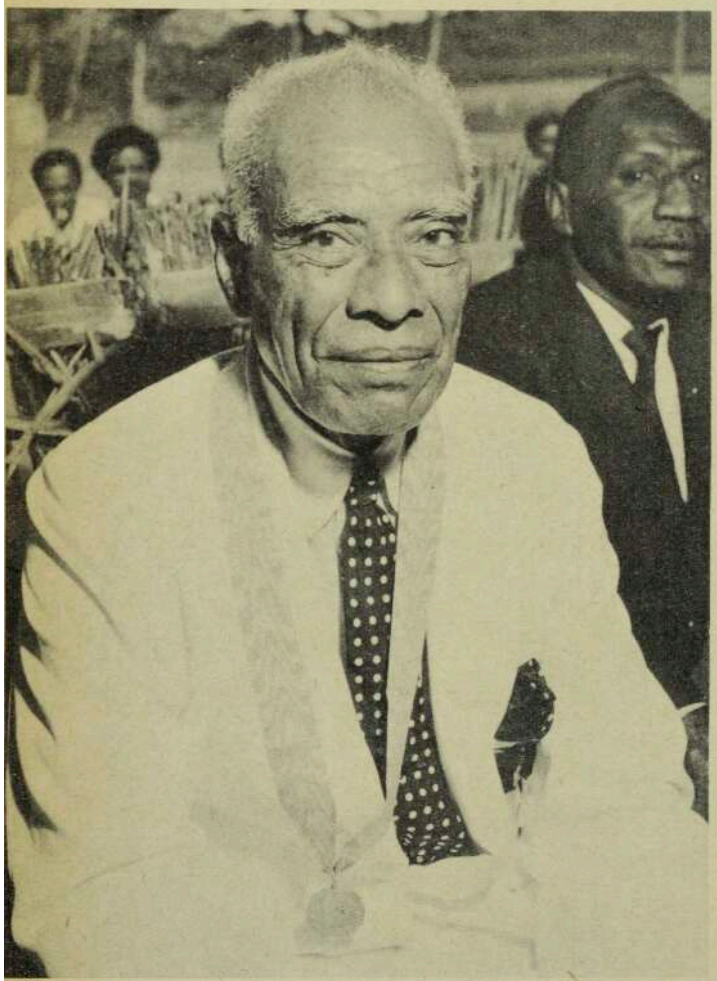

People

On a recent visit to Papua-New Guinea from South Australia, Mrs. H. C. Hosking, wife of NG's pre-war Deputy Director of Health, renewed acquaintance in Port Moresby with Dr. A. V. Price, in the picture above left. At right, former Territory planter Mr. E. Fulton, now living in Victoria, said hello again in Port Moresby to Mr. Eric Chin, who is seen with his son Adrian.

Left, Ratu Jale Bulamainbau, retired AMO of the Fiji Medical Service, with the Medal of Honour recently presented to him by Fiji's Governor, Sir Derek Jakeway.

Opposite page, top left, OTC engineer Mr. D. Temperley, and Australian Broadcasting Control Board official Mr. C. Elsworthy, received a warm welcome when they visited Nauru by special aircraft recently. The same aircraft took Judge D. G. Andrews, of Queensland, to preside at a trial.

Top right, opposite, is a group of Fijians currently visiting Australia for a course in public administration. From left they are Elimeleki Lomani, Mr. Fred Gibson, Nacanieli Unuiviti and Napolioni Dawai (seated). They were photographed in Sydney.

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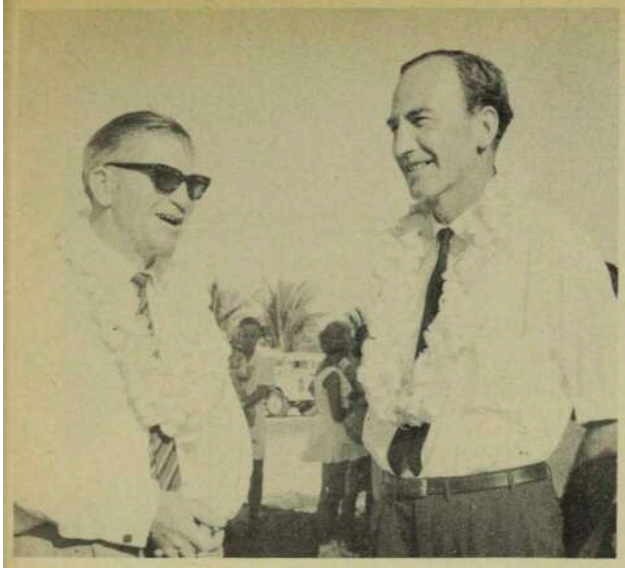

Below, looking bright and happy, is pretty New Caledonian Lizette Kawiane, who in 1959 made news by being the first New Caledonian "blue baby" to fly to Sydney for an operation. Today she is 17 and healthy. Recently the New Caledonian Assembly thanked Australia for its medical help on behalf of New Caledonians.

Below right, the centre of attention is popular New Hebrides chief telephone mechanic George Marshall, about to be led aboard ship in Vila with a dog collar. Occasion was his retirement after 10 years in the post. He is now in Sydney.

Photos: Chin H. Meen, Rob Wright, Irene Sextor
Reece Discombe, Fred Dunn.

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Armed Guard For Mataafa

An armed policeman stands guard for Western Samoa's Prime Minister Mataafa as he arrives at Parliament House on July 17, following alleged threats to the lives of the PM, the Head of State and some Europeans.
Photo: "Samoana"

A TV Scriptwriter Couldn't Have Done Better!

From R. F. Rankin, in Apia.

Apia is still not quite the same after its recent encounter with a true life adventure series—better than anything an imaginative script writer could produce—involving threats of assassination and murder, armed police guards and orders of deportation. The only trouble is that Apia still doesn't know whether to laugh or cry.

AIN actors in the play were the Moors brothers—Captain Harry Oliver—and the forces of law order. *PIM* reported the basic s in August (p. 16), but what basic facts in a story like this? aptain Harry Moors is used to hes with authority. Early in July unhappy association with the ernment came to an end when services as Harbourmaster were inated on direction from Cabinet. followed the findings of a mission of Inquiry into the ine Department earlier in the

mong those who felt Harry ld have got a better deal is his her Oliver, a professional enter- r, who returned with his wife n the States several months ago, the intention of starting a night in Apia.

arry and Oliver are sons of ninent politician Afoafouvale Misimoa. They were born in Western Samoa but both hold United States citizenship.

On the morning of Thursday July 8, after attending their sister's birthday party the night before, the brothers sojourned to the RSA Club.

Some witnesses claim that while drinking in the club Harry and Oliver threatened to kill the Head of State and the Prime Minister and certain Europeans, including Auditor General J. Campagnolo and Acting Harbourmaster Captain J. Jones (who has since died, see below).

The RSA reported this to the police and by Saturday there were armed guards around the home of Head of State Malietoa at Vailima, and Prime Minister Mataafa at Lepea.

Later guards were also placed on the homes of Captain Jones and Mr. Campagnolo.

The same day Harry and Oliver received notices from the Prime Minister, as Minister of Immigration, ordering them out of the country within a week.

Mataafa claimed they were "disaffected, disloyal or likely to be a source of danger to the peace, order and good government of Western Samoa".

On Tuesday the matter came up in Parliament. The Prime Minister dismissed the view put forward by Pilia'e that this was properly a matter for the *aiga* (families) to settle.

After three hours' discussion, a motion by Tofilau amended by Asiata to put aside the deportation order and reconsider the matter was defeated by 25 votes to 13.

Deadline

The Saturday deadline came and went. The Moors stayed put, and the police waited in vain for orders to lay charges against them for disobeying the deportation order.

On Tuesday Mataafa called Harry and Oliver to his office where a discussion was held, and, according to an aide, it was in a "very cordial atmosphere".

On Friday Mataafa revoked the deportation order. He was satisfied that the Moors brothers were not a threat to peace and good order, he said.

To most people, the incident should never have got further than the walls of the RSA Club.

(over)

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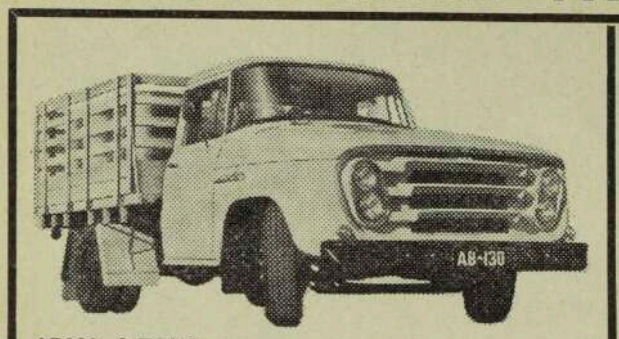
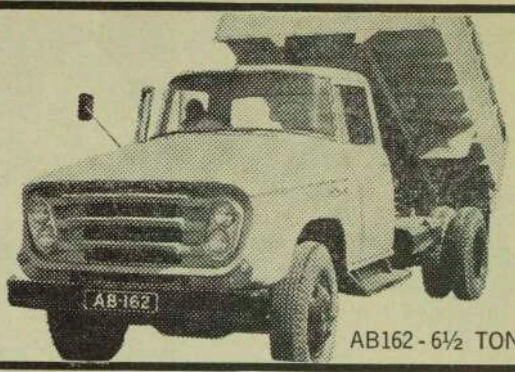


AB130 - 2 TONS



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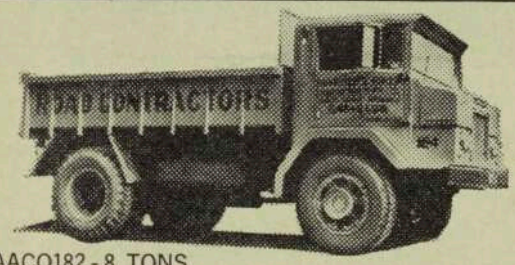

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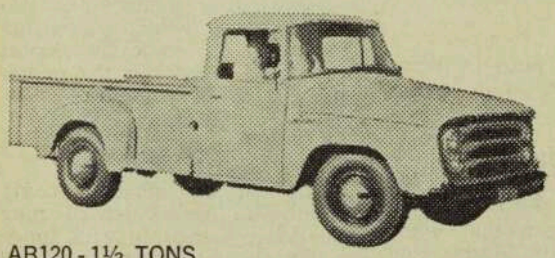

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APTAIN J. W. Jones, who had been acting as Harbourmaster Apia since the dismissal of ptain Harry Moors earlier this r. died after an accident in Apia rbour on August 5.

aptain Jones fell into the sea m the pilot boat as he was about board the *Thorsisle* to bring her harbour. He collapsed soon after ng helped back on board and was nd to be dead on being taken to pital.

Captain Jones, who was in his l-sixties, held a master's ticket both sail and steam vessels. He ved under sail in World War I was later an officer in the *Maui nare*, which linked Western noa with New Zealand.

n the early thirties, he became a ntation manager for New Zealand paration Estates in Samoa; from 7 to 1940, he represented Burns lp at their plantations at Hull and lney Islands in the Phoenix oup; and from 1940 until 1942, en he was appointed Harbour-ster in Apia, he was back with paration Estates.

Captain Jones remained as rbourmaster until his retirement 1959, when he took up coffee and ana-growing in Samoa.

At the time of his death, he was sident of the Returned Services ociation, for which he was an ent worker. A large crowd at-ded his funeral.

Captain Jones left a widow and daughters.

☆ ☆ ☆

ET another expert has had a long hard look at Western Samoan iculture and has come up with a iliar answer—the social and nomic inequalities inherent in the *tai* system make agricultural de-opment pretty well impossible.

Nearing the end of a two-year term Western Samoa, FAO agriculture ension services adviser, Mr. F. C. ganiban, a Filipino, recently ex-ssed grave doubts about Samoan icultural development in an article *Laufasi Ola*, an information bulletin olished intermittently by the De-tment of Agriculture.

"In the midst of almost world-wide ancements, Samoan agriculture has ged behind, even in comparison h other Pacific Islands," said Mr. ganiban.

He said the Government had tried improve the social and economic dition of villagers by providing re schools, hospitals, fertiliser us and forestry seedlings and by organising rhinoceros beetle gangs and so on.

"The facts of the actual situation show the existence of a great disparity between objectives and facts," he said. "Most of the village people are still pitiful in their lack of enthusiasm and their seemingly indifferent attitude to life.

"Is is apparent that there is something wrong," he went on, calling for a reappraisal of existing programmes and policies to determine the cause of failure.

He said that the basic problems in the development of Samoan agriculture lay in land tenure, capital, education, social justice and public service.

He placed most blame for failure on the lack of security for farmers using customary land, and on inadequate capital available for development.

"Until the farmer can be assured of his right to use land as long as his family lives on it, the primary and basic incentive for a village farmer to dedicate himself to agricultural industry is lacking, and success is hardly attainable," Mr. Panganiban said.

Referring to capital, he said that

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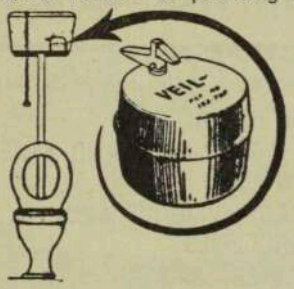

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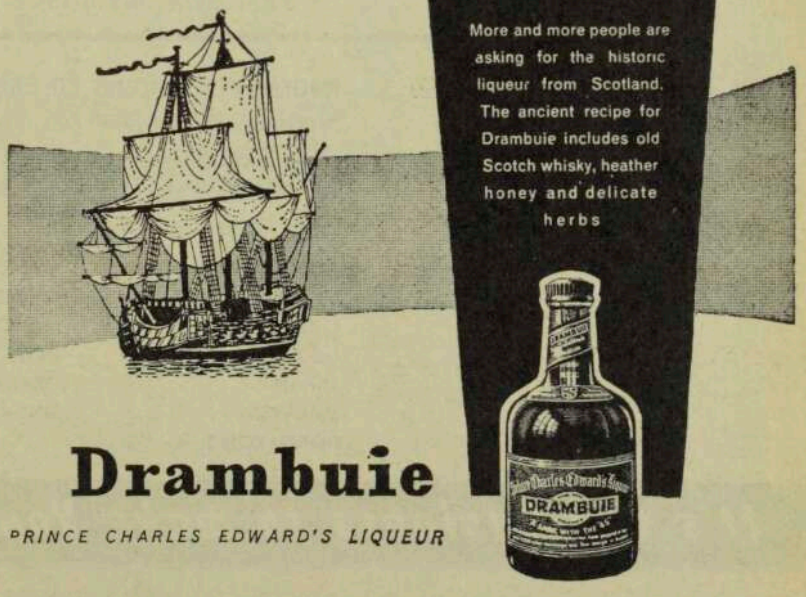

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A Teacher's Tale Of W. Samoa

In 1948, when George Irwin, a New Zealander, went to Western Samoa with his wife Judy to become principal of the Teachers Training College, Samoa's educational system—according to him—was in a state of disorganisation and muddlement.

There was virtually no continuity of educational policy, school organisation, or teaching methods; and the Samoan children sat back to see what was going to happen every time a new teacher arrived.

When George Irwin arrived, the Acting Director of Education told him: "Don't be in a hurry to start work. Just stand around and look for a while because, boy oh boy, it'll be different from anything else you've come across."

Irwin, it appears, took this advice—not only then, but from time to time during the whole seven years he spent in Samoa as principal of the Teachers Training College.

In doing so, he observed a good many interesting and amusing things about Samoa in general and Samoan school life in particular, which he has now recorded in a book called "Samoa" and sub-titled "A Teachers Tale". It is a light, bright, warm-hearted book.—RL.

(SAMOA. Cassell, 38/6).

illage farmers had hardly any credit s they had no acceptable collateral o offer; and that improved methods f farming were impossible with the ery limited amounts of capital avail- ble to them.

He advocated supervised credit to ffset the absence of collateral and to nsure the sound use of capital and o guarantee repayment of the loan.

To overcome the basic problem of nequitable distribution and insecurity f tenure, he advocated a re-orienta- on of values and attitudes.

"If the land tenure system per- etuates insecurity of ownership, rural rogress can never be achieved," he aid.

Meanwhile, a Bill providing for the easing of customary land is to come efore Parliament soon. It provides ecurity of tenure—as Mr. Panganiban ecommends—but limits leases to *atai* only!

ACCORDING to figures released by the Economic Development Secretariat and obtained from the Bank of Western Samoa, remittances overseas of earnings of overseas firms in Samoa for the first six months of this year were greater than similar remittances for the whole of 1964.

Earnings remitted to the end of June were about £139,000—more than three times higher than for the same period last year.

Despite this apparent buoyancy, the Minister of Finance, Mr. G. F. D. Betham, painted a gloomy financial picture when he presented his Second Supplementary Estimates to Parliament in mid-July.

He predicted that because of falling export income, the Government would this year face a deficit of £219,015, or nearly twice the deficit he predicted earlier in the year.

Reserves were expected to fall from £438,191 at the end of 1964 to £157,273 by the end of 1965, he said.

Mr. Betham blamed the unwillingness of the House to impose extra taxation for the "critical position" of the reserves.

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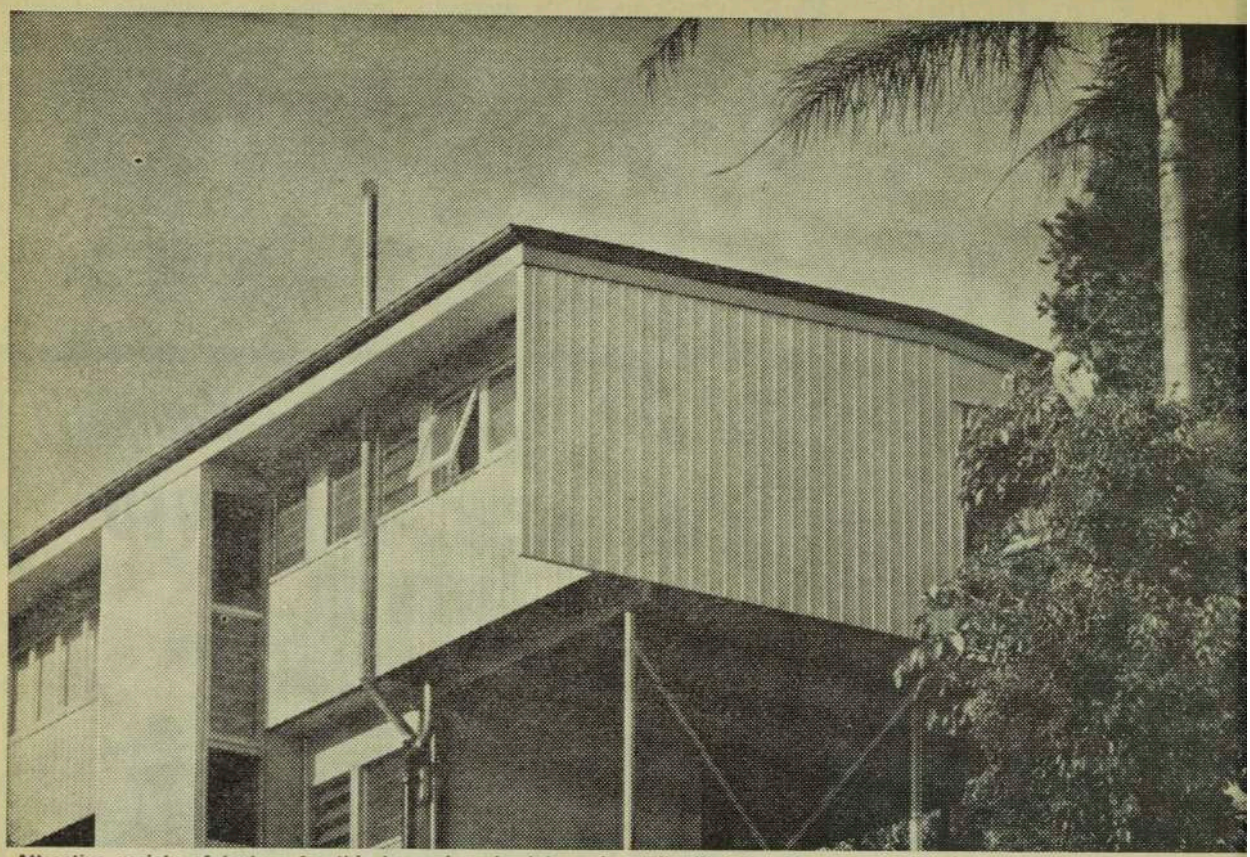

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Territories TALK-TALK

With Tolala

The "Give It A Name" problem is again being tossed about in the Territory and John Guise seems to have slipped the cloak of Name Promoter on his shoulders. And a very good man for the job.

ET us hope that the suggestion of names remains in the hands the native people alone, and that eir choice is not influenced by any ntastic expatriate contractions, or mixture of built-up words. Keep ose for new brands of sandwich read, racehorses or anti-obesity eatment.

I know not what system was lopted in some of the "new in-pendent" countries of Africa, but it confusing sometimes to know of hat country you are reading when u come up with Tanzania, Mali or mbia. (Do *you* know where they e, or what they were?)

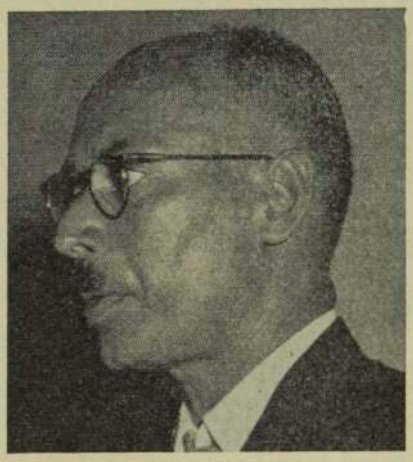
It will be an excellent test for getherness among the many New uinea tribes if they can decide nong themselves on a name for united country. If they can cceed, then it is a good augury r a peaceful independence.

HOSE BOP PLUMES

HE move to introduce a bill in the House of Assembly to lift e ban on bird-of-paradise shooting s naturally caused a stir in the ve-cots of the professional do-oders.

When the ban in NG was first in-oduced by Australia some 50 years o I remember reading a long reed from some, no doubt well-eaning, woman in Britain drawing sorrowful picture of the poor other bird being shot down and r poor little chicks waiting with aks agape for her return.

The female bird has no glamour ess to compare with the male and erman BOP shooters, with whom have spoken, tell me they never thered about shooting the females. Crocodile shooters, claiming they uld make a million if the ban were ted, might have to adjust their idgets. Do they imagine that, once e ban is lifted, the plume market ll not be flooded by synthetic bstitutes, manufactured by present-y "ethical" businessmen, ever on e look-out for a quick quid?



John Guise.

I understand the move to lift the ban is prompted mainly by the feeling of injustice experienced by certain of the New Guineans, living not far distant from the border with West New Guinea, who are compelled to see their neighbours blithely shooting away at the birds, and making good money, while they—the owners of the land on which the shooting occurs—are debarred from having the same privilege. . . . Seems a bit tough, doesn't it?

In the past, seasonal shooting, with permits, had its advantages:

- It helped to plant many a coconut plantation along the Madang coast, and
- Public revenue collected a good few marks from permits and gun licences.
- Export duty on BOP plumes in 1914 was £1 each; Gaura pigeon 5/-, cassowary and emu feathers 12/6 lb and heron feathers £25 lb.

BITS AND PIECES

THE major portion of the photographic collection of the late Harry Downing has been acquired by the Mitchell Library. . . . A recent visitor to Rabaul told me of seeing only bags of desiccated coconut from

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If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

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Ceylon on display in a large retail store. His inquiries for a dressed chicken brought forth the answer: "We have none in stock. . . . We must await the next steamer". And I thought me of the good chooks I used to buy at the *bung* for a couple of bob—pre-war, of course. . . . P-NG had an adverse trade balance in 1963-64 of £19.2 m. . . . Columnist in a Sydney paper: ". . . Australian peanut crop has failed and we shall be importing peanuts from the US for the third time in 40 years". No peanuts, either, in NG? . . . Isn't it time we started a demistering campaign? A NG newspaper referred to "Mr. Ratu Mara", the leader of the Fijian delegation at the South Pacific conference at Lae. And, of course, there is the constant redundant use of the title "Mister" before the Tolai *To*. However, it will be easier for sub-editors in a few years' time, after the university at Port Moresby gets cracking. All politicians and VIPs, rating a mention in the printed page, will no doubt have attained their doctorate of one thing or another.

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RESPECT THE TREMORS

"QUAKE Rocks NG Island," sa a 36 pt head-line in a Sydn afternoon paper in August ar followed with a message fro Rabaul: "The sharpest earthqua for years shook a wide area of Ne Britain yesterday. People ran fro buildings in fear. . . . However, litt damage was reported except to sh stock which fell from shelves."

The report went on to say that vulcanologist put the epi-centre Jacqueline (*sic*) Bay about 30 mil from Pomio. "One store at Kokop . . . reported several hundred poun damage to stock". In Rabaul th strength of the tremor was reporte as six.

There certainly has been som seismic activity in parts of Ne Guinea recently, with eruptions some areas, but these are always good sign (up to a point) showin that nature's safety valves are wor ing, and not gummed up in prepar tion for a major upheaval.

Some Australian newspapers a inclined to over-play these shake creating earthquakes out of tremor and then, on the other hand, loc residents seem now to under-pla the potentialities of a *quria*, witness the shop stock falling fro the shelves.

This would never have happene in the early days.

Not Appreciated

Even just before the war in ar around Rabaul the fact that the are was located in one of the world greatest earthquake and volcan regions was not appreciated by th majority.

"Familiarity breeds contempt," ca be held responsible for the blata disregard by Rabaul people nature's warnings in May, 1937, pric to the Vulcan eruption.

When Vulcan Spewed. Well d I remember, on the day prior to th upheaval, talking with Jimm Twycross, then manager of the AW station at Rabaul. He was co cerned at the frequency of the eart tremors over a long period. We bot agreed that "something unusual" wa afoot. We drove over to Matup Island. There the natives showe us substantial cracks in the roa way—feet long and inches deep.

We returned to Rabaul, over causeway which had sunk severa inches since we arrived. We didn do a thing about it except to have drink at the club; have a whing about the dangers of earthquake

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sk ourselves why nobody did anything; then went our way.

I returned to my office and from here rang Central Administration: Was everything under control?" I sked. To what was I referring, lease? . . . Twenty-four hours later e kite went up.

Twenty-six years earlier I had rrived in New Britain and on my rst night, when going to bed, my ost said to me: "Don't leave the mp on the dressing table; put it on e floor". And, in answer to my quiry: "We have a lot of *qurias*, rth tremors, and the lamp could ll to the ground and the kerosene ould be spilt. Don't be alarmed; e wardrobe is hooked back against e wall; but don't close the door, it uld jam in a 'quake. And if there a shake, don't rush outside, it is st as safe inside—unless the house falling down. Good night, sleep ll!"

What sort of a country had I me to, thought I, diving under the otection of my mosquito-net.

In those early days they took cessary precautions. All store elves had safety strips to prevent e goods from falling in the event a shake. All large furniture was chored to the walls by hooks: ardrobes, sideboards, book cases, anos.

I wonder if there is a single rdrobe hooked to the wall in baul now? I wonder, too, if ilders allow that required "give and e" quantity when constructing uses in this seismic area.

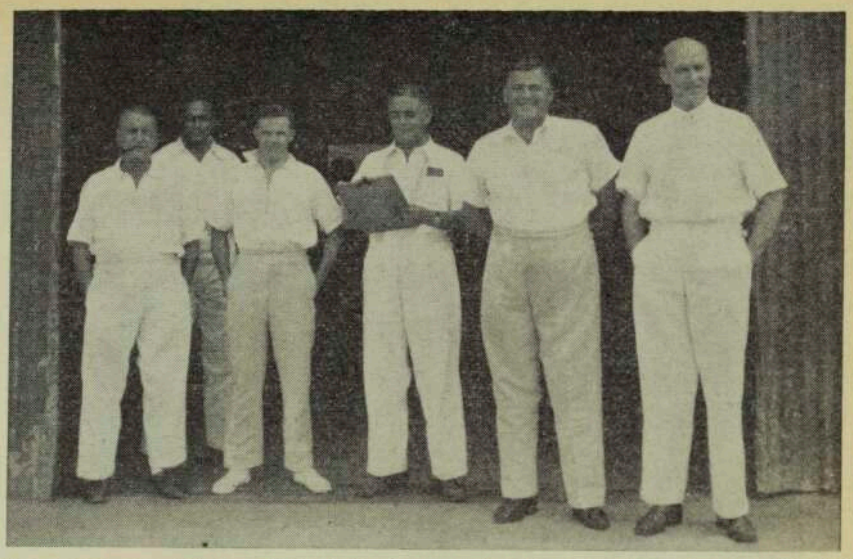
N THE RABAUL HARF

HIS month's Picture of the Past will bring back to some mories of the days before the war. e photo was taken by Frank lloway, who was with BP's, baul, in the late '30's, but is now ired and living at Redcliffe, eensland.

The scene is the Rabaul main arf. From left to right: Wally it, Peter Matthies, Dickie Bird, den Jones, Bert Rawnsley and Big c McLaughlin.

Walter Tait was in charge of BP's vedoring in Rabaul during the 0's up to the invasion; an all-nd man's man and most depende. He smoked a pipe and tained the Water Rats bowling m. During the war years he was Moresby, and I think it was there passed away.

C. C. P. Matthies was an assistant Wally; a Euronesian of royal th; his father was the well-known



These were all well-known Rabaul shipping men in 1941. From left, they are: "Wally" Tait, Peter Matthies, "Dickie" Bird, Baden Jones, "Bert" Rawnsley anl "Big Mac" MacLaughlan. The photo was taken on the Rabaul Wharf by Frank Holloway, 19 Eversleigh Road, Redcliffe, Brisbane, Queensland.

Charlie Matthies, of Aua (Western Islands) and his mother was the chief's daughter.

Charlie himself was virtually ruler of the island from the German times when he was engaged as trader and medical assistant, I think it was, by H. R. Wahlen. Anyway, he was mentor and friend as well as Medicine Man to all and sundry on the island and a well-loved man.

Although "expropriated" in the early 1920's he was not relieved of his duties on Aua until the '30's. Young Peter the son, I remember first meeting at Ralum in 1912. He was a handsome, curly-headed office-boy for the HSAG headquarters there and a great favourite of Wilhelm Mirow, the manager. Peter has also passed on.

Customs Officer

R. A. ("Dickie") Bird was a Customs officer and one of the few who, when he stamped "JERKED" on your entry form, gave you a smile and a kind word. He came to the fore when the Japs came in. "Dickie" had been learning the Japanese language. Supercargoes on Jap boats, calling at Rabaul before the war, were attached to the invading forces as interpreters and knew of "Dickie's" knowledge so he was promptly appointed an interpreter, adorned with a fantastic-looking arm-band and a certain "status". He used to give us some handy information. He was lost in the *Montevideo Maru*.

Baden Jones, known far and wide as the Transport King of Rabaul, was the clerical half of Rabaul Carrying Coy, with Eric Hopkins carrying the mechanical section. Baden spent a number of years in Rabaul.

A good public-spirited citizen, he was affiliated with a number of organisations to which he gave generously of his time and financial support. He died in Sydney during the war years.

His partner, Eric, was one of a party taken prisoner by the Japs and who mysteriously disappeared shortly before the armistice. (That was certainly one of the war mysteries of which I would like to know the answer. The party consisted of Chauncy, Evensen, Korn, Cameron, Badger, Ostrom, Beaumont, Bachmann and Sherwin).

We now come to Bert Rawnsley, the most cheerful soul of all, despite or probably because of a slight polio disability. He was Big Mac's right-hand man in the BP shipping department; book anybody a passage anywhere, find any stray cargo . . . just like that—ping! A wonderful pianist for the boys; keep the glass filled and Bert would play all night. He was south when the Japs came in, but died some time in the '50's. A good cove was Bert.

As for "Big Mac" McLaughlin, he was a tough-looking guy on the surface, but had a golden inner lining once you knew him. For years he was in charge of the company's shipping and a most efficient man. He was in Rabaul when the Japs

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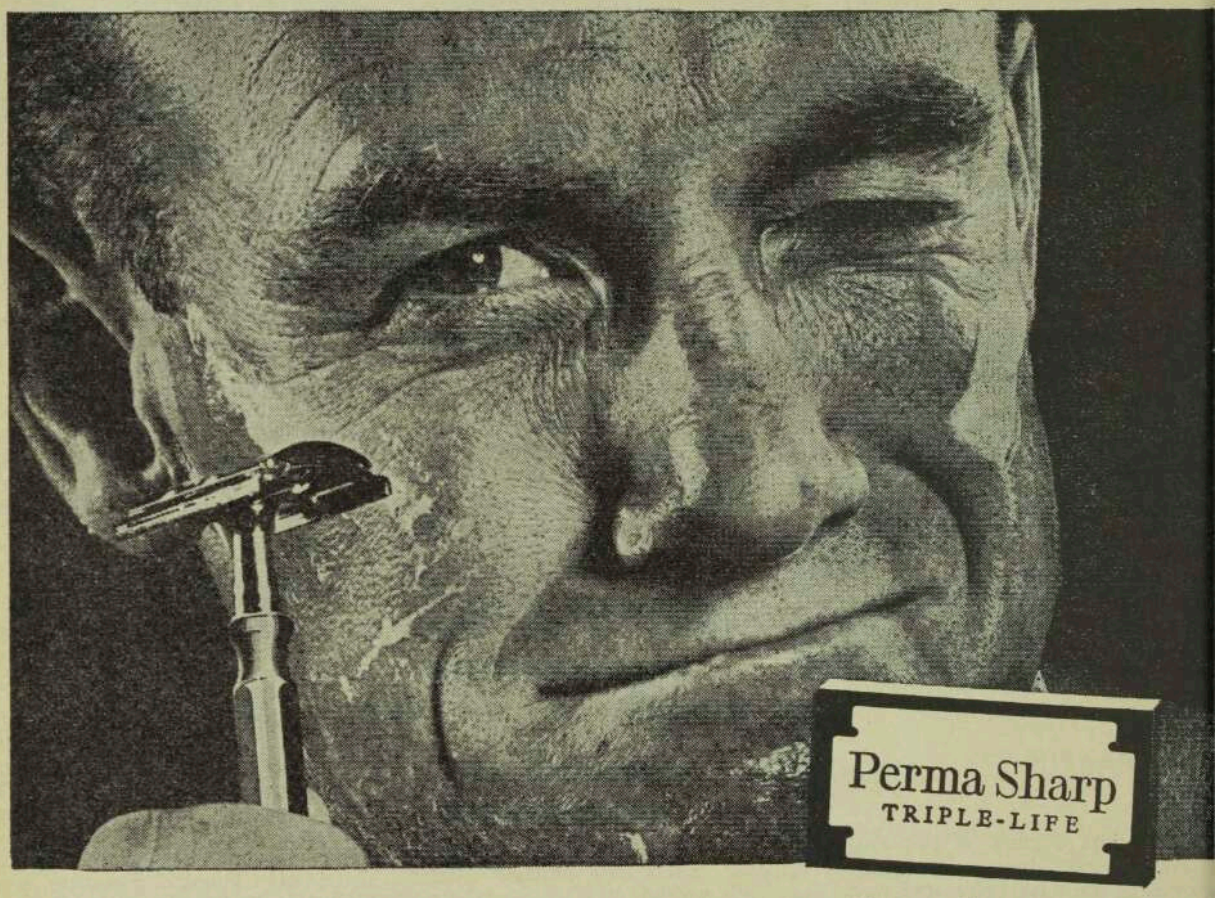

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First Of His Kind To Reach The Top

Mr. Dwight Heine, of Uliga, Marshall Islands, has been appointed District Administrator of the Marshall Islands District in the United States Trust Territory of the Pacific Islands. He is the first Micronesian to be appointed to such a position—the highest that a Micronesian can aspire to in the Trust Territory.

He replaces Governor Peter Tali Coleman as Administrator of the Marshalls. Governor Coleman, who had held the position since 1961, was Governor of American Samoa from 1956 to 1960, and the first Samoan to serve in that capacity.

Governor Coleman has now been appointed District Administrator of the Mariana Islands. He succeeds Mr. Roy T. Gallemore, who has retired after more than 31 years of Government service.

ame in, but before the general xodus by *Montevideo Maru*, he fell ll and was put into the hospital at Kokopo, where he died.

And so, we have this little group n the Rabaul wharf in the late 30's, important cogs in the movement of shipping and now . . . all f them passed on.

THEY STILL PASS ON

AND there are others of the old-time crowd who have passed way more recently.

On July 28, Harry Woolcott, one ime of Kabanga plantation in the Kokopo district, and latterly of Turramurra (NSW) died. He would ave been in his 70's. I knew him in he '20's as an Exproboard planta-ion man. He bought Kabanga, eathered the bad years, retired to ydney and lived peacefully at Turramurra.

On August 7, Jessie Jamieson Mouton died at her residence in Bellevue Hill (NSW) at the good ge of 91. Jessie Mouton was the econd wife of the Territory's only urvivor of the Marquis de Rays ex-edition back in the '80's, Jean Baptiste Octave Mouton, who died n the late '40's.

Mouton was a quiet, unassuming haracter, but gifted with great tamina. He got away from the outh New Ireland settler camp where, as a cabin boy, he had landed with other members of the expedition and eventually contacted Emma Forsayth, who at that time was associated with Farrell at Mioko.

She gave him a job and eventually he took up the land at Kiniqunan, near Kokopo, and made himself a plantation and a home. Later he sold the property to the Catholic Mission at Vunapope. He retired to Sydney, but maintained his interests in New Guinea, among them being the ownership of *The Rabaul Times* newspaper, which he maintained until the invasion. Jessie did not spend much time in New Guinea after the plantation was sold. She was the mother of Leopold; the other son, Max, was by the first wife.

On the following day in Brisbane Margherita (Margot) Symington passed on. She was a popular woman with everyone. The wife of J. S. ("Don") Symington, WRC's manager in Rabaul during the '30's and who was manager for Levers Pacific Plantations Ltd. at Gavutu in 1918. Her home in Rabaul was a favourite social centre and she was ever a keen worker for the various welfare organisations in the town. Margot came from an artistic family; her sister was the noted Australian sculptor, Theo Cowan, who died in 1949.

You cannot Have one Without The Other

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IEW GUINEA WILL BE MAIN CHALLENGER AT NOUMEA GAMES

By Jim Huxley, former managing-editor of "The New Guinea Times Courier"

In my view, Papua-New Guinea should again erge as the main challenger to Fiji at the ond South Pacific Games, to be held in umea next year. And the overall totals are ely to be much closer than they were at Suva, en Fiji was too good a match for its rivals.

APUA-NEW GUINEA was second in the points table at Suva, with e gold medals, 12 silver, 11 bronze nd 62 points. This compared with 's 34 gold medals, 23 silver, 27 nze—and 175 points. New Cale- ia was third in the Suva point re, with 50 points (seven gold, nine er, 11 bronze), and, being the host ritory this time, she should have ıral advantages.

iji for the Second Games will not l a Rugby Union team, but Papua- v Guinea will probably send one Noumea, despite the fact that on in the Territory has not reached where near as high a standard as by League.

ut P-NG must pick up at least a ıze medal, as it is probable that two teams will contest the event ıe other being Western Samoa. ga has also declared itself out year.

New System Is Better

ugby Union has been played only Port Moresby but efforts are be- made to start the game at Rabaul. t Suva some events were decided a knock-out system, and because his Papua-New Guinea suffered. Soccer and table tennis teams e eliminated in the first round, yet e observers at the Games believed both teams, especially the Soccer would have gone on to better gs and most probably picked up edal and a point or two, if given r chances.

he system has now been changed. Noumea all team sports will be lucted with each team appearing everal matches. A points system decide the three placings.

uring the two years since Suva, ıa-New Guinea's native athletes shown great improvement. In icular this will be seen in track and field, and on the basketball court. A Soccer team of a higher standard should also be available for next year's tournament.

The ball went well out of reach during this scramble for a goal during a women's international rules basketball match in Port Moresby recently.
Photo: Australian News and Information.

In the last two years New Guinean players, but mainly from centres outside of Port Moresby, have practically dominated basketball. Natural ball-playing youngsters of all sizes and ages have taken to the game, and many of the youths who were very ordinary in 1963 are now playing top-class basketball.

When the team is selected next year I expect to see about five New Guineans in the Papua-New Guinea basketball squad.

Papua-New Guinea ran third in men's basketball at Suva, and must again be rated a silver medal chance. With a little luck they could do better, but again they will most probably have ahead of them the two teams which dominated the sport at Suva—French Polynesia and American Samoa.

Athletes from Papua-New Guinea, both men and women, can be expected to improve considerably on their performances at Suva, where the men won seven gold medals.

This was borne out in August when the 1965 Territory Championships were held at Rabaul.

At Suva, European athletes won three of the major medals and relay teams (European and New Guineans) won two others.

New Guineans won the high jump and discus.

Next year the New Guineans can be expected to do better in the men's events—both field and track—and the women should be 100 per cent. better than they were in 1963.

At the P-NG titles in Rabaul 55 events were contested and 18 records were broken.

Top officials, Cyril McCubbery, who was team manager at Suva, and Don Barrett, athletic manager and coach, were elated after the results at Rabaul and they confidently announced that Papua-New Guinea would "collect a bagful of medals at Noumea".

And in my book, it does point that way.

Richter's Times

Bruce Richter, the Territory's best sprinter, who is just short of world standard, won the 100 and 200 metre events at Rabaul.

His time for the 100 metres was 10.7 secs.—This is his best recorded effort over this distance, and only one-tenth of a second outside the South Pacific record.

And his 22.1 secs. for the 200 metres was also only one-tenth of a second outside his own record for the event, created at Suva.

Richter is sure to represent at Noumea and is certain to be right in the firing line again, but there are

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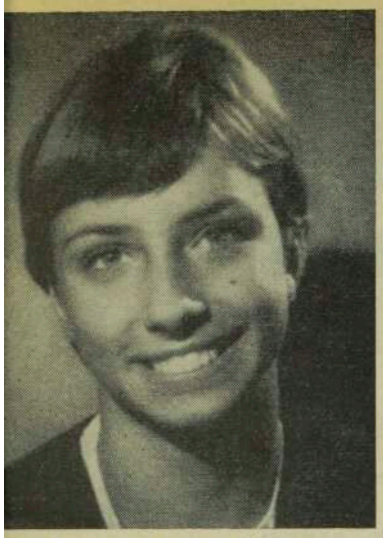

Attractive New Swim Star

New Caledonia's gold medal swimming ope is attractive Simone Hanner, a nde, green-eyed Noumea college lass, o has been seriously swimming for y 18 months. Her father is captain a local coastal trader. Simone's best ent times are: 100 metres—1m 8-3/10s;) metres—2m 39s; 400 metres—5m 45s. are better than the top women's times Suva.—Fred Dunn.

---

w Guinean runners who will im- ove more than he will in the next ar or so.

One of these is A. Kaumata, of baul, who almost pipped Richter the 100 metres at the champion- ps. The two were credited with the ne time.

Kaumata finished second to Richter the 200 metres in his own best ne, 22.5 secs.

Other New Guineans to do well at baul were youngsters Sailas Tita, o was only inches away in the 100 tres final, Enos Friday and Eliakim enge.

At Rabaul the women sprinters owed good form, but just how many them will make the grade in oumea remains to be seen.

Papuans and New Guineans love play sport, and although green en they start in athletics, they are en and quick to learn. In no time all their times improve, they jump d throw better, and quickly find emselves pushing the stars of the oment.

Swimming is a sport at which pua-New Guinea would perhaps do tter if teenage youngsters attending condary schools in Australia could called on and sent to Noumea.

There are some excellent student swimmers in Australia, but with more secondary schools now in the Territory a swimming team of some ability may be organised during the next year.

The team can be expected to comprise mainly European children, not New Guineans. It was found in Suva that the Europeans were better competitive swimmers than the natives, which was surprising.

Territory boxers did reasonably well at Suva and can be expected to do as well, but no better at Noumea, unless some kind of interest can be injected into both officials and fighters. Efforts have been made to organise tournaments but so far this year they have met with very little success.

More interest is being shown in Rabaul than in other centres, because the Territory championships are being held there this year. If the Territory is to send a capable and truly representative boxing team to Noumea many tournaments will have to be staged over the next few months. Boxers with potential must be given every opportunity to improve their standards and they will only do this if they are engaged in actual combat in the ring.

Between now and the Games there should be at least four tournaments, with all Games' team aspirants appearing, organised in the main Territory centres.

Of the other sports at the Games Papua-New Guinea will no doubt be represented, and could pick up a medal or two, but it is too early yet to visualise who would go as tennis, table tennis, women's basketball and volleyball representatives.

It is indeed wise to see that your neck is worthy of admiration by giving it daily care during your normal beauty routine. Fingertip massage with a moist oil will preserve the creamy smoothness of the skin and tone the contours of the neck to keep it youthful and supple. With gentle upward strokes, start at the base of the throat and smooth the oil of Ulan under the jaw-line, then down the nape of the neck to the shoulders. Keep this up and you will soon have another pretty feature.

. . . *Margaret Merril*

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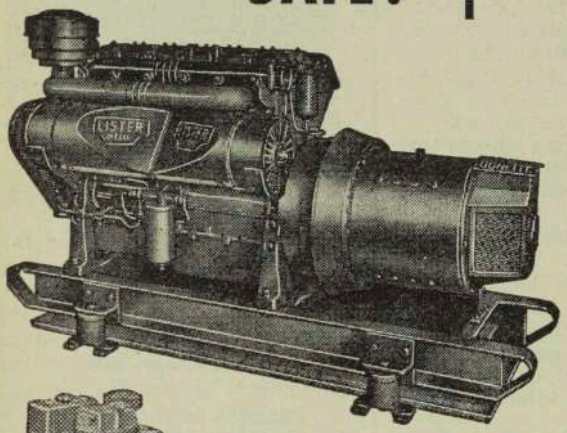

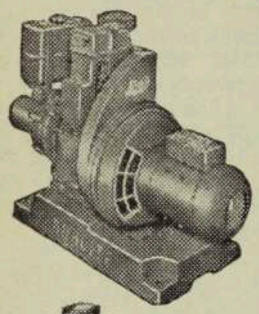

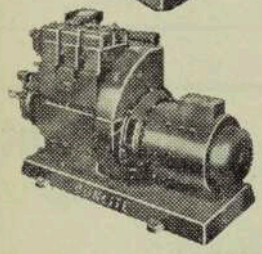

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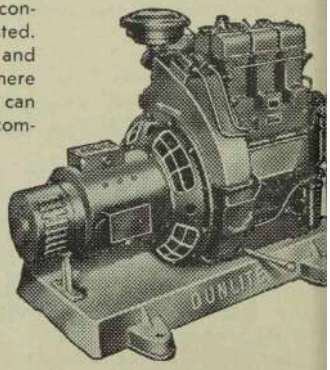

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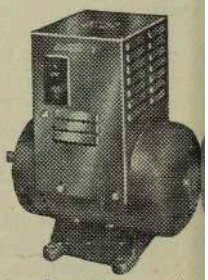

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FREEDOM TO DRINK LOOMS AS MAJOR ISSUE ON NAURU

By a Special Correspondent

Restive but silent, the Nauruan drinker chafes while other Pacific Islanders indulge in their new freedom. Papua-New Guinea, the Cook Islands, Fiji, the Solomons, the Gilbert and Ellice Islands—the list grows.

BUT the Nauruan who wishes to drink can still only do so at a price involving both cash and risk. Cash is no deterrent as he has plenty of it, but if caught in possession of either imported liquor or a locally made brew the unfortunate offender may spend time in prison or be slapped with a heavy fine.

The Arms, Liquor and Opium Prohibition Ordinance 1936 prohibits the consumption or possession of intoxicating liquor by the Nauruans and also by the Gilbert and Ellice Islanders recruited from their home islands to work for the phosphate industry. The law also forbids the manufacture of alcoholic liquor in the island. Breaches of the Liquor Ordinance constitute the greatest number of breaches dealt with by the Courts.

The island's other two communities, the Europeans and Chinese employed by the phosphate industry and the Administration, receive a regular weekly liquor ration.

The Chinese are indentured workers from Hong Kong and receive three 26 oz bottles of beer a week, and their wives each receive one bottle. When the wife gives birth to a child she also receives a bottle of brandy.

The Phosphate Commissioners' European married staff receive two dozen bottles of beer a week and two bottles of spirits a month. The smaller Administration European staff are on unlimited supplies, within reason.

Despite the law, the fact that most Nauruans and Gilbert and Ellice who want to drink, do so, is pretty openly acknowledged. They can buy either imported or locally made liquor.

High Price For Risk

The Chinese or European who wants to sell his imported ration asks for and gets 16/- for a 1/11 bottle of beer, or £8 a carton of one dozen.

The high price is considered compensation for the risk involved. Under the ordinance a supplier is liable to a maximum penalty of £200 or imprisonment for two years. Sixty years ago visiting traders to the island asked for and got 500 coconuts in return for a bottle of square gin.

Now it's cash, not coconuts, although sometimes barter arrangements are made between the Nauruans and Chinese. But the irritant remains—it's against the law.

The right to do openly what this Tolai of New Britain is doing is still denied the people of Nauru, but it may not be so much longer.

Before imported liquors became accessible to the islanders, sour toddy, methylated spirits and bush brews generally filled the gap, and even today some elaborate stills making a very creditable whisky and vodka supply some of the "needs" of the island. There is profit in home-made brew.

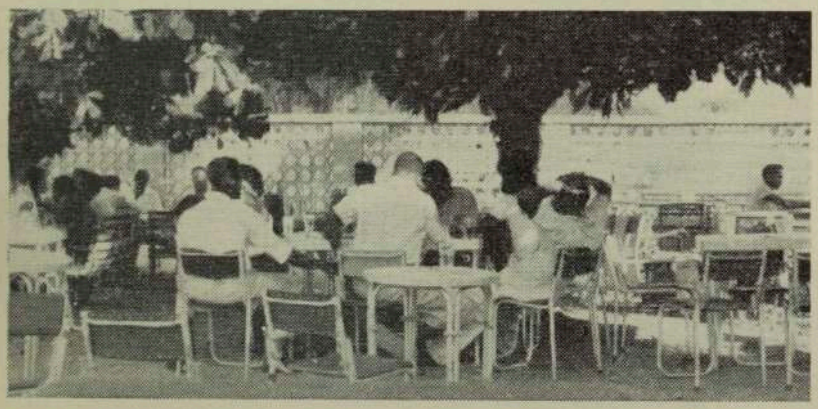
Sour toddy is said to have been introduced to Nauru by a Gilbert Islander, but under German rule—which lasted from 1888 to 1914—the making of sour toddy was prohibited. This prohibition has carried on to the present day.

Fresh toddy which is the sap of the coconut tree is a good source of vitamin B but after a day or two it becomes fermented and is then highly intoxicant.

One seasoned drinker claimed the after-effects of drinking undiluted methylated spirits were "much less severe" than the effects of drinking imported brandy. The metho can be diluted with soda water or lemonade, depending on the strength required.

The favourite bush brew is "Eibertha". The most recent still discovered and confiscated included a haul of 130 gallons of this brew.

A half-caste Gilbertese woman reputedly introduced the recipe of raisins to Nauruan drinkers, hence the name "Eibertha", "ei" prefixing the female name in Nauruan. The most popular mixture is raisins, vegemite, sugar and water. When



Beer gardens such as this one at Boroko, Port Moresby, where drinking may be done in leisurely comfort, might be the answer to the kind of facilities to provide on Nauru.

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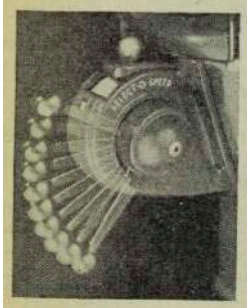

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put through a strainer it looks like coffee and tastes like port wine; it will keep for three days. This can also be made weak or strong.

Another brew called "Ebeda" uses yeast which is not easily come by.

The distillers of spirits do a lucrative trade until caught. Recently, the Administration's Medical Officer cautioned the drinkers of home-made spirits and said they frequently contain methyl alcohol, which can cause permanent blindness and death.

The fact that at official and private social functions held by Europeans to which Nauruans and Gilbert and Ellice are invited, liquor is provided, makes the law look a little silly. Both sides are conscious of the law and are embarrassed by it. Soft drinks are, of course, provided but the guest chooses his own drink, and out of consideration for his host, many an islander will dutifully sip soft drink all night. Where he does not, the islander doing "time" for being caught doing the same thing somewhere else may be forgiven for wondering where justice begins and ends.

Referendum

Any Nauruan or Gilbert and Ellice may drink once he steps off the island. This applies to "wet" ships to and from Nauru.

As the present prohibition seems to serve little purpose, the question is: "Can the law be changed?"

A referendum held last year among a group of four Nauruan districts on whether the liquor restrictions should be lifted produced 111 "yes" votes, 67 "no" votes, and 86 abstentions from voting. So far there has not been an all-island referendum.

The Nauru Local Government Council, an all-Nauruan body, has the power to change the ordinance but has so far been reluctant to do this. At the Council's monthly meeting in June, 1964, a councillor moved that the liquor laws should be amended to enable Nauruans to drink alcoholic liquor. The voting was three in favour, two against and two abstentions. Abstentions were counted as negatives in accordance with the Council's rules and the motion was declared defeated.

Afterwards, one councillor who voted in favour said that the fact that most people drink already, coupled with the fact that nothing could be done to stop them, influenced his vote in favour.

Those who do not want to lift the restrictions say they have no great faith in the ability of their own people to know when to stop drinking once they start. Money is plentiful on Nauru and imported liquors are cheap.

Some also fear an increase in the traffic accident rate. With over 1,000 registered vehicles and more than 2,000 licensed drivers on an island with only one main road 12 miles round, they perhaps have reason to worry. Now, a drinker tends to sleep it off rather than risk detection, but legalise the whole business, the "no" voters argue, and the drunks will be everywhere. This danger could be minimised by the fact that the island has no hotels or drinking establishments.

The Europeans have a recreation club and bar open at certain hours, but the majority drink only in their own homes or at each other's. As the Gilbert and Ellice indentured workers live together in the BPC compound, a licensed club there has been suggested. Such an arrangement would be workable.

But for the Nauruans a central club might not be the answer. Their homes are scattered around the island's 12-mile coastal belt, and their drive home after a drinking session might well prove the traffic accident theorists right.

But one thing is certain: It is unlikely that the Nauruan drinker will allow his elected councillor to sidestep the issue much longer. For many Nauruans the lifting of the liquor prohibition ordinance is of more vital concern than the question of independence.

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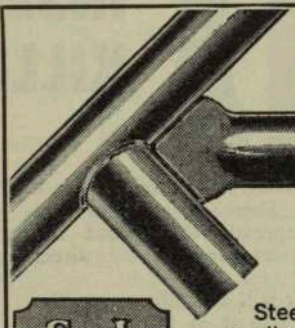

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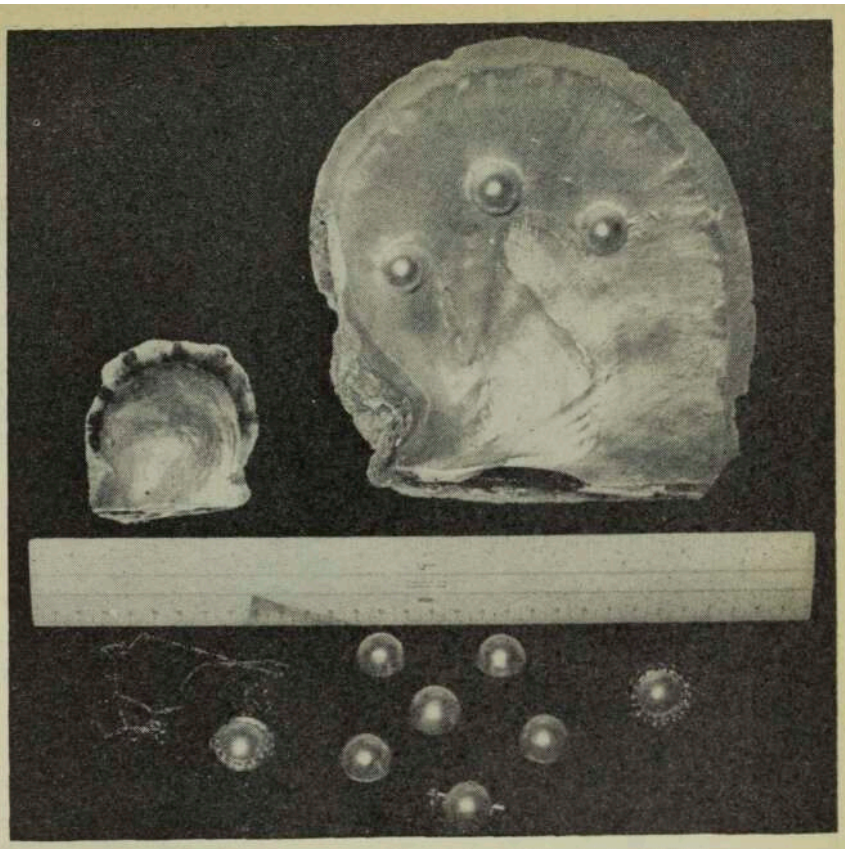
Pearl Expert Sees Rich Future For Pacific's "White Gold"

By a Staff Writer



Lying on the reefs of islands throughout the Pacific is "white gold" worth millions of pounds, according to a Sydney culture pearl expert, Mr. C. D. George.

HE believes the culture pearl industry could provide a much-needed lift to the economy of several of the island groups.

"There is plenty of pearl shell in the islands, and the future of the culture pearl industry lies there," he says.

After 15 years of experiment, successes and disappointments along the coasts in the north of Australia, and on nearby islands, Mr. George has now produced culture pearls which, he claims, are bigger and of better quality than anything the Japanese can produce in Japan.

Spherical

The pearls produced on the Australian coast are spherical, and, he says, are worth 50 times as much as similar pearls produced in Japan.

In the United States, on an average, a pearl produced and processed in Australia would be worth $125, while a pearl produced and processed in Japan would be worth $2.70.

Mr. George has produced both the spherical and half pearl, from black lip and gold lip oysters.

There is an abundant supply of black lip oyster shell, of different varieties, throughout the Pacific, and reasonable quantities of gold lip oysters and other varieties of pearl shells in some of the groups, chiefly in Melanesia.

The half pearl takes six to nine months to develop to a commercial size, and the spherical pearl takes about two years.

But the shape of the pearl has nothing to do with the time taken to develop it, for both types are produced by different processes.

A half pearl produced and processed in Australia can be sold for £3 to £5 or £6, depending on quality and size, while the value of a spherical pearl ranges from £10 to £50.

In many cases spherical culture pearls produced in Australia have sold for £1,000 and more, and one, which was produced by a Japanese, sold for £5,250.

But, says Mr. George, the Japanese cannot produce in their home islands pearls of the size and quality which they can produce in Australia.

The accompanying picture shows the size of the shells used in the pearl culture industry in Australia and Japan.

The small one on the left is a Japanese pearl oyster, Akoya Gai, used for the production of spherical pearls.

Because it is so small, comparatively, the maximum size of the pearl it produces is only one-quarter or three-eighths of an inch in diameter. Most, however, are smaller.

The Australian shell, on the right, can produce a bigger pearl, and more than one pearl because it is so much bigger.

Generally these shells produce one spherical pearl and three to five half pearls.

Spherical pearls from the Australian shell are generally from three-eighths to three-quarters of an inch in diameter.

The smaller shell was the basis of the Japanese half pearl industry 50 or 60 years ago, but this shell is now used to produce the spherical pearl.

Japanese Programme

The Japanese are now using the bigger shell in their pearling enterprises along the Australian coasts.

In 1964 they produced 220,000 pearls in Australia, and sent them back to Japan to be processed for the world markets.

Typical examples of the Australian pearl are shown beneath the ruler in the illustration.

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LUMP HITS TUNA ISHING INDUSTRY N AMERICAN AMOA

Because of a slump in Ameri-an Samoa's tuna fishing in-ustry, the number of Japanese nd Korean fishing vessels perating out of Pago Pago as dropped from 72 in 1963 o a current total of 56.

THE director of Industrial Relations for Van Camp Seafoods, one f Pago's two tuna canneries, said this n Pago in July at a wages inquiry onducted by a committee from the Inited States Department of Labour. he director is Mr. W. S. Rule.

Mr. Rule said the tuna industry ad experienced "a dramatic down-end" since a 1963 sausage poison-ng scare which originated in a ainland cannery.

Japanese vessels operating out of 'ago Pago had dropped from 69 in 963 to 28 now because their owners ought more profitable fisheries in apan or in the Atlantic.

"Deliveries of albacore, the remium fish, have fallen off here," Mr. Rule said, "and today we can roduce a case of tuna in California t less cost than we can produce it n Samoa and land it in California."

Mr. Rule hinted that if there were continued unprofitable operations" n American Samoa, his company would have to consider closing its annery.

"Without Profit"

Mr. Robert Pedersen, vice-presi-lent of Star-Kist Samoa Inc., said is firm's Samoan cannery was virtually without profit at this time" nd that the "outlook in the industry s not bright".

At the end of the hearing, the vages committee agreed that there hould be only a minor increase in he territory's Federally-regulated ninimum wage, which ranges from $1 an hour cannery workers to 55 cents for ships' crews.

"An overwhelming view of the witnesses was that there should be no increase," a spokesman said. "We were also greatly concerned because there was evidence that the una industry is not now flour-ishing."

He added: "Tuna cannery re-presentatives all indicated that the companies are taking measures to improve the industry position here. All were very hopeful for the future."

Footnote: A report recently from a Japanese fishing research vessel, *Surugu Maru*, indicates excellent fishing potential in Tongan waters. Catches of surface fish of the tuna, bonito and mackerel types were favourable, and the catch of bottom fish, particularly in the vicinity of Hunga Ha'apai, was outstanding—30 hooks on a set line landed 24 fish. The vessel had been fishing between Piha Passage in Tongatapu to Dido Shoal in the west, and between the entrance to Nukualofa Harbour and Hunga Ha'apai in the east.

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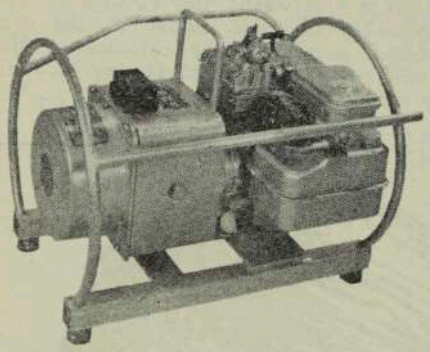

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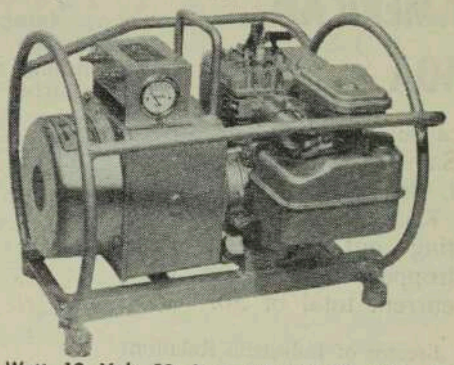

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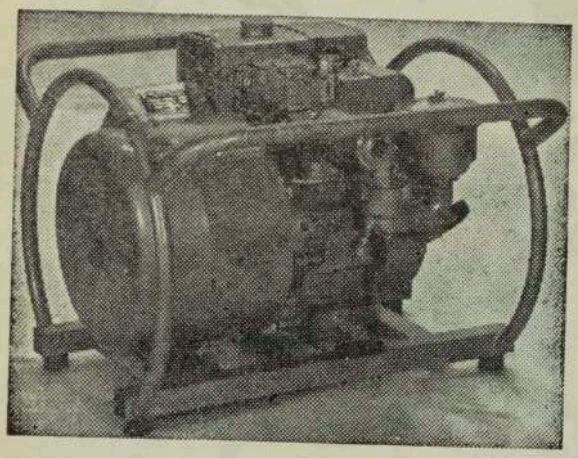

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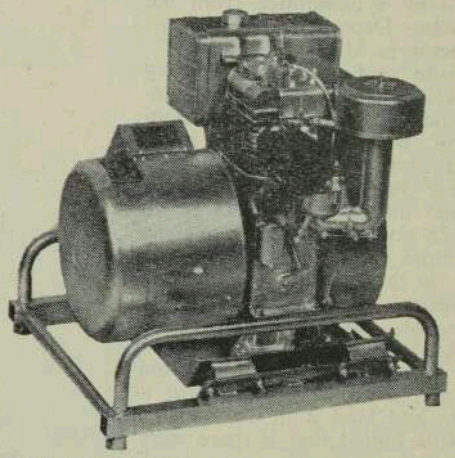

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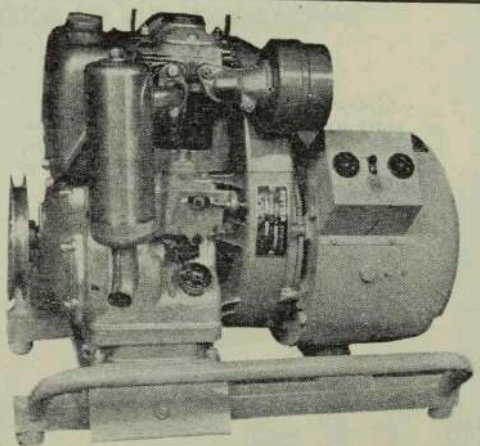

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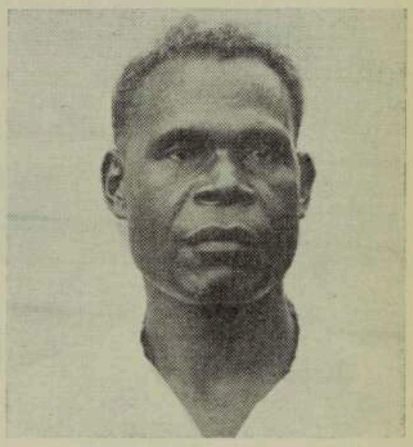
Personality Parade

New Guinea's Matthias Toliman

If you happen to be present at the Budget Session of the Papua-New Guinea House of Assembly in late August, you will probably be impressed by the parliamentary performance of Matthias Tutanava Toliman, the Deputy Leader of the Elected Members, who represents the Rabaul Open Electorate and is the Parliamentary Under-Secretary for the Administrator's Department.



Matthias Toliman.

THIS tall, good-looking Tolai has been much in the news. He has sited Kenya, and on his return made e headlines when he eloquently had motion carried in the House, the fect of which was to make it clear the Afro-Asian bloc in the United ations that the people of Papua and ew Guinea *themselves* were deter-ined to work out their own destiny, rticularly in regard to the date and ning of independence.

He has recently returned from a o-month world tour, during which acted as a special adviser to e Australian Government at the usteeship Council meeting, and s honoured to have a private audi-ce with the Pope.

Matthias (he prefers to use his ptismal name) comes from Papa-ava, in the Toma region of the zelle Peninsula, some 15 miles th of Rabaul. Toma is a hilly area, d the Tolai people who live around re are often quite distinguishable m their better known brothers from coastal areas of Nodup, Matupit, luana and Vunamami.

Much Taller

Physically, they are much taller n the coastal Tolai, there are some nor variations in the way they ak the euphonious Kuana language, d they have remained much more ached to their farmer-type existence n have their commercially-minded thers on the coast.

Very significantly also, they are ost exclusively Catholic, whereas st other Tolai areas are equally-ided adherents of either the tholic or the Methodist Missions.

Paparatava, Matthias' birthplace, , for the past 60 years, been one the most important centres of tholic Mission activity, outside of napope itself. It has been noted for excellence of its maternity and eral hospital, and the high quality its Primary school.

Matthias was born into a Catholic ily on August 25, 1925, so he is yet 40. As a boy, he came under influence of the late Father G. rtens, MSC, a saintly man who ved at Paparatava for many years.

Matthias and his well-known brother Stanis (Torambilat) were two of Father Mertens' star pupils. They began minor seminary studies at Vunapope before the war.

Matthias was not yet 17 when the Japanese occupied Rabaul, and the seminarians went into captivity with the missionaries. Later Bishop Scharmach often extolled the heroic manner in which the young seminarians held fast to their Christian faith, and how, by the most courageous means, they helped to supplement the meagre food and medical supplies available to the missionaries.

In these activities, Matthias played a leading part until he was detected (or betrayed), and he suffered severe physical punishment at the hands of the Japanese.

Teacher

When the war was over, he returned to his seminary studies for two years, but about 1950 he quit to become a teacher in Catholic schools. He is reticent about what caused him to give up his studies for the priesthood, but there was nothing dishonourable about it. It was apparently a case of "many are called but few are chosen".

He completed three years' secondary general education and also a "C" course teachers' training course in 1956. For the next seven years he was a teacher in Catholic schools in New Britain.

At the time of his election to the House of Assembly in 1964, he was the president of the Catholic Teachers' Association of New Britain and New Ireland.

With such a background, one might suspect Matthias to be a political "front man" for the Catholic Mission, but nothing could be more inaccurate. There is no doubt about Matthias' fervent Catholicism, but he has never allowed his devotion to his faith to cloud his judgment or to deter him from speaking out frankly on matters in which sometimes the Church has proved to be reactionary and wrong.

An example of this was in the early days of the establishment of the Native Local Government Councils and the Tolai Cocoa Scheme when there was much bitter and unreasonable opposition from the Bishop and many of his priests to these Administration-sponsored moves to advance the Tolais.

Matthias, and, indeed, almost all the people of the Toma area, were strong supporters of the councils and the cocoa scheme, and at meetings of Catholic Action groups and other Church-sponsored movements, Matthias took a prominent part in urging on his pastors a more progressive attitude.

In the House, his attitude has been similarly broad-minded and progressive. He can be relied upon to speak on a variety of topics, but each contribution he makes is well thought out and logically presented. He is a fluent speaker of English and in recent months has perceptibly ridden himself of the pulpit manner he once had.

As Under-Secretary to the Admin-

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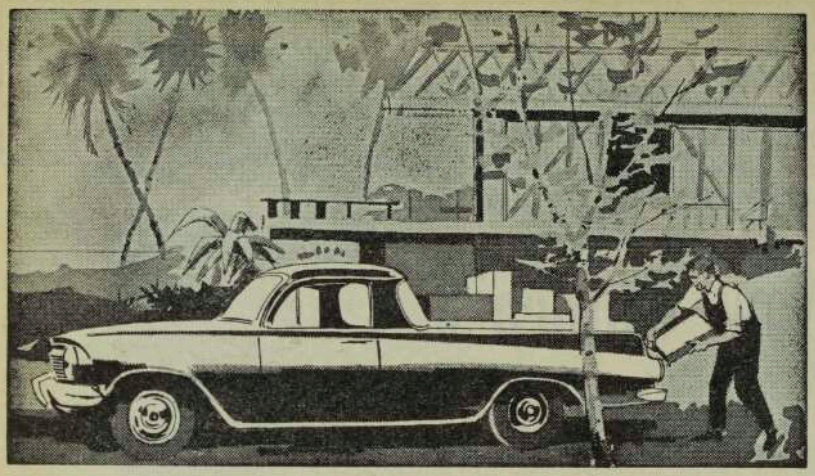

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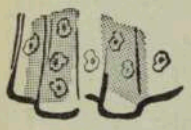

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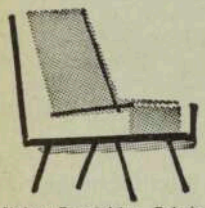

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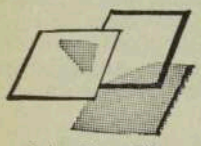

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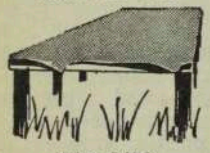

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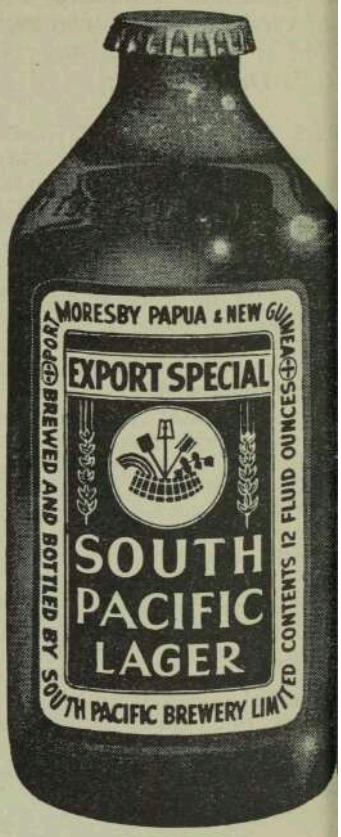

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strator's Department he is conscientious and eager to master the detail of administration. It is of interest to note that the permanent secretary to the Administrator's Department is Mr. D. M. Fenbury (better known as David Fienberg), the man who introduced the council system and the Cocoa Scheme into Rabaul.

Fenbury, a shrewd, hard-bitten, sardonically minded man, is a power behind the scenes in Port Moresby and he has a high opinion of Matthias.

There can be no doubt of Matthias' influence among the Tolai. In the elections of 1964, he defeated the much-respected and venerable Nason Tokiala, of Nanga Nanga, by more than 4,000 votes in a poll of about 13,000. His achievements since his election make it certain that his influence and prestige have grown.

White Support

But how he stands with his fellow elected native members is a different matter. John Guise recognises him as a formidable rival, and at the moment, Guise has more influence with most elected native members than has Matthias. At the moment, too, the 14 native members from the three Highlands districts are more prone to follow Ian Downs than anybody else, but next to him, they would support John Guise in preference to Matthias.

This will probably continue to be the case during the lifetime of the present House. But after the next elections, when a number of white members will not hold their seats, Matthias might well emerge as the leader of a centre or moderate group whose main appeal to the electorate will be their reluctance to enter too speedily into independence.

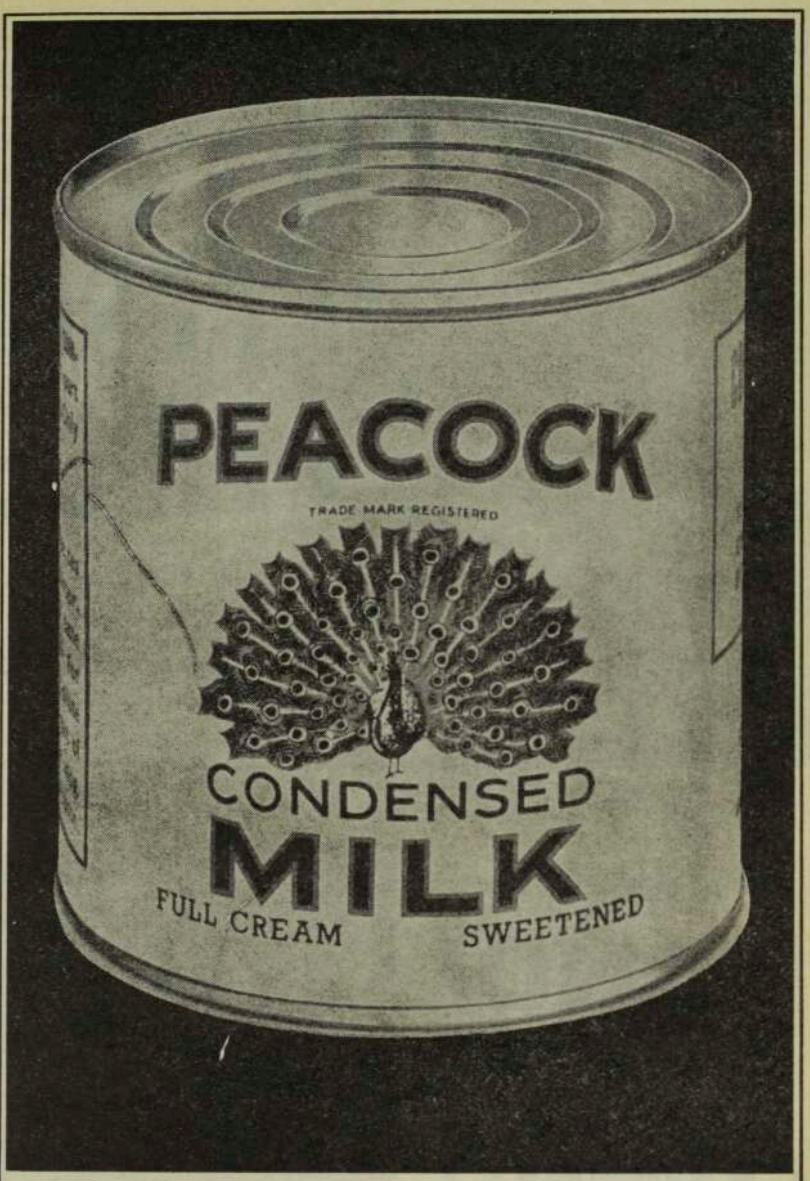
In this role, they will undoubtedly have the support of the whites, and they almost certainly will have that of the Catholic Mission, and all the Mission bodies in the Territory.

This support will make Matthias a formidable figure. Those who know him best are confident he will exercise whatever power comes to him with tolerance and discretion.

Yet he will need something more than his undoubted ability and talents. Four of the areas, Rabaul, Kavieng, Manus and Bougainville, from which we normally could expect a lot of support, are areas where the onset of self-government and independence could produce scenes of violence.

It is probably worth remembering that Patrice Lumumba was also a seminarian and schoolteacher.

—Gorohauve



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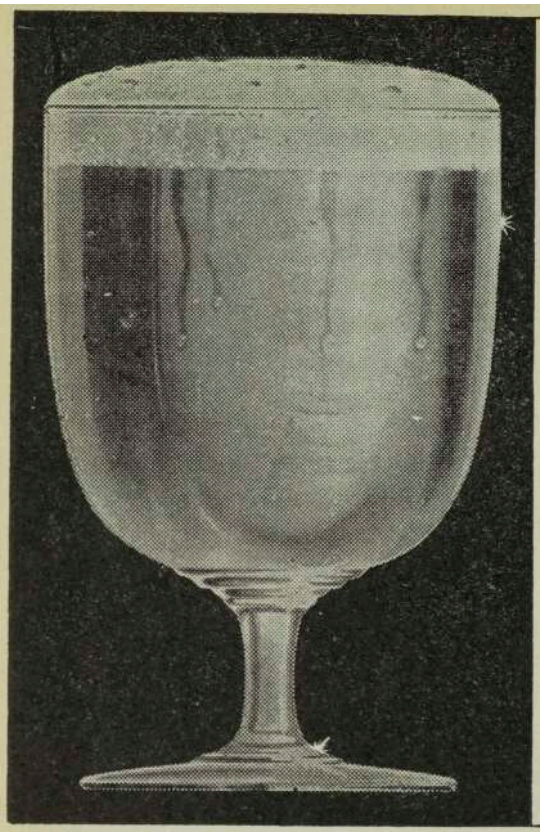

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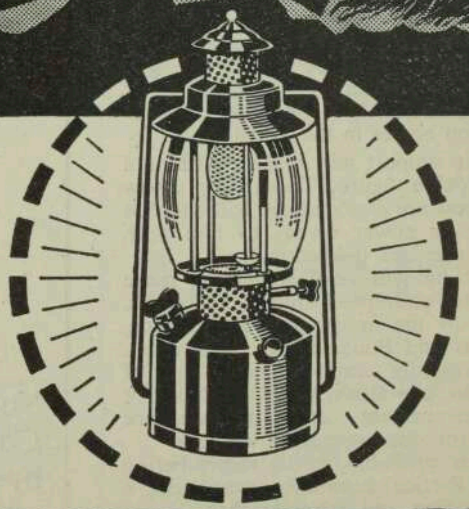

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PACIFIC PLANTERS' DIGEST

DANGER FOR MANGO TREES

THERE is an old saying that a heavy mango crop indicates a hurricane ahead. Fiji's mango trees have been burnished with blossoms, but these days few heed the old saying.

The current dryness in the air is responsible for the record blooming and good fruit set. Wet weather at this stage favours mango *Anthracnose* or Wither Tip, the disease which causes blight and death of blossoms, fruity panicles and twigs. With Wither Tip, leaf and fruit spots and fruit rot appear; the fruit spots being dark brown, circular or irregular, and of variable size.

Many plant varieties are quite resistant to Wither Tip (but none is completely), and care should be taken what variety is planted. All varieties grow better in dry areas.

To prevent Wither Tip, spraying should be done just prior to and during flowering and early fruit stage, using fungicides such as Captan, Maneb or Zineb, approximately one oz of chemical to three gallons of water. A misting machine would be necessary to carry out the spraying efficiently on mature trees.

SIGATOKA SPOT DISEASE

SIGATOKA Spot disease is now present in every important banana-growing region in the world, and as far back as 1911 it became first serious in the Sigatoka Valley of Fiji—hence the name by which it is known the world over.

Sigatoka is found only on the leaves of the plant, and young leaves are usually the most susceptible to attack. The banana bunches produced on heavily-infected plants will usually be undersized, and have a tendency to ripen prematurely, thereby causing the fruit to be below marketable grade.

The first indication of infection is the presence of very small, light yellow spots which are visible only if the leaf is held up to the light. Within a few days, these specks enlarge to form dark brown spots which vary in size up to half an inch in length. The centres of these spots eventually dry and become light grey.

The spots are often surrounded by a light yellow zone, and they unite to cover a large part of the leaf surface, giving it a burned appearance. The leaf stalks of severely infected plants often break, so that the infected plant may have only a few erect leaves.

Control of the disease is mandatory in some Pacific areas, and in Tonga, Samoa and Fiji control has been achieved with a mixture of Dithane and light orchard oil, applied at the rate of two gallons of Dithane and half a gallon special orchard oil per acre in five to eight gallons of water.

A special banana misting oil, hitherto used for control, fell out of favour because of its inability to clear itself of the suspicion that it affected yields.

Spraying with Dithane should continue as often as every 10 - 14 days during rainy seasons and when nightly dews occur. During dry weather spraying cycles can be lengthened considerably. The continued cycles are necessary for improvement as mixture suppresses spot development without preventing infection.

Several experts believe that the much publicised Black Death disease, which is right through the banana areas of the Pacific, is but another form of Sigatoka Spot.

NAVUA SEDGE WILL TAKE OVER

GIVE it an inch, and Navua Sedge (*Cyperus aromaticus*) will take a mile—and take it most thoroughly; choking out pastures and crops, and resisting all but the most rigid forms of control.

Not palatable to stock, and difficult to eradicate because of its rhizone underground runners and tubers, Navua Sedge has the dubious distinction of being viewed by agriculturalists as "the worst weed in Fiji".

Many of the Islands are reluctant hosts to the unwanted sedge, including New Hebrides and Samoa. That it will impose its presence on other areas is more than probable, for it is reported to be spreading rapidly.

This is understandable, for its light, inconspicuous seed attaches itself easily to clothing and farm sacks. Car, ship and plane travellers are suspect carriers.

A perennial, usually 1 ft to 2 ft high, but sometimes up to 6 ft, the sedge is known under many names in the Islands. It is easily recognised by its three-ranked leaves, mostly clustered at the base of the stem, two to eight inches long and about ¼ in wide, and also by the spikes borne in a cone or button-like cluster at the apex of the stem, subtended by three long and three short leaf-like bracts.

The pest may be attacked either with chemicals or by traditional cultivation and repeated planting of crops plus chemical control.

For those preferring the latter means, infected areas should be thoroughly ploughed, disced and harrowed, and given a follow-up deep harrowing as soon as the weed seedlings appear.

This procedure should be followed three to four times and then the area planted immediately with a vigorous grass.

During cultivations and planting, chemical control of the verges is necessary, and later spot chemical control in the area itself will be found necessary.

For full chemical control a mixture of 4 C.P.A. (8 lbs acid equivalent) and 2 lbs 100 per cent. sodium chlorate mixed with 80 gallons of water will be necessary to treat one acre of land suffering 100 per cent. infestation.

The use of the full 80 gallons to the acre is strongly advised; any stinting is false economy. Mixture should be applied to crowns and growing parts of plants.

Spray pressure should be adjusted to 250 lb-300 lb per square inch. No satisfactory results have been achieved with mist blowers.

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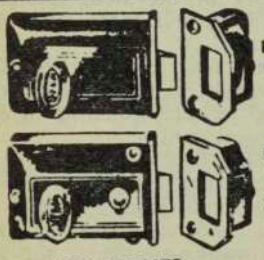

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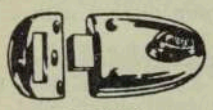

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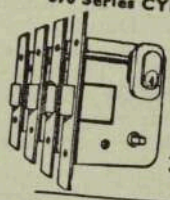

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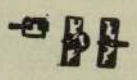

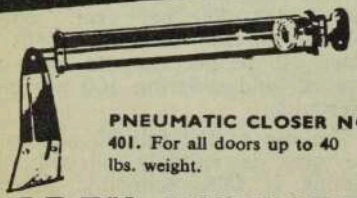

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Movement "Snowballs" Along

"NO TIME FOR REST" FOR FIJI'S CREDIT UNION LEADERS

From a Suva Correspondent

In the middle of the *rara* (village green) of a Fijian village near Suva, and visible from the Queen's Road, stands a white monument. It marks the seed bed of a movement which is gathering impetus in Fiji and which could play a tremendous part in the life of an independent Fiji.

THE monument is in the village of Kalokolevu, where the first credit union in the South Pacific began on January 21, 1954.

Two months earlier, a Jesuit priest, Father Marian Ganey, landed in Fiji after 18 years in British Honduras, bringing the credit union idea with him.

The idea began in Germany in 1848 and spread to the other side of the Atlantic by 1900. Father Ganey made it a success in British Honduras.

The credit union teaches thrift and encourages financial planning. Father Ganey was told that these ideas would find little encouragement among the Fijians.

But the gloomy Jeremiahs were wrong. In 10 years the movement has made giant strides.

Nearly 300 Unions

A map of Fiji on the wall of the Credit Union League HQ at Suva shows the extent of growth of the seed planted at Kalokolevu.

Nearly 300 coloured pins each representing a union are dotted all over the map, the majority edging along the coastal roads of Viti Levu and Vanua Levu. Some follow the river valleys up into the hills and into the almost inaccessible heart of Viti Levu.

Father Ganey chose as his right-hand man Jone Naisara, who is now the managing director of the Fiji Credit Union League, the parent body of all the credit unions in the Colony.

"We have had no time to rest," says Jone, "because at the moment nearly 200 villages and groups are pressing us for assistance in starting new credit unions."

The movement has 32,407 members, mostly Fijians, and between them they have savings amounting to £452,849.

Most of the money is invested in personal loans to the members, who, over the past 10 years, have borrowed the amazing sum of £2,016,420—usually for personal items, for sewing machines, for outboard motors, building materials, clothing, luxury items such as radios and even tape recorders, all bought without recourse to grasping moneylenders.

Outstanding loans at present total £437,386. Their repayment is sure.

Interest is a mere 1 per cent. per month on a reducing balance. Members make contributions, each week if possible, and their contributions buy shares which, if the credit union makes a profit—as almost all do—collect interest at the year's end.

A member's borrowing does not affect his share capital which remains to his credit, to be offset only if he

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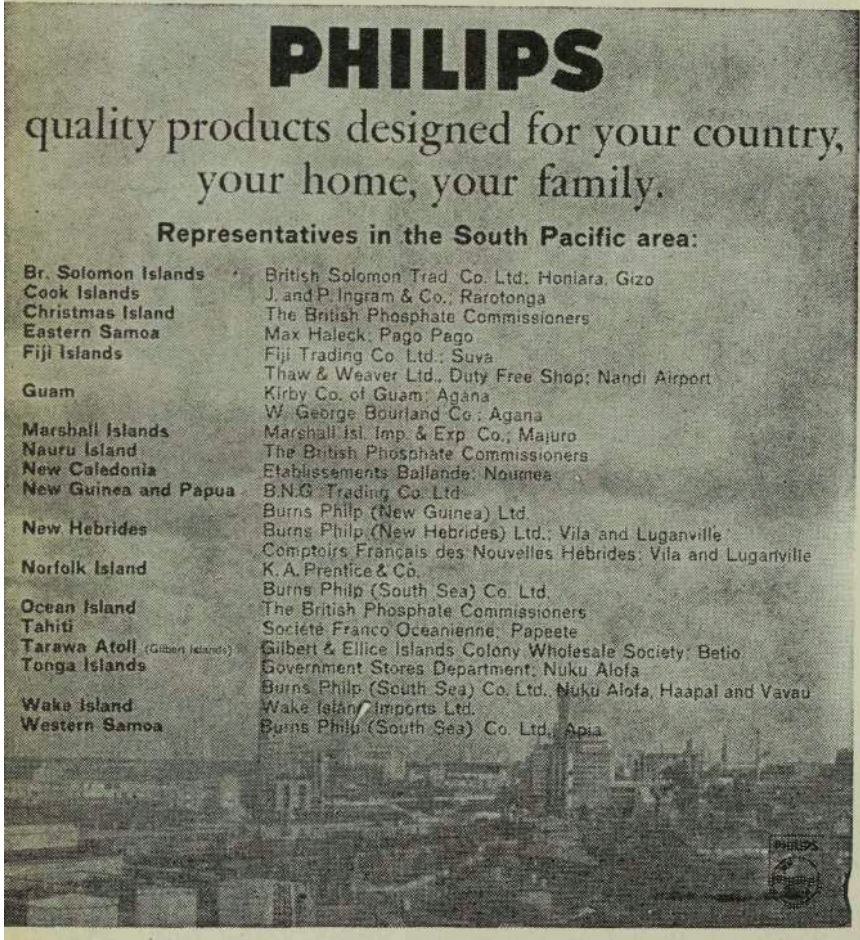

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(See also advertisement on p. 92)

defaults. In addition there is loan protection insurance which "guarantees" the union against a defaulter and which repays a loan in the event of a borrower's death or disability.

And that is not all. If a member dies, his savings go to his dependants the union adding £1 for £1—surely a system unheard of in the Islands before.

Between them, the unions have built their neat permanent headquarters at Suva with a paid staff presided over by Jone, with Father Ganey supervising the whole operation.

Each week from headquarters, the league's Land-Rover sets out to call at the villages along the King's and Queen's Roads, and up the Sigatoka Valley, collecting the savings of each credit union for deposit in the bank at Suva.

On horseback and by raft, other members bring savings from remote villages to the larger centres for handing over to the parent body.

The biggest credit union in the Colony is at the gold-mining centre of Vatukoula, where seven credit unions recently amalgamated into one, giving 1,300 members.

Although the Fijians, with their traditions of communalism, have taken to the credit union idea with alacrity, the movement is making only slow progress among the Indians. But Father Ganey says there are possibilties of awakening interest among them.

Teacher's Role

Most of the unions are Fijian village affairs, but others, such as the Sacred Heart, the PWD, the City Council employees' and Burns Philp credit unions are multiracial.

The Fiji League is affiliated to CUNA, the Credit Union International, which has its headquarters at Madison, Wisconsin, USA.

The league, a benevolent advisory body, is assuming the role of teacher. Attempts are being made to establish a training centre at Suva to train credit union leaders in the management of unions and teach the philosophy of credit union work.

Already the league has produced a propaganda film in technicolor which has gone the rounds in Fiji and overseas.

Father Ganey says: "The credit union is a way of teaching a group of people to help themselves and help each other by practising thrift, providing themselves with the means of borrowing money at low interest rates and learning the management of money."

And there could lie one of the paths to progress for the people of Fiji.

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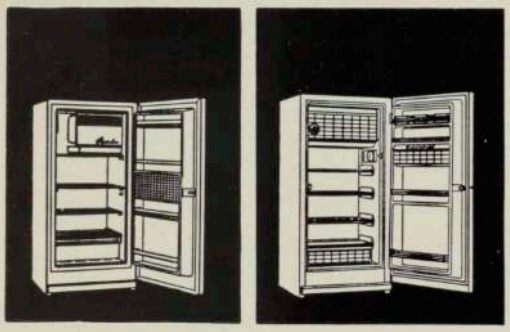

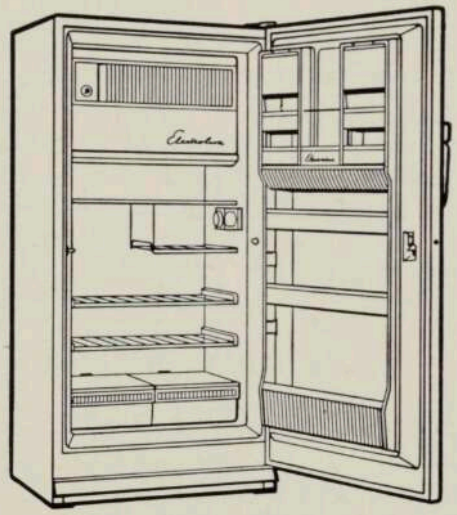

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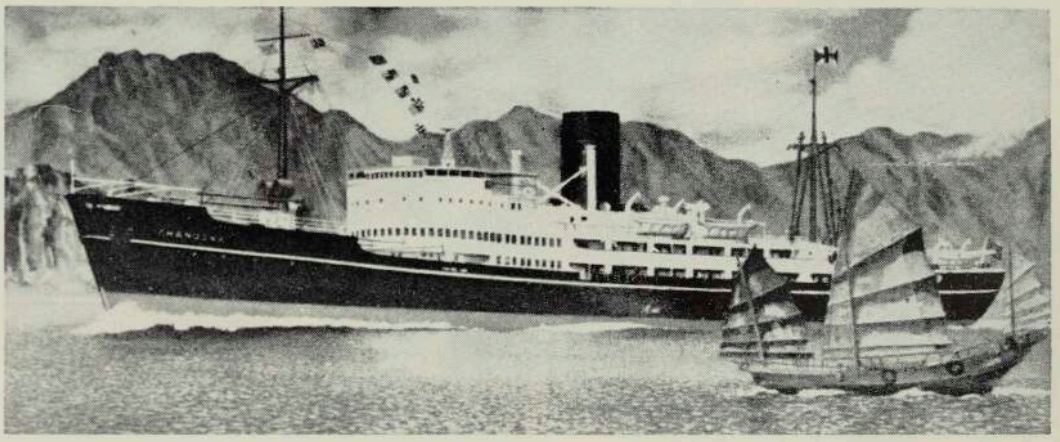

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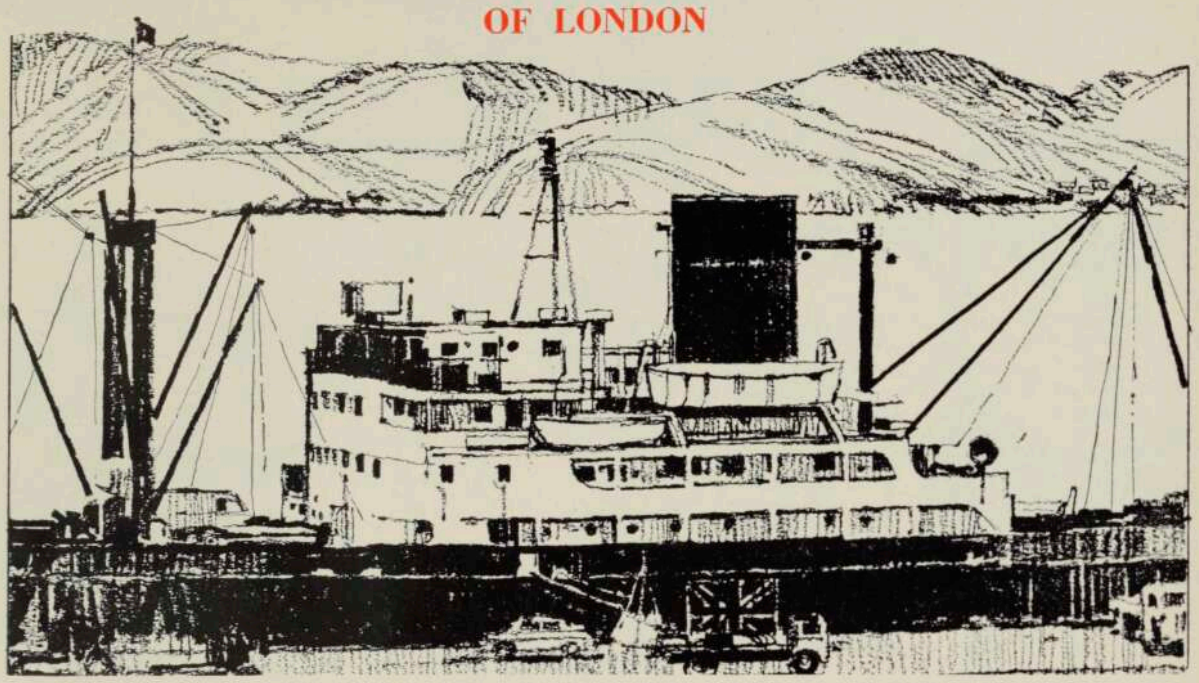

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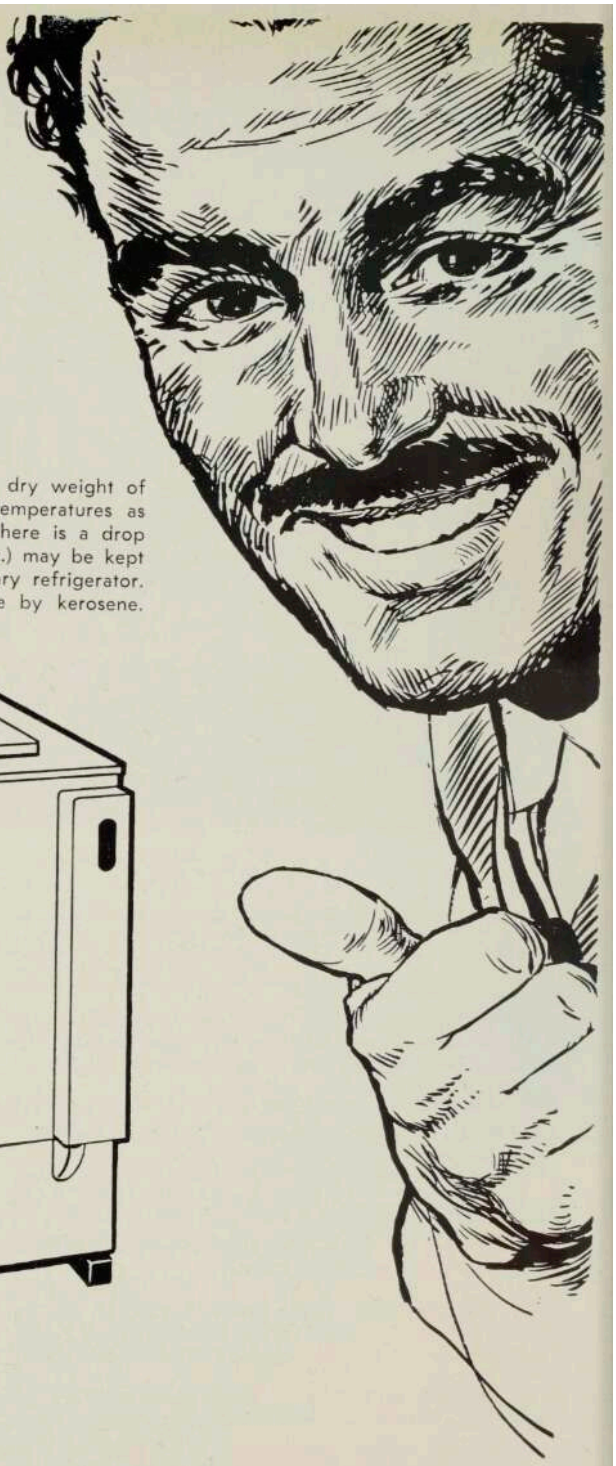

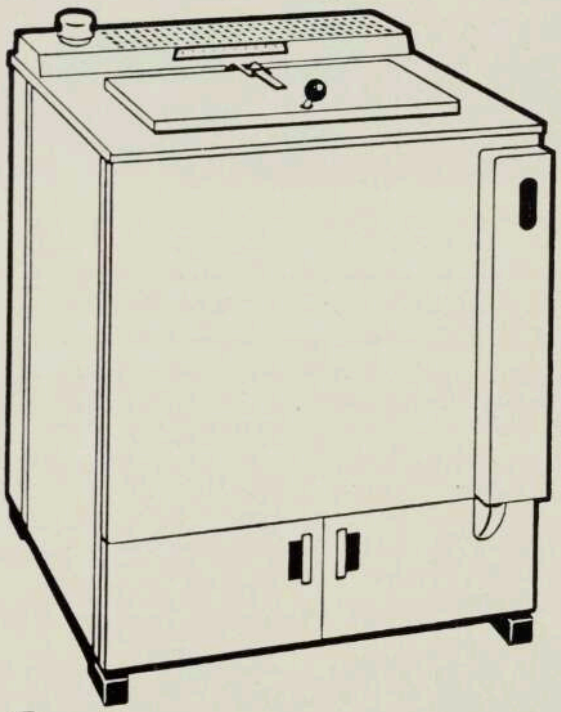

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FORGOTTEN GENIUS PUT NEW COLOUR INTO SOUTH SEAS PICTURES

By Robert Langdon

Among the first things you notice when you walk into the room of Professor J. W. Davidson, head of the Australian National University's Pacific history section in Canberra, are two coloured wall pictures of Islands scenes, which were obviously done some time last century.

F you are familiar with early South Seas art and literature, u will immediately recognise them Baxter prints.

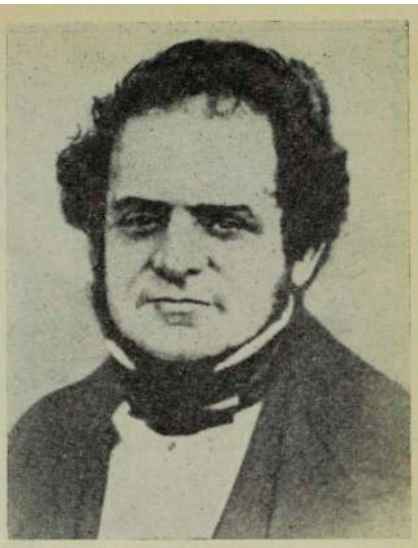
But unless you have ever made a int of finding out who Mr. Baxter s, you will probably have no idea w he came to produce these South as pictures, or why they, and the ny other pictures he published, e now much prized and sought er by collectors.

This, however, is nothing to be amed of, for neither the *Ency-paedia Britannica, Encyclopaedia nericana* nor *Collier's Encyclo-paedia* recognises the fact that Mr. Baxter ever existed, while Britain's massive *Dictionary of National Biography* dismisses the man in three or four lines.

It would appear, though, that these great reference works have treated Mr. Baxter with a contempt he did not deserve, for inquiry reveals that he was one of the great initiators in the field of printing.

He was the inventor of an oil colour process which enabled coloured pictures to be printed cheaply and in unlimited numbers for the first time.

This invention stimulated colour printing in the same way that the invention of moveable types stimulated literature, and it enabled ordinary people to do what only the rich had previously been able to do—possess coloured pictures.



George Baxter

The London *Morning Post* of March 21, 1859, described Baxter's process as "one of the most beautiful and ingenious inventions of our time," and it said it had "certainly done more than any other single modern discovery to make the great mass of people fond of good pictures and familiar with them."

Yet despite the recognition that Baxter achieved in his own day, no contemporary journalist ever thought that he was interesting enough to interview. And as Baxter, himself, left no diaries and few other papers, little is now known about his life or of the process he invented.

Such details as are known were not collected until nearly 40 years after his death by one, C. T. Courtney Lewis, who wrote several books about him.

From these books one learns that Baxter—his Christian name was George—was born at Lewes, Sussex, on July 31, 1804, and that he was the second son of John Baxter, a printer. (John Baxter, by the way, was the first printer to use an inking roller, now an indispensable part of every printing establishment, and the first person to write and publish a book entirely devoted to cricket).

George Baxter went to school at Lewes and nearby Brigton, worked for a time in a Brigton bookshop, then apparently became apprenticed to a wood engraver.

(over)

Beware Of Those Early Figures!

An article on the difficulty of obtaining an accurate idea of the number of people living on various Polynesian islands in the early days of European contact is a feature of the latest (March) issue of the *Journal of the Polynesian Society*.

The article is by Robert C. Schmitt, of Hawaii's Department of Planning and Economic Development, who says that the early population estimates, which were frequently of dubious accuracy in the first place, have been widely mistranslated, misquoted, misinterpreted and otherwise garbled by later writers.

He points out, for example, that the French translator of Captain Cook's *Voyages* in 1778 mistranslated Cook as saying that, in 1774, the island of Tahiti had a population of at least 240,000, whereas Cook's estimate was 204,000.

This error, Schmitt says, has been copied by a large number of authorities since then, while others have "even misquoted the mistranslation" and have given Cook's figure as 140,000, 130,000, 100,000 and 30,000.

Other writers, again, have quoted Cook as making a second population estimate in 1777, whereas a careful reading of the original English account of his voyage reveals no such estimate.

"The confusion over Cook's 1774 Tahiti estimate is almost equalled by the mix-up regarding his non-existent estimate for the Marquesas in the same year," Schmitt says. "A surprisingly large number of . . . writers have ascribed the Forsters' estimate to Cook, often showing confusion over the actual number, geographic coverage or date of the figure."

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In 1827, he helped to produce the lustrations in two books on Sussex ublished by his father, and in the me year he married and moved to ondon.

In London, he continued to work s an engraver, apparently spending uch of his time in experimenting n colour printing. The first colour rint that he is known to have pro-uced depicted three butterflies, and ppeared in a book published in 829.

First Colour Print

Five years later, his first oil colour rint, produced by the process of s own invention, was published s a book illustration.

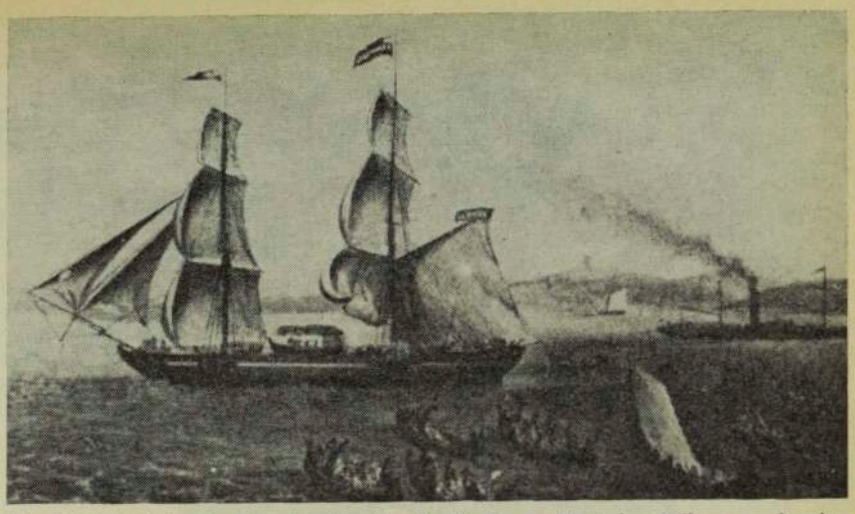
Baxter immediately took out a atent for his invention, and by the me of Queen Victoria's accession 1837, his work had reached a gh standard.

It was in 1837 that Baxter began llaborating with a man called ow, who had just been appointed ublisher for the London Missionary ociety.

This was the beginning of Baxter's sociation with the South Seas. was also the beginning of two w phases in Baxter's career—the oduction of portraits in colours, d the production of prints of his ndiwork for sale separately, i.e. her than as book illustrations.

Baxter's first portrait in colours

e Rev. John Williams, George Baxter's st subject. This picture, however, is not reproduced from a Baxter print.



The "Camden" leaving London for the South Seas with John Williams and other London Missionary Society missionaries. This was Baxter's first colour print designed especially for sale as a separate item.

was of the famous South Seas missionary, John Williams. It was originally intended solely as an illustration for Williams' book *A Narrative of Missionary Enterprises in the South Sea Islands,* which was published in London in 1837.

But Snow found there was a market for it separately, and it was this discovery that led to the sale of separate Baxter prints.

Rarotonga Chief

The first truly South Seas picture produced by Baxter's process was a full-length portrait of Te Po, a nude, tattooed Rarotongan chief, which appeared as an illustration in Williams' book.

In the following year, 1838, Baxter published a print of the departure from London of the London Missionary Society ship *Camden* with Williams and other missionaries bound for the South Seas. This was the first of Baxter's pictures designed especially for sale separately and with no thought of use as a book illustration.

Three years later, when the sensational news reached England of Williams' massacre at Erromanga, New Hebrides, Baxter designed two colour prints to raise money for Williams' family.

One of these prints depicts Williams' reception at Tanna, New Hebrides, on November 13, 1839. The other shows Williams and his assistant, John Harris, being murdered at Erromanga the following day.

The two prints were sold to subscribers at £2/2/- the pair and to non-subscribers at £2/12/6. You could also get the pair in gold frames for £4/2/-.

Buyers of the prints were also given free copies of a slim book, containing the same prints, which Baxter published. The text of the book comprises an account of the last two days in the lives of Williams and Harris by J. Leary, one of the survivors of the massacre; accounts of Tanna and Erromanga as Captain Cook and Captain Peter Dillon found them in 1774 and 1825 respectively; and a description of the pictures themselves.

Tribute

An explanatory note in the book says "These prints have been executed by Mr. Baxter, for whose new art of printing in oil colours Mr. Williams, when in England, showed great partiality, having engaged him to illustrate his work on *Missionary Enterprises.* A friendship sprang up from their daily intercourse, and when Mr. Williams left the Thames in the *Camden,* Mr. Baxter was one of the last persons with whom he bade adieu . . . Upon the arrival in England of the fatal intelligence of his death, Mr. Baxter thought he could not better evince the sincerity of his regret for the loss of his friend than by dedicating his art and his labours to perpetuate the memory of so estimable a man."

These prints, however, were not the last of Baxter's work depicting Williams. In 1842, a print showing Williams in one of the Camden's boats, offering presents at Erromanga to some natives in a canoe, was published in the Rev. John Campbell's *The Martyr of Erromanga.*

(over)

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Baxter's next two South Seas pictures appeared as separate prints in 1845. They concern the establishment of the French protectorate in Tahiti in 1843—an event that caused an uproar in both England and France, and brought the two countries to the brink of war.

One of the prints shows Tahiti's Queen Pomare and her family "at the afflictive moment when the French forces were landing" on her island. The other shows George Pritchard, the British consul in Tahiti, who played a prominent role in Tahitian affairs before the establishment of the protectorate, and who was deported by the French soon afterwards.

The last of Baxter's South Seas prints appeared in a book on Fiji published in London in 1857 by the Rev. J. W. Waterhouse, secretary of the Wesleyan Missionary Society in Australia and Polynesia.

Fijian Princess

The book is called *Vah-ta-ah, the Feejeean Princess; with Occasional Allusions to Feejeean Customs, and Illustrations of Feejeean Life.* The print is a half-length oval portrait of Princess Vah-tah-ah, herself.

Baxter's South Seas prints therefore covered four Island groups—the New Hebrides, Cook Islands, Society Islands and Fiji.

As far as I know, they were the first pictures of any of those groups to be printed in colour by an process, which makes them of more than ordinary interest to collectors of Pacificana.

To produce his prints, Baxter apparently worked in most cases from drawings or paintings done by others, although he is said to have been a highly competent artist himself.

For every colour or shade of colour that he intended to use, he had to make a separate block, and some of his prints called for the use of more than 20.

Each of these blocks had to fit the engraved outline of the picture without a hairbreadth's deviation and it is one of the marvels of his art that they did even where minute areas were involved.

Courtney Lewis says in one of his books that Baxter was completely devoted to his art, "contemplating his plates, even at meal times, in search of ways of improving on them."

Devotion To Art

This devotion to his art, coupled with tactlessness and a poor business head, always kept wordly wealth beyond Baxter's reach, even though there were few prominent people or noteworthy events that he did not portray during the quarter of a century that he was actively producing his colour prints.

However, by 1860 he had accumulated sufficient money to be able to retire to a large house at Sydenham, near London.

He died there seven years later after having been kicked in the head by an omnibus horse during a visit to London.

Baxter's licensees and others continued using his methods for about 20 years after his death. But these never succeeded in reproducing his effects completely, and the process died out.

Many of Baxter's secrets have never been rediscovered.

Footnote: The two Baxter prints on the wall of Professor Davidson's room in Canberra are of John Williams at Tanna on the day before his death, and of his massacre at Erromanga.

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NORFOLK ISLAND'S FIRST WOMEN

Their Behaviour Was "The Least Exceptionable"

By Merval Hoare, author of "Rambler's Guide to Norfolk Island".

Although it is well known that the first European settlers of Norfolk Island were convicts, few people probably know that the convict party included six women, one of whom was mistress to the island's first commandant, Lieutenant Philip Gidley King.

THE women convicts, like the men, were chosen by King from those brought to Sydney early in 1788 by the transport vessel *Lady Penrhyn*, one of the 11 ships in Australia's First Fleet.

The convicts had not then disembarked from the *Lady Penrhyn*, and King's choices were made after consulting the ship's surgeon, Arthur Bowes.

Bowes recorded that King had selected those of both sexes "whose behaviour on board during the voyage had been the least exceptionable".

Five of the six women recommended by Bowes consented to go to Norfolk, but one of them, Anne Yates, preferred to stay in Sydney and was replaced by Susan Gough. The remaining five were: Elizabeth Colley, Elizabeth Hipsley, Elizabeth Lee, Olivia Gascoyne, and Ann Innet.

Norfolk Island's first convict settlers no doubt dressed something like this convict couple, who were depicted in Sydney in 1793 by an artist with the Spanish expedition headed by Captain Alejandro Malaspina. The picture is reproduced from the original in the Mitchell Library, Sydney, and is published by permission of the library's trustees.

King's Promise

In an address to the convict party chosen, King promised good treatment on Norfolk Island provided they behaved well, and assured everyone that they would be sent back to Sydney for punishment if they misbehaved.

The ship chosen for the voyage to Norfolk was the brig *Supply*, which left Sydney on February 14, 1788, and reached Norfolk 15 days later.

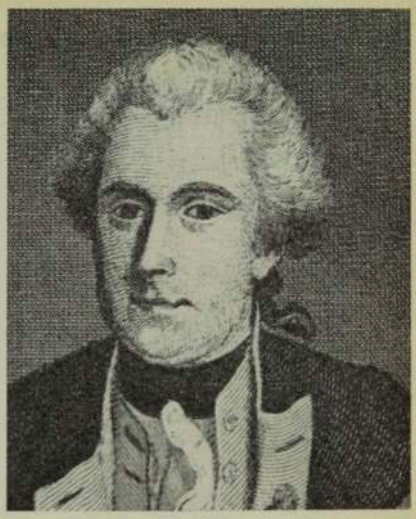
But because King spent nearly a week searching for a suitable landing place, the new settlers—a total of 23, including 15 convicts—did not disembark until March 6.

The early days of colonisation were difficult for all, including the women. As "servants of the Crown" till their sentences expired, they laboured "for the public good", and, no matter how leniently King may have wished to treat them, there were certain privations and hardships that just had to be endured.

Two-Thirds Allowance

The allowance of rations for the women from the Government store was only two-thirds of what the men got, though they probably fared better when fish and birds caught locally were shared out.

Domestic duties naturally fell to their lot, but, in addition, there were other tasks not normally allotted to women.



Philip Gidley King, Norfolk Island's first commandant.

Though not called on to fell trees, it was their job to drag away the boughs and burn the tops and branches. They helped to clear ground for gardens and, when harvest time came, they were employed "breaking down and gathering Indian corn" and "leasing the barley".

When plagues of caterpillars and grubs attacked the crops, it was nearly always the women who spent back-breaking hours picking insects off the vegetables and beating the ground with staves where the pests lay inches thick.

For many months the six women were the only members of their sex on the island, but in October, 1788, 11 more women, also convicts, arrived from Sydney.

First Child

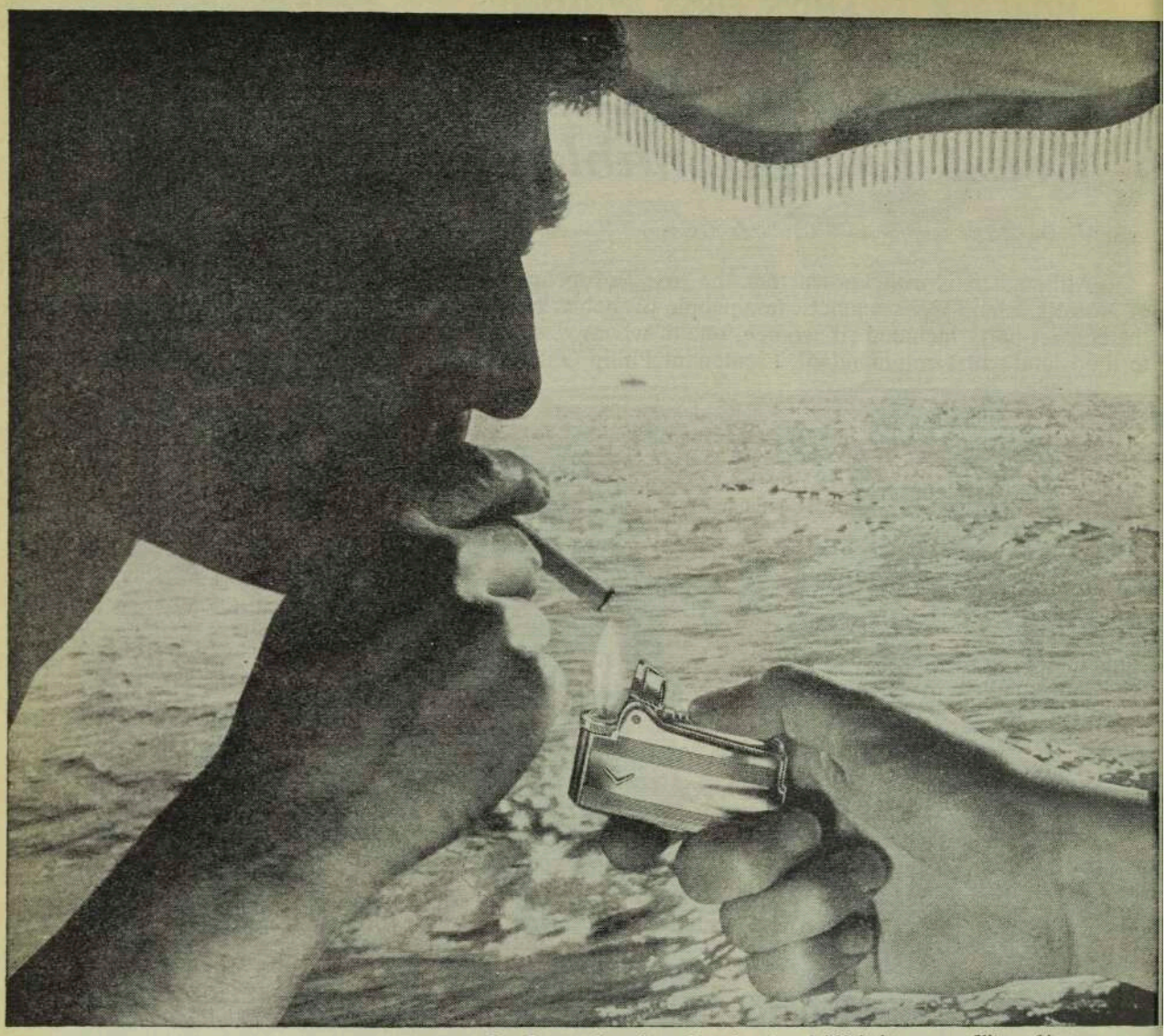
The names of five of the six pioneers have lapsed into obscurity, but that of the sixth, Ann Innet, has a place in the island's history.

She it was who lived with King during his first term of office on Norfolk, which lasted two years.

During that time she bore him two sons. These were Norfolk King, the commandant's first son and the first child born on the island, and his brother Sydney.

Later Ann Innet was transferred to the mainland and married a free man in good circumstances in Sydney.

Perhaps the others enjoyed similar good fortune, for, whatever their crimes might have been, life on Norfolk in 1788 could not have been a picnic for them.



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Yesterday

The capitulation of Japan on August 15, 1945, the appointment of General MacArthur as Supreme Allied Commander in that country, and the formal surrender of Japan to the Allies in Tokyo Bay on September 2, 1945, were among the important news items in PIM of 20 years ago. PIM's pages for September, 1945, also recorded that:

A LONG series of "Victory V's", blown by the siren of an American warship in Suva harbour, gave most Suva people their first intimation that the end of the war with Japan had come. Special coloured posters showing Allied flags and bearing the word "Victory" in English, Fijian and Hindustani, which had been prepared by the Public Relations Office, soon began appearing on windows and walls. The Governor of Fiji, Sir Alexander Grantham, announced over the radio that Fiji would have 2½ days to celebrate.

MANY New Guinea people had been disappointed that Brigadier D. M. Cleland [now P-NG's Administrator, Sir Donald Cleland] had failed to win the Fremantle seat in the Australian Federal Parliament, made vacant by the death of Prime Minister Curtin. "During the time that Brigadier Cleland was the active executive head of the Production Board in Papua and New Guinea, he made many friends," *PIM* said. "He filled a difficult job with efficiency, tact, courage and honesty—qualities which are sadly needed in the Australian Parliament."

A FORCE of 250 Australians sailed from Bougainville on September 9 to recover the phosphate island of Nauru which had been occupied by a Japanese garrison since April, 1942. Sir Albert Ellis, the New Zealand Commissioner on the British Phosphate Commission, expressed the hope that phosphate shipments would be resumed six months after Nauru and Ocean Island were reoccupied.

MEN of the Australian 11th Division landed in Rabaul on September 10. They had been preceded three days earlier by Captain Bryce Morris, RAN, who reported:

"What used to be the town area is overgrown with jungle 20 to 30 feet high. Not one building is standing, unless you include one or two shanties resembling dog kennels that the Japs have built. The wharves were completely demolished, and the whole foreshore is littered with wrecks, from large steamers to little boats. Practically the whole population of Japanese and natives had gone underground against bombing, and lived in miles and miles of tunnels."

When Captain Morris stepped ashore, he saw a group of eight white prisoners standing behind some Japanese soldiers. After the Japanese had tried to prevent him from speaking to the prisoners, he gave them cigarettes and left an officer to care for them. Later, HMAS *Vendetta* took them to Jacquinot Bay.

A report, then unconfirmed, said that the prisoners included Gordon Thomas (former editor of the *Rabaul Times* and now *PIM's* "Tolala"), J. H. Ellis (electrician), A. D. Creswick (public works mechanic), E. Till (Bainings), two men called Rundnagel, and an engineer called McKechnie.

COLONEL J. K. Murray, Professor of Agriculture at the University of Queensland since 1927, and who was acting as Chief Instructor at the School of Civil Affairs, Duntroon, had been appointed provisional Administrator of the combined territories of Papua and New Guinea.

BAURO RATIETA, a Gilbert Islander, and Penitala Teo, an Ellice Islander, had been appointed Native Administrative Officers in the Gilbert and Ellice Islands Colony. They were the first local men to receive such appointments. [Penitala Teo was one of the two GEIC delegates at the Sixth South Pacific Conference in Lae in July. The other delegate was Buren Ratieta, Bauro Ratieta's son].

When this primitive motor car was brought ashore at Tahiti round the turn of the century, its appearance in Papeete's streets filled some people with panic, for it was one of the first cars—possibly the first—to be seen anywhere in French Polynesia. Its driver, William Bardury, was still living in Martinique when the photograph first appeared in PIM in July, 1951. Nowadays, Tahiti has more than 8,000 automobiles, and officials predict that at the present rate of increase, there will be 10,000 on the island within 12 months. These figures compare with only 4,226 vehicles in 1962 and 5,041 in 1963.

THE offices in Sydney of the British Solomon Islands Government, which had been opened in 1942 after the Japanese invasion of the Solomons, were closed on September 1, 1945, following the return of Treasury staff and records to the Protectorate.

THE New Caledonian Administration had approved a decree granting free residence, with the right to compete at a reasonable wage on the free labour market, to over 10,000 Indo-Chinese and Javanese coolies in New Caledonia.

CAPTAIN R. M. L. Gladney, Commanding Officer of the Rarotonga Maori Defence Force, had been appointed Resident Agent of Penrhyn Island.

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At Full Market Price:

SPECIMEN NATURAL RED AND PINK CORAL—Fans and branches, any size with minimum breakage and preferably with base attached.

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Airmail postage plus sample value promptly returned. Sender, please place name and return address on package.

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Hadabug kills mosquitoes, flies . all insects, yet is safe to use around children, food, and pets. Pleasantly scented, it is perfect for the bedroom. JOHNSTON'S HADABUG

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San Francisco.

Queen's Unpublished Memoirs Reveal . . .

The Skeleton In Tahiti's Cupboard

Back in 1880, when King Pomare V of Tahiti and 20 chiefs of Tahiti and Moorea signed a document handing over Tahiti and its dependencies to France as an outright colony, it was the generally accepted view among well-informed observers that the French had used pressure on the Tahitians to get the signatures to the document of cession.

IT was said at the time that the French—who had held Tahiti as a protectorate since 1842—wanted undisputed control of that island and its dependencies because of their expected value as coaling stations, etc., en route to the then-projected Panama Canal.

What was not said—but has now been said in public, for the first time, as far as I know—is that, of the 20 Tahitian chiefs who signed the document of cession, only nine were "authentic chiefs" with sufficient authority to put their names to it. Moreover, as Tahiti and Moorea actually had 22 chiefs, the document should have borne two more signatures.

Queen Marau.

Book By Queen's Son

The statement revealing this was made by Queen Marau, Tahiti's last Queen, in a book published in France last year by the Societe des Oceanistes.

The book, *Alexandre Salmon et sa femme Ariitaimai,* was written by the late Ernest Salmon, a grandson of the subjects of the book, and a son of King Pomare V and Queen Marau (formerly Joanna Marau Salmon).

In his book, Ernest Salmon recalls that the documents of annexation were signed on June 29, 1880. He then quotes several passages from his mother's as yet unpublished memoirs, which, he says, are "both curious and suggestive".

Translated from French, Queen Marau's statements are:—

"Below the signature of the King, the first document [of annexation] carries the signatures of 20 Tahitians which, in accordance with a foregoing proclamation of the Commissioner of the [French] Republic, one would believe to be the chiefs of Tahiti and Moorea convoked to give their consent to the annexation.

"But, besides the fact that the chiefs in question numbered 22—two more than the signatories—it appears that of the signatories, only nine are authentic chiefs, namely: Aitoa, chief of Paea; Hitoti Manua, chief of Tiarei; Tere a Patia, chief of Mataiea; Marurai a Tauhiro, chief of Teaharoa; Terai a Faaroau, chief of Afareaitu; Tarii Vehiatua, chief of Tehaupoo; Teriitapunui, brother of the King and chief of Mahina; Ariipeu, uncle of the King and chief of Arue; and Opuhara, chief of Papenoo.

"The 11 other signatures are those of two sub-chiefs and of eight unknowns *(inconnus),* who do not figure in any of the lists of chiefs,

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ıb-chiefs or district councillors—
ith the exception of one, whose
ief had already signed—that are
rnished us in the *Annuaires de*
ahiti of the time.

"One is thus led to suppose that
e refractory chiefs, or those who
ere considered such, like my mother,
ere replaced on the spur of the
oment by no matter whom, with
e object of giving that capital
nsaction the appearance of having
en approved by the authorised
presentatives of the Tahitian people.

"This astonishing state of affairs
s not discovered my me, but by
former naval officer while doing
storical research. He communicated
s discoveries to me as matters of
riosity, adding whimsically: 'Do
u perhaps doubt that the act of
nexing Tahiti to France constituted
kind of forgery in a public
cument?' "

No Rancour

Ernest Salmon said in his book
t, in her memoirs, his mother had
ted that she did not want it to be
ught that she felt rancour or
imony over the French annexation;
t no one loved and venerated
nce more than she did; and that
was well aware of what France
l done for her country.

'But," she added, "this is no reason
not showing things as they
, for not speaking the truth—
whole truth . . ."

According to a preface in Ernest
mon's book, written nearly three
rs ago, the memoirs of Queen
rau were to be published in their
irely "soon" in a de luxe edition
strated by Jacques Boullarie.

As far as I know they have not
been published.

Queen Marau, by the way, died
Tahiti in 1935 at the age of 75.
marriage to Pomare V, who
l in 1891, had been dissolved
1887: but the French accorded
a pension as ex-Queen until her
th.

—Robert Langdon

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.

Available from the Publishers:

Pacific Publications Pty. Ltd.

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

Or from Islands Stores and Booksellers.

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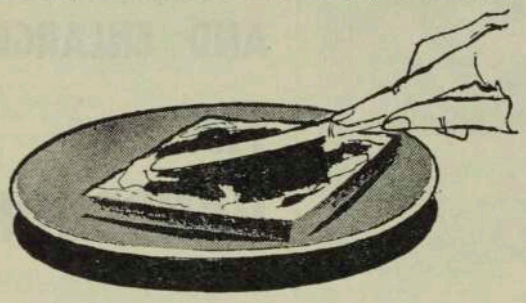
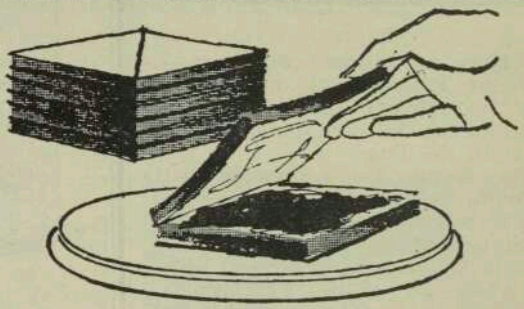
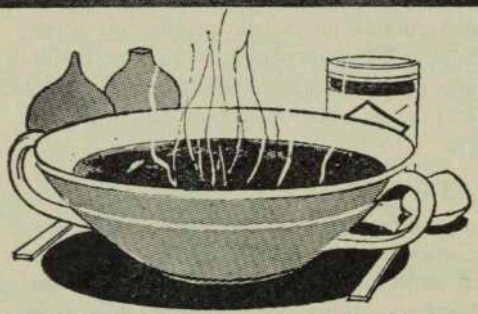


Enjoy VEGEMITE on toast . . . spreads more easily and smoothly than any other extract.



VEGEMITE sandwiches taste so much better and give more vitality.



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VEGEMITE is the pure concentrated yeast extract, and yeast is the richest known natural source of the essential Vitamin B complex. No other yeast or vegetable extract can give you so much vitality. You need VEGEMITE daily. Every ounce of VEGEMITE yeast extract contains 1.7 mgm. Vitamin B1, 1.8 mgm. Riboflavin and 15.0 mgm. Niacin.

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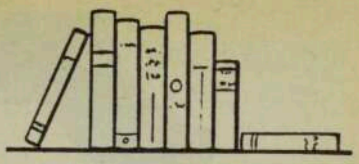
THE MONTH'S NEW READING



Off The Beaten Track In The Western Pacific

Serious students of the social customs of Pacific Islands people will be interested in two recent American publications, although neither is likely to attract readers of lighter Islands fare.

HE first—*Kapingamarangi—Social and Religious Life of a Polysian Atoll*—is by Kenneth P. nory, of the Bernice P. Bishop iseum in Honolulu.

In spite of its long name, the total id area of the islets that make up oval-shaped atoll of Kapingarangi is 260 acres. These acres, vertheless, manage to support a pulation of 500.

The atoll is an outlier of the roline Islands and is thus now t of the US Trust Territory of Pacific Islands. But with the t of the Carolines it previously l a Japanese period, a German iod, and a Spanish period.

ts inhabitants are interesting ause they are the descendants of ynesian castaways who must have fted there centuries ago and en root in this no-man's land ween Micronesia and Melanesia. is 1,500 miles west of Polynesia, per, lying just above the Equator 154 deg. 46 min. E. longitude and ut 400 miles north of Rabaul. It hus one of a string of Polynesian-ulated outliers that occur along windward sides of the Bismarck hipelago and the Solomon Islands.

There have been several Bishop seum expeditions to the atoll o known as Greenwich) since the in 1947 which was led by the Sir Peter Buck. The most insting fact to emerge from the ts is that although separated by ance and time from their homel, the people have managed to in much of the ancient Polynesian of life.

The second of the anthropological ks is *Choiseul Island Social icture*, by H. W. Scheffler a nber of the Department of hropology at Yale University.

Mr. Scheffler conducted his fieldk on Choiseul, the most northterly of the islands of the British Solomon Islands Protectorate, in the 18 months between November, 1958, and April, 1961, but had previously spent a year at the Australian National University in Canberra.

The approximately 6,000 Choiseulese are typical Melanesians, surrounded by other large and small islands of typical Melanesians. They have been missionised since early this century, and were in contact with Europeans through traders and an occasional labour-recruiter for half a century before that.

Today, however, in comparison with their Melanesian cousins of neighbouring New Guinea they are somewhat out of the main stream of advancement.

There are only two small European plantations on the island; the islanders' main cash income comes from selling copra to Chinese traders —the Choiseulese being the largest producers of native copra in the BSIP.

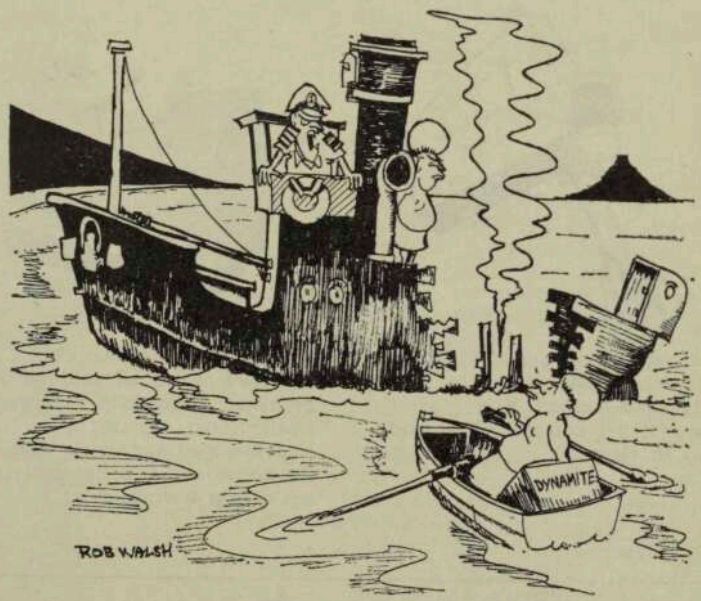
Politically, the islanders have had a Local Council since 1948; and more recently they took part in the election of a member to the new Legislative Council.

This work, however, is more concerned with the Choiseulese as they were about the turn of the century than as they are today.

(KAPINGAMARANGI; published by the Bernice P. Bishop Museum, Honolulu, $US9.50. CHOISEUL ISLAND SOCIAL STRUCTURE; published by University of California Press, $US7.)

Islands Life

WITH ROB WALSH



"That's the last time I let YOU blow me off the coral!"

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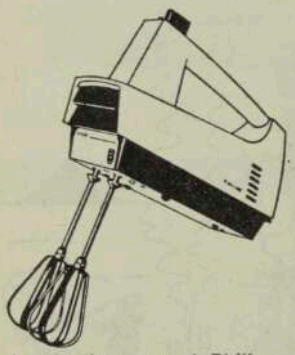
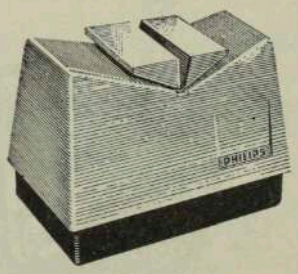
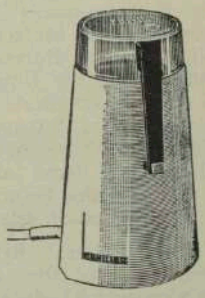
Philips contribute to the happiness of all. Each of the products shown in this advertisement belongs to the group of Philips Home Comfort Appliances, designed to give real comfort and pleasure. A home without these appliances is not quite complete, because comfort and health are part of modern life. Make your happy home therefore happier still! Take the opportunity to buy efficient, reliable, safe, beautifully designed domestic appliances. Appliances from Philips.



The handy three-speed Philips food mixer HM 3040 whips, beats, mixes and mashes. It is powerful yet compact, light and easy to clean.



The Philips knife sharpener HM 3600 solves all your honing problems. Every kind of knife, small or big, serrated or smooth-edged and every scissor in the house can now be razor sharp again in a few seconds.



The Philips electric coffee grinder HM 3210 makes grinding easy and makes your coffee tastier. Absolute safety, thanks to the safety lid and the safe push-button switch.

PHILIPS **PHILIPS** for complete home comfort

(For Philip's Agents/Distributors, see page 72)

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Fascinating Story Of The Pacific's "Queen Emma"

In 50 years of travelling and working in the Pacific Islands, R. W. Robson has been fascinated by the history of scores of men and women of unusual character who made the South Seas their home. But none fascinated him more than the girl who was born in Samoa in 1850 as Emma Eliza Coe. His book about her, *Queen Emma,* is the result of many years research in the Islands, Australia, New Zealand, the United States and Europe.

MMA COE'S life was one of paradox in that she was able take full advantage of the age of isting European acquisition in the ific; and at the same time achieve ilts that few women of the period ed, or were permitted, to do.

Her mother was Samoan, of royal lietoa blood; her father was Jonas Coe, son of a respectable erican family. He ran away to at 14 and at 16 was washed up the shores of Savaii, Samoa, ging to the broken spar of a cked American whaler.

onas soon got his first taste of oan life and love, and although was finally "rescued" by the next American ship to call at these islands, he never forgot Samoa. He returned there permanently in 1845 and set himself up as a trader.

Subsequently he was official United States representative—or Consul—in Samoa until he got himself embroiled in the native kingship wars and a fiery brand of local politics that displeased the people in Washington.

In all, Jonas had six acknowledged wives, all Samoan. Some of these were churched; other unions were simply *fa'a Samoa;* and some of the wives overlapped—that is, there was more than one in residence in the Coe establishment at the one time.

"Queen Emma" photographed with Captain Paul Kolbe soon after their marriage in German New Guinea in 1894.

From these six marriages, Jonas recognised 18 children as Coes and meticulously listed them in his big family Bible. Emma was the second child of his first wife Le'utu, and his favourite. She was nearer to him in temperament and in her late teens and early twenties became his able lieutenant in trading and politics.

Coe saw to the education of all his acknowledged children but he was particularly careful with Emma. He sent her to a convent school in Sydney when she was 11; and when she was in her mid-teens he persuaded his brother Edward, in San Francisco, to take her into his household so that she might finish her education.

Good-Looking

When Emma returned to Apia in 1869 she was 19. She was good looking in the sultry way of part-European girls but her Polynesian love of fun was leavened, to an extent, by Yankee shrewdness. For a while she engaged in the carefree life of the sprawling township of Apia but within months Jonas, who knew better than most the pitfalls of the prevaling social conditions, was urging marriage upon her.

Fortunately the means were at hand—22 years old James Forsayth, well-educated, English, second-mate on the vessel that had brought Emma home from California.

With Coe's help, Forsayth became a trader and schooner owner in Apia and in these enterprises he was helped by Emma. Their first child, a daughter, was born in 1870 but did not long survive; their son was born in 1872 but Emma's interest in Forsayth did not long survive the

HOW TO TEACH ABOUT THE BIRDS AND BEES

Among specialised books received this month is **"The Teaching of Biology in Tropical Secondary Schools,"** published by Oxford University Press at 45/-.

The book is, in fact, aimed at developing countries and whether they are tropical or not seems to have little to do with it

It is one of a series of UNESCO Handbooks on the sciences and it is possibly thought that "tropical" sounds more respectful than "developing".

The book will probably be of considerable interest to teachers of science in Islands schools.

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Forsayth did not long survive the event. Increasingly Forsayth was away at sea and the suggestion is that he was finally lost with his ship off the China coast.

By 1873 Emma apparently regarded herself as free to again indulge in affairs of the heart; and at the same time she and her father both became entangled with notable events in South Pacific history and in the local Samoan kingship wars that involved the governments of Britain, Germany and the United States.

Emma became more personally involved with Colonel Albert Steinberger, whose manipulations of Samoan affairs severely embarrassed the US President, General Ulysses Grant; and when Steinberger was finally discredited in the eyes of the Samoans in 1876, and her father was temporarily deported, Emma entered a black period of her life.

Left Samoa

When Jonas Coe returned to Apia in 1877 he found Emma withdrawn from social life, living in a Samoan village. The story is that he then connived with a red-bearded Australian labour-recruiter, Tom Farrell, to get her out of the village and back into circulation. It is a fact that they left Samoa together in a sailing ship in 1878 as Mrs. Forsayth and Captain Tom Farrell; and that by mid-1879 they were established in Mioko, Duke of York Islands, in New Guinea, as Mr. and Mrs. Farrell. It was assumed that they had been married in Sydney but this was not the case—at this time Forsayth's fate was still uncertain.

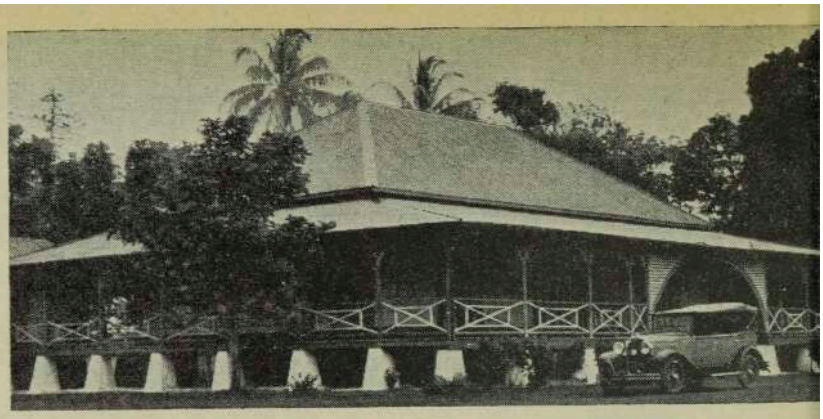
It was in New Guinea that the Coe part of Emma's nature began to predominate. In this then savage no-man's-land of deadly fevers and marauding cannibals she was the first to see the potential wealth in coconut planting. She got possession of rich areas of land on the mainland of New Britain and in the offshore islands before German annexation and then fought the Germans for her right to retain it.

She had a strange association with the scandalous enterprise of the Marquis de Rays to colonise New Ireland; Farrell faded from the scene and after her huge Dalmatian lover and her brother were killed by natives, she married Captain Kolbe, a German officer.

In the years between 1879 and 1900, the fun-loving part-Samoan girl, Emma Coe, changed into Queen Emma of New Guinea. In her planting enterprises she was assisted by her eminent botanist brother-in-law, Richard Parkinson; and she surrounded herself with members of her own family brought from Sam

Through Emma and her fam much of the foundations of N Guinea's modern copra indus was laid.

From her home at Gunantam on the shores of Blanche Bay, dispensed hospitality on such a sc that it became a Pacific legend; frequently took time off from serious business of planting trading to indulge in escapades t make entertaining reading 60 ye later.



The home of "Queen Emma" at Gunantambu, on Blanche Bay, New Britain, was scene of lavish hospitality in her heyday in New Guinea. Only the foundations of building remain today.

Death At Monte Carlo

Shortly before World War I, ageing Queen Emma, worried looming international crises and own marriage to a German natio sold her New Guinea interests fo huge sum. In 1913, at Monte Ca she and her husband died mys iously and tragically within a hours of each other.

In tracing the fantastic story Emma, the author covers also m of the early history of New Gui and Samoa—history that is fast being lost in the rap changing world of the Pacific.

Emma's life-span coincided the period of greatest Europ colonial enterprise. It was a when such places as New Guinea Samoa were untamed and alr unknown by the world at l although possession of them already hotly contested by one another of the great powers.

The book is illustrated with b and white photographs, some of t from old prints. It is fully ind and an appendix outlines the de swindle—the plan for establis "New France" at the south-east of New Ireland—between 1877 1884.

(QUEEN EMMA. Pacific Publicat 30/-.)

Gem Hunting In Australia

ALTHOUGH opals have always been associated with Australia, it is only in recent years that there has been much interest in other Australian gem-stones. Even now it takes the form of a hobby rather than a commercial enterprise.

Diamonds, sapphires, emeralds, topaz, agates and a variety of quartz crystals and other interesting stones are found all over Australia. Something rewarding is available for weekend fossickers not too far from any of the large capital cities, but the best areas are in Queensland and northern NSW and usually require somewhat more time.

The Australian Gemhunter's Guide by K. J. Buchester, covers the fundamentals of gem fossicking—where to look, what to look for, how to go about it. There are also descriptions of the gemstones themselves.

There is a complete list of all the places in each State where gemstones have been found and another of the names and addresses of the mineral and lapidary clubs in Australia. Illustrated in black and white, and colour.

(THE AUSTRALIAN GEMHUNTER'S GUIDE. Ure Smith. 45/-.)

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About Churchill — And Lady Bonham Carter

'iolet Bonham Carter's book, 'inston Churchill as I Knew Him", written and in the process of lication when the old statesman l. This portrait, as she calls it, originally intended to cover his le life, but with an embarrass- t of material, she concluded this, first part of the story, in the 1916, when Churchill, after the lipoli fiasco, was in eclipse.

ADY Violet Bonham Carter is the daughter of the late H. H. uith, one-time British Prime ister. She was born into British ics and first met Churchill—and ediately fell under his spell—906 when she was a girl of 19 he was making his first essays political life.

herefore she had a close-up view he remarkable man for the best of his career and she is able tell her story with a unique vledge of the background of st 60 years of successive British rnments.

his is not only the story of rchill, of course. It is the story he events that preceded World I, and of the men who shaped fumbled the events that led it. It is, in a way, also the story ady Violet Bonham Carter, as idable in her own way as rchill in his, and, like him, some- larger than life.

r creation as a life peer at the of 1964 may have been some- of a culmination, but in the that went before she filled a tude of high posts in British c life—from president of the al Party to Governor of the Above all and always, she has in the thick of every political .

comes as some sort of surprise such a woman also found time, 15, to marry and subsequently roduce two daughters and two

NSTON CHURCHILL AS I KNEW Collins. 63/-.)

Two New Ones On Australia

There are no points of resemblance between *The Reckoning*, by Hugh Atkinson; and *Horses in the Kitchen* by R. H. Conquest—except that both writers are Australians, writing about Australians.

CONQUEST is a frequent contributor to the Sydney magazine *People* and although he is the author of one novel (*The Spurs are Rusty Now*) this is a collection of articles that originally appeared in the magazine.

They are factual—or basically so—written around characters he met in the days when he was a "bushie" himself.

He is unlike the old-time writers about the Australian bush who saw only the tragedy—people with barbed wire in their souls who, when they were not being battered by drought, were up to their necks in flood water. He tries to see the positive side of outback life, which, the way he tells it, is usually entertaining.

His stories concern pioneers like Mulga Jackson—who declined the honour: "My old man was the pioneer . . . he was speared in the back and had his skull cracked by a nulla-nulla. But he survived and later fathered five kids."

They also concern the customs of the country—such as the difference between being a one-nail man or a six-nail man in the days when low-boys and wardrobes were not part of the furnishing of men's quarters in the outback.

It is good entertainment, although it comes under the heading of nostalgia rather than anything pertaining to contemporary Australia.

New Australian Paperbacks

DIG by Frank Clune, the story of the Bourke and Wills Expedition which successfully crossed the Australian continent from Melbourne to the Gulf of Carpentaria in the 1860's only to meet tragedy on the return journey. "Dig" is what the keepers of the base camp at Cooper's Creek carved on a tree before they deserted their post. What the survivors found when they dug was not sufficient to save either Bourke or Wills. (Pacific Books; 6/-).

MY MATE DICK by Ion L. Idriess, in which he recollects pioneer gold-prospecting days in the Palmer River and Cooktown areas of North Queensland. (Pacific Books; 6/-).

THEY CAME FROM THE SEA by the late E. V. Timms. This is one of a series of a dozen novels about the early colonial days in Australia. Pacific Books; 6/-).

THE IRISHMAN by Elizabeth O'Conner. The story of a wild Irish family in North Queensland but particularly of the father—Black Paddy Doolan, hard-drinking, hard fighting teamster before World War I—and what happened when he found his livlihood threatened by the first motor trucks. (Pacific Books; 6/-).

(Pacific Books are published by Angus and Robertson Ltd., Sydney.)

Contemporary Novel

Hugh Atkinson's novel is contemporary, although the characters are Australian—or New Australian—it could equally as well have been placed in the United States setting.

The theme is psychological. The stories of half a dozen men whose lives have, one way or another, come unstuck at the seams, are brought together as they attempt to hunt down a Polish migrant who has fled from the farm where his employer's wife has been bloodily done to death.

This novel was financed by a Commonwealth Literary Fellowship. Its author has tried everything professionally, from advertising copy-writing to magazine editing. He also classes himself as an ex-beach-comber, having some years back been deported from Tahiti. He is now married and lives in London.

(HORSES IN THE KITCHEN. Ure Smith. 26/6. THE RECKONING. Bodley Head. 21/-.)

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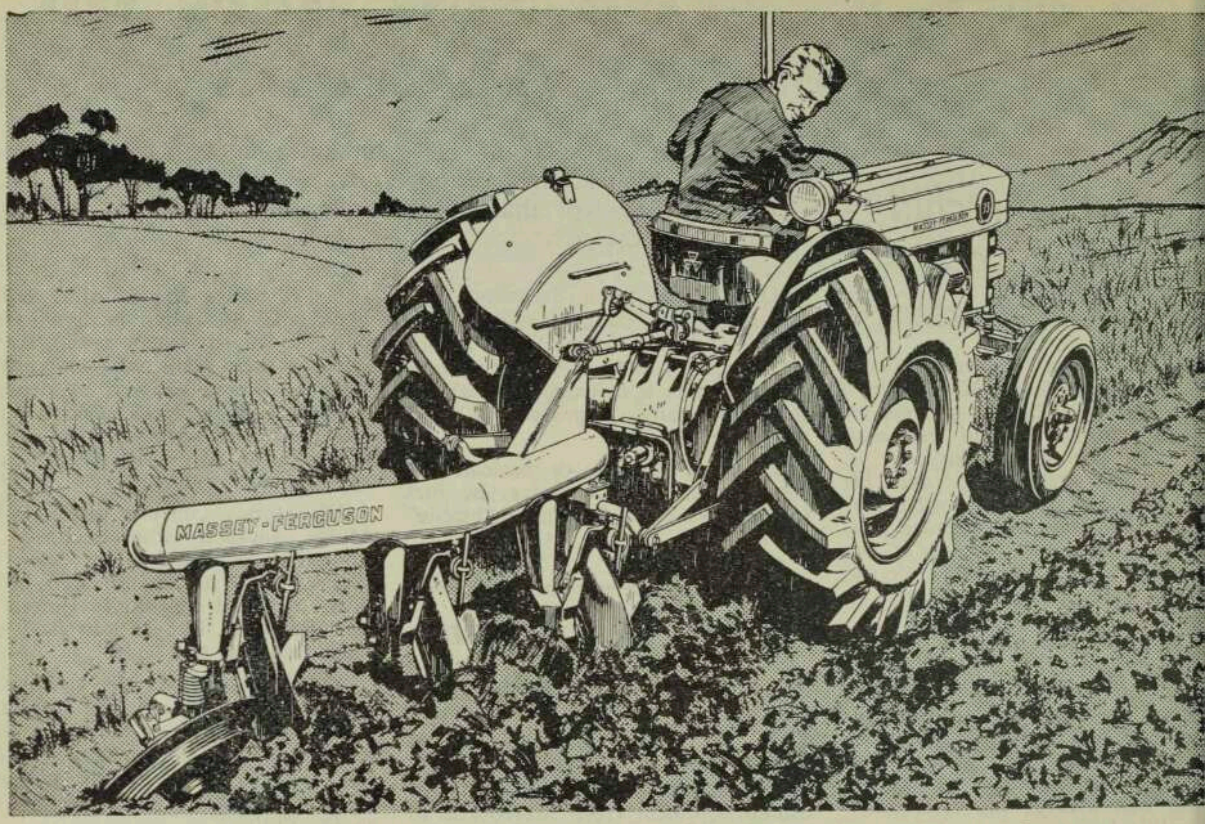

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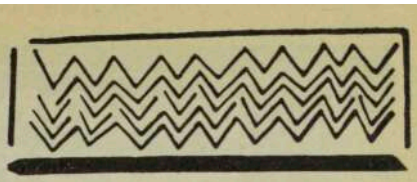
Best of the Paperbacks



hrillers And Crime

THE DEPARTMENT OF DEATH y John Creasey. Spies and counter-pies from Department Z shatter the rst Congress of Europe with a cold-looded killing at an official re-eption. (Hodder; 6/-).

DEATH OF A STRANGER by Michael Halliday, who happens to e John Creasey in a different isguise. Two beautiful girls, one ead, and a charming man with an merican accent keep London police n the go. (Hodder; 5/6).

iction

THE MASTERPIECES. Four short ovels are included in this book; ach in its own way is time-defying nd still delightful to read. They are *ady Rose and Mrs. Memmary*, by uby Ferguson, first published in 937; *Good-bye, Mr. Chips*, by ames Hilton, first published in 934; *The China Run*, by Neil aterson, first published in 1948; and *he Man who Made Wine*, by J. M. cott, first published in 1953. Hodder; 11/6).

YOUNG RENNY, MARY VAKEFIELD, THE MASTER OF ALNA, AND JALNA, all by Mazo e la Roche, are four of the earliest equences in the saga of the White-aks family. Before she died in 961, this author had written about score of books in the series which ad sold, in all, 12 million copies roughout the world. (Pan; 6/- ach.)

DRUM, by Kyle Onstott. An merican best-seller of the days of lavery in the Deep South. (Pan; /-.)

actual

THE MIGHTY HOOD by Ernle Bradford. This story of what is egarded as Britan's most graceful attleship of all time is written in n easy and entertaining style. It races the career of *Hood*, from the ime she was laid down in the Clyde n 1915 until she was lost off the oast of Greenland in May, 1941, vhen she received a direct hit on her nagazine while engaging German aval forces. There were only three urvivors. She was the last of the eviathans, built at a time when ize—over 46,000 tons displacement —was considered vital. (Hodder; 5/-).

THE SMALL GARDEN and ROSES FOR SMALL GARDENS (by C. E. Lucas Phillips); SHRUBS AND TREES FOR SMALL GARDENS (Christopher Lloyd); PERENNIAL FLOWERS FOR SMALL GARDENS (Peter Hunt), and GARDENING IN THE NORTH (by Kenneth Lemmon), are all, as far as tropical dwellers are concerned, strictly nostalgic fare for those who dream of that cottage in Surrey, Yorkshire, Tasmania or New Zealand. (All Pans; 9/-; 8/-; 8/- 8/-.)

MAKING FRIENDS WITH OPERA. This small book by John Glennon is timely in Australia as its publication coincides with the Joan Sutherland opera season. It is also a useful introduction to this art for music lovers everywhere, as it gives the historical outline of how operas began and tells the stories of 23 of the most famous operatic works, including Sutherland favourites *La Sonnambula* and *Lucia di Lammermoor*. It gives, as well, background information on composers and first performances. This is one of a series of books on music from this author. (Rigby; 7/6).

EASY GUIDE TO DECIMAL CURRENCY by J. L. Evely. Australia, Papua-New Guinea and other Pacific territories where Australian currency is used turn over to decimal currency (in dollars and cents) on February 14, 1966. This small book aims at making it easier for everyone. It has tables, pictures and diagrams to show the simplicity of the new currency and its relation to old coins and notes which will also be in use for some time. Everything from where to put the decimal point to writing cheques is explained. (Rigby; 5/-).

PIM's Very Own Pacific, In Book Form

Regular *Pacific Islands Monthly* readers won't need an introduction to the 37 writers whose stories have been published in *PIM's Pacific*. Most have been fairly consistent contributors to the *Monthly* between 1950 and 1965—the years from which this collection of South Seas stories has been made.

The writers come from all walks of life—ex-Governors, public servants, school teachers, journalists, crocodile-shooters, pub-keepers, master-mariners, cruising-yachtsmen, traders—but all of them have been closely associated with one or other of the Pacific Islands.

Most of the writers are interesting in their own right—a fact that is brought out in the short biographical notes that introduce each story.

Although those in the collection are not necessarily the best stories that have appeared in *PIM* over the last 15 years, they all have an enduring quality that will—we hope—make them as interesting to read 10 years from now as they are today.

An effort has been made in their selection to give an overall picture of Pacific Islands life as it appears, or has appeared, to those most closely connected with it; and, at the same time, to produce something that can be read with equal appreciation by the Islands and the non-Islands reader.

The stories were *not* chosen for their penetrating soul-searching into Pacific politics or other serious matters; they are designed for relaxation and entertainment. Subjects covered are adventure, travel, personal experience and history.

Material was selected and edited by Judy Tudor.

The book is illustrated, has 224 pages, is cloth-bound and has an attractive full-colour dust-jacket illustrating what might be called four aspects of Islands life.

(PIM'S PACIFIC—Stories from the South Seas. Pacific Publications. 27/6.)

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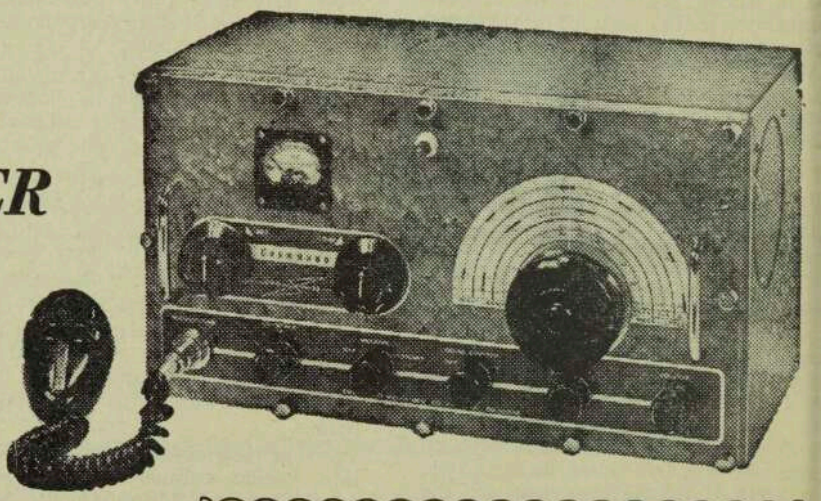

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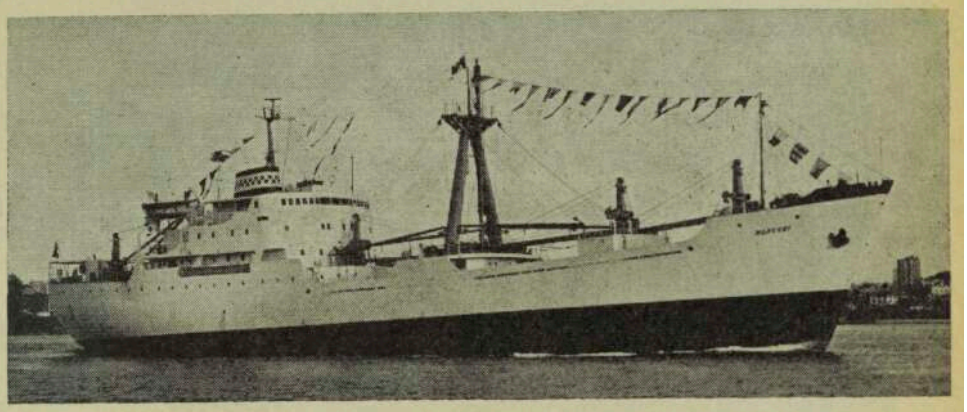
Pacific Shipping And Cruising Yachts

NEW FREIGHTER BEGINS SERVICE

Burns Philp's new 3,000-ton freighter "Moresby" left Sydney on August 10 on her maiden voyage to Papua-New Guinea (see story p. 101).



Everybody's Doing It — Emulating The Epic Voyages Of The Past

Now that modern man has pretty well mastered the trick of flying to the moon in a rocket, more and more people, it seems, want to put back the clock and emulate some of the great sea voyages of the past.

IN the last few weeks no less than four voyages of this kind, which will take in the South Pacific, have begun.

The voyagers who are being emulated are Captain Joshua Slocum, the first man to sail solo around the world; the crewmen of the raft *Kon-Tiki*, who drifted from Peru to the Tuamotus in 1947; Captain Cook, who began his first voyage of discovery in the Pacific in 1768; and Ferdinand Magellan, the first European to cross the Pacific and leader of the first expedition to circumnavigate the world.

"Pretty Easy"

The latter-day Slocum is a 16-year-old American schoolboy, Lee Graham, who completed the first 2,400-mile leg of a planned circumnavigation on August 18 when he reached Honolulu from San Pedro, California, in his 24 ft sloop *Dove*.

Lee described the voyage, which took 25 days, as "pretty easy", and said he would go on to Fiji via the Phoenix Islands in two weeks to four weeks.

He expects to complete his circumnavigation in about two years—and if he makes it, he will have the honour of being the youngest sailor to complete such a voyage.

Lee's only companions are two kittens, Suzette and Jolliette, which were born on the day *Dove* was bought and which were two months old when he left California.

Despite his age, Lee is no novice as a sailor. He has been knocking around in sailboats since he was 10, and was a competent navigator at 13.

Before his latest cruise, he had covered more than 15,000 miles at sea, mostly in the South Pacific, and had made two crossings between Hawaii and California.

Most of his previous sailing has been done with his parents, whose ketch *Golden Hind* was mentioned several times in *PIM* in 1963 when the Grahams were in the South Pacific.

Dove is fitted with wind vane steering which automatically corrects the yacht if she gets off course. She is also fitted with a 6 h.p. auxiliary engine and a radio receiver. There is no radio transmitter.

Commenting on the lack of a transmitter, Lee's father, Mr. Lyle Graham, told *PIM*: "This puzzles most power boat people, but most sail boat people understand that carrying a big, expensively adequate radio, with the necessary batteries and generator, is like taking along another boat in case one sinks."

However, Lee does have safety equipment of another kind. On board, he wears a safety harness with a life line attached to the boat.

Lee told newsmen in California that he was making his voyage

In The News This Month

Aikane
Air Wave
Andante
Ataluma
Awahnee
Barbara Allen
Bounty Queen
Canaima
Damala
Dove
Eleuthera
Endeavour
Favourite
Gunners Knot
Highlight
Hopa Nora
Kon-Tiki
Lady Lee
Lucent
Mamari
Marmaduke
Marquesa
Mia Mia
Moana Roa
Moonfleet
Monsoon
Moresby
New Endeavour
Okeanos
Pacific Islander
Paisano
Palau Islander
Pipe Dream
Popeyduck
Sea Fever
Sea Sharp
Shireen
Sletta
Slitan
Southwind
Spree
Surugu Maru
Tahiti Tu
Ululani

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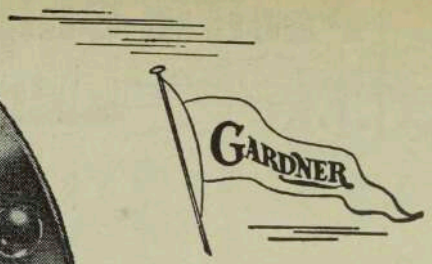

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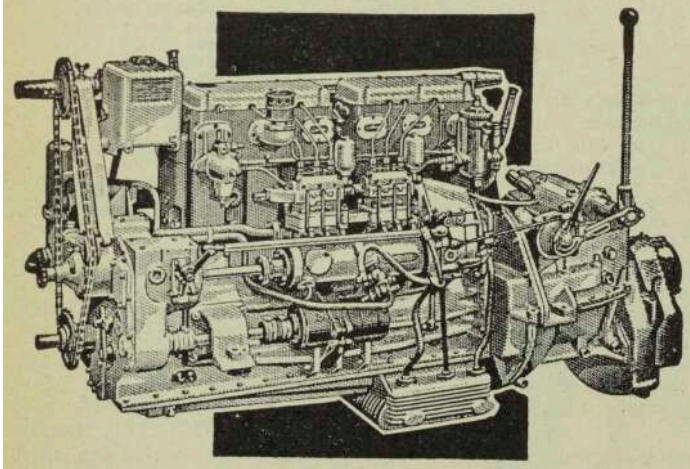

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ause it was a challenge, an enture and an education.
He added that he would keep up studies on board through the rnational Correspondence Schools that he could enter college when returned to California.
ust before he set sail, he said: hat a great way to finish school."

Raft Voyage

The people who are emulating the *n-Tiki* raft voyagers are Carlos avedo, a farmer, Jaime Toledo Jose Matheus.
With a cat and a parrot coming their crew, they were towed to sea by a Peruvian Navy tug the Peruvian port of Callao July 27 and cast adrift on the mboldt Current.
Caravedo is making his first long voyage, but the other two men e tried this sort of thing before. hey hope to make the crossing to iti or Samoa in about three nths. Their object: "pure enture".
The new version of Captain ok's first voyage does not sound a very genuine copy of Cook's ievement. It is being done by a ooner called the *New Endeavour* ch left Ramsgate, Kent, for ney, Australia, early in August— r rigging fetchingly festooned," one reporter put it, "with three tty girls in matelot's shirts and te denim bell-bottoms."
The *New Endeavour's* departure marked by a splurge of publicity n Fleet Street, which made much the promoter's claim that the ooner would follow in the wake Captain Cook's *Endeavour* in 8-70.
Follow in the wake," though, is tching things a bit, for the *New deavour* will not only sail through Panama Canal, but will use her iliary engine whenever the going omes a bit tough.

"Nonsense"

One man who was somewhat put by what he called "this nonsense ut retracing Captain Cook's age" was veteran Australian ing ship skipper, Captain Alan liers.
The reason is that in 1969-70, otain Villiers plans to sail an gineless) replica of Cook's *deavour* from England to Aus-lia over much of the route cluding the Cape Horn part) that ok actually did take, to mark the 0th anniversary of the great igator's first Pacific voyage (*PIM*, c., 1964, p. 97).

Lee Graham's yacht "Dove" leaving Los Angeles on July 27.

Captain Villiers' voyage is being supported by the Australian Government, which is contributing £10,000 to the *Endeavour* project.

"I am not connected in any way with the schooner that has been renamed *New Endeavour*," Captain Villiers told the London Press.

He added: "My own *Endeavour* has not yet been built, though plans and specifications are complete and we are considering quotes from several yards interested in building her. We should be ready to lay the keel by the end of the year."

The man who wants to emulate Magellan is a Spaniard, Carlos Etayo, who sailed from Spain for Teneriffe, Canary Islands, on August 18 in a replica of a caravel used in Magellan's day. She is 49 ft long with a beam of 12 ft 6 in.

Mr. Etayo and a crew of nine hope to retrace Magellan's route to the bottom of South America and across the Pacific to Guam and the Philippines.

Magellan's voyage across the Pacific, in 1521, took 95 days. His voyage began in San Lucar de Barrameda on September 20, 1519.

It was more than a year later that he sailed through the strait which bears his name into the Pacific.

MAIDEN VOYAGE FOR NEW BURNS PHILP SHIP

Burns Philp's new 3,000-ton freighter, *Moresby*, sailed from Sydney to New Guinea on her maiden voyage on August 10.

Her introduction to the Australia-P-NG service was delayed by industrial trouble at the Newcastle State dockyard, where she was built, and then by further trouble on the waterfront.

A few wellwishers went on board to wish the master, Captain J. Ealey, a successful voyage.

The *Moresby* was expected to reach cargo capacity, about 3,500 tons, at Brisbane, before leaving for Port Moresby, Samarai, Lae, Madang, Alexishafen, Wewak, Lorengau, Kavieng and Rabaul.

Captain Ealey was master of the

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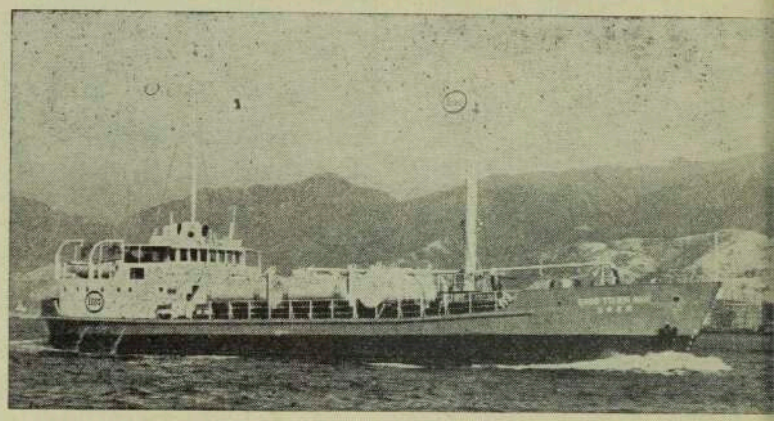

"Esso Tsuen Wan" Twin Screw Harbour Oil Tanker for Hong Kong

The Hongkong & Whampoa Dock Company has built and delivered to Esso Standard Oil (Hong Kong) Ltd. a harbour oil tanker which will commence employment at once in her local service. The vessel was constructed to the Builder's design, to Owners specification, and to the requirements of Lloyd's Register of Shipping Class + 100 A.1. The following are the main particulars:—

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 compr 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, each 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunker oil at 90 deg. Fahr. Pumps are driven by the main eng In addition two centrifugal electric driven Lee Howl Cargo Pu each having a capacity of 200 A.G.P.M. against a head of feet, and suitable for "Low Flash Point" oil fuel and gas cargo, are fitted.

Other machinery and fittings include Emergency Lighting equipm fresh and sanitary water pumping set, CO_2 system to protect machinery space and cargo oil tanks, fire and ballast pu compressed air system, and the usual navigational and fittings.

The electrical installation and wiring is specially constructed suit a tanker carrying low flash point cargo.

Steering is by an electric-hydraulic steering gear manufactured 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 tra to hand hydraulic operation.

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alaita, sold a few weeks previously, fore assuming his present command.

He has been in Burns Philp's arine service for about 20 years, cept for one break overseas.

The *Moresby* was the first ship uilt in Australia for Burns Philp.

The chairman, Mr. James Burns, eaking at the launching ceremony the Newcastle State Dockyard on arch 6, said that if the *Moresby* as a success, Burns Philp hoped to prove any additional tonnage they uilt by increasing the speed and rhaps adding some passenger accommodation.

He reaffirmed the company's olicy of gradually replacing its ips as they grew older with vessels suitable carrying capacity and eater speed.

P CHAIRMAN HITS AT NG WHARF FACILITIES

Mr. James Burns, chairman of urns Philp and Co. Ltd., has added s voice to those of many other itics of wharf facilities in Papua-ew Guinea.

In his address to stockholders at e annual meeting in Sydney in ugust, he said: "The trouble with e Papua-New Guinea trade at esent is that there is not enough harfage accommodation for the rge number of vessels calling there, d frequent delays waiting for harfage space often occur."

Mr. Burns repeated, in effect, what e has been saying for a number of ears about the profitability of the ompany's shipping line.

He said the company's business enerally continued to be prosperous, ut the shipping service to Papua-ew Guinea suffered heavy losses espite a subsidy received from the ederal Government.

However, Burns Philp did not ant to discontinue the service, as ey had been running it to the Ter-tory for more than 80 years.

"Nothwithstanding heavy losses, e hope, for the time being, to ontinue," he said.

Mr. Burns said the new freighter *Moresby* had cost about £1 million.

The *Moresby* did not carry pas-engers, because there was enough assenger accommodation in other essels.

Concluding his remarks about the ompany's shipping activities, he said hat with the slow turn around in ydney, it was hard to avoid losses n this field.

"However, with our world-wide nterests built up over 80 years, we re lucky in being able to stand up o our shipping losses, and still pay our stockholders a reasonable dividend," he said.

The parent company had a net profit of £1,113,888, and dividends from subsidiary companies amounted to £1,000,379.

That figure, with the trading profit, gave a very satisfactory result.

ANOTHER JAP SHIP FOR MORESBY

A Japanese shipping line, Nippon Yusen Kaisha, is the latest to enter the Japan-Australia service, taking in a P-NG port.

The P-NG agents, Burns Philp, announced in July that the first ship on the new service, the *Suruga Maru*, was expected at Port Moresby about August 26, en route from Kobe to Sydney.

The *Suruga Maru*, a fast modern ship, carries cargo and passengers.

"SLETTA" TO START NEW SERVICE TO BSIP- P-NG

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carry explosives and special goes such as livestock.
The managing agents for the rlander New Guinea Line are H. Stephens Pty. Ltd., Sydney.

HING VESSEL ANDONED AT LORD HOWE

The insurance representative for 400-ton fishing vessel, *Favourite*, ich was badly holed when she was pt on a reef off Lord Howe Island August 7, has decided to abandon vessel because pounding on the has broken her back. Tenders now be called for the purchase the wreck.
The ship, valued at £50,000, was ned by a food processing company, operated from Eden, on the th Coast of New South Wales.
live Wilson, a resident of Lord we Island, was called out of bed ut 3 a.m. on August 8 to take motor boat *Pacific Chieftain* out assist the *Favourite*.
n a note to *PIM*, he said, that after went aground, the crew refloated under power, but the pumps ld not keep the water down, so was run on the reef at the rthern end of the island.
ater, when no world had been ived from the insurance company, as there were signs of the sea g and the vessel breaking up, island superintendent, who is the receiver of wreck, sought nt permission to begin salvage the valuable equipment.
alvage work began on the 9th, ipment being ferried across the into the lagoon in a dinghy.
Ir. Wilson said that on August representatives of the insurance pany and the owners of the *ourite* arrived at Lord Howe.
t first they thought that it would possible to tow the *Favourite* off reef with the *Jacques del Mar*, a later inspection revealed that ship's back was broken.

ST TERRITORY CONTRACT

two-year contract has been rded to the United Tanker Cor- tion of New York for the ration of the United States Trust itory's three major vessels, *fic Islander*, *Gunners Knot*, and *u Islander*.

T RUSSIAN SHIP

he Russian oceanographic ship *a Nora*, believed to be the first sian ship ever to visit the New rides, arrived in Vila on July 22 a 10-day voyage from Fiji.
he call was made to enable the operator to be treated for a at complaint.

VILA TRADING VESSEL WRECKED AT TANNA

The MV *Air Wave*, a Vila trading vessel, was wrecked in a storm off the north coast of Tanna, New Hebrides, recently. The *Air Wave*, of about 30 tons, was carrying a cargo of cocoa and sandalwood from Tanna to Vila.

The master tried to shelter in the bay at Back Beach, Tanna, but the wind was so strong that the *Air Wave* dragged her anchor and was blown on a reef. She sank in about 30 feet of water.

A Vila message says first reports indicate that the *Air Wave* will be a total loss.

HIGHER LOSS FOR "MOANA ROA"

The working loss of the New Zealand Government's MV *Moana Roa*, which provides the only regular surface connection between NZ and the Cook Islands, was £41,369 for the year ended March 31, 1965.

This is stated in the latest annual report of the New Zealand Department of Island Territories.

The report says that the loss for the year ended March 31, 1964, was

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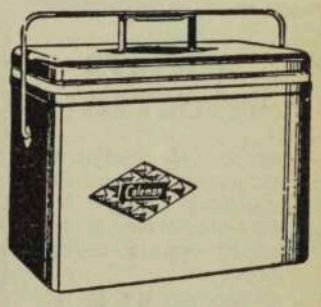

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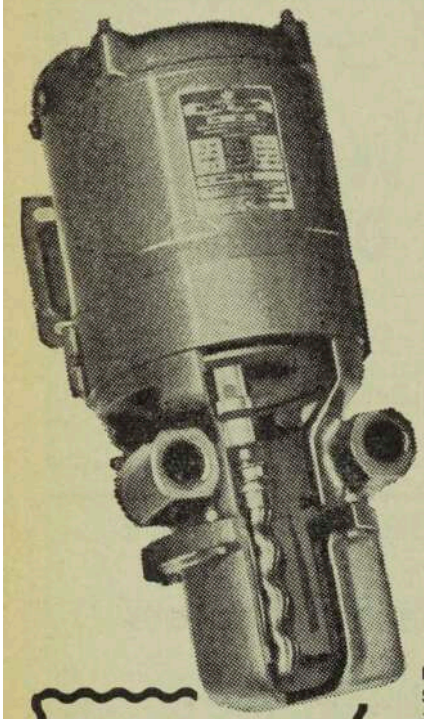

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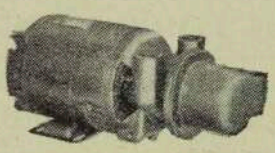

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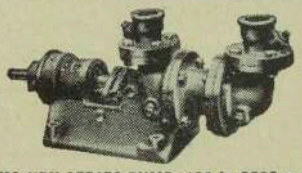

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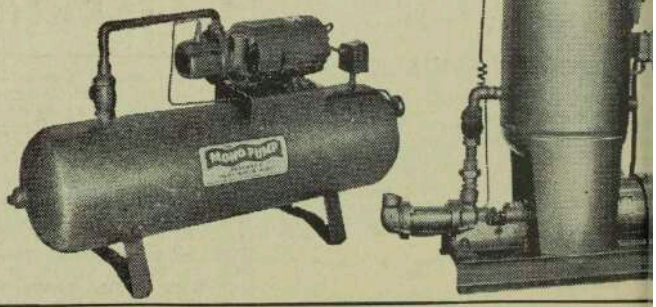

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106 AUGUST, 1965—PACIFIC ISLANDS MONTH

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,200, and that the increased loss the succeeding 12 months was to increased salaries and wages the crew, and increased stevedor- and repair costs.
o meet the increased costs, freight s were raised from October 1, 4.
he report adds that bad weather more calls to the outer islands ited the *Moana Roa* to only 10 ages between New Zealand and Cooks during the year compared 11 the previous year.

CAIRNERS PLANNING AN-GOING LAUNCH

itcairn Islanders are planning to d a twin-engine ocean-going ch to make regular trips to ngareva, in the Gambier Islands French Polynesia. An editorial in *airn Miscellany* suggests that the launch could be called *Bounty en.*
he 280-mile trip to Mangareva ld be made in about 35 hours in unch of this type.

W TEAM TAKES OVER F-BLASTING IN TOKELAUS

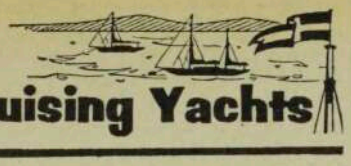
lew Zealand Army sappers are blasting gaps in the reef at aofu atoll in the Tokelaus to free passage and a sheltered horage for small lighters used by islanders.
team of engineers, which started k on the project in May, was aced by a second team early in ust.
When they finish their work, the nders will no longer have to ot the reef" in small lighters n they are loading copra boats.

MPORARY STORAGE LAE WHARF

new structure of steel trusses ed with galvanised iron is to be t at the Lae wharf to increase covered area.
will not be the main extension ned for the wharf, but a tem- ary expedient to ease overcrowd- of the current storage space.

WILL REVEAL DEN DANGERS

closed circuit television unit is be installed in the hydrographic ey ship, *Ataluma*, owned by tralian Hydrographic Services to give the helmsman a greater wledge of reefs and other gerous waters round the ship.
he *Ataluma* is working in P-NG rs under charter to the Admini- tion.



Cruising Yachts

● *MARQUESA*, 40 ft ketch, left Honolulu on August 1 for a cruise in the Pacific. On board were owner-skipper Harold L. Whilldin, his wife Mary, daughter Tina, and Jim and Marie Anderson.
They planned to visit the Marquesas, Tahiti, Society Islands, Cook Islands, Samoa, Fiji, New Caledonia, Auckland and Sydney.

● *SEA SHARP*, 25 ft yacht, with Mrs. Sharon Sites, 34-year-old Los Angeles widow, sailing solo, arrived in Honolulu on July 21 from California.
The first woman to make the crossing single-handed, Mrs. Sites did the 2,225 miles in 40 days.

● *LADY LEE*, 43 ft ketch, which was in the Galapagos Islands in February, was in Tahiti in June. On board are Fred and Doris Murphy, of Long Beach, California.

● *ELEUTHERA*, 48 ft steel ketch from Seattle, with Earl and Paula Schenck, was back in Papeete, in mid-June, after a cruise to Bora Bora and Maupiti in the Leeward Islands of the Society Group. *Eleuthera* arrived in Papeete from Seattle in July last year (*PIM*, June, p. 119).

● *SHIREEN*, 52 ft ketch, dropped anchor in Nukualofa on August 11 and left for Auckland on 17. Owner/skipper, Michael Crocket with a crew of three, is on a world tour, having left England in July, 1964. *Shireen's* last port of call was Rarotonga. She was carrying three passengers to New Zealand.

● *HIGHLIGHT*, 35 ft ketch-rigged trimaran, owned by John and Dave Glennie of NZ, was in Tahiti in late July waiting for Mr. W. E. Glennie (the owners' father) to join the party for a South Pacific cruise.
Highlight was attacked by a whale on the first leg of the trip, from Auckland to Rarotonga, and the hull was damaged (*PIM*, July, p. 25). Repairs were made at Rarotonga.
The Glennies plan to be back in NZ by October.

● *PIPE DREAM*, an American trimaran, owned and skippered by an American missionary, Alvar Wolfsen, arrived in Vila, New Hebrides, on July 25 after a 12-day voyage from Lautoka, Fiji. Also on board were Wolfsen's Japanese-born wife, Yashiko, and a 20-year-old Fijian missionary, Misiraini Seru.
Pipe Dream had spent four months in Fiji before leaving for the New Hebrides.

"Pipe Dream"

● *AIKANE*, 43 ft Kettenburg sloop, owned and skippered by Jack Baskin, arrived in Honolulu from the South Pacific in June after logging more than 7,500 miles and touching 14 islands in the Marquesas, Tuamotus and the Society Islands.
Also on board were Benson and Janet Rotstein, and Norris Michaelson, all of California.

● *ANDANTE*, 34 ft fibreglass sloop, arrived in Apia on July 3 from Pago Pago with Don and Catherine Wood. They planned to spend a week at Savaii before sailing to Hawaii.

● *DAMALA*, 35 ft trimaran (we've also seen her name spelt *Dombala*), left Nelson, NZ, for Tahiti in early August after remaining in port for two months while a new mainmast was being constructed. On board were three Australians, Emile van Bommell, Bill Tournier and Neil Samson.
The original mainmast, which was 40 years old and had previously served in a ketch, snapped while they were crossing the Tasman from Melbourne. After visiting Tahiti, the crew plan to sail back to Australia in December.

● *POPEYDUCK*, 20 ft yacht, built and sailed single-handed by

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nglishman, Mr. W. A. Proctor, left oniara for Port Moresby on July 8. Mr. Proctor, who is circumavigating the world from England, ill return to England via the ndian Ocean, and the Red and Mediterranean Seas.

● *MIA MIA*, 67 ft steel ketch om Melbourne, owned and skippered by Geoff Hammond, left orfolk Island on July 17 for oumea and Brisbane.
Also on board were Frank arsons, Peter Neilson, Bill Grey and en Caithness. The ketch had previously called at Lord Howe Island.

● *SEA FEVER*, 42 ft ketch, with arry and Margaret Alexander, their n John, aged 10, and nephew ichard Lewis, arrived in Honolulu July 31 after a 4½-year cruise und the world. (*PIM*, April, 1963, 113).
Sea Fever, which was built in pan, cruised to the American West oast via Hawaii to start her world ip. Thence she went to South Pacific rts, Australia, Africa, 56 ports in e Mediterranean, across the Atlantic the Caribbean, South America en Los Angeles via the Panama anal.
The Alexanders plan to stay in awaii indefinitely.

● *PAISANO*, a 61 ft American tch, arrived in Port Moresby in rly August, with owner-skipper hn Hazelhurst, of Colorado. He to collect specimens of the Territory's insect life for an American useum.
Also on board was his wife, anne, a Tahitian screen actress who peared in the Marlon Brando film *utiny on the Bounty*.
Our last report on *Paisano* was om Apia in mid-June, 1964.

● *MONSOON*, a schooner, left onolulu in June for Fiji, with her vner, John Curran, of Fiji, Jim ll, Roland Ernst, and Roger and th Bath of the 37 ft ketch, *Au Au Kai*. The Baths arrived in Honolulu in February after a two-year South Pacific cruise.

● *MARMADUKE*, a yacht from Los Angeles, was one of the many in Papeete harbour for the Bastille Day celebrations in July. She arrived via Nukuhiva in the Marquesas.
On board were owner-skipper Patrick Ballenger, his wife, their two children and three crew members.

● *ULULANI*, 63 ft ketch, skippered by Ray Jones, left Sydney on August 21 for a four-month cruise to Rarotonga, Tahiti, Panama, and Nassau, in the Bahamas.
Jacques Meiss, John Morow, Robert Finlayson, Michael Knight, Ian Maddocks and George Archibald are also making the trip.
The owner, Mr. Benjamin Moore, who sailed *Ululani* to Sydney last October, was to fly home to America.

● *CANAIMA*, a 38 ft German-built steel ketch from Venezuela, left Pago Pago for Apia on August 16 after a week's stay.
On board were her four part-

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vners, Antonio Moreno, skipper, aquin Gareia, Gregorio Redondo d Jose Fort.
The 20-year-old *Canaima* is on yage round the world which is pected to take 20 months. She has ready visited Colombia, Panama d the Galapagos, Marquesas, ciety and Cook Islands.

● *TAHITI TU*, a double-ended cht sailed by Mr. and Mrs. Walter, rived in Papeete early in July er a 30-day cruise from Honolulu.

● *LUCENT*, a 68-year-old lugger-ged ketch built for the North a mackerel fishing grounds, arrived Rarotonga on July 6, after almost ing wrecked some days earlier tering Oneroa Passage, Mangaia, heavy seas. Her unusually rugged nstruction enabled her to with-nd the heavy pounding she re-ved.
Aboard *Lucent* were Roger neson (skipper), his wife, David lfour (who visited Rarotonga re-ntly on *Barlovento*), Richard Six-rry, and his Tahitian wife Moea. *cent* is on a shell-collecting cruise the Pacific, under the direction Mr. Sixberry, a malacologist at Smithsonian Institute.
Before reaching Rarotonga, *Lucent* led at Raivavae, Tubuai, Rurutu d Rimatara in the Austral Islands French Polynesia. She passed nhabited Maria Island, east of ngaia, but bad seas prevented a ding being made.
The crew plan to collect shells from the Cook Islands except Manuae.

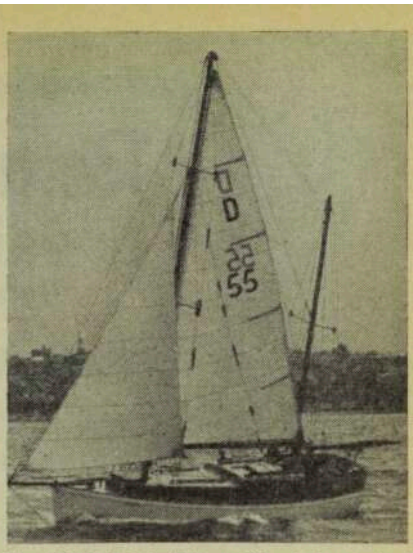
● *AWAHNEE*, Dr. Robert iffith's 56 ft ferro-concrete yacht, ived in Pago Pago harbour on y 16 from Bay of Islands, New land. On board were Robert and ncy Griffith, their son Reid, aged and three crew members.

● *MAMARI*, 28 ft ketch, sister vessel to *Marco Polo*, was cruising in the Society Islands in late July. On board were owner-skipper John Bracegirdle, from England, Gavin Marks and Keith Higgins, from NZ, and an Australian, Tim Seale.
Mamari left Auckland on May 9 and visited Raoul Island in the Kermadecs, and Rarotonga before reaching Tahiti in time for the Bastille Day celebrations.
However, the crew found the fete disappointing and Tahiti below expectations because of the high cost of living and the number of military personnel in Papeete.
After cruising around Huahine, Raiatea and Bora Bora for a month, *Mamari* was scheduled to return to NZ via Rarotonga, Tonga and Fiji.

● *BARBARA ALLEN*, 30 ft gaff-rigged yacht, with a crew of four, which was reported missing last month (p. 111) on a voyage from Honolulu to Pago Pago, is safe. After a rough trip, the yacht duly reached Pago; went on to Apia, where the crew got the flu; set off for Tonga, but finished up being blown to Futuna; then reached Suva in mid-August for a refit after almost being stuck fast on a reef at Nanuku, east of Taveuni.

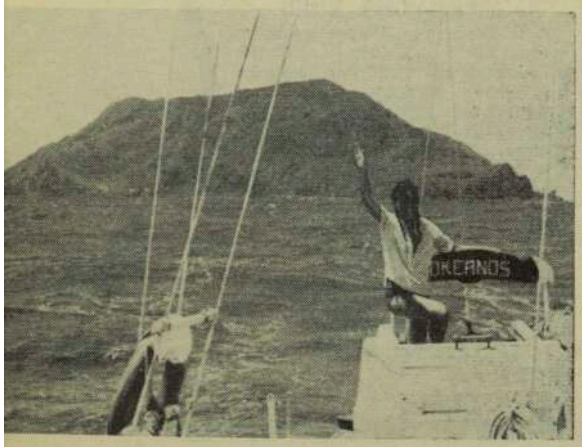
● *SOUTHWIND*, 30 ft trimaran built in California by Jo Hudson, was anchored in the Sarakata River, Santo, New Hebrides, in July while the occupants, Jo and his wife Jenny, fabricated a self-steering wind vane for the rudder.
They were planning to return to the USA via the Ellice and Phoenix Islands, and Honolulu—a three to six-month cruise.

● *SPREE*, a ketch from Picton, NZ, arrived in Rarotonga early in July on the homeward leg of a cruise to French Polynesia. She came via Bora Bora and Raiatea. On board *Spree* are Mr. and Mrs. H. T. Grigg and Messrs. A. W. Stewart and A. P. Tuxford.



The 28 ft ketch "Mamari", photographed in Auckland.

● *OKEANOS*, Joe and Benita Pachernegg's 39 ft staysail schooner arrived in Suva in early June from Tahiti and Pago Pago, American Samoa. *Okeanos* (formerly *Moonfleet*) has done 40,000 miles since she was last in Suva six years ago. In that time she has been right round the Pacific, in the Caribbean and back through the Pacific.
The Pacherneggs are now thinking of selling *Okeanos* and building a larger boat in Chile to do charter cruises to Juan Fernandez and the Patagonian channels, or of building a new yacht and taking charters in the Fiji area. They may visit Sydney first and perhaps lecture about their cruise.
In a letter to *PIM* from Suva dated July 23, the Pacherneggs reported that they had had a "rather hectic trip" from Tahiti.
"We were intending to head for Rarotonga, and in fact were almost in sight of it when we ran into some quite foul weather, making it impossible to anchor off Avarua," they said. "Instead we changed course for Pago, where we arrived a week later on a howling windy, rainy day.
"It was raining almost all the time during our stay in Pago. Still we managed to see a little of Tutuila. We took a ride out to the east side of the island on one of the local buses. A beautiful ride indeed. Unspoiled villages and most impressive scenery with the ocean within stone-throwing distance of the road."



Among the more recent of the many landfalls made by Joe and Benita Pachernegg in their schooner "Okeanos" was Pitcairn Island, but deteriorating weather didn't allow them to stay for long.

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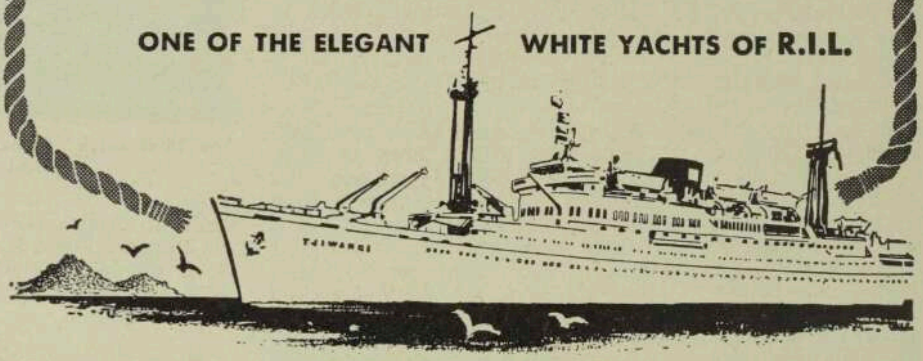

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travel

A REGULAR PIM DEPARTMENT REPORTING NEWS OF SOUTH SEAS TOURISM AND TRAVEL FROM THE INSIDE

Moorea — A World Apart

OF the many thousands of tourists and cruise trippers who now visit Tahiti each year, probably no more than one in 20 takes the trouble to visit Moorea Tahiti's craggy, picturesque sister island, about 10 miles from Papeete. Such a visit, however, is well worth making, for Moorea, even though it is so close, is a world apart from Tahiti. It still has much of the unhurried charm that Tahiti had earlier this century—there being comparatively few motor vehicles ("le truck" pictured, being one of them) and little commercial activity. Besides that, Moorea's scenery is more spectacular and romantic-looking than Tahiti's. There are now

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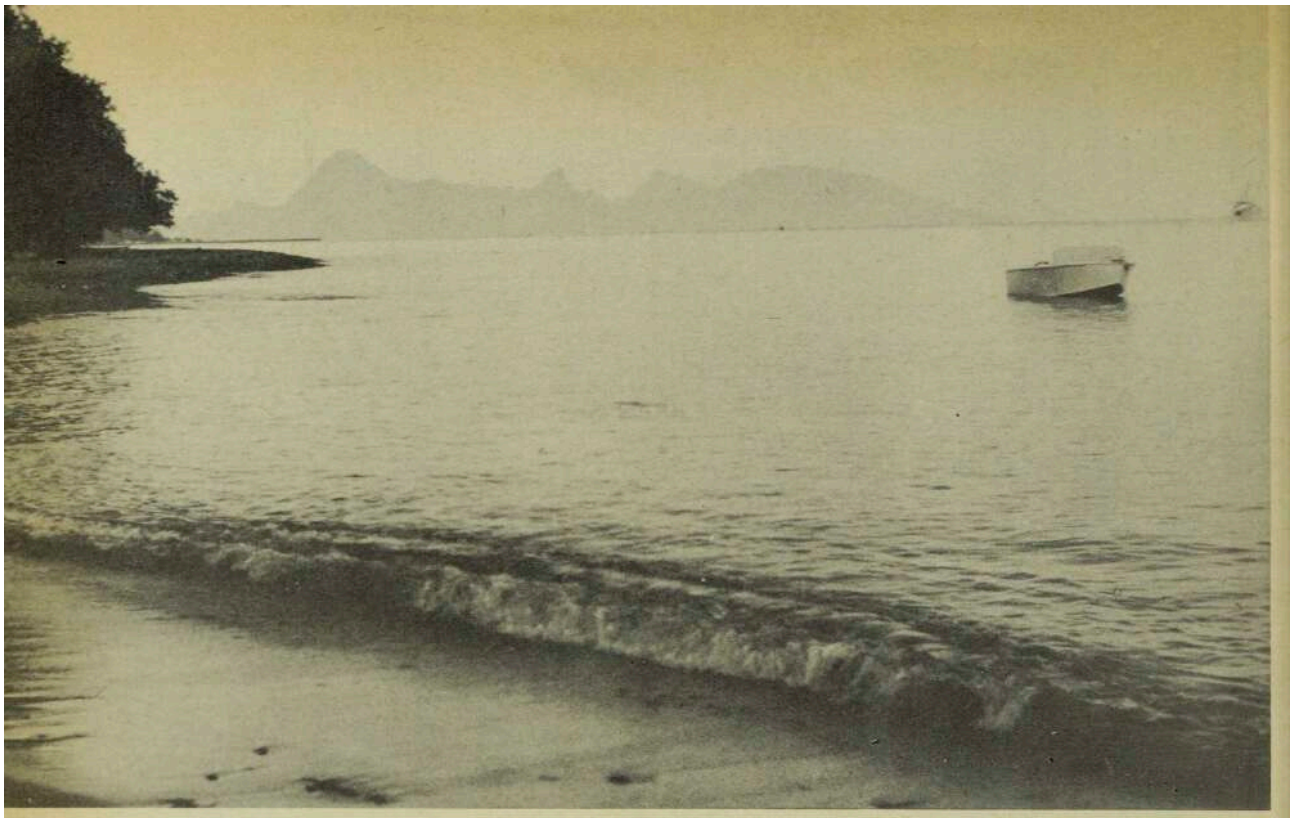

two easy ways of reaching Moorea from Tahiti. You can go over on the big diesel launch that leaves Papeete each morning at about 9 o'clock and returns about six in the afternoon. Or you can fly over at weekends in the RAI Bermuda flying-boat which recently inaugurated a package deal service in conjunction with the Hotels Aimeo and Bali Hai, and the Mediterranean Club (a French tourist organisation).

The flight in the Bermuda takes about eight minutes compared with about two hours in the launch. It is particularly recommended for people prone to sea-sickness, as the sea trip between Tahiti and Moorea is almost invariably turbulent, no matter how calm the sea may look from Tahiti (top picture).

The Bermuda lands within

150 yards of the Hotel Aimeo, which is near the head of Cook Bay (below, opposite) a fjord-like inlet on Moorea's northern side. The Hotel Aimeo is run by a Frenchwoman, Mrs. Christa Winkelstroeter (pictured being carried ashore from a small sea-plane, a predecessor of the Ber-muda). Three young Americans run the Bali Hai Hotel, which is about a quarter of a mile east of the entrance to Cook Bay. Its accommodation (lower picture) is in the form of attractive, native-style huts.

Photos: Qantas, Rob Wright.

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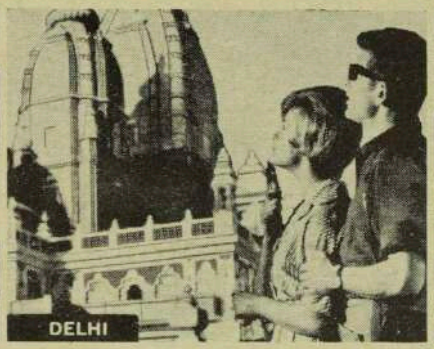
HOLIDAY YOUR WAY



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New US Law Should Help Samoan Tourism

A new law for United States travellers, to operate from October 1, will affect the South Pacific tourist industry. For the American Territory of Samoa the law will mean increased tourist business—but for other areas it could mean less income.

THE new law relates to duty. It was passed by Congress in July.

A US traveller returning from overseas after October 1 will be allowed to bring in to the State only $200 worth of purchases, computed at retail value, and only one quart of liquor.

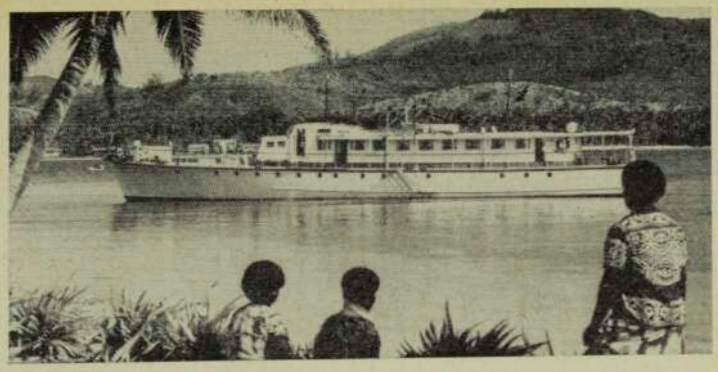
The law, which was introduced to help keep American dollars at home, does not apply to American travellers returning from American Samoa, Guam, the US Trust Territory of the Pacific Islands, and the Virgin Islands.

Travellers from these areas will all be allowed five bottles of tax-free liquor and $200 in tax-free purchases. At least $100 of the tax-free purchases will have to be bought in those American territories.

American Samoa is especially pleased with the new law, as the territory is on the threshold of a tourist drive. A big new hotel opens at Pago at the end of the year, and Samoa hopes to get an influx of tourists as a result of new aviation schedules in the South Seas following the opening of the Mangere International airport, Auckland, soon.

Pago, which has a first class jet airport, is being built up by the Americans as a key transportation link in the South Pacific, and as an important tourist port.

Unofficial reports from Pago indicate that when Mangere is open Pago will receive three aircraft a week—two from Honolulu through Pago Pago to Sydney and one from Honolulu through Pago to Auckland. There will also be a new service connecting Pago with Tahiti—and this should be a most valuable link for the tourist trade.



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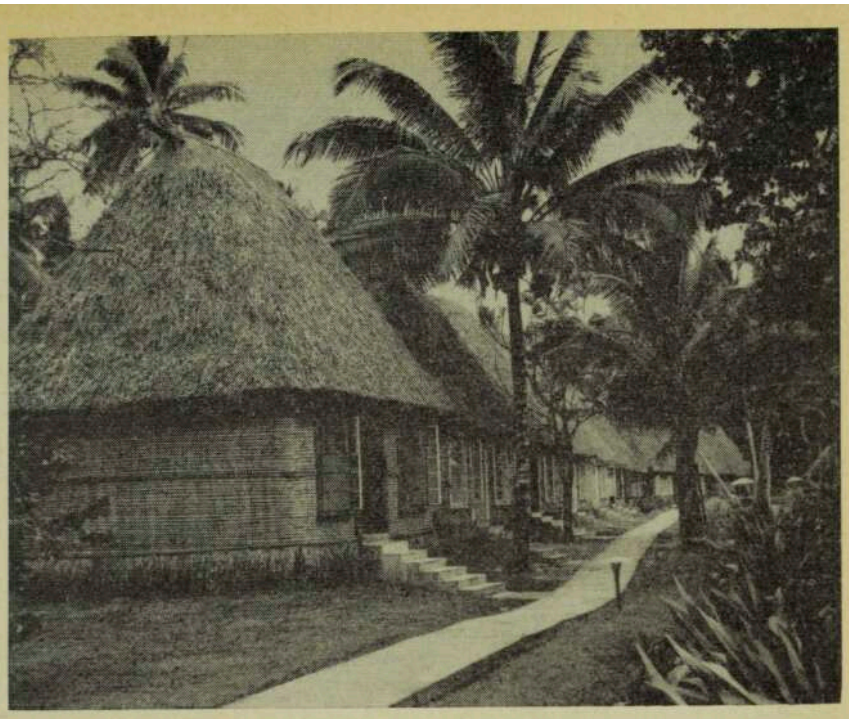
Fiji Tourist Trade Hit By Korolevu Hotel Fire

From a Suva Correspondent



● Some of the attractive "bures" that were burnt down at Korolevu.
Photo: Stinsons.

Fiji's whole tourist industry was thrown out of gear early in August when seven Fijians, sacked from their temporary jobs at the Korolevu Beach Hotel, put torches to 26 Fijian-type *bures* at the hotel, burning them to the ground.

THE fires caused damage estimated at £50,000 and deprived the teliers, Northern Hotels Ltd., of income of £150 to £300 a day til the *bures* are replaced.

The fires were lit late on the night Monday, August 9.

Obviously unwilling to risk putting man lives in jeopardy, the endiarists chose a time when ost of the guests were enjoying emselves in the Adi Kuila Lounge. Only one visitor, a woman, was in d in her *bure* and she escaped hurt. There were no casualties, hough the *bures* went up like der in a few minutes.

Hotel staff fought the blaze, mpered in some instances by men o attacked them.

The attackers, no doubt, were me of the firebugs, who hung ound the fire and really gave the me away.

Within a few hours the police had unded up a crowd of suspects, and thin 36 hours, seven of them had en found guilty in Nadi Magistrate's urt of setting fire to the hotel. ey were each sentenced to three ars' imprisonment.

All seven pleaded guilty, but six cused a trade union leader of citing them to start the fire.

On the surface, the loss of 26 twin-bedded rooms might seem a small matter in the broader perspective of Fiji's tourist industry, but the tourist experts say otherwise.

The managing director of Northern Hotels, Mr. David Ragg, says: "As most tourists come to the Colony for a 10-day stay, the destruction of 26 *bures* means, in effect, that 520 fewer beds will be sold in 10 days.

"That will have a repeating effect until such time as the accommodation is made good.

Many Other Losses

"In addition to Korolevu, which will be deprived of at least £150 a day, there is also the income from the sale of meals, souvenirs, duty-free goods and the other things tourists buy, drinks, taxi fares, excursions, etc. The average tourist spends something like £10 a day or more.

"If you repeat that loss every day until our accommodation is made good—and that won't be until the end of the year—you will have an idea of what the burning down of the *bures* means to Fiji's tourist industry."

According to a travel agent, Korolevu, the mainspring of the industry was booked "solid" until well beyond the end of the year.

So that will mean many cancellations because almost every other hotel, motel and boarding house is also booked up throughout the same period.

However, Mr. Charles Stinson, Mayor of Suva and chairman of the Fiji Visitors' Bureau, is not too pessimistic about the effects of the fire.

"There should be no prolonged effects," he says, "although it is bound to influence the figures for August and September. After that the peak falls off until January."

Mr. Stinson says that even if the fire had not occurred, the Colony would have reached saturation point in tourism for August and possibly September because accommodation for tourists has not kept pace with the ever-increasing number of visitors.

He adds: "All who concern themselves with tourist matters realise that if we are to enjoy the full benefits of this rapidly-growing industry, then the pace of hotel-building must be speeded up.

"An analysis of the tourist figures for 1965 already indicates that

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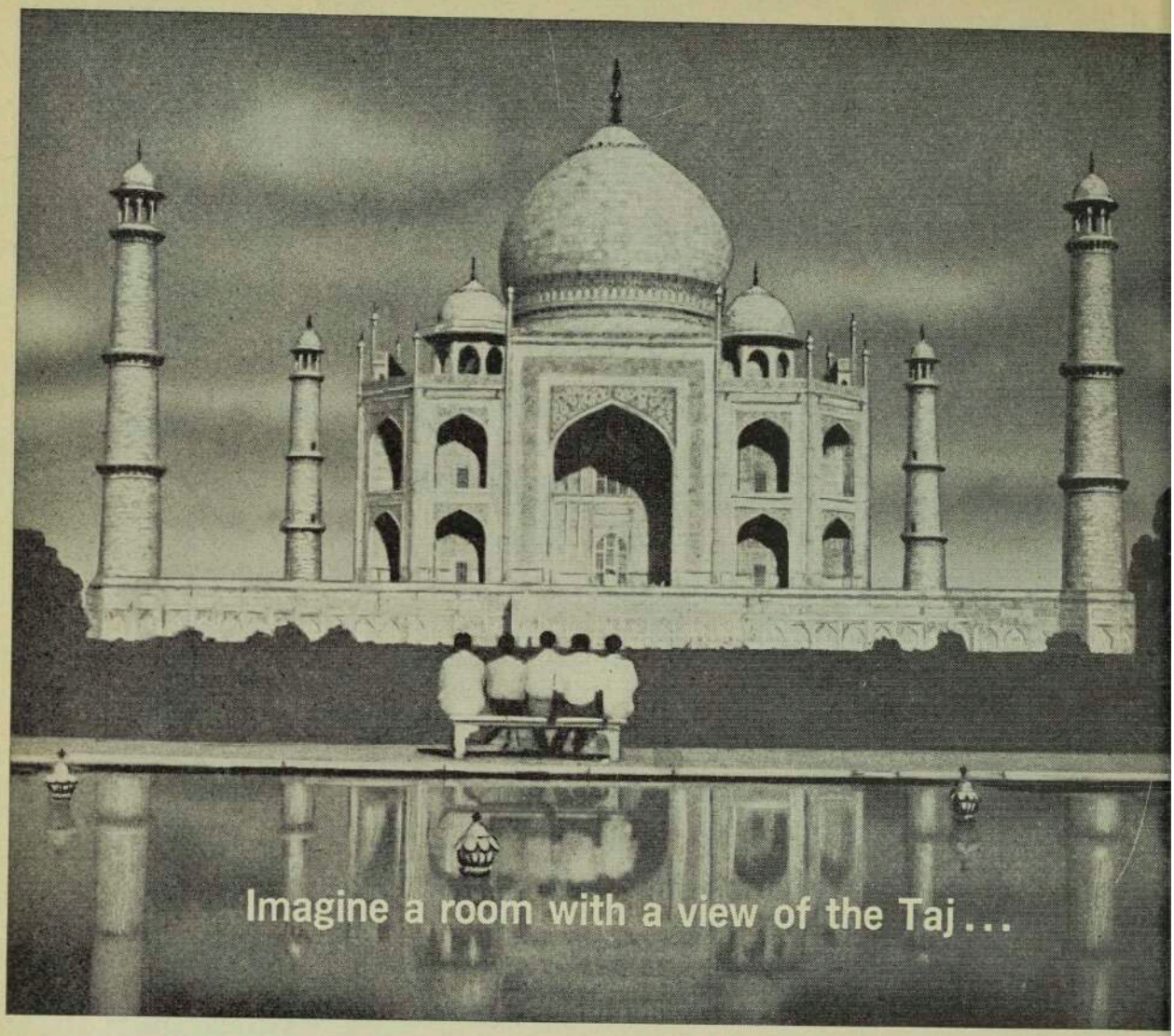

A woman inspired it. An artist designed it. Devoted artisans lovingly carved its milk-white marble. Persian craftsmen inlaid it with gems. The rising sun bathes it rose-pink; the moon turns it ice-blue. No photograph has ever truly captured it. But you can.

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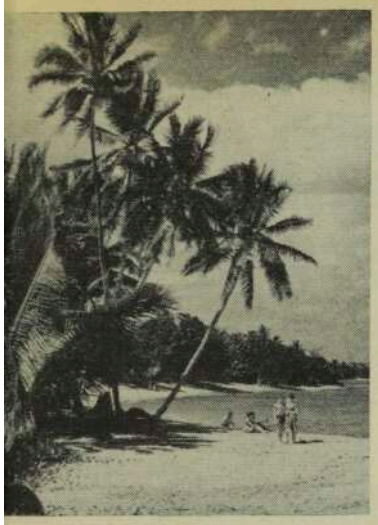

The beach at Korolevu.

ople are wanting to stay here for ger periods and this really taxes accommodation."

Commenting on adverse comments m overseas linking the Korolevu with an alleged atmosphere of sion throughout the Colony, Mr. nson says:

'I do not hesitate to say that this quite untrue. It was an act of er irresponsibility on the part of ew persons. This regrettable act completely out of character where people of Fiji are concerned, l will shock overseas visitors who e been to Fiji as much as it the people of Fiji, and especially Fijians themselves."

Meanwhile, Korolevu Hotel has urned to normal in its unburned tions. In fact, it was back to mal within a couple of days.

Now, work is under way on re-cing the burned-out sections. The ditional Fijian-type *bures* are out the present, however. In their ce will be four two-storey, eight-l units in concrete.

They will not be concrete boxes. e exteriors will be decorated with -proof materials giving a rustic sh in keeping with the genuine nd atmosphere.

The new units will add 64 beds the hotel, an increase of 12 on the -fire accommodation.

'The reason for rebuilding in ncrete is because it is speedier in ction and will restore public con-nce in the safety of our ommodation," Mr. Ragg says.

'Provided there are no hitches, expect to start building about l-September and the first unit will ready within 12 weeks of the t of building."

travel

TOURIST PLANS FOR NEW GUINEA HIGHLANDS

Tourism has at last been given a shot in the arm in New Guinea's swiftly-growing Highlands areas through the formation of a Highlands board of the P-NG Tourist and Travel Association. Committees of the board are being formed throughout Highlands areas, and there is a move to form others on the coast, at Lae and Madang.

THE board is encouraging tours through the Highlands, and the formation of tourist bureaux attached to various Local Government Councils. It is planning to organise publicity and brochures, and also aims to co-ordinate tourist activities throughout the New Guinea mainland.

A recent meeting of the Highlands board, held at Kainantu, was told that even the Southern Highlands of New Guinea had excellent tourist potential. The less-developed native people, coupled with ideal photographic country, a good climate, fresh vegetables and attractive lakes, were a "sound foundation" for tourism. A new airstrip was to be build at Mendi.

The board hopes to encourage native Local Government Councils to help develop tourism by building safari villages, and providing lunch areas and sing-sings for tourists making day visits.

The Kainantu meeting reported that the next Goroka Show will be held in the second or third weekend of May, 1966, and the chairman of the board, Mr. S. Fox, said he hoped those shows would be held annually in future.

AN international aerodrome was opened on the atoll of Rangiroa, 200 miles north-west of Tahiti, in mid-August. The airstrip is more than 7,000 feet long, and will be used by a DC4 to connect Rangiroa with Tahiti twice a week.

Opening the airport, the Governor of French Polynesia, Mr. Jean

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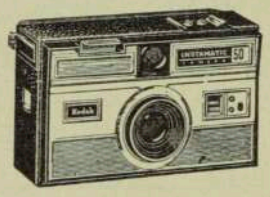

The **Kodak Instamatic 50 Camera** is the easy way to start photography. Just drop in the Kodapak Film Cartridge, flick the rapid-wind lever and it's ready to take crisp sparkling pictures. It takes colour or black-and-white snapshots — and colour slides, too.

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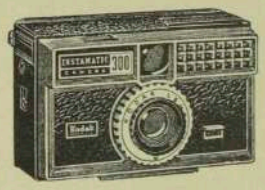

The **Kodak Instamatic 300 Camera** makes phototaking easier for you. Has a built-in electric eye that sets the f/8 lens automatically — you get the best shot. All you do is aim and shoot for a perfect picture every time you press the button. Supplied complete with always-ready case.

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urani, said: "The regular con-tions, which the inauguration of s aerodrome will permit, will open a new life for the people of the amotu] atolls, which until now ve been isolated."

Rangiroa, which was previously nected with Tahiti by Bermuda ng boat, will be the scene of the rld Spearfishing Championship m September 1-7. Representatives m 15 countries will take part.

Three members of the International earfishing Federation arrived in hiti in August en route to Rangiroa arrange safety measures for the ntest. Besides the regulation canoe ldler in each contestant's canoe, re will be an official shark-nter in diving gear, equipped with anti-shark gun loaded with ex-sive-tipped spears to protect the ntestants against shark attacks.

Each group of contestants will be accompanied by a boat ipped with walkie-talkie radio paratus to call to the scene any of five doctors standing by for ergencies.

Following the Rangiroa contest, arfishermen from at least 10 ntries will compete at Noumea a Cup of the Pacific.

TOURIST brochure is to be issued soon by the New Hebrides ndominium Government for the reasing number of tourists calling the New Hebrides, mainly from stralia and New Zealand. A Vila ssage says that while the tourists by no means be described as an ux, they do show that visitors are erested in the New Hebrides.

IR-INDIA, in conjunction with Partitours of Sydney, and nt's Travel Service of Suva, is rently selling 15-day tours of from Sydney and return, for y £A143. The tours are available ween November 9 and February This price is for a minimum of persons travelling, and is called Budget Tour. A Standard Tour, ering the same itinerary, is ilable at £173—the difference nly being in the accommodation.

Passengers leave Sydney by Air-ia 707 on a Tuesday morning, ving at Nadi after lunch. For Budget Tour, accommodation is the Lautoka Hotel, and the gramme from then on is:

Wednesday: Sightseeing in the rning. Afternoon free.

Thursday: Drive to Suva, via kiraki.

travel

Friday: Morning tour of Suva. Afternoon free.

Saturday: Full day excursion to Naselai, by car and launch.

Sunday: Free day in Suva.

Monday: Morning cruise on the *Oolooloo*. Afternoon free.

Tuesday: Free day in Suva.

Wednesday: Depart by car for Reef Lodge Hotel, near Sigatoka.

Thursday to Sunday: Free time at Reef Lodge.

Monday: By car to Nadi. Stay at the Skylodge Hotel.

Tuesday: Free day in Nadi area.

Wednesday: Depart by Air-India for Sydney, arriving about 10 a.m.

The Budget Tour includes economy class air travel at excursion rates, travel in Fiji on a seat-in-a-car basis, accommodation on a bed and breakfast basis excepting Suva where no meals are provided; twin rooms with bath at all centres except Lautoka; lunch at Rakiraki, and on the full day tour to Naselai. The Standard Tour includes accommodation with dinner, bed and breakfast except at Suva where bed and breakfast only are provided. Those on the Standard Tour stay at the Cathay Hotel, Lautoka, and the Grand Pacific Hotel, Suva. The Budget tourists stay at the Hotel Lautoka, and Loloma Serviced Flats, Suva.

THE New Hebrides Condominium Government has decided to bring in new regulations under which people who want to export old carvings and other articles of historical or artistic interest must first get a Government permit.

A report from Vila says that there is great concern about the number of traditional carvings and statues being taken out of the islands by art collectors. It is feared that traditional carvings like the great wooden gongs and masks still to be found in the older New Hebridean villages will all be taken away unless something is done to safeguard them.

Under the new regulations, anyone who wants to sell items of New Hebridean art must now tell the Government first, so that the authorities can have a chance of buying them for the New Hebrides.

● **PIM's schedules for cruises in the Islands appear this month on page 142.**

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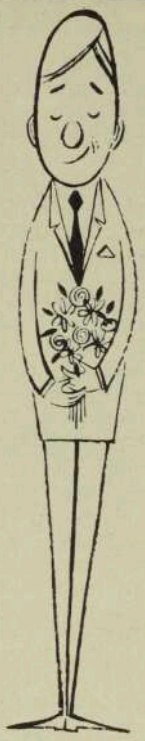

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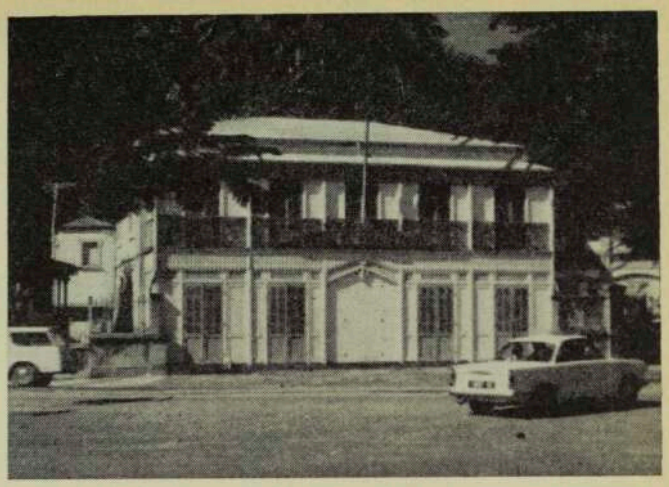

● **Noumea's Grand Hotel Central (left) is seen in the process of being demolished. The other picture shows the Grand Hotel du Pacifique.**

OUMEA SAYS OODBYE TO ITS LD LANDMARKS

From Fred Dunn, in Noumea

Noumea is losing the landrks of its colonial past, and rists who knew the town in old days would shed a tear ome of the recent changes.

ATEST to go is the Grand Hotel Central, once one of the town's ding hotels. The Grand Central nts Noumea's Coconut Square ch also is part of the town's ory.

Back in the bad old days of the victs, Coconut Square was re-vned throughout the Pacific for the d concerts given twice a week by excellent band composed of . . . con-s. All travel books written at that iod about New Caledonia men-ned those concerts in Coconut are.

During World War II the name red in many correspondents' patches. A book was written. *The r From Coconut Square;* and ong other things it was a well wn trysting place for servicemen.

f tradition is to be believed "l'Hotel ntral" could have inspired a host de Maupassants. Following war's a considerable effort was made to ke a first-class hotel of the old-ioned one-storey building, but no avail. It gradually sank lower the social scale. Its bar was some-ng of a Hell's Kitchen, the brew of ich inevitably overflowed into conut Square resulting in fights in ens, especially on Saturday nights. It retained its penchant for the bizarre right till the end, hitting the local headlines when an aged native waitress dropped dead while ladling out the soup in the hotel restaurant.

The building has been sold to a Noumean businessman, who is having it demolished and will construct a multi-storey apartment and commercial building on the site. Neighbours have been delighted to hear that the new building will have no bar.

Another hotel which will probably end the same way is the Grand Hotel du Pacifique. This hostelry is even more implanted in Noumean history than the Central. Its chief claim to fame is that it was the headquarters of the American forces during the war. General Patch and his merry men took it over when they landed. The General's air raid shelter is still visible (though concreted up) across the road from the hotel.

The Pacifique started out in life with the romantic name of Hotel de la Gare (Railway Hotel) because it fronted the Noumean terminal of the Noumea-Paita railway of some 20 miles. This line closed down two years before the war because of a chronic deficit, and was reopened by the US Forces, using diesel traction.

In contrast to the always bawdy reputation of the Central, the Pacifique was very strait-laced. Everyone of any importance stayed there—and behaved themselves.

When the hotel was returned to its owners after the war the centre of hotel gravity in Noumea had already begun to shift to the other side of the town, to the beaches. As with the Central, a determined effort was made —with the same result. The Pacifique gradually slipped down the social scale until half of its accommodation was occupied by Wallisian labourers.

The hotel has been closed now for twelve months, and is for sale for a price that its owner will never get. So far as first-class hotels go, the property is in an impossible location. It fronts the nickel smelters, half a mile away across a bay. When the wind blows strongly and wrongly the place is covered in smoke and gas from the smelters. Then, too, it is on a 90 degree turning of the main road out of Noumea and the roar of traffic and screeching of tyres on the turning make life a nightmare for those living nearby.

While both these historic hotels were sinking, there was one department which kept the flag flying high —the kitchen. Until the last, both hotels were renowned for their excellent cuisine.

. . . But The Harbour Light Shines On

New Caledonia's Amadee Lighthouse, which stands on the reef at the entrance to Boulari Passage, giving access to Noumea's harbour, will complete its 100th year of service to shipping this year. The lighthouse, a steel structure, was built in France in 1862, dismantled, and shipped to New Caledonia piecemeal in the "Emile Pereire", which reached Noumea on November 15, 1864. Exactly a year later, the lighthouse was officially opened by New Caledonia's Governor Guillain. The lighthouse is 150 feet high.

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travel

We Can Cope With ourists," Lord owe Islanders Say

The Lord Howe Island Ad- ory Committee decided in late y that local enterprise could equately care for tourist commodation requirements on island in the immediate ure.

HE committee decided this after holding a meeting to discuss a er from Captain S. C. Middlemiss, neral manager of Airlines of NSW, ose company, a subsidiary of Ansett nsport Industries, operates a fly- -boat service to the island.

The letter had been referred to the nmittee by the Lord Howe Island ard in Sydney which controls the nd, and which so far has consist- ly supported the principle of giving ncessions only to Lord Howe anders for the erection of guest uses.

In the letter, Captain Middlemiss pressed concern at the reduction in ensed guest houses on the island. said that as a result of the per- nent closing down of some guest uses, and the closing of others dur- the winter, the registered guest use accommodation for winter uld be reduced by 50 per cent.

Outside Interests

Captain Middlemiss added that his line was experiencing difficulty in eping the subsidy paid to it by the deral Government down to a sonable figure, and that if the pre- nt accommodation trend continued Lord Howe, the board would have consider allowing outside interests develop the tourist potential.

In discussing Captain Middlemiss' ter, some members of the Advisory mmittee said they thought it was barefaced attempt by Ansett in- ests to get a foothold on the island. hers, with some reservations, felt t the company had cause for con- n.

However, it was finally decided that sting accommodation was adequate all but five or six weeks of the ristmas-New Year period, and that board should be so advised.

Since then, Mr. R. A. Williams, proprietor of Somerset Guest House, which had been closed indefinitely, has let it be known that he will re-open on December 16 for the summer season. Somerset has accommodation for more than 30 people.

Footnote: The Lord Howe Island *Signal* reported on July 21 that after the Airlines of NSW flying-boat left the island on July 23, there would probably be only one tourist on the island—the lowest number since the flying-boat service began in 1947. "Well below 20" was the previously figure—in another July.

MORE than 16,600 tourists visited Fiji in the first half of 1965 compared with just over 13,600 in the same period last year, according to Fiji Government figures.

Of the visitors 4,500 came from the United States, 4,100 from New Zealand, and 3,600 from Australia.

PAN American World Airways has opened a new district sales office in Pago Pago's Recreation Hall Building, facing the historic malae in the heart of the Bay Area mercantile zone. District manager is Mr. Don Pegues.

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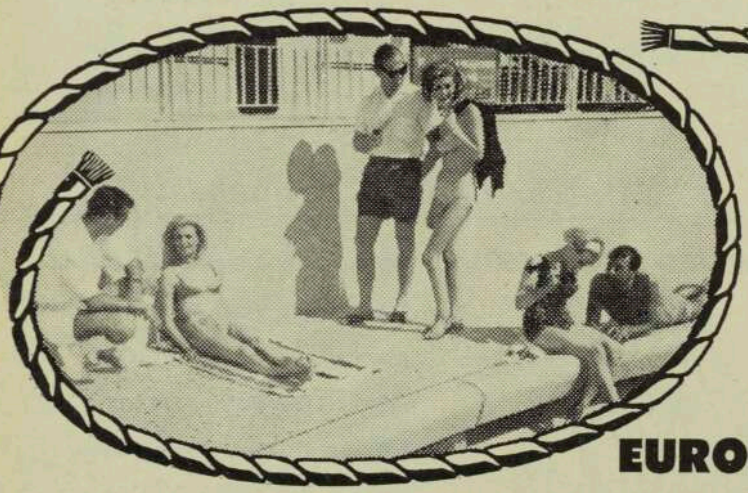

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Pacific Commerce and Produce

ONGA TAKES FULL CONTROL OF PAGO CORPORATION

m Dorothy Lavin, in Nukualofa

After months of doubt and culation over the future of the conut Processing Corporation Pago Pago, it has been re- led that the Tonga Copra ard has taken over most of the res held by American in- ests and now has virtually full trol.

RIGINALLY, the Tonga Copra Board owned 49 per cent. of the es and American interests, 51 cent. It was envisaged that the oration's factory in Pago Pago ld be processing 100,000 coco- a day by February, 1964. *M*, Aug., 1963, p. 36).

owever, because of finance diffi- ies, the factory has not yet gone production, and recently one the American promoters, Mr. mond C. Turnbull, found it ossible to procure the cash they e committed to, and withdrew n the corporation.

onga then took over most of the erican shares, making its financial est to date about $735,600.

Production

ollowing a recent visit by Tonga's nier, Prince Tungi, to the US to Pago Pago, plans are now g ahead to complete the factory start production.

lready the bulk of machinery, as driers, boilers and classifiers, arrived and is being installed, it is estimated production will in about 18 months.

he corporation has a new board nanagement. At present it con- of Prince Tungi (chairman) the assistant manager of the ra Board, Tom Nakao (presi-). Three other members are e appointed.

he manager will be a mechanical neer from the US, to be recom- ded by the Food Machinery oration of San Jose. This oration will undertake the con- for completing the Pago llation.

he Coconut Processing Corpora- has been one of Tonga's main ays in its efforts to rehabilitate its finances, and it is hoped that things will begin to look up soon now that the murk of indecision over the corporation's future has been lifted.

Meanwhile, the Tonga Copra Board is installing a pilot plant at its Havelu factory to process sugar cane. This is on similar lines to the plant installed by FAO in Apia, and it is expected that all local requirements for raw sugar will be catered for.

Two other schemes, which were investigated, show promise for the future in local industries—the processing of paper from banana trunks, and wallboard from coconut husks. But money is not available at present to go ahead with these.

P-NG Move For Cocoa Stabilisation Scheme

THE Australian Minister for Territories, Mr. C. E. Barnes, told Federal Parliament in mid-August that the Government would urgently consider any proposal for a stabilisation scheme from the Papua-New Guinea cocoa industry.

His statement coincided with a decision by the annual conference of the New Guinea Planters Association in Rabaul to ask for the establishment of such a scheme.

The association decided to ask for an initial Government loan to set up a stabilisation fund, with growers contributing to the fund as world prices improved.

Contributions from growers would eventually pay off the Government loan and the industry would support the fund.

Delegates to the conference did not indicate the extent of contributions which growers should make to the fund. They said, however, that the contributions would be in the form of a levy per ton, based on a sliding scale governed by world cocoa prices.

The move for a stabilisation scheme follows a sharp fall in world cocoa prices this year, and marked instability in recent weeks—prices sometimes varying by as much as £5 a ton for beans overnight.

Prices for cocoa beans in store at Rabaul varied from about £170 to £190 a ton during most of 1964, and fell to £150 in February, 1965, about £110 in March and April, £98 a ton in May, less than £80 in June, and less than £70 in July. However, quotations in August were up to £105 a ton.

Devastation caused by the Army worm has also been worrying the 27 European and 60-odd New Guinean ex-servicemen cocoa growers at Popondetta, Papua.

The State president of the P-NG RSL, Mr. R. F. Bunting, told the annual Congress in Lae in August that the ex-servicemen growers faced disaster unless they received financial help urgently.

One of the growers said: "We are in a desperate plight".

Mr. Bunting added that the RSL national president, Mr. A. J. Lee, had told the Prime Minister, Sir Robert Menzies, in a letter that the only hope for the settlers was for them to be given additional finance to enable them to hold on until the Army worm was eradicated, and in expectation that cocoa prices would improve.

It was later announced that, to assist the Popondetta cocoa growers in their fight to control the Army worm, the P-NG Department of Agriculture was buying bulk insecticides which would be resold to bona fide growers at cost price.

New Customs Rates

AMENDING legislation to the Papua-New Guinea Customs tariff was passed by the Territory's House of Assembly in August.

Under the amendments, there has been a general revision of rates, and although a few items will in future carry less duty, the overall result will be a net gain to general revenue of about half a million pounds in the next year.

A Government plan to introduce a duty of 2½ per cent. on imported tin meat, fish and rice, and 30/- a ton on sugar was withdrawn after criticism by elected members of the House. (The idea of this duty was to draw revenue from a section of the community that normally escapes direct taxation and to stimulate home industry).

The duty on the foodstuffs was withdrawn after the Government and elected members worked out a "deal" whereby the duty on imported beer, which had been increased on August 25 from 9/6 to 10/6 a gallon was further increased on August 30 to 11/6 a gallon, and the excise on local beer was similarly increased from 5/6 to 7/6 rather than 6/6.

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More Trade With N. Caledonia Likely

AUSTRALIAN exports of foodstuffs to New Caledonia are expected to increase considerably this year as a result of a relaxation of import restrictions, according to Australia's Minister for Trade and Industry, Mr. J. McEwen.

Mr. McEwen said recently that in recent years the importation of most foodstuffs into New Caledonia from Australia had been subject to import licensing restrictions, whereas imports from France and other western European countries, had been admitted freely.

Australia had made repeated representations to the French authorities, both in Paris and Noumea, about this discrimination, and the restrictions had now been relaxed.

Mr. McEwen said Australian exports of foodstuffs to New Caledonia last year had been worth about half a million pounds. This figure was expected to rise sharply as Australia's proximity to the market would assist exporters to take full advantage of the relaxation.

Sugar sales, which had been negligible in recent years, could rise to over £100,000 annually. Other commodities which could benefit were meat, cheese, eggs, honey, fresh vegetables and canned and dried fruits.

While welcoming the move to freer trade by New Caledonia, Mr. McEwen said he was disappointed that some foodstuffs remained subject to licensing restrictions when imported from Australia. These included flour, rice, butter, wine and fruit juices.

Coconut Pest Found In The Yasawas

A BIG clean-up campaign to destroy likely breeding places began on the island of Naviti in the Yasawas Group of Fiji in mid-August following the discovery that the rhinocerous beetle had become established there.

The beetle, which attacks coconut palms and eventually kills them, was introduced accidentally into Fiji's main island of Viti Levu several years ago.

Many thousands of pounds have since been spent in trying to prevent its spread to other islands in the group.

The Yasawas are 25 to 40 miles off the north-west coast of Viti Levu and stretch for a distance of 50 miles. The coconut is the main crop in the group, although the production of copra in the area makes up only a small proportion of that produced throughout Fiji.

The rhinoceros beetle may have reached the Yasawas via the islands of Vomo and Kadavulailai, two small islands between Viti Levu and the Yasawas, where the beetle was discovered last July (*PIM*, Sept., 1964, p. 35).

New "Windfall" For CSR Shareholders

SHAREHOLDERS in the CSR Co. Ltd. will receive their third "windfall" since 1962 with a 1-for-8 issue of £1 shares at a 10/- premium.

The company expects to maintain the 12½ per cent. dividend on the new capital, which will be increased by about £3.3 million to £29.8 million.

The directors decided to make the issue after a review of the company's capital requirements.

The last capital issue was in October, 1962, when shareholders were offered one share for every seven held, also at a 10/- premium.

Last year CSR borrowed £7 million on debentures, an issue which was quickly oversubscribed to the extent of about another £8 million.

The issue was announced on August 18, the day after the Australian budget, when the £1 shares were selling for about 63/- on the Sydney market. That price gave a theoretical rights price of 29/4.

The new shares will not participate in the interim dividend, payable in December or January, but will rank fully for the final dividend for the year ending March 31.

The issue will be based on holdings on September 3, and the new shares will be payable in full on application by November 1.

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New Interest In Low-Grade Phospha

PHOSPHATE deposits in vari South Pacific islands, which w once considered of no commercial portance, may soon be studied a by fertiliser organisations as sou of raw material for the manufact of superphosphate.

This follows the discovery that l grade phosphate can be used as fe liser after being subjected to a sim heat treatment.

Several long-known deposits of grade phosphate that have rece attracted new interest as a result the heat-treatment discovery are the Lau Islands of Fiji.

The deposits are on the islands Vatoa, Ogea Driki, Vanua Vatu Tuvuca. The Vatoa and Ogea D deposits were found in 1909 by Al F. Ellis, discoverer of the enorm Nauruan and Ocean Island depo Those on Vanua Vatu and Tuv were found in 1956-57.

The Fiji Mining Board report 1964, which was issued recently, s the Lauan deposits have been inve gated at various times as poss sources of raw material for su phosphate manufacture, but w found to be unsuitable because c high iron/alumina content.

"Recent technological advances other countries," the report goes "have shown that similar mate can be used as fertiliser after sub tion to a simple heat treatment.

"Tests by the Department of A culture have shown that Lauan pl phates treated in this way give response in plant growth equiva to imported superphosphate.

"Canadian organisations have pressed interest in exploiting the pl phates, but they have not been mitted to go ahead, as Governm wishes to complete the present se of pot and field trials before mak any decision on the exploitation the phosprates.

"It is possible that the inte market for fertiliser will be suffic to support an industry to mine, t and market this material."

New Guinea Find

Meanwhile, a team of Governm geologists has recently complete two-week investigation in Papua-N Guinea of an occurrence of pl phatic rock near the Nigo Nigo Ri Milne Bay District.

P-NG's Senior Government Ge gist, Mr. A. Renwick, said in P Moresby in August that the pl phatic rock occurred as a bed ab

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t wide, and was exposed on the ks of the Nigo Nigo River. The ral and depth limits could not be ermined at present because of the k soil and dense forest cover.

A specimen collected previously n this bed contained approxi-ely 6 per cent. of phosphate. This considerably less than economic de, which was assessed at 15 per t. or more.

Mr. Renwick said the low grade narrow width of the phosphate k in the Nigo Nigo River area ld not permit economic mining.

He added: "The presence of phos-te in the area indicates a favour-environment which the geologists eve may extend along a narrow hill belt continuing north-westerly n Mullins Harbour through the t Moresby area, to Redscar Head."

st-War Record For ntia Palm Seed

ORD HOWE ISLAND had ex-ported more than 1,100 bushels Kentia palm seed to July 21 this —the largest quantity since ld War II, and collecting for season had not been completed.

he Kentia palm, which is regarded the hardiest and most beautiful the world, is unique to Lord ve. Its seeds are collected and under the direction of the Lord ve Island Board of Control. ore the days of tourism they were ally the only source of income the island.

he yield in 1913 was 5,000 els but this decreased steadily 00 bushels in 1948 because rats royed the seeds before they could harvested.

nce then the rats have been ght under control and exports gradually built up again.

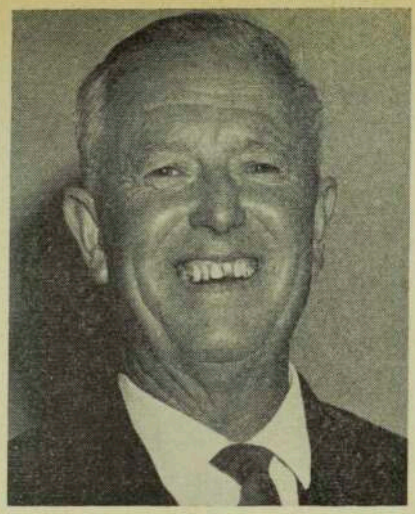
ew Nickel ntracts With Japan

EW Caledonian interests recently signed new contracts for the ly of nickel ore to Japan. The new racts will be in force for three s, instead of 12 months as previ-y.

he tonnages involved will be an-ced each December during the ency of the contracts.

eanwhile, directors of the Societe Nickel are optimistic about the re of the nickel industry in New donia.

t the company's annual meeting aris in July, it was revealed that



HONOURED. Captain Fred Ladd, chief pilot and manager of Auckland's Tourist Air Travel, who has been flying amphibians out of Auckland since 1955, has been awarded the Brackley Memorial Trophy by the Guild of Air Pilots and Air Navigators. Captain Ladd helped pioneer Fiji Airways services. He was chief pilot of Fiji Airways in 1951-54.

1,777,000 tons of nickel ore were extracted in the territory in 1964, compared with 1,500,000 tons in 1963. Overall deliveries to world markets in 1964 increased by 23½ per cent.

A programme of rebuilding and extending is hoped to lift figures for nickel production in New Caledonia much higher in the years to come.

PIM's Noumea correspondent says an idea of the magnitude of the programme can be gauged by the tonnage of material which has been landed from ships coming from France.

Trading Notes

LESS BSIP COPRA: Copra production in the BSIP for the second quarter this year was 6,550 tons, or 526 tons less than that for the corresponding quarter of 1964. The half-year's total, 12,204 tons, is 793 tons less than the first half-year's production last year. The BSIP Director of Agriculture, Mr. F. M. Spencer, says the carry-over from drought conditions in 1964, and shipping shortages, particularly in the Western Solomons, have probably been the main causes of the lower production.

HIGHER PROFIT: The net profit of Lolorua Rubber Estates Ltd., New Guinea, was £15,410 in the year ended April 30, an increase of £2,721 on the previous year.

SOUTHERN PACIFIC PROFIT: The W. R. Carpenter-dominated insurance company, Southern Pacific, had a fall of £10,491 to £195,546 in net profit in the financial year ended March 31. The dividend is held at 12½ per cent.

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PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for Copra delivered main ports are: Hot-Air Dried, £71/10/- per ton; FMS, £70/-/- per ton; Smoke-Dried, £69/9/9 per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. August 23 prices were: HAD £F61/5/-, M £F58/15/-.

WESTERN SAMOA: — Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. These prices, in August, were: 1st grade, £70/-/-; 2nd grade, £68/-/-; 3rd grade, £63/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade £6/4/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—Price on July 29 was approximately £A47/10/- (9,500 Pac. francs. French price on July 29 was 1,035 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for third quarter, July-Sept., 1965, are £NZ80/11/2 1st grade, £NZ79/6/2 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. On August 23 these were approx. £Stg.120/-/- per ton, c.i.f., Sydney.

Sydney buyers in late August reported an unsettled market, with prices varying widely from day to day. On August 24, Quote No. 1: In store Rabaul, export quality £105 per ton, ex-wharf Sydney, £130.

On August 23, Quote No. 2: Best quality, on wharf Sydney, £115-120, in store N.G. ports £91/10/- (for UK, continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, August 13, were: Grade 1, £Stg.150/-/-; grade 2, £Stg.100/-/-, f.o.b., Apia.

COFFEE.—P.-N.G.: August 23, good quality A grade, per lb. 4/4½; B grade 4/2½; C grade, 3/6½ to 3/9½, c.i.f., Sydney.

Approximate overseas c.i.f. coffee prices were reported on August 23 as:

Kenya AA UQ, A £Stg.417/6/-, B £Stg.410, C £Stg.405; Tanganyika AA UQ, A £Stg.400, B £Stg.395; Uganda Robusta (standard) f.a.q. £Stg.256, cleaned and washed £Stg.261; Mataari £Stg.410; Sannani £Stg.390.

PEANUTS. — P.-N.G.: Sydney agents reported Aug. 23—f.o.b., Lae; Kernels—white Spanish 1/7½ lb.; virginia bunch 1/9½ lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Aug. 19 was: No. 1 RSS, Spot, Sept. shipment, 67½ Straits cents per lb (23.54d Aust.); Oct. shipment, 68⅛ Straits cents per lb (23.76d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Aug. 23: 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 August), 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 August 23 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 Aug. 23 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 August 23: No. 1: 1st grade only, £235 on wharf, Sydney. No. 2: £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On August 23 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) 17/- 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.

London and US Quotations

COPRA: LONDON, Aug. 23, Philippines, in bulk, $214 US (equal to £Stg.76/14/-) per long ton, c.i.f., UK/Nth. European ports. Malayan 1% c.i.f. UK/Nth. European ports, UQ. NEW YORK: Aug. 23, Philippines, $187 US c.i.f., Pacific Coast ports. CEYLON: 1,050 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, August shipment, Ceylon, 1% in bulk, £Stg.118.

RUBBER: LONDON, Aug. 19, Sept. shipment c.i.f. 21-1/16d Stg. lb; Spot 21d Stg. lb; Oct. shipment 21d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

The Stock Market

SYDNEY

	July 26 Seller	Aug. Selle
Bali Plantations . .	4/6	5/
Burns Philp	80/-	b79/
Burns Philp (SS) .	b46/-	49/
Carpenter, W. R. . .	25/-	24/
Choiseul Plntn. . .	94/-	110/
C.S.R. Co.	63/6	61/
Dylup Plantations .	6/9	b7/
Fiji Industries . . .	b17/3	b17/
Hackshall's	15/-	b13/
Kerema Rubber . .	2/11	3/
Koitaki Rubber . .	11/6	b12/
Lolorua Rubber . .	5/9	b5/
Makurapau Plntn. .	4/2	4/
Mariboi Rubber . .	b4/-	4/
Pacific Is. Timbers .	4/9	4/
Palgrave	2/8	2/
Plantation Holdings .	4/-	3/
Queensland Insurance	81/-	79/
Rubberlands	3/6	3/
Sogeri Rubber . . .	6/6	6/
Sthn. Pac. Insurance	25/-	b21/
Steamships Trading .	10/3	10/
Watkins Consolidated	2/3	b2/

OIL AND MINING SHARES

	July 26, 1965	Aug. 196
Emperor . . .	s4/11	s5/8
Loloma . . .	s21/-	s20/6
Bulolo G.D. .	s84/-	s80/-
N.G.G. Ltd. .	s4/3	s4/7
Oil Search .	s2/2	s2/1
Ent. of N.G. .	s2d	s2d
Pac. I. Mines	s2/11	s3/4
Papuan Apin.	s2/-	s1/9
Placer Dev. .	s205/-	s223/

Sydney Stock Exchange share price dex for "Ordinaries" on August 23 324.84, on June 26, it was 319.40.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, A BANK, BANK OF NZ and THE BA OF BARODA LTD. Australia on F** basis £100 Fiji: Buying, £A111/2 Selling, £A113. **Fiji-London,** basis £ London: B, £110/15/-; S. £112. **NZ-F** basis £100 NZ: B, £111/11/9; £110/4/3.

SAMOA.—Through **BANK OF NZ. A tralia on Samoa,** basis £100 Samoa: T. B. £A123/12/6; S. £A124/10/9. **Sam London,** basis £100 London: B. £99/7 S. £101/10/-. **Samoa-NZ,** basis £100 B. £100; S. £100/10/-. **Samoa-Fiji** b £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Ba quotes exchange rate **Australia-Norf Island:** 5/- per £A100.

PAPUA-NG. — COMMONWEALTH BA (Pt. Moresby, Lae, Rabaul, Goroka, Bull Kavieng, Madang, Wewak), **BANK NSW** (branches: Port Moresby, Lae, Bull Rabaul, Madang, Samarai, Goro agencies: Wau, Boroko, Kokopo), **A BANK** (Port Moresby, Lae, Rabaul) **NATIONAL BANK OF A/ASIA.** (H Moresby, Lae) quote exchange r Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pac francs (CPF) are used in New C donia, New Hebrides, and Fr. Polyne **FRENCH BANK (Comptoir Natio D'Escompte de Paris,** Sydney), in A 1965, quoted: Selling, Noumea, 196 F francs to £ Aust.; Papeete 196 (no Pac. francs to £ Aust.; 247 Pac. fra to £ Stg., approx. 90 Pac. francs to U Noumea 18 Pac. francs to 1 Fre franc (conversion rate: 1 Pac. fr equals 0.055 French franc), Paris-Lond Selling 13.674 francs to £Stg.

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The maneuverability problem and how to get around it

Heavy traffic and narrow city streets are apt to restrict the movements of most two-ton trucks. But not the Toyota Dyna. This truck gets around with ease because it was designed to do just that.

The cab sits right over the front wheels, so you can really shave those corners if necessary.

And the shorter wheelbase gives you a smaller turning radius should you want to go in the opposite direction in a hurry.

Ruggedness is another asset. With six husky cross members bolstering the heavy-duty frame, and a full-floating rear axle that lets you carry a full load at all times, the Dyna is as tough as they come.

It's also as economical as they go, despite the high torque, 85 HP engine. So while the Dyna gives you more maneuverability, it's bound to save you money in the long run.

See the maneuverable, durable and economical Dyna today at the Toyota dealer nearest you.

DYNA

JAPAN'S LARGEST AUTO MAKER
TOYOTA MOTOR

DISTRIBUTORS: **NEW GUINEA & PAPUA; THE PORT MORESBY FREEZING CO., LTD.**, MARY STREET, PORT MORESBY, PAPUA **FIJI ISLAND; AUTOMOTIVE SUPPLIES CO., LTD.**, P.O. BOX 143, LAUTOKA **SAMOA ISLAND; BURNS PHILP (SOUTH SEA) CO., LTD.**, PAGO PAGO, AMERICAN SAMOA APIA, WESTERN SAMOA **GUAM; RICKY'S AUTO COMPANY**, P.O. BOX 1458, AGANA, GUAM

Men of tomorrow need Weet-Bix today

(that goes for all the family, too.)

Nothing nourishes quite like Weet-Bix.
It's made from Australia's finest wheat.
Every golden flake is a whole wheat grain enriched with malt and toasted to a delightful crispness.
Every Weet-Bix biscuit is loaded with the sort of energy kids need.
Simply add cold milk in summer. Or hot milk in winter. For an extra treat, add fruit — fresh, stewed or tinned.

W16.5

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freshen up down south

Lazy, lazy you. Another mountain to be climbed, another fish to be caught, another show to be seen — **and you just sitting there!** Savouring the cool, green comfort of a shady oak — the year-round spring-fresh crispness of New Zealand air.

Yet here's the beauty of a New Zealand holiday! You can tramp the forests of Fiordland — or survey them lazily from a launch. Catch massive fighting trout in a mountain lake — or feed tame ones at Rotorua. Ride the "wild west" gold trails of Central Otago — or watch a rodeo from a deck chair. And enjoy your holiday, either way, because you stay so cool.

AIR NEW ZEALAND's service, too, is refreshingly different. Its service, comfort, cuisine make the perfect start to a perfect holiday.

Talk New Zealand soon to your travel agent or AIR NEW ZEALAND's office in Suva.

AIR NEW ZEALAND

Previously named TEAL.

In association with QANTAS and B O A C

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● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

SHIPPING 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 ween Indonesia, West New Guinea and stralia.

Next voyage: Visaya Regidor, dep. sbane Sept. 6, Sydney Sept. 13, Mel- irne Sept. 22, thence West New Guinea d Indonesian ports subject to induce- nt.

Details from McIlwraith McEacharn ., Union House, 247 George Street, iney (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: Sept. 24, Oct. 22 prox.).

Details from Colonial Sugar Refining Co. ., 1-7 Bent St., Sydney (2.0515).

'DNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains nthly cargo services from Melbourne d Sydney (periodically from Adelaide) Lautoka, Suva (including tranship- nts for Vavau and Niue), Apia and tualofa.

Next Sydney sailing: Waiana, Sept. 7. 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, mally operate a passenger-cargo ser- three times yearly with the Lakemba ng the above route.

Next sailing from Sydney: Early Jan. prox.).

Details from American Trading and pping Co. Pty. Ltd., 19 Bridge Street, iney (27-4147).

SYDNEY - GEIC

Columbus Lines of New York, operate regular passenger-cargo service from ney to Tarawa, Gilbert and Ellice nds Colony. Next voyages from ney: Cap Blanco Sept. 13.

Details from American Trading and pping Co. Pty. Ltd., 19 Bridge Street, iney (27-4149).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES - FR. POLYNESIA

Passenger-cargo vessels of Messageries ritimes 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:

Tahitien: Taiohae Oct. 5, Papeete Oct. 7-11, Vila Oct. 18-19, Noumea Oct. 20-24, Sydney Oct. 27.

Caledonien: Papeete Nov. 13-17, Vila Nov. 24-25, Noumea Nov. 26-30, Sydney Dec. 3.

Next outwards voyage, ex-Sydney:

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: Sept. 17, Oct. 15.

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, calling at Fiji and Papeete every trip.

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.

Northern Star: From Southampton (UK) via South Africa, at Sydney Dec. 1-3, Wellington Dec. 6-8, Auckland Dec. 9-10, Tahiti Dec. 15-16, thence via Panama to Southampton, arr. Jan. 13.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (28-1828).

SYDNEY - NZ - TAHITI - PANAMA - USA

Holland-America Line passenger vessel Maasdam 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 sailing: Jacques del Mar from Sydney Sept. 24 (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

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	———	Sept. 2	Sept. 23	Oct. 17
LOS ANGELES	arr/dep	———	Sept. 3	Sept. 24	Oct. 18
BORA BORA	arr/dep	———	Sept. 11	Oct. 2	Oct. 26
PAPEETE	arr/dep	———	Sept. 12-14	Oct. 3-5	Oct. 27-29
RAROTONGA	arr/dep	———	Sept. 15	Oct. 6	Oct. 30
AUCKLAND	arr/dep	———	Sept. 20-21	Oct. 11-12	Nov. 4-5
SYDNEY	arr/dep	Aug. 30-Sept. 2	Sept. 24-27	Oct. 15-18	Nov. 8-11
NOUMEA	arr/dep	Sept. 5	Sept. 30	Oct. 21	Nov. 14
SUVA	arr/dep	Sept. 7	Oct. 2	Oct. 23	Nov. 16
NIUAFOOU	arr/dep	Sept. 8	Oct. 3	Oct. 24	Nov. 17
PAGO PAGO	arr/dep	Sept. 8	Oct. 3	Oct. 24	Nov. 17
HONOLULU	arr/dep	Sept. 13-14	Oct. 8-9	Oct. 29-30	Nov. 22-23
SAN FRANCISCO	arrive	Sept. 19	Oct. 14	Nov. 4	Nov. 28

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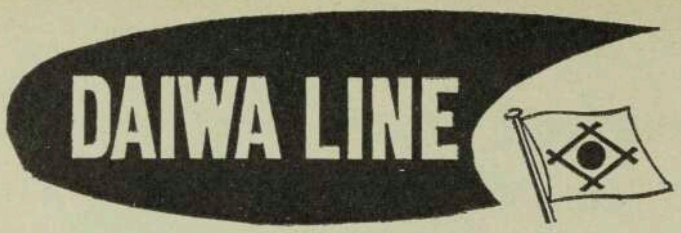

DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "KOKEI MARU"

Maiden Voyage or Substitute

Dep. **JAPAN** September 2.
GUAM September 6-7.
***SANTO** September 14-15.
***VILA** September 17.
***NOUMEA** September 19.
LAUTOKA September 22-23.
SUVA September 26-27.
APIA September 30-31.
PAGO PAGO October 1.

*** SUBJECT TO CARGO INDUCEMENT.**

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Tahiti Maru" V-5.

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) leav Sydney about every six weeks for Norfo Is., Vila, Santo, Honiara and BSI por Next Sydney sailings: Sept. 24, Oct. Details from Burns, Philp and Co. Lt 7 Bridge Street, Sydney (B 0547).

SYDNEY - PAPUA - NEW GUINE

Burns Philp passenger/cargo vess make regular voyages to New Guinea por Next vessels:

Malekula sails from Sydney for Br bane, Lae, Madang, Wewak, Man Kavieng, Rabaul, Bougainville, Moresby, Sydney. Next Sydney sailir Oct. 2.

Bulolo sails about every six weel Sydney, Brisbane, Pt. Moresby, Samar Lae, Madang, Rabaul, Samarai, Moresby, Brisbane, Sydney. Next Sydr sailing: Oct. 5.

Moresby sails from Melbourne Sydney, Brisbane, Pt. Moresby, Samar Lae, Madang, Alexishafen, Wew Madang, Lae, Pt. Moresby, Sydney. N Sydney sailing: Oct. 13.

Montoro sails from Melbourne Sydney, Pt. Moresby, Samarai (opt Rabaul, Kavieng, Lombrum, Lae, Mada Wewak, thence Hong Kong. Next Sydr sailing: Oct. 21.

Braeside sails about every six weel Melbourne, Sydney, Brisbane, Pt. Mores Samarai, Rabaul, Wewak, Madang, L Pt. Moresby, Sydney. Next Sydney sa ing: Oct. 29.

Details from Burns, Philp and Co. Lt 7 Bridge Street, Sydney (B 0547).

Soochow and Shansi provide a regu fortnightly passenger-cargo service fr Sydney to Brisbane, Pt. Mores Samarai and Sydney, sailing from Sy ney every second Monday.

Next Sydney sailings: Soochow Sept. Shansi Sept. 27.

Details from New Guinea Australia L (Swire and Yuill Pty. Ltd., agents), Spring Street, Sydney (27-4701).

Karlander New Guinea Line ca vessels leave Sydney at regular interv for New Guinea ports. Next vessels: Sletfjord: Dep. Sydney Sept. 10, Br bane Sept. 14, due Pt. Moresby Sept. Lae Sept. 26, Madang Sept. 29, Wew Oct. 1, Brisbane Oct. 8, Sydney Oct. Slitan: Dep. Sydney Sept. 10, Brisba Sept. 14, due Rabaul Sept. 20, Wew Sept. 23, Madang Sept. 25, Lae Se 27, Brisbane Oct. 4, Sydney Oct. 8.

Details from Karlander NG Line H. Stephens Pty. Ltd., agents), 13 Bri Street, Sydney (27-8311).

Austasia Line's passenger/cargo ves Makati runs between Australian po (turn round at Melbourne) and Papu New Guinea.

Next voyage: From Melbourne, depa Sydney Sept. 13, Brisbane Sept. 17, Moresby Sept. 22, Rabaul Sept. Madang Sept. 29, Lae Oct. 1.

Details from Blue Star Line (Aust.) P Ltd., 32-34 Bridge St., Sydney (27-127

SYDNEY - P-NG - FAR EAST

Austasia Line's passenger/cargo ves Malaysia runs between Australian po (turn round at Melbourne) and Sing pore, via Pt. Moresby.

Next voyage: Dep. Melbourne Sept. Sydney Oct. 4, Brisbane Oct. 8, Moresby Oct. 14, thence to Singapore a Malaysian ports.

Details from Blue Star Line (Aus Pty. Ltd., 32-34 Bridge St., Sydn (BU 1271).

Australia-West Pacific Line's Mot vessels maintain passenger-cargo servi

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Schedules For Cruises In The Islands

A regular service for travellers in search of South Seas tours, and for Islands residents and traders who need advance information on shipping movements.

P and O-Orient

"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.

"Himalaya": Sydney July 21, off Norfolk Island July 23, Pago Pago July 25, off Niuafoou July 27, Suva July 28-29, Nukualofa July 30, off Kadavu July 31, off Balls Pyramid and Lord Howe Island Aug. 3, Sydney Aug. 4.

"Arcadia": Sydney Aug. 30, off Balls Pyramid and Lord Howe Island Aug. 31, Honiara Sept. 3, Lautoka Sept. 6, Suva Sept. 7, Noumea Sept. 9, Sydney Sept. 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.

Lloyd-Triestino Line

1966

"Marconi": Sydney Apr. 7, Nukualofa Apr. 11, Suva Apr. 12-13, Noumea Apr. 14-15, Sydney Apr. 17.

n Australia to Hong Kong and Islands
s.
amos: From Melbourne, dep. Sydney
t. 10, Brisbane Sept. 12-14, Pt.
esby Sept. 17-19, Rabaul Sept. 22-23,
Sept. 24-26, Madang Sept. 27-28,
ice Hong Kong.
ilos: From Hong Kong and Manila,
Madang Sept. 23-24, Lae Sept. 25-26,
aul Sept. 27-28, Brisbane Oct. 2-6,
Sydney Oct. 8.
hodos: From Melbourne, dep. Sydney
12, Brisbane Oct. 14-15, Pt. Moresby
18-20, Rabaul Oct. 23-24, Lae Oct.
7, Madang Oct. 28-29, thence Manila
Hong Kong.
etails from Wilh. Wilhelmsen Agency,
Bridge St., Sydney (27-6301).

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hina Navigation Co. Ltd. cargo vessels
chang, Wenchow and Wanliu call
thly at Rabaul on their way north
n Melbourne, Sydney and Brisbane to
g Kong.
ext vessel: Nanchang, dep. Sydney
2, Brisbane Oct. 4-5, Rabaul Oct. 10,
ice Manila.

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hina Navigation Co. Ltd. vessels
ngsha and Taiyuan provide a monthly
enger-cargo service calling at Pt.
esby when northbound between Aus-
a, Manila and Hong Kong. Next
el:
aiyuan: Dep. Melbourne Oct. 16, arr.
Moresby Oct. 30, thence Manila and
g Kong.
etails from Swire and Yuill Pty. Ltd.,
its, 8 Spring St., Sydney (BU 4701).

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ominion Navigation Co. Ltd. (UK)
els maintain monthly passenger-cargo
ices between Sydney and Japan (via
ila, Hong Kong and Formosa), return
Guam and Rabaul.

George Anson: Dep. Sydney Oct. 6, Brisbane Oct. 8-9, thence to Far East, due Guam Nov. 12-13, Rabaul Nov. 17-18, Sydney Nov. 24.

Francis Drake: At Guam Oct. 15-16, Rabaul Oct. 20-21, Sydney Oct. 27-29, Melbourne Oct. 31-Nov. 6, Sydney Nov. 8-10, Brisbane Nov. 12-13, thence to Far East, returning to Guam Dec. 24-25, Rabaul Dec. 29-30, Sydney Jan. 5.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

SYDNEY - TAHITI - UK

Chandris Line vessel Ellinis maintains a regular passenger service from Sydney via Papeete to Southampton, and return via Papeete to Sydney.

Ellinis: Leaves Southampton Oct. 1, arr. Papeete Oct. 8-9 and Sydney Oct. 28-29.

Details from Chandris Line, 10 Martin Place, Sydney. Tel. 28-2451.

EUROPE - TAHITI - NEW CALEDONIA BSIP - PNG - WEST NG

A regular passenger-cargo service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Karimata: From Continent and London, arr. Papeete Sept. 10, Noumea Sept. 19, Tarawa Sept. 25, Honiara Sept. 28, Pt. Moresby Oct. 2, Rabaul Oct. 5, Lae Oct. 7, Madang Oct. 8, Alexishafen Oct. 9, Wewak Oct. 10, Sukarnopura Oct. 11, thence Biak, Manokwari, Sorong.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

EUROPE - TAHITI - NEW HEBRIDES - NEW CALEDONIA - AUSTRALIA

Messageries Maritimes passenger-cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Velay Sept. 27 (Noumea Oct. 4); Ventoux Oct. 25 (Noumea Nov. 1).

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.

Mui Ann: From Japan and Hong Kong, due Suva/Lautoka Sept. 16-20, returning to Japan Oct. 4.

Sinkiang: From Japan and Hong Kong, Suva/Lautoka Oct. 7-14, Honiara Oct. 18-20, returning to Japan Oct. 31.

Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (27-4701).

● **PIM's shipping and airways timetables are correct to time of publication.**

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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.

Tjiliwong at Suva/Lautoka Oct. 25-26; Tjimanuk at Suva/Lautoka Nov. 29-30; Tjitarum at Suva/Lautoka Dec. 23-24.

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.

Yochow: From Japan and Hong Kong due Rabaul Sept. 17, Madang Sept. 21, Lae Sept. 25, Samarai Sept. 29, dep. Pt. Moresby Oct. 5, arr. Santo Oct. 9, Noumea Oct. 13-23, thence to Japan, arr. Nov. 3.

Chengtu: From Japan and Hong Kong, due Wewak Oct. 11, Rabaul Oct. 13, Kavieng Oct. 16, Madang Oct. 18, Lae Oct. 22, Pt. Moresby Oct. 29, Vila Nov. 2, Noumea Nov. 6-16, thence to Japan, arr. Nov. 27.

Details from China Navigation Co. Ltd. (Swire and Yuill Pty. Ltd., agents), 8 Spring St., Sydney (27-4701).

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: Kokei Maru dep. Japan Sept. 2, arr. Guam Sept. 6-7, Santo Sept. 14-15, Vila Sept. 17, Noumea Sept. 19, Lautoka Sept. 22-23, Suva Sept. 26-27, Apia Sept. 30-31, Pago Pago Oct. 1.

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: Crusader, dep. NZ Oct. 13, due Honolulu Oct. 23, 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 sailing: Sept. 14.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailing: 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: Rangitane from London, due Papeete Sept. 21.

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: Sept. 29, Nov. 3 (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 maintain by Conference vessels, sailing at regul monthly intervals out of London, v Panama, for Apia, Suva and Lautok Bethell, Gwyn and Co. Ltd., act as Loa ing Brokers in London.

Next sailing: Ex-London, Sept. 9.

UK-PANAMA-TAHITI-AUSTRALIA

Cogedar Line operates a passenger se vice regularly from Southampton, v Panama and Papeete to Sydney. Ne vessels:

Flavia: Dep. Tilbury Sept. 18, a Papeete Oct. 12-13, Sydney Oct. 24.

Aurelia: Dep. Tilbury Sept. 27, a Papeete Oct. 21-22, Sydney Nov. 2.

Details from agents: H. C. Sleigh, 1 York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service fro Europe to P-NG and BSI, vessels goi on to Australia for cargo-loading a returning to UK via Suez. Next vessel

Cedarbank: From Continent a London, due Pt. Moresby Sept. 2 Samarai Sept. 27, Lae Sept. 28, Mada Oct. 1, Wewak Oct. 4, Kavieng Oct. Rabaul Oct. 8, Honiara Oct. 12.

Weybank: From Continent and Londo due Pt. Moresby Oct. 28, Samarai O 30, Lae Nov. 1, Madang Nov. 3, Wew Nov. 8, Kavieng Nov. 11, Rabaul Nov. 1 Honiara Nov. 17.

Details from Bank Line (A/asia.) Pt Ltd., 269 George St., Sydney (27-2041).

USA - TAHITI - AM. SAMOA - FIJI AUSTRALIA

Matson-Oceanic Line operates a fiv weeks passenger-cargo service from L Angeles with the Sonoma, Sierra a Ventura. Terminal ports, in Australi vary with cargoes offering. Vessels ca at Papeete, Pago Pago, Suva, Sydne Brisbane, etc.

Brisbane, Sierra Oct. 7; Sonoma No 11.

Details from Matson Lines, 50 Your St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships o US Atlantic Coast-Panama-Sydney servi make periodical calls at Tahiti on soutl bound voyages.

Details from Wilh. Wilhelmsen Agenc 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vesse Thorsisle and Thor I maintain servi from West Coast Nth. American ports Pacific Islands.

Thorsisle: Dep. San Francisco Sept. 2 Los Angeles Sept. 28-Oct. 1, Papeete Oc 12-14, Pago Pago Oct. 18-21, Apia Oc 22-23, Suva Oct. 26-27, Noumea Oc 29-Nov. 1, Apia (open), Pago Pago No 5-8, Los Angeles Nov. 22-24, Sa Francisco Nov. 25.

Thor I: From San Francisco at Pa Pago Sept. 13-15, Apia Sept. 16-17, Su Sept. 20-21, Lautoka Sept. 22-23, Noum Sept. 25-27, Vila Sept. 28-29, Santo Sep 30-Oct. 1, Pago Pago Oct. 3-5, L Angeles Oct. 18-20, San Francisco Oc 21-22.

Details from General Steamship Co poration Ltd., 1 Bush St., San Francisc USA and Islands Agents.

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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IRWAYS TIMETABLES

TRANS-PACIFIC SERVICES

ONEY - BRISBANE - HONOLULU - NTH. AMERICA

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

: Dep. Sydney 1700, arr. Brisbane 815, dep. 1900, arr. Honolulu 0730 Sat., dep. 0900, arr. San Francisco 640.

SOUTHBOUND

: Dep. San Francisco 1145, arr. Honolulu 1335, dep. 1445, arr. Brisbane Sat., 1955, dep. 2040, arr. Sydney 200.

SYDNEY - FIJI - HAWAII - USA

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

rs.: Dep. Sydney 1700, arr. Nadi 240, dep. 2330, arr. Honolulu 0730, ep. 0900, arr. San Francisco 1640.
., Thurs., Sun.: Dep. Sydney 1900, rr. Nadi 0040, dep. 0125, Honolulu, an Francisco.
., Wed. and Sat.: Sydney (dep. 900), Nadi (arr. 0040, dep. 0125), Honolulu, San Francisco, New York, ondon.
Sydney (dep. 1900), Nadi (arr. 0040, ep. 0125), Honolulu, San Francisco extends to Vancouver alternate eeks from Sydney Sept. 10, 24, Oct. 22, etc.).

SOUTHBOUND

., Wed. and Fri.: London, New York, an Francisco, Honolulu, Nadi (arr. 325, Wed., Fri., Sun., dep. 0430), ydney (arr. 0645).
., Thurs., Sat. and Sun.: San rancisco, Honolulu, Nadi (arr. 0325, hurs., Sat., Mon., Tues., dep. 0430), ydney (arr. 0645).
San Francisco (service begins from anvouver alternate Sats. Sept. 11, 25, ct. 9, 23, etc.) Honolulu, Nadi rr. 1855, Sun., dep. 1945), Sydney rr. 2200).
nternational Dateline is crossed be- n Nadi and Honolulu.)

Y CANADIAN PACIFIC AIRLINES (Bristol Britannia and DC8 Jet)

NORTHBOUND

Fri. (Sept. 3, 17, Oct. 1, 15, etc.): ep. Sydney 1300 by Britannia for uckland (arr. 1850).
Dep. Auckland 1935 Fri., arr. Nadi 40 Fri., dep. 0045 Sat., arr. Honolulu 10 Fri., dep. Sat. 0900 by DC8 for ancouver, arr. Sat. 1725, dep. 1855, msterdam (arr. Sun. 1210).

SOUTHBOUND

Dep. Amsterdam 1420 by DC8 for ancouver (arr. Fri. 1715, dep., 1845), onolulu (arr. Fri. 2130, dep. Sat. 55 by Britannia), Nadi (arr. Mon. 45, dep. 0830), Auckland (arr. 1240). Mon. (Sept. 13, 27, Oct. 11, 25, c.): Dep. Auckland 1340 for Sydney, rr. Mon. 1605.

PIM's shipping and airways timetables are correct to time of publication.

- **PIM's airways schedules are arranged alphabetically from point of departure under five main headings: Trans-Pacific Services, Australia-New Zealand, Australia-Pacific Islands, Inter-Territory Services and Internal Services.**

SYDNEY - FIJI (OR AM. SAMOA) HAWAII - USA

BY PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers)

NORTHBOUND

Sat., Tues., Thurs.: Dep. Sydney 1900 for Nadi (arr. Sun., Wed., Fri. 0040, dep. 0130), Honolulu arr. Sat., Tues., Thurs., 0935, dep. 1145 for Los Angeles, arr. Sat., Tues., Thurs. 1940.
Mon.: Dep. Sydney 1900 for Pago Pago (arr. 0255, dep. 0340), Honolulu arr. 0945, dep. 1145, Los Angeles (arr. 1940 Mon.).

SOUTHBOUND

Sun., Tues., Thurs.: Dep. Los Angeles 2145 for Honolulu, Nadi (arr. 0515 Tues., Thurs., Sat., dep. 0615), and Sydney (arr. Tues., Thurs., Sat. 0830).
Sat.: Dep. Los Angeles 2145 for Honolulu, Pago Pago (arr. 0510 Sun., dep. 0555), and Sydney (arr. 0900 Mon.).
(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

SYDNEY - FIJI - TAHITI - MEXICO

By Qantas Empire Airways with Boeing 707 V-Jets

NORTHBOUND

Thurs.: Dep. Sydney 2000, Nadi, arr. Fri. 0140, dep. 0225 for Papeete, arr. Thurs. 0835, dep. 2300 for Acapulco, arr. Fri. 1050, dep. 1150 for Mexico City, arr. 1240 (to Nassau, Bermuda, London).

SOUTHBOUND

(From London, Bermuda, Nassau)
Sat.: Dep. Mexico City 2145 for Acapulco, arr. 2235, dep. 2335 for Papeete, arr. Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0720, dep. 0805 for Sydney, arr. 1020.

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

UTA Air France with DC8 Jets

Wed.: Dep. Sydney 0940 for Noumea, arr. 1320, dep. 1420 for Nadi, arr. 1700, dep. 1745 for Papeete (cross Dateline) arr. Tues. 2350, dep. Fri. 0900 for Los Angeles, arr. 1950.
Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0605, dep. Tues 0130 for Nadi (cross Dateline) arr. Wed. 0410, dep. 0610 for Noumea, arr. 0705, dep. 0905 for Sydney, arr. 1100.
Alt. Mon. (Sept. 6, 20, Oct. 4, 18, etc.): Dep. Sydney 1820 for Noumea, arr. 2200, dep. (weekly) 2300 for Nadi, arr. Tues. 0145, dep. 0245 for Papeete (cross Dateline), arr. 0900 Mon.
Sat.: Dep. Papeete 1200 for Nadi (cross Dateline), arr. Sun. 1440, dep. 1540 for Noumea, arr. 1635.
Alt. Sun. (Sept. 5, 19, Oct. 3, 17, 31, etc.): Dep. Noumea 1800 for Sydney, arr. 1955.

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 Wednesdays to connect with UTA's service from Sydney. There is also a bus service from the airport.

AUSTRALIA-NEW ZEALAND

Because days and frequencies of trans-Tasman services change at short notice, it is impossible to give reliable detailed information on the services outlined below. Intending passengers are advised to check timetables with the airlines or travel agents.

AUCKLAND - BRISBANE

QANTAS/AIR-NZ with Electra Mk. II's
Twice weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Twice weekly, both ways.

CHRISTCHURCH - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's
Three times 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. (Sept. 2, 16, 30, Oct. 14, 28, 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.: Dep. Sydney 0800, arr. NI 1445. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").

Thurs., Sun.: Dep. NI 1445, Sydney, arr. 1845.

SYDNEY - PAPUA - NEW GUINEA

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with Electras.

NORTHBOUND

TAA: Daily except Tues. and Sun., dep. Sydney 2340, arr. Brisbane 0110, dep. 0155, arr. Port Moresby 0600, dep. 0645, arr. Lae 0730.

Ansett-ANA: Daily except Wed. and Sat., dep. Sydney 2345, arr. Brisbane 0115, dep. 0200 next day, arr. Pt. Moresby 0605, dep. 0650, arr. Lae 0735.

SOUTHBOUND

TAA: Tues., Thurs., Fri., Sun., dep. Lae 0930, arr. Port Moresby 1015, dep. 1055, arr. Brisbane 1445, dep. 1525, arr. Sydney 1655.

Ansett-ANA: Daily except Thurs. and Sun., dep. Lae 0925, arr. Port Moresby 1010, dep. 1050, arr. Brisbane 1440, dep. 1520, arr. Sydney 1650.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet

Mon.: Dep. Brisbane 0940, arr. Townsville 1250, dep. 1350, arr. Pt. Moresby 1750.

Wed.: Dep. Pt. Moresby 1415, arr. Cairns 1635, dep. 1735, arr. Townsville 1830, dep. 1850, arr. Mackay 1955, dep. 2010, arr. Brisbane 2230.

NOTE: On Monday a Viscount service leaving Sydney for Brisbane at 0740 connects with the 0940 plane for Pt. Moresby.

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

NOTE: Services to P-NG operate via Townsville during runway extensions at Cairns.

Fri.: Dep. Cairns 1100, arr. Townsville 1155, dep. 1230, arr. Port Moresby 1520.

Fri.: Dep. Port Moresby 1600, arr. Townsville 1850, dep. 1920, arr. Cairns 2015.

INTER - TERRITORY SERVICES

FIJI - AM. SAMOA

PAA, with DC7C Aircraft

Sun.: Dep. Nadi 1200, cross International Dateline, arr. Pago Pago 1605 Sat.

Tues.: Dep. Pago Pago 1600, cross International Dateline, arr. Nadi 1810 Wed.

FIJI - GILBERT & ELLICE ISLANDS

Fiji Airways Ltd., with Heron Aircraft

Sun.: Dep. Suva 0745, arr. Nadi 0825, dep. 0910, Funafuti, arr. 1305. Mon., dep. Funafuti 0700, Tarawa, arr. 1140.

Tues.: Dep. Tarawa 0630, Funafuti, arr. 1110, dep. 1210, Nadi, arr. 1605, dep. 1635, Suva, arr. 1715.

FIJI - NEW HEBRIDES

Fiji Airways Ltd., with Heron aircraft

Mon.: Dep. Suva 0700, arr. Nadi 0740, dep. 0825, arr. Vila 1100.

Mon.: Dep. Vila 1230, arr. Nadi 1700, dep. 1730, arr. Suva 1810.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aircra

Mon., Thurs.: Dep. Suva 0900, Nadi, 0940, dep. 1025, Vila, arr. 1300. N day (Tues. or Fri.) dep. Vila 0 Santo, arr. 0915, dep. 0945, Honi arr. 1340.

Wed., Sat.: Dep. Honiara 0630, Sa arr. 1025, dep. 1055, Vila, arr. 1 dep. 1235, Nadi, arr. 1705, dep. 1 Suva, arr. 1815.

FIJI - NEW ZEALAND

PAA, with DC7C Aircraft

Sat., Thurs.: Dep. Nadi 0645 for Au land, arr. 1130.

Sat., Thurs.: Dep. Auckland 1830 for N arr. 2315.

Air-NZ, with Electra Mk. II's

Daily: Dep. Auckland 2030, arr. N 0015.

Thurs.: Dep. Auckland 1000, arr. N 1345.

Sat.: Dep. Auckland 2100, arr. Nadi 0

Daily (except Mon.): Dep. Nadi 0 arr. Auckland 0905.

Mon.: Dep. Nadi 0925, arr. Auckl 1315.

Thurs.: Dep. Nadi 1430, arr. Auckl 1820.

Sun.: Dep. Nadi 0300, arr. Auckland 0

Thurs., Fri., flights ex-Auckland Fri., Sat. flights ex-Nadi are operated Qantas under charter to Air-NZ.

FIJI - TONGA

Fiji Airways Ltd., with DC3 Aircraft

Thurs., Sat.: Dep. Nadi 0615, arr. S 0700, dep. 0800, arr. Nukualofa 12 Dep. Nukualofa 1300, arr. Suva 15 dep. 1600, arr. Nadi 1645.

Details from Fiji Airways Ltd., Victo Arcade, Suva.

NEDLLOYD LINES

Managers: ROYAL ROTTERDAM LLOYD—Rotterdam. NEDERLAND LINE—Amsterdam.

Regular sailings by Fast, Modern, Cargo Vessels

from

EUROPEAN PORTS and U.K. via PANAMA

to

PAPEETE, NOUMEA, HONIARA, PORT MORESBY, RABAUL LAE and MADANG

other Ports called at subject to sufficient inducement.

Vessels are equipped with refrigerated and (deep) freezing cargo space. Also equipped with facilities for self-loading and discharge of heavy cargo of up to 240 tons.

Most vessels are equipped with comfortable, air-conditioned, passenger accommodation.

For further particulars apply to Agents—

ETS. DONALD TAHITI, Papeete.

AGENCE MARITIME PENTECOST, Noumea.

BURNS PHILP (NEW GUINEA) LTD., Port Moresby and Lae.

WM. BRECKWOLDT & CO., Honiara.

NEW GUINEA COMPANY LTD., Rabaul and Madang.

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FIJI - WESTERN SAMOA

ji Airways Ltd., with Heron Aircraft

irs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0745, cross Dateline, arr. Apia Wed. 1325.

irs.: Dep. Apia 1000, cross Dateline, arr. Suva Fri. 1340, dep. Sun. 1600, arr. Nadi 1645.

W CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft

s.: Dep. Noumea 0800, arr. Vila 0955, dep. Vila 1505, arr. Noumea 1700.

irs.: Dep. Noumea 0800, arr. Vila 0955, dep. 1025, arr. Santo 1140.

: Dep. Santo 0700, arr. Vila 0815, dep. 0845, arr. Noumea 1040.

NEW CALEDONIA - NZ

AIR-NZ with Comet 4 Jet

: Dep. Noumea 1430 for Auckland, arr. 1815.

: Dep. Auckland 1100 for Noumea, arr. 1300.

W CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft

Monthly service (second Saturday)

. (Sept. 11, Oct. 9): Dep. Noumea 0800 for Wallis Is., arr. 1530.

. (Sept. 12, Oct. 10): Dep. Wallis Is. 0700 for Noumea, arr. 1230.

NZ - FIJI - AM. SAMOA

AIR-NZ with Electra Mk. II

.: Dep. Auckland 2030, arr. Nadi 0015 Mon. Dep. Nadi 0215, cross International Dateline, arr Pago Pago Sun. 0550.

.: Dep. Pago Pago 0655, cross International Dateline, arr. Nadi Mon. 0835. Dep. Nadi 0925, arr. Auckland 1315.

NORFOLK IS. - NEW ZEALAND

-NZ by Qantas Skymaster (Charter)

.: Dep. NI 1600, Auckland, arr. 1945.
.: Dep. NI 1600, arr. Auckland 1945.
.: Dep. Auckland 1030, arr. NI 1330.
irs.: Dep. Auckland 1030, arr. NI 1330.

P-NG - SOLOMONS

AA, with Fokker Prop-Jet and DC3

Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Sept. 6, 20, Oct. 4, 18, etc.).

Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Sept. 8, 22, Oct. 6, 20, etc.).

Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1635 (Sept. 14, 28, Oct. 12, 26, etc.).

Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (Sept. 1, 15, 29, Oct. 13, 27, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft

Tues. (Sept. 14, 28, Oct. 12, 26, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnapura, arr. 1350.

Wed. (Sept. 1, 15, 29, Oct. 13, 27, etc.): Dep. Sukarnapura 1005 for Wewak, Madang, Lae, arr. 1605.

Wed. (Sept. 8, 22, Oct. 6, 20, etc.): Dep. Lae 0915, arr. Sukarnapura 1210.

Tues. (Sept. 7, 21, Oct. 5, 19, etc.): Dep. Sukarnapura 0935, arr. Lae 1320.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3)

Alt. Tues. (Sept. 7, 21, Oct. 5, 19, etc.): Dep. Biak 1815, Sukarnapura, arr. 0825, dep. 0925, arr. Lae 1330.

Alt. Wed. (Sept. 8, 22, Oct. 6, 20, 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. 1950. Dep. Los Angeles 0100 Thurs., arr. Papeete 0605.

Fri.: Dep. Papeete 0900 for Los Angeles, arr. 1950. 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.

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.
Sat.), dep. Nadi 1615, arr. Suva 1700.

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., 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.

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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, arr. 0800, dep. 0820, Bora Bora, arr. 0840.
Mon., Wed., Sat.: Dep. Bora Bora 1600, Raiatea, arr. 1620, dep. 1640, Papeete, arr. 1730.
Tues.: Dep. Bora Bora 0930, Tikehau, arr. 1120, dep. 1515, Papeete, arr. 1630.
Thurs.: Dep. Bora Bora 1700, Papeete, arr. 1810.
Fri.: Dep. Bora Bora 0900, Tikehau, arr. 1050, dep. 1410, Rangiroa, arr. 1435, dep. 1505, Papeete 1630.
Details from RAI, Quai Bir Hakeim, Papeete, or any UTA office.

NEW CALEDONIA

TRANSPAC, with Heron and/or Aztec

Noumea-Mare: Mon., Tues., Fri., dep. Noumea 1430, 1430, 1430, resp., arr. Mare 1510, 1515, 1515. Dep. Mare 1530, 1545, 1545, arr. Noumea 1610, 1630, 1630.

Noumea-Lifou: Tues., Wed., Fri., dep. Noumea 0800, arr. Lifou 0845, dep. 0915, arr. Noumea 1000. Sat. dep. Noumea 0815, arr. Lifou 0900, dep. 0930, arr. Noumea 1015.

Noumea-Ouvea: Tues. dep. Noumea 1045, arr. Ouvea 1130, dep. 1315, arr. Noumea 1400. Sat. dep. Noumea 0800, arr. Ouvea 0845, dep. 0915, arr. Noumea 1000. Thurs., dep. Noumea 0800, arr. Ouvea 0840, dep. 0900, arr. Noumea 0940.

Noumea-Isle of Pines: Daily dep. Noumea 1045, arr. Isle of Pines 1115, dep. Mon., Wed., Fri., Sat., 1145, Tues., Thurs. 1125, arr. Noumea Mon., Wed., Fri., Sat. 1215, Tues., Thurs. 1145. Sun. dep. Noumea 0800, arr. Isle of Pines 0830, dep. 1700, arr. Noumea 1730.

Noumea-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.

Noumea-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.

Noumea-Kone: Mon., Wed., Fri. Noumea 0745, 1400, 1400 resp., Kone 0845, 1445, 1445, dep. 0945, 1545, arr. Noumea 1030, 1630, 16
Noumea-Koumac: Mon. dep. Noumea 0 arr. Koumac 0910, dep. 0920, Noumea 1030, Wed., Fri. dep. Nou 1400, arr. Koumac 1510, dep. 1520, Noumea 1630.
Noumea-Kouaoua: Mon., Wed. Noumea 0815, 0800 resp., Kouaoua 0915, 0850 resp., 1015, 0950 resp., arr. Noumea 1 1040 resp. Sat. dep. Noumea 1 arr. Kouaoua 1320, dep. 1330, Noumea (via Houailou) 1530.
Noumea-Tontouta: Wed., and Thu Connecting with UTA, Qantas flig Fri. Connecting with Air New Zeal flights.

NEW HEBRIDES

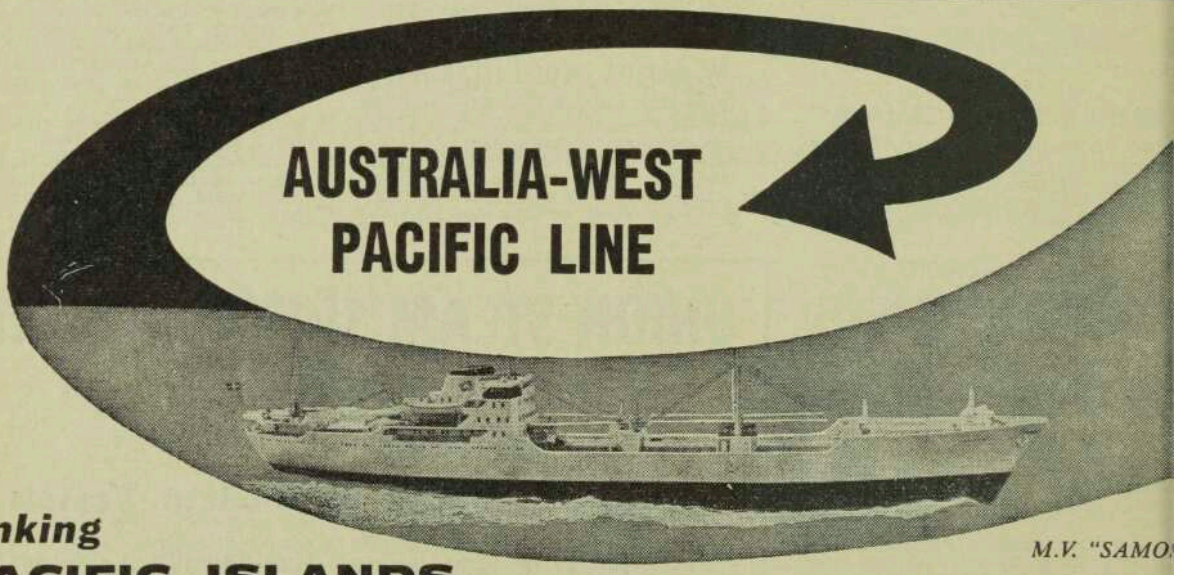
New Hebrides Airways, with Drover

VILA-SOUTHERN ISLANDS

Mon.: Dep. Vila 0830, arr. Lenakel, Ta 0945, dep. 1100, arr. Vila 1215.
Wed.: Dep. Vila 0830, Erroma (optional), arr. Lenakel 1000, 1030, Erromanga (optional), arr. 1200.
Fri.: Dep. Vila 0830, arr. Lenakel 0 dep. 1530, arr. Vila 1645.
Alt. Fri. (Sept. 3, 17, Oct. 1, 15, et Dep. Lenakel 1030, arr. Aneity 1105, dep. 1400, arr. Lenakel 1435.
Fri. (monthly): Dep. Lenakel 1030, Futuna 1115, dep. 1400, arr. Lena 1445.

VILA-NORTHERN ISLANDS

Tues.: Dep. Vila 0830, arr. Ton 0905, dep. 0930, arr. Santo 1040,



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Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301. Branch Office at Melbourne: 51 William St. Phone: 61-3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. **Lae (New Guinea)**—A. H. Bunting Ltd. **Rabaul (New Britain** Town Transport Limited. **Port Moresby (Papua)**—Island Products Ltd. **Wewak (New Guinea)**—J. A. Corrigan Wewak (1963) Ltd.
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd. **Manila**—Everett Steamships Corporation.

230, arr. Tongoa 1340, dep. 1400, arr. Vila 1430.

: Dep. Vila 1300, arr. Tongoa 1330, rr. Lonore* 1430, arr. Sara* 1505, arr. ongana 1545, arr. Walaha 1630, arr. anto 1705.

rs.: Dep. Santo 1400, arr. Walaha 420, arr. Longana, 1445, arr. Sara* 510, arr. Lonore* 1530, arr. Tongoa 630, arr. Vila 1715.

rs.: 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; aha and Longana are on Aoba; kel is on Tanna.)

tails from New Hebrides Airways.

PAPUA - NEW GUINEA

Operated by TAA

E-RABAUL-LAE (Fokker Prop-Jet)

Tues.: Dep. Lae 0900, Rabaul, arr. 055 (Sept. 14, 28, Oct. 12, 26, c.).

Wed.: Dep. Rabaul 1010, Lae, arr. 200 (Sept. 8, 22, Oct. 6, 20, etc.).

PORT MORESBY-DARU (DC3)

Fri.: Dep. Pt. Moresby 0845 for Daru, turning same day via Balimo, arr. 425 (Sept. 3, 17, Oct. 1, 15, etc.).

s. (every 4th week, by Catalina pt. 9, Oct. 7, etc.): Dep. Pt. oresby 0800 for Daru, returning me day at 1420, direct arr. 1630.

MORESBY-WEST PAPUA (Catalina)

: Dep. Pt. Moresby 0800 for Kerema, aimuru, Kikori, Baimuru (on re- uest), Kerema, Pt. Moresby, arr. 25. Reservations beyond Kerema bject to administration require- ents.

s. (every 4th week): Dep. Pt. Moresby 00 for Daru, Lake Murray, Daru, r. 1500 (Sept. 23, Oct. 21, etc.).

(every 4th week): Dep. Daru 0900 r Pt. Moresby, arr. 1115 (Aug. 27, pt. 24, etc.).

MORESBY-EAST PAPUA (Catalina)

Mon.: Dep. Pt. Moresby 0800 for marai, Esa-Ala, Samarai, Pt. oresby, arr. 1630 (Sept. 6, 20, Oct. 18, etc.).

h Mon.: Dep. Pt. Moresby 0800 for marai, Deboyne, Samarai, Pt. oresby, arr. 1630 (Sept. 13, Oct. 11, c.).

h Mon.: Dep. Pt. Moresby 0800 for marai, Pt. Moresby, arr. 1630 (Sept. , Oct. 25, etc.).

: Dep. Pt. Moresby 0800 for Gurney, isima, arr. 1100, return via Gurney, r. Pt. Moresby 1420.

LAE-MADANG-WEWAK-MANUS-AVIENG-RABAUL SERVICE (DC3)

Fri.: Dep. Lae 0730 for Madang, ewak, Manus, Kavieng, Rabaul, arr. 05.

: Dep. Rabaul 0730 for Kavieng, anus, Wewak, arr. 1250.

Dep. Lae 0900, for Madang, Wewak, r. 1155.

Tues., Thurs., Sat.: Dep. Wewak 00 for Madang, Lae, arr. 0845.

: Dep. Kavieng 0630 for Rabaul, arr. 35.

: Dep. Rabaul 1245 for Kavieng, arr. 50.

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.

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.

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SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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.

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. . . Margaret Merril

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 Kokoda, Popondetta, Pt. Moresby, 1100.
Dep. (Piaggio) Pt. Moresby 0830 Tapini, Woitape, Pt. Moresby, arr. 10
Dep. (Piaggio) Pt. Moresby 1345 Rorona, Aroa, Kairuku, Pt. Mores arr. 1535.
Dep. (DC3) Pt. Moresby 1430 Bereina, Pt. Moresby, arr. 1635.

Thurs. (Piaggio): Dep. Pt. Moresby 0 for Woitape, Tapini, Pt. Moresby, 1030.
Dep. (Piaggio) Pt. Moresby 1345 Rorona (opt.), Aroa (opt.), Kairu Bereina, Pt. Moresby, arr. 1535 min. later if call made at Ror and Aroa).

Alt. Thurs.: Sept. 9, 23, Oct. 7, etc.): Dep. (DC3) Pt. Moresby 0 for Popondetta, Wanigela, Vivig Losuia, Popondetta, Pt. Moresby, 1330.
(Sept. 2, 16, 30, Oct. 14, 28, et
Dep. (DC3) Pt. Moresby 0700 Popondetta, Pt. Moresby, arr. 0900.

Fri.: Dep. (DC3) Pt. Moresby 0730 Popondetta, Pt. Moresby, arr. 0930.
Dep. (DC3) Pt. Moresby 1030 Gurney, Pt. Moresby, arr. 1400.
Dep. (Piaggio) Pt. Moresby 1100 Cape Rodney, Paili, Pt. Moresby, 1310.
Dep. (Piaggio) Pt. Moresby 0830 Tapini, Woitape, Pt. Moresby, arr. 1
Dep. (Piaggio) Pt. Moresby 1345 Rorona, Aroa, Kairuku, Pt. Mores arr. 1535.
Dep. (DC3) Pt. Moresby 1430 Bereina, Pt. Moresby, arr. 1635.

Sat.: Dep. (DC3) Pt. Moresby 0730 Popondetta, Kokoda, Pt. Moresby, 1010.
Dep. (Piaggio) Pt. Moresby 0830 Woitape, Tapini, Pt. Moresby, arr. 10

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Wed. (DC3 week): Dep. Honiara 0 arr. Kira Kira 0905, dep. 1300, Honiara 1405.

Thurs. (Fokker week): Dep. Honiara 0 arr. Yandina 0955, dep. 1230, Honiara 1300.

Fri.: (in Fokker week): Dep. Hon 0800, arr. Munda (New Geor 0915, dep. Munda 0925, arr. Barak (Vella Lavella) 0945, dep. Barak 1000, arr. Munda 1020, dep. Mu 1030, arr. Honiara 1145.

Fri. (in DC3 week): Dep. Honiara 0 arr. Yandina 0825, dep. 0840, Munda 0925, dep. 0945, arr. Barak 1015, dep. 1045, arr. Munda 1105, 1125, arr. Yandina 1210, dep. 1 arr. Honiara 1300.

(Note: Fokker week and DC3 week n to TAA services from Papua-Guinea. See timetable under In Territory Services.)

Details from Megapode Airways, P.O. 103, Honiara, BSIP.

● The 100-ton Japanese fish vessel *Hoyo Maru No. 1* abandoned on a reef off Kad Island, south of Suva, in late Au after attempts to refloat the stran vessel failed. The crew was brou to Suva.

Fiji Constitution Conference

(Continued from p. 9)

these things be written into
ıtever agreement was reached—
high-up Colonial Office officials
ked literally day and night in an
eavour to persuade them that
ı demands would get them no-
re—drove the Fijians and Euro-
ıs into a solid camp.
he Europeans made it clear that
would not at this stage dream of
ing into the hands of Indian poli-
agitators the kind of power rep-
nted by the common roll.
hey quoted the record of Mr.
l's Indian group (especially in
3 and 1960-1) in Fiji's affairs. They
tioned the history of Mauritius
British Guiana—sugar-growing
ıtries which acquired a large
an population, and suffered end-
political and economic trouble
n the Indians gained political
rol.
he general tenor of the Patel-In-
speeches was anti-British.
he Fijians made it clear that they
ed to maintain close administra-
and commercial ties with the
sh.
he sessions were all in private;
it soon became known that the
gations were deadlocked on the
mon roll demand, and on matters
ing to Fiji's future "indepen-
e".
ıe Colonial Office people went to
t lengths in seeking a "compro-
"; but the Fijians and Euro-
s would not accept anything
h would give political power to
Indians, or break the tie with
ain.
nally, a majority report was an-
ıced and signed, with the Patel-
ndians withdrawn and protesting.
ıe report will now be the sub-
of a British Government White
r, which will be presented to the
Legislative Council. It is not ex-
ed to be acted on until about
l next year.
eanwhile, it remains to be seen
her the three racial groups can
together to make the proposed
titution work.

Mr. C. G. Cox, Director of
ic Works in the Solomons, has
appointed Deputy Director of
Public Works Department in Fiji.
Cox who comes from Britain,
d in Nyasaland from 1948 until
when he went to the Solmons.

DEATHS OF ISLANDS PEOPLE

Mrs. A. E. McCoy

A highly-respected Norfolk Islander, Mrs. Alice Elizabeth McCoy, died on Norfolk Island on August 8, in her 90th year. Mrs. McCoy was known to most people as "Aunt Liz", and to older Norfolk Islanders and friends in Vila, New Hebrides, as Mrs. "Chinny" McCoy. Her husband, Mr. Christian McCoy, who died some years ago, was known as "Chinny" McCoy.

Her parents were among the Pitcairn Islanders who came to Norfolk in 1856. She was the daughter of Pastor Alfred Nobbs, who was Norfolk's first Seventh-day Adventist minister, and granddaughter of the Rev. George Hunn Nobbs, the Pitcairn pastor. On her mother's side she was descended from Fletcher Christian.

Mrs. McCoy was born in an old convict-built stone house at Kingston then used as a surgery, and spent her early life on the island.

In 1913 she went to Vila, returning to Norfolk in 1928. She had eight children. Six of them died in Vila.

Despite her great age she lived an active life and was in good health until three months ago.

Mrs. McCoy is survived by her sons Jim and Eric, who live in Australia, and her sister, Mrs. Elsie Adams, of Norfolk Island.

Captain T. Biggar

Captain T. Biggar, a well-known personality in the Solomons, died on August 11 in Honiara. Captain Biggar brought the MV *Gumleaf* from Australia to the Solomons in 1950 for Guadalcanal Plantations Ltd., and then joined the Fairymead Sugar Company as master of the MV *Makila*. Later, he was master of Lever's Pacific Plantations' MV *Cape Torrens*. He joined the Marine Department in 1961, and was master of the RCS *Coral Princess* until early this year.

Brother William Overkaemping

The death occurred at Vunapope, New Britain, on August 18 of Rev. Brother William Overkaemping, MSC, who devoted 55 years of his life to the Sacred Heart Mission on New Britain.

Brother Overkaemping, who was born in Germany in 1883, came to New Britain in 1910, when he was 27.

He was, by profession, a bricklayer, and his qualities were soon recognised by his superiors. In due course, he became plantation manager, builder and architect.

After World War II, during which the mission had been completely ruined, he drew up the plans to rebuild it, provided timber lists with details for the buildings, and trained natives to read blue-prints and erect bulidings on their own.

Even after he turned 60, Brother Overkaemping steered his jeep to every station around Rabaul and Kokopo, supervising the buildings in progress.

His associates say that in his death, the mission has lost a great man and the natives, a friend, for the natives flocked to him on Saturdays asking for building plans and timber lists to build their own houses.

Brother Overkaemping had been ill in hospital for about a year.

Mr. Yao Ting Chen

The Chinese community in Tahiti was in mourning in July for the death of Mr. Yao Ting Chen, the first Chinese (Nationalist) Consul-General in Tahiti. He occupied the post from 1944 to 1957.

Mr. Yao died in Formosa on July 14, leaving a widow and five children.

He was a cultivated, warm-hearted diplomat, who did much to unify the Chinese in Tahiti and to look after their rights.

Born in Malaya in 1905, he served in the Chinese consulates in Austria and Johannesburg before being posted to Tahiti. He later served in Athens.

Mr. A. S. R. Macalister

Mr. Archibald Scott Ritchie Macalister, of Suva, died at his home on August 23, after a series of heart attacks. He was 44.

After service in Europe in World War II in fighter aircraft, he went to Laucala Bay. On his demobolisation he went into business in Suva as an engineer. His premises near Suva wharf soon became known as "Mac's Place" and developed into a sort of club where people could drop in for a bowl of *yaqona* and a yarn.

Mr. Macalister married Miss Patricia McCaig, who survives him. He also leaves three daughters and a son.

Mr. H. O. Williams

Mr. Henry Oscar ("Okker") Williams, a platelayer at the Lautoka sugar mill, died suddenly on August 15, aged 57.

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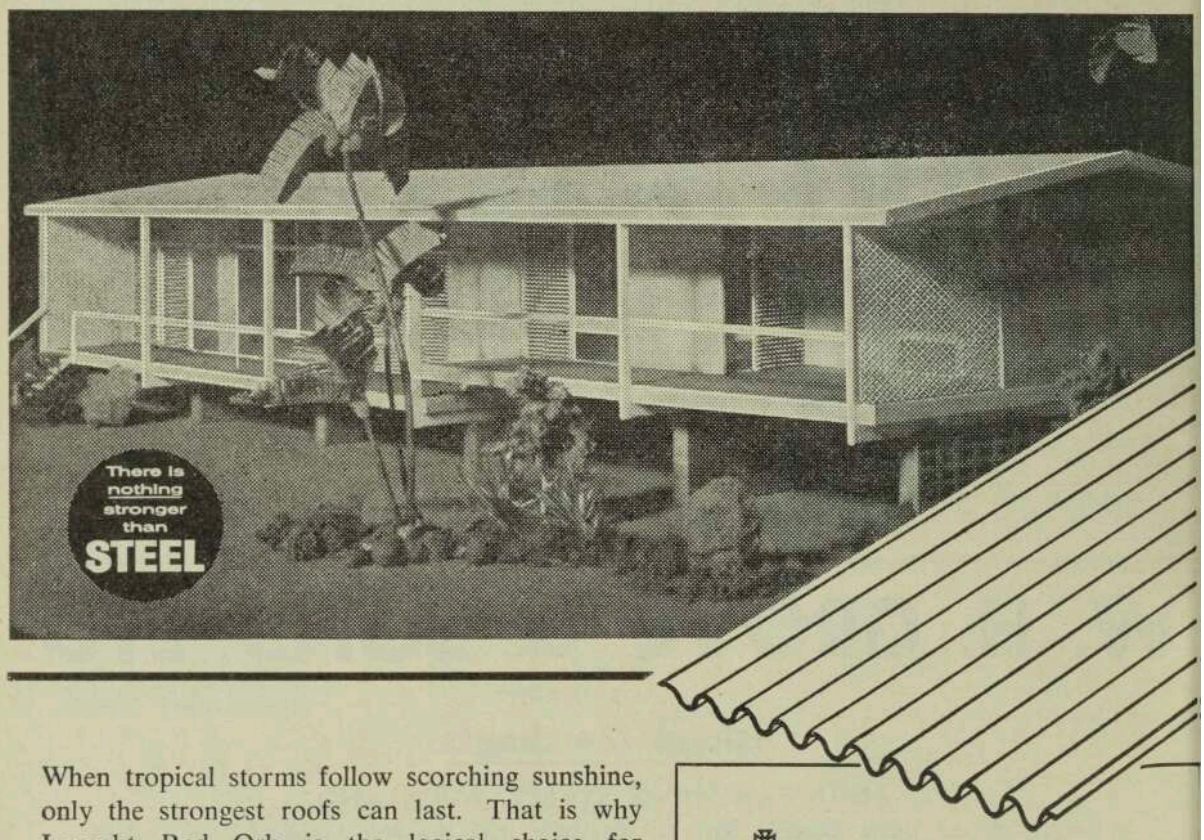

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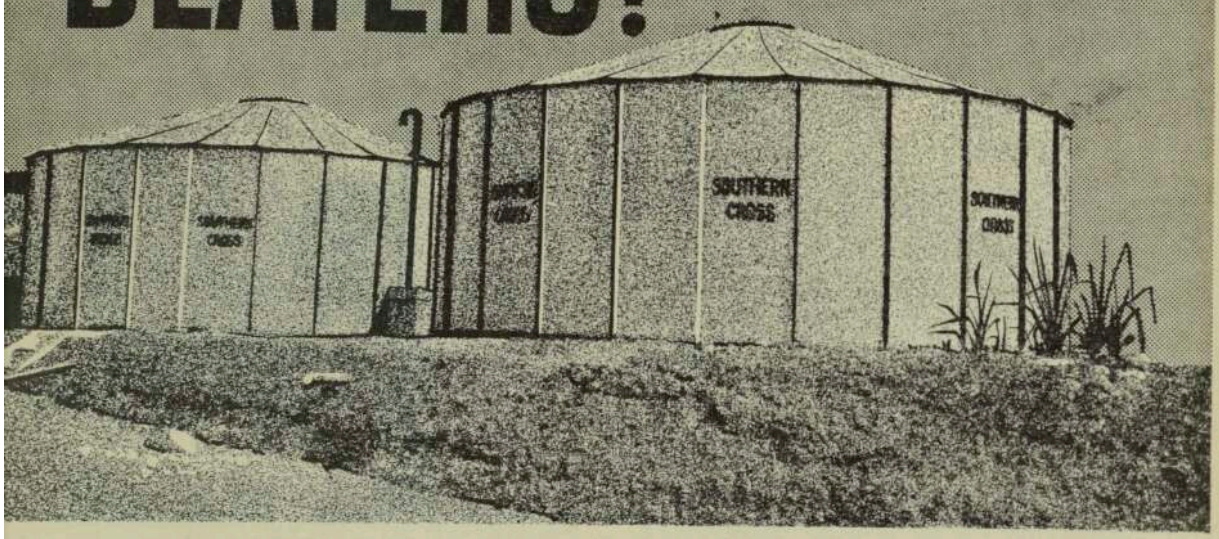

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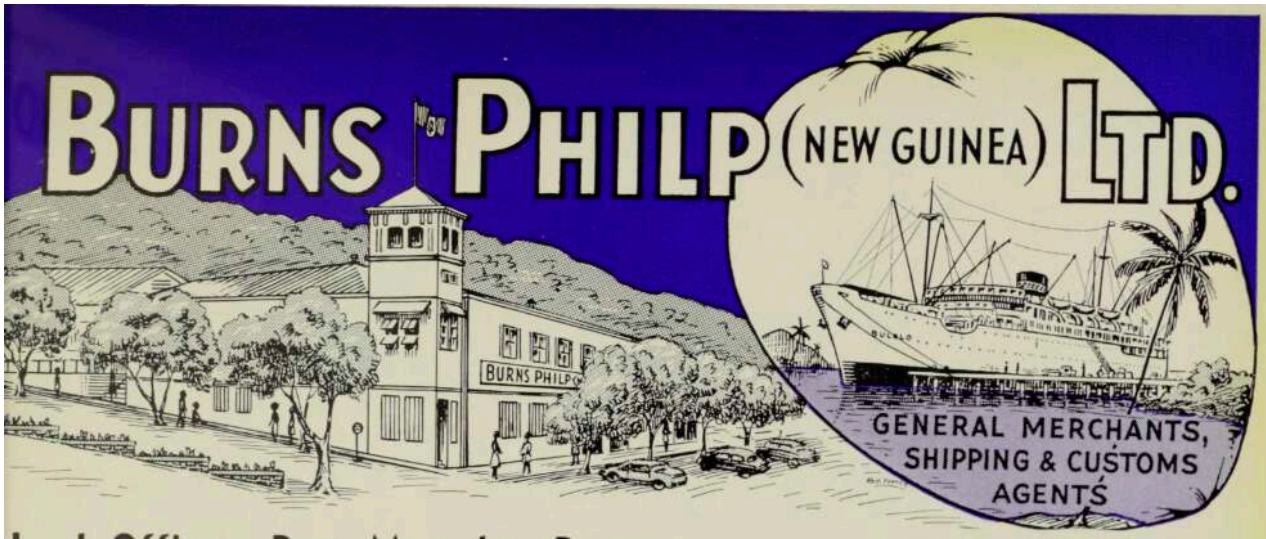

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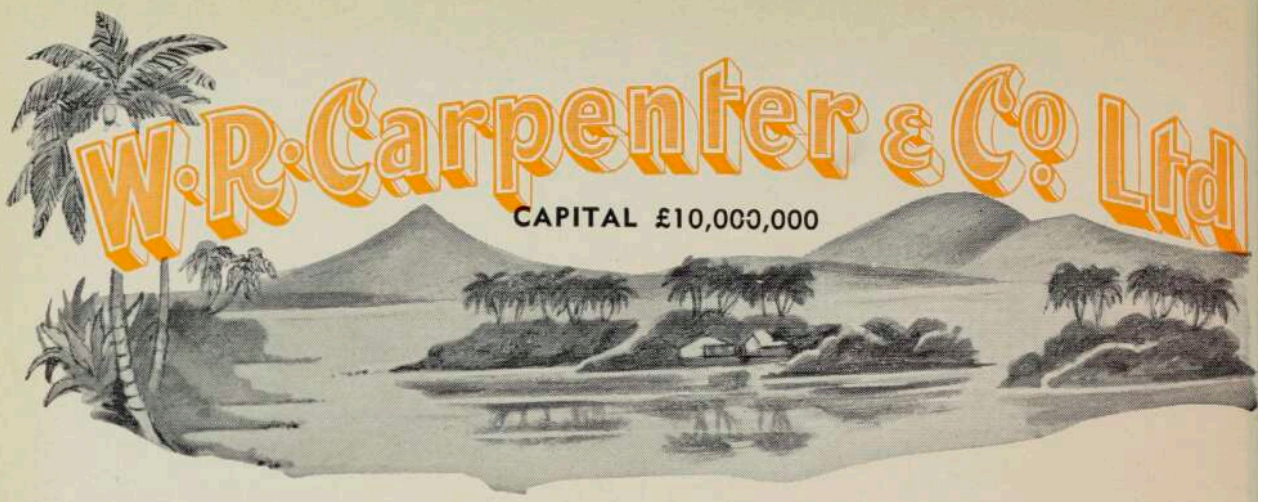

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