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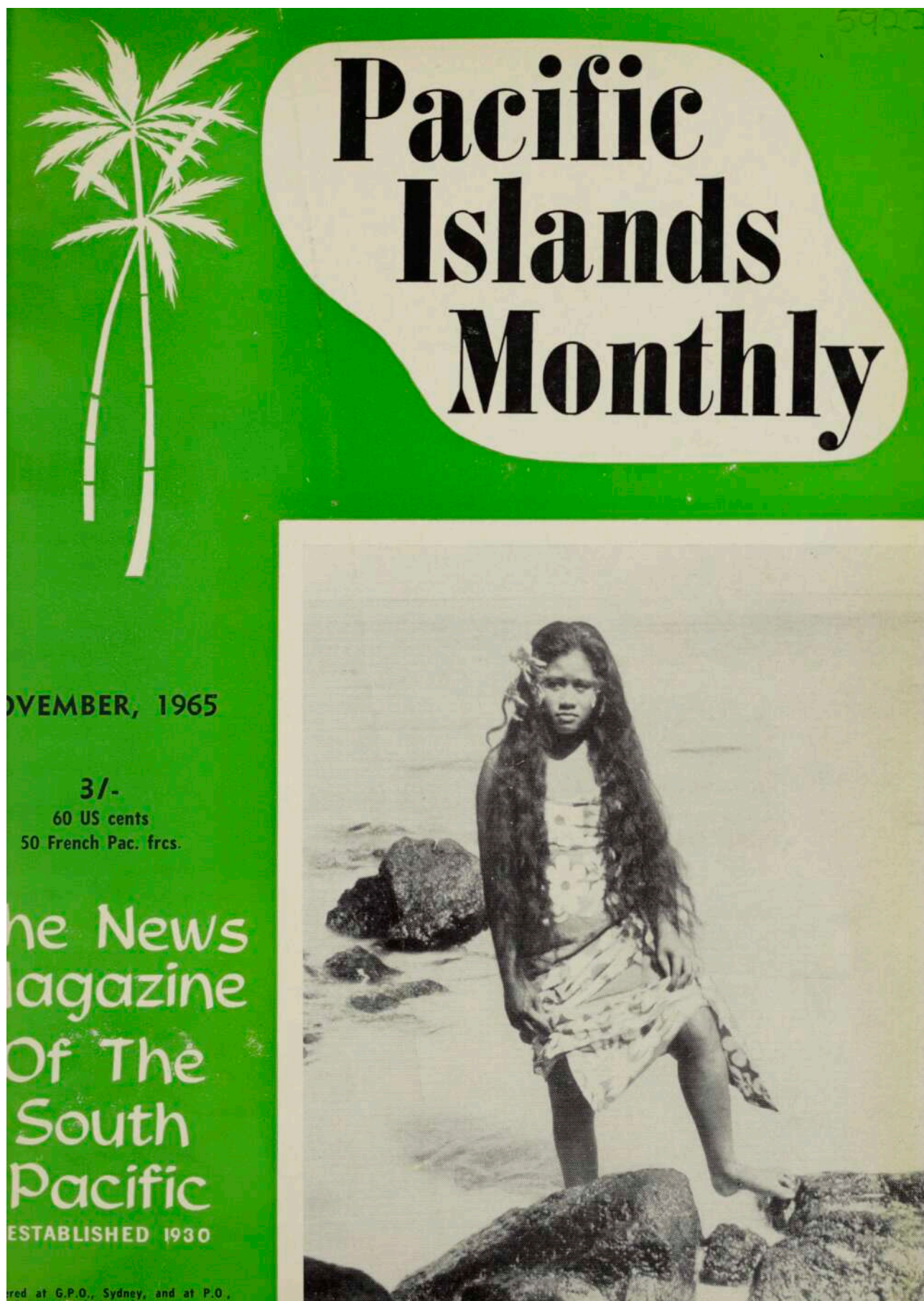
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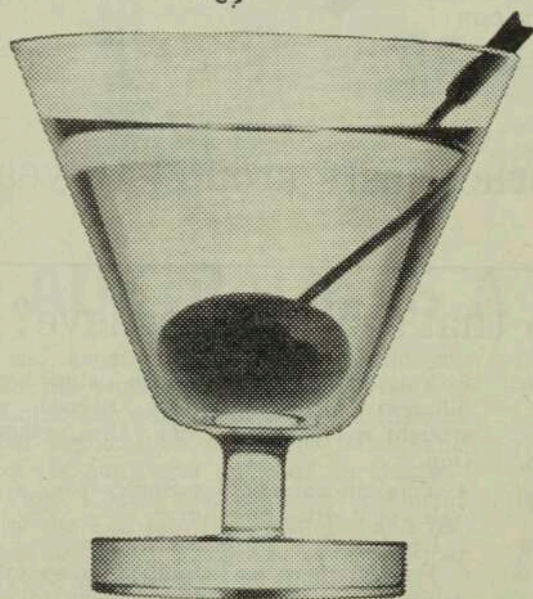
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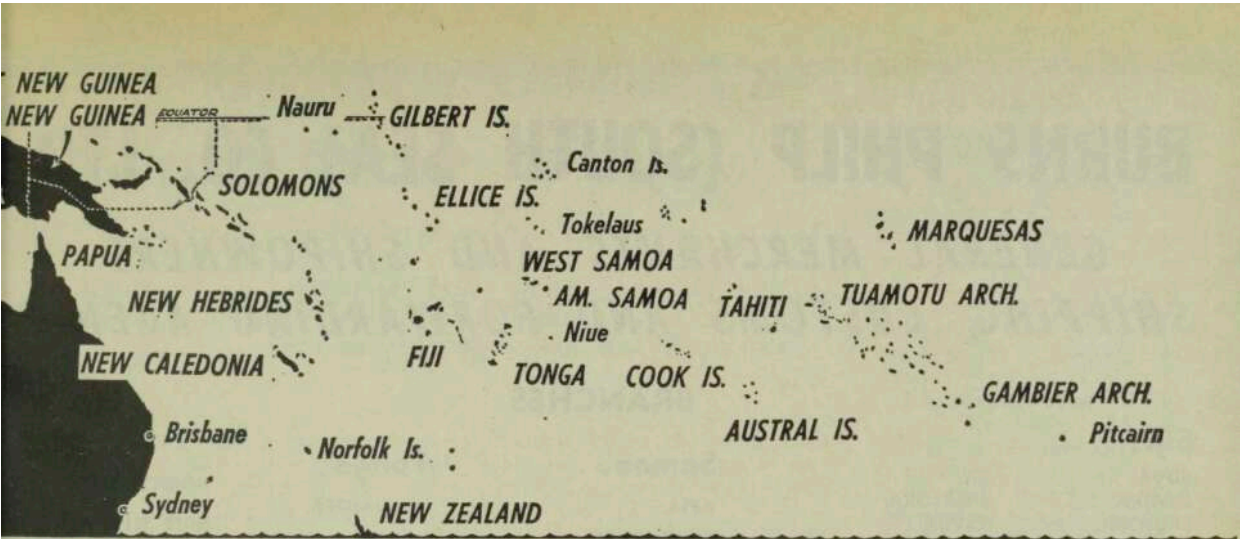
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The map shows the Pacific Islands region, including New Guinea, New Caledonia, the Solomon Islands, the New Hebrides, Papua, Fiji, Tonga, Cook Islands, the Gilbert Islands, the Ellice Islands, the Tokelau Islands, the Western Samoa, the American Samoa, the Marquesas, the Tuamotu Archipelago, the Gambier Archipelago, and the Pitcairn Islands. Major cities like Brisbane, Sydney, and New Zealand are also marked.

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New Guinea Goes To Court Over Wages

From AAP-Reuter and PIM correspondents in Port Moresby

Results of an arbitration claim, which began in Port Moresby on October 26 and which is expected to last several months, will have far-reaching effects on the Territory's economy.

THE claim is for salary increases for P-NG's 7,300 native public servants, and is being heard by the Public Service Arbitrator, Mr. L. G. Matthews.

The P-NG's Public Service Association is seeking a specified basic wage with margins. It wants the basic wage to be based on the needs of a man, wife and three children.

The Administration has objected to the association's claim on the grounds it is not sufficiently specific. It also has denied it should take account of a basic wage and margins in fixing salary rates. There is no basic wage in the Territory at present.

The present minimum salary for New Guinean public servants is £220 a year. The highest salary they can reach under the present scale is £1,680.

"Controversy"

The arbitration hearing is taking place against a background of controversy over the Australian Government's decision last year to organise the Territory public service with local officers on lower salary scales than Europeans.

This resulted in many New Guineans getting only about 40 per cent of the salary a European was paid for the same job.

The Government argues that salary scales for local officers should be based on the Territory's ability to pay public service salaries from its own resources in future.

Both the Administration and private employers are concerned at recent signs of industrial unrest, particularly in the Port Moresby area (p. 25).

There are widespread fears that rejection of claims for higher wages could mean a spate of serious strikes and racial unrest.

Many New Guinean workers in private enterprise have made no

secret of their hopes the arbitrator will decide on a basic wage of at least around £7 a week for public servants.

Such a decision would mean strong pressure on private employers to match the wage.

The Public Service Association is being represented by its president, Mr. John Greville Smith, a prosecutor in the Territory's Crown Law Department, and by its industrial advocate, Mr. Ian MacPhee, a young Sydney solicitor who recently resigned from the Crown Law Department to become the Association's full time advocate.

The Australian Council of Trade Union's industrial advocate, Mr. R. J. Hawke, will assist the PSA during the hearing.

The Administration has briefed Sydney barrister Mr. J. H. Wootten to conduct its case. He is being assisted by Mr. N. Rolfe, a senior member of the Public Service Commissioner's staff.

While the PSA is fighting for a

NEW GUINEA GETS AN ECONOMIC ADVISER

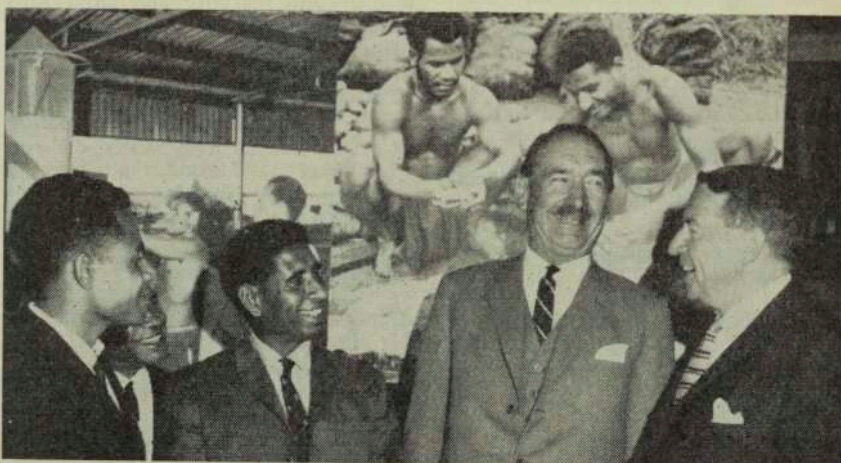
Following recommendations by the World Bank Mission to New Guinea, the Territory in October appointed an Economic Adviser to the P-NG Administration. The new man has the task of helping to plan and co-ordinate the Territory's economic development.

The post has been filled by Mr. A. W. McCasker, 45, who has had several senior appointments in economic fields with the Commonwealth Government. He was recently appointed an Assistant Secretary with the Department of Territories, but had not taken up this position. He is married, with two children.

Mr. McCasker's new job is worth £5,500 a year. Territory income tax is about half the Australian rate.

basic wage for its local officers, the European officers appear to have reached the end of their patience in their own fight for a compensation scheme for Europeans who will lose their jobs with the approach of self-government.

The PSA has been requesting such a scheme for several years and has had Government promises (PIM, Oct., p. 12). The P-NG Public Service at present employs 3,315 overseas officers—2,362 of whom are



The Minister for Territories, Mr. Charles Barnes, was in friendly form in October at the New Guinea stand of the Sydney Trade Fair. Left of the picture, obscuring another visitor from New Guinea, is John Pokanau, P-NG Apprentice of the Year. On Mr. Barnes' right is Gaudi Mirau, MHA for Markham, and on his left, Sydney businessman F. M. Hewitt. See also *Tropicalities*, p. 19.—Photo: News and Information.

permanent — and the Government intends to recruit 2,000 more in the next five years.

When the Australian Minister for Territories, Mr. Barnes, agreed to address the PSA annual congress in Port Moresby at the end of October the members felt they would hear, at last, the long-awaited announcement of a detailed scheme.

But it didn't come.

Mr. Barnes told the congress the Government had approved a compensation scheme, but details still had to be decided.

Officers would be offered alternative employment with the Government or Government authorities (presumably in Australia) and where "reasonable" employment could not be offered displaced officers would be given cash compensation, Mr. Barnes said.

This was not good enough for the public servants.

They regarded Mr. Barnes' statement as no more adequate an assurance than they had had from Mr. Hasluck, the previous Minister, in 1962.

The congress resolved that, "It is not prepared to accept any longer that the Australian Government may take its own time about promulgating a detailed scheme for compensation".

Stopwork Threat

It instructed the association's executive to seek permission from the Prime Minister, Sir Robert Menzies, for the association to call stopwork meetings throughout the Territory on Australia Day (January 26) if the Australian Government had not then announced a detailed scheme.

The congress expressed its "deep concern at the deteriorating morale within all ranks of the public service".

It said this had been caused by:

- The Government's failure to announce a detailed compensation scheme.

- The Administration's "total indifference" to the housing needs of local public servants.

- The Administration's "active and extensive obstruction" of the association in its preparation of the native public servants' salary case.

- The Administration's obvious intention to recruit large numbers of skilled overseas officers on the basis that houses will be provided for them, but without revealing that the standard of these houses will be such that they would not be permitted to be built in Australia for habitation."

- The Administration's departure from the principle of parity with the Commonwealth Public Service in fixing salaries.

'Humanity' Will Decide Asylum Applications

From an AAP-Reuter Correspondent in Port Moresby

The Australian Government would be influenced by "factors of common humanity" in considering requests by Indonesian West New Guinea natives for asylum in Papua-New Guinea, the Minister for Territories, Mr. Charles Barnes, said here on October 24.

HE said there had been suggestions that the Australian authorities were forcing back across the border people from West New Guinea "who might suffer difficulties if they go back".

"These are not true," Mr. Barnes told a Press conference. "Each case is examined on its merits."

Mr. Barnes declined to comment on three cases where people from West New Guinea had sought permission to stay in P-NG.

These were:

- An Indonesian and his family who crossed the border more than a year ago seeking asylum in Holland or P-NG. (They are at present in Vanimo, New Guinea, awaiting a decision on their application.)

- A West New Guinea school-teacher and his wife and child who crossed the border last August after being previously turned back. (They are also at Vanimo).

- A West New Guinean who recently fled across the border, claiming he was a policeman who had escaped from gaol at Merauke after being imprisoned for shooting at the Indonesian flag. (He is at present under observation in Port Moresby hospital.)

"Factors of common humanity will influence our decision in these cases," Mr. Barnes said.

He said Australia had international obligations over the border and the refugee question.

"Actually we are not absolutely sure where the border is," he said.

Replying to questions, Mr. Barnes said the establishment of an Indonesian liaison office in Port Moresby and an Australian office in the West New Guinea capital, Sukarnapura,

LIQUOR REFERENDUM FOR NAURUANS

Nauru is to hold a general referendum on whether the islanders should be allowed to drink liquor. The Nauru Local Government Council, which decided the move, has asked the Administration to put through legislation which will enable the referendum to be held soon.

Only Europeans and Chinese are legally permitted to drink on Nauru, and this has caused dissension among Gilbertese phosphate workers on the island, who claim the local restrictions should not apply to them ("PIM", Sept., p. 57). Many Nauruans also object to the drink restrictions, but until now the Nauru Council has not been willing to consider lifting them. Meanwhile, many islanders more or less openly break the law.

Nauruans distil an illegal brew called "ebeda", which recently was reported to be fetching up to £2 a quart on the blackmarket.

were matters for the Australian External Affairs Department.

He declined to say whether he thought liaison offices should be established in the two capitals.

(The Dutch formerly had a liaison office in Port Moresby and Australia had a liaison office in Hollandia, Sukarnapura, but these were closed after the Dutch left West New Guinea.)

Speaking on Papua-New Guinea political future, Mr. Barnes said that the Australian Government's objective was self government and then independence "if the people of the Territory want it".

"We have a long way to go before this is achieved," he said.

The Minister said the Territories Department was conducting a drive through Australian universities and technical colleges to recruit officers for the public service.

"We are meeting with very good success," he said.

"Of course we are getting resignations here but I hope that when details of the Government's compensation scheme for overseas officers are worked out it will lower the rate of resignations from the Territories Public Service."

Solomon Islander Inspired New Gilbertese Party

By Robert Langdon

When Mariano Kelesi was only one week old, his mother, in accordance with an old Malaita (Solomon Islands) custom, marked his cheeks with a sharp piece of bamboo dipped in a mixture of coconut and lime. In the language of Malaita, the markings are known as *kekede* (the writing).

NOW, 32 years later, the fine markings on Kelesi's cheeks are still plainly visible and they add to the interest of his striking and frequently smiling face.

Kelesi is a happy soul whose broad smile and bubbling sense of humour helped to lighten and brighten the sixth South Pacific Conference at Lae in July.

But he also has his serious side, for he is a politician with a keen interest in promoting the political development of the Solomons and other territories in the Western Pacific.

In the Solomon Islands, he has already established himself as the strongest candidate for the Prime Ministership, if that territory should attain self-government in the reasonably near future.

Influence

He is a leading member of the BSIP Legislative and Executive Councils; he has been president since 1960 of the Malaita Council (Malaita being easily the most populous island of the Solomons); and he is president of the four-month-old Solomon Islands Democratic Party, the first political party in the BSIP.

But Kelesi's influence has extended beyond the Solomons.

The new political party that has just been formed in the Gilbert Islands (see panel) is a direct result of his inspiration; and it seems likely that he had some influence in the formation of the New Guinea United National Party, which was founded at the end of August (see p. 25).

Kelesi cast something of a spell over the Western Pacific delegates at the SPC conference in Lae.

He organised informal conferences with delegates from Papua-New Guinea, the New Hebrides, and the Gilbert and Ellice Islands Colony; and at these conferences he expounded his views on increased participation by the native people in the governments of their territories;

the value of political parties in working towards this end; and the desirability of the Western Pacific peoples to keep in close touch with each other in the field of political development.

It is difficult to say exactly how much of what Kelesi said rubbed off on the Papua-New Guinea delegates. But it is probably not just coincidence that one of the P-NG delegates, Zure Zurecnuoc, was a foundation member of the New Guinea United National Party; that this party—after years of proposals, and some stillborn efforts, for new political parties in P-NG—was created within a few weeks of the Lae conference; and that many of



Mariano Kelesi.

its aims are similar to those of Kelesi's Democratic Party.

Kelesi's influence on the Gilbertese and Ellice Islands delegates is more obvious because the platform of the newly formed Gilbertese National Party is virtually a carbon copy of that of his own party. (Over)

First Political Party In GEIC

The Gilbertese National Party, the first political party to be formed in the Gilbert and Ellice Islands Colony, came into existence in October. Its aims are:

- To speed up the present rate of constitutional development, aiming at a more representative and democratic form of government.
 - Increased participation in the Government of the territory.
 - Improvement of education for all Gilbertese—and free education.
 - Improved relations and improved machinery for the settlement of disputes between employers and employees.
 - To promote cohesion among Gilbertese.
 - To raise the standard of living among the Gilbertese.
 - To maintain Gilbertese culture and traditions as circumstances permit.
- About 200 people attended the first public meeting of the party

at Bairiki, Tarawa, on October 16 when the president of the working committee explained that membership would ordinarily be limited to Gilbertese.

However, exceptions to this rule could be made in favour of part- or non-Gilbertese who had spent much of their lives in the Gilberts.

The meeting decided to hold another meeting within one month when a constitution will be adopted and a permanent committee will replace the present working committee.

Three hundred and ninety people had paid the party entrance fee of two shillings to October 18. These included some part-Gilbertese and Ellice Islanders who had spent most of their lives in the Gilberts.

(See "Tropicalities", p. 18)

The aims of the Solomon Islands Democratic Party, of which all elected members of the BSIP Legislative Council are now members, are:

- Increased participation in the government of the Protectorate, and eventual control of the Budget and improvement of the economy.

- Self-determination under the Crown, within the British Commonwealth.

- Better education in the Solomons, including free education for all children and more technical schools.

- Improved industrial relations and improved machinery for the settlement of disputes between employers and employees.

- Unification of the peoples of the Protectorate.

- Greater participation by women in the affairs of the Protectorate.

In a talk I had with Kelesi in Lae, he told me that the idea of the Democratic Party had been his, and that he had asked the permission of the Chief Secretary of the Western Pacific High Commission to form it.

The party was open to people of all races. It then (July) had some European and Fijian members besides Solomon Islanders, but no Chinese members.

"Each Legco member will be chairman of a sub-branch of the party in his constituency," Kelesi said, "and we will work through the sub-branches to get members of the local councils to become members."

"The constitution of our party will be based on those of the Australian Labour Party and the Democratic Party of the United States."

Moderate

In discussing his party's aims, Kelesi revealed himself as moderate and tolerant.

He told me, for example, that although he resented the fact that Solomon Islanders were forbidden to drink in the public lounge at the Hotel Mendana in Honiara, he was not anti-European—as many of his countrymen were—for this reason.

"My view is that all Europeans should not be condemned for what goes on in one hotel, and I have tried to get other Solomon Islanders to accept this view," he said.

At the South Pacific Conference itself, Kelesi probably had more to say on more subjects than any other delegate—which prompted several Europeans to say that he talked too much and that much of what he said was ill-informed and better left unsaid.

There was some truth in this, but

Kelesi certainly never gave the impression that he was enraptured by the sound of his own voice or was striving for effect.

He would simply become carried away by his eagerness to contribute to the subject under discussion, and would be "holding the floor" almost before he realised it.

Kelesi's English is good—exceptionally good when one learns that he could not speak a word of the language when he finished his formal education—at Standard 6 in primary school.

"I picked up my knowledge of English through speaking with European friends and other Solomon Islanders, and through reading books," he told me.

When I asked him what books he had recently read, he mentioned *The New Ghana*, a biography of Winston Churchill, and Martin Luther King's *Why We Can't Wait*, a book on civil rights for Negroes in the United States.

First Job

Kelesi said that after he left school his first job was as a clerk in the income tax section of the Treasury.

"I was there for one year," he said. "Then I left to go home to Malaita because my father and brother had died, and I had to take care of our property—about 20 acres of coconuts."

"After a year at home, I went back to Honiara and took a job in the Customs agency of William Breckwoldt & Co. I worked at the agency for two years."

"In 1956-57, I attended a South Pacific Commission fisheries course in Noumea; then I worked as a fisheries officer in the Malaita District for the Malaita Council."

"In 1958, I was elected to the Malaita Council; and in 1960, when I was elected president of the council, I was also nominated as an unofficial member of the Solomon Islands Legco. Since then I have been a full-time politician."

Kelesi is one of the most widely-travelled islanders in the Solomons. He visited the Gilbert and Ellice Islands in 1961, when Sir John Gutch paid a farewell visit to that Colony as High Commissioner for the Western Pacific.

In 1962, he attended the Fifth South Pacific Conference in Pago Pago, American Samoa; and in 1964, the BSIP Government sent him to Port Moresby for two weeks to see the newly-elected House of Assembly in action.

More recently, he became the first

ANOTHER (REFURBISHED) HOTEL FOR NORFOLK

Work is proceeding on alterations to the former Paradise Hotel in New Cascade Road, Norfolk Island, which the proprietors, K. A. Prentice & Co. hope to re-open next March as the South Pacific Hotel.

Twenty rooms will be added to the existing building. All rooms will have shower facilities and will open on to a patio surrounding a new swimming pool, which will be one of the main attractions.

Mr. K. A. Prentice said recently that his hotel would provide accommodation for the additional visitors expected at Norfolk as a result of the opening of his Auckland tourist office.

At the present, good-class accommodation on the island is limited.

Three years ago, Mr. Prentice's plan for an ultra-modern hotel incorporating the ruins of two convict-built structures in Quality Row, Kingston, was turned down by the then Minister for Territories, Mr. Paul Hasluck, because it would not have been in keeping with the surrounding colonial-style buildings.

Solomon Islander to visit the United States on a foreign leader grant—a grant which he obtained on his own initiative, first by approaching the BSIP Education Officer to find out what scholarships were available for people such as himself, and then by writing to the US Consul in Fiji.

On his US trip, which took in visits to Puerto Rico and the Virgin Islands, Kelesi was away from the Solomons for three months.

Kelesi's overseas experience has no doubt smoothed a good many rough edges, has given him maturity, and has convinced him that Pacific Islanders, given time and education, will be quite capable of running their own affairs.

He made this last point clear when he told me that he was a strong believer in the value of the South Pacific Commission, but that the Islanders should have more say in it.

"I believe each territory should have a commissioner sitting on the SPC; that the territories should contribute to the SPC; and that qualified Islanders should be allowed to work on the SPC staff," he said.

"And one thing we *don't* want is the United Nations coming here telling us what to do."

All this adds up to the fact that Kelesi is a force to be reckoned with, and that much more will be heard from him, and of him, in the future.

In International Incident

Two New Zealand yachtsmen, John Glennie (left) and his brother David (right) were involved in an international incident recently when they left a 26-year-old English art student at his own request on uninhabited Suvarrow Atoll, Cook Islands, without seeking the Cook Islands Government's permission. The yachtsmen are seen here with Mrs. Kalo Morrison and Grant Prendiville who arrived with them in Suva at the end of October in their trimaran "Highlight". An account of the Suvarrow affair appears on p. 39.—Photo Stan Whippy.



Uneasy Quiet On Fiji's Political Field

From a Suva Correspondent

Apart from a few odd words, things have been quiet on the political field in Fiji following the London conference of July, which came to an agreement on a new constitution.

Is it the calm before the storm, or an acceptance by all the parties of that London agreement? The London agreement was not unanimous—for the three Federation Party men, and middle-of-the-roader Andrew Deoki, were the odd men out.

At the moment, nobody is ready to precast events. Changes in the constitution cannot come before next April at the earliest, and there might be nothing more than some political skirmishing in the meantime. And then there might not.

Federation Party leader A. D. Patel finally back in Fiji after spending long time in India, retracing his boyhood steps in the State of Gujerat. In his absence his opponents were saying he was in no hurry to come back because he wanted the memory of his group's tactics at London to fade in the public mind.

Without doubt he has lost supporters over his London attitude. Nor did he gain face following the publication of a letter sent by the British Secretary of State, Mr. Anthony Greenwood, to five of the six Indian delegates to the conference.

The letter was in reply to one sent by the Patel group to Mr. Greenwood after the conference.

The Patel letter warned Mr. Greenwood that implementation of

the London proposals "would create a grave racial disharmony leading to undesirable results".

The letter went on: "In this process an irreparable harm would be done to the country as a whole and we fear that the goodwill, harmony and understanding which has existed among all races in Fiji over the last 90 years would disappear for ever."

"The responsibility for any course of events arising out of the implementation of these proposals and leading to this result should rest, in our view, on Her Majesty's Government."

The group trotted out the hoary old argument of the Salisbury Despatch in their letter to Mr. Greenwood.

"May we say without hesitation,"

Indians Missing

Four Fiji-Indians who left Lautoka for a fishing trip in the Yasawas late in September have not been seen since October 3 when they left Yaqeta Island to go back to Lautoka.

Wreckage, believed to be from their launch, has been found on nearby islands, and also an ice chest full of fish.

Those missing are Ram Samy, 60, Subramani, 40, Ramlu, 32 and Maniram, 12.

the letter read, "that the proposal to give two extra seats to the Fijians constitutes, in our view, a clear breach of Lord Salisbury's Despatch on the part of Her Majesty's Government."

In reply, Mr. Greenwood asked the group to bear in mind the consequences of outright opposition. This, said Mr. Greenwood, was "far more likely to increase the suspicions of the other communities, particularly the Fijians, than to win them over to support your point of view, which must surely be your objective."

"I believe a much more fruitful course of action," said Mr. Greenwood, "and one which would be far more likely to lead to the political integration and racial harmony which we all want to see achieved, would be to co-operate fully in the introduction of the new constitution and, by showing that the measure of inter-racial voting which it will introduce does not adversely affect the interests of any race, to pave the way to constitutional progress."

Perhaps Mr. Patel and his comrades will decide that that is the more statesmanlike approach, rather than continue with a private divide and rule policy—the very thing, oddly enough, they have been accusing others of doing.

A sample of this is given in the Indian newspaper *Nay Bharat*, in an interview Mr. Patel gave that paper while he was in India.

The newspaper report was headlined: "Britain has not given up her policy of divide and rule—Fiji's Minister of Social Services Patel's statement".

It said: "Fiji's Minister of Social Services, Mr. A. D. Patel, said yesterday (Sept. 27) that the British Government is continuing her notorious policy of divide and rule in Fiji."

"Condemning Britain's new constitution for Fiji, he said that these proposals are undemocratic, biased and unjust to the Indian community

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FIJI — SAMOA — TONGA

of Fiji. Fiji's population is 450,000 and out of it 51 per cent. are Indians. "Mr. Patel at present is touring India. He has come here from London where he went to discuss the new constitution, but the conference was a failure. After visiting India he will go back to Fiji.

"Mr. Patel told Press representatives that Britain, by maintaining a communal roll, is trying to keep Fijians, Indians and Europeans separate from each other.

"If it is accepted, then Indians will get only 14 seats out of 40.

"Britain has the same policy for Fiji which she is practising in Mauritius and British Guiana."

That sort of stuff, republished in Fiji, certainly doesn't do much for racial harmony.

FOOTNOTE: The Salisbury Despatch to the Government of India in 1875 was to do with the treatment and position of Indian labourers in the countries to which they had been sent.

The Despatch held that each indentured labourer, having completed his agreed term of service, should be free to remain in the country in which he had served, or return to India. If he preferred the former, he should be treated as a first-class citizen and given all the rights and privileges of a first-class citizen.

The Despatch referred only to those indentured labourers who had completed their terms of service. At the time it was made there was not a single Indian in Fiji, and furthermore, the proposals in the Despatch were rejected by the Government of India two years later. The Despatch became a dead letter.

General Elections In Fiji Next Year

A general election will be held in Fiji about the middle of 1966, the Colonial Secretary, Mr. P. D. Macdonald, told the Legislative Council in October.

This election, if the White Paper on the new constitution is accepted, will be on the basis of universal adult suffrage.

It is estimated that about 182,500 will be eligible to enrol as voters. (There were 94,000 registered in 1963 when women voted for the first time).

The 1966 poll will shorten the life of the current council by two years. Unofficial members were elected in 1963 for five-year terms for the first time.



Apisai Tora.

Union Leader For Trial Over Fires

TRADE UNION leader Apisai V. Tora will stand trial at the Supreme Court of Fiji on November 29 on three charges connected with the fire at Korolevu Beach Hotel on August 29, when 27 bure-type dwellings were destroyed.

Tora was committed for trial after a three-day inquiry at Sigatoka. During it the prosecution called about 40 witnesses, including three prisoners who had earlier been gaoled for three years for setting fire to the bures. Altogether eight men, former workers at the hotel, are in prison for arson.

Tora was charged with setting fire to 27 bures at the hotel; with attempting, on July 25 at Suva, to procure Isimeli Tubutubu to commit arson, in that he incited him to set fire to the bures; and with attempting, on July 28, to procure Isimeli Tubutubu to commit arson in that he incited him to organise a gang to set fire to some of the bures.

Tora reserved his defence. He was refused bail.

The prosecution alleged that Tora addressed a meeting on August 8 of Korolevu Hotel workers who had been on strike. He told them of incidents connected with strikes in Malaya when strikers burnt houses.

Tora also allegedly told them that workers caused trouble at Suva during a strike in 1959. They threw objects at cars and assaulted people.

WEEK OF BARGAINS MAKES CAMP-HAPPY NOUMEANS HAPPIER

From Fred Dunn in Noumea

It is generally agreed in Noumea that the September 24 celebrations marking the anniversary of the taking possession of New Caledonia by France in 1853 excited little public interest this year.

It is generally agreed also that little was done to excite that interest.

A Miss Caledonia contest, in which there were only six contestants, degenerated almost into a fiasco due to bad organisation and bad weather, which resulted in the finals being postponed three times. However, all agree that the little lady who was ultimately elected, Miss Marie Line Maillet, was worthy of the title.

Two factors appear to be responsible for the loss of public interest in the celebrations. One is their lack of novelty; the other is that over the last few years Noumeans have taken to going camping at the slightest drop of a hat.

As the September 24 celebrations generally extend over two or three days—this year from Friday to Sunday—few Noumeans with cars and tents can resist the opportunity to get into the country.

"Commercial Week"

This year, even two football matches (New Caledonia versus Tahiti), in addition to the traditional military parade and public ball, could not hold the campers back. It was so much more pleasant to take along a transistor radio and listen to the matches while reclining on a river bank or on the seashore somewhere.

But if the organising authorities fell down on the job of arousing public interest in the celebrations, the commercial houses held a highly successful "commercial week" to close the month of September.

During this week, most of the business houses lowered their prices on different types of goods, and anyone who bought more than 500 francs (£2/10/-) worth of merchandise, and paid cash, was given a lottery ticket—the prize being two return air trips to France.

The public reacted to "commercial

TRANSPAC COMPLETES 10 YEARS WITHOUT AN ACCIDENT

Transpac, New Caledonia's internal airline, celebrated its 10th anniversary on September 29. During its 10 years it has carried 153,000 passengers—all without accident—plus 1,944 tons of freight and 75 tons of mail.

Transpac, which is equipped with de Havilland Dragons and Herons, also has two twin-motor Aztecs and two single-engine planes, one of which is fitted out as an ambulance. Another Aztec aircraft will join the fleet before the end of the year.

The airline is developing tourist services throughout New Caledonia as fast as suitable aerodromes or airstrips become available.

One new service that was inaugurated recently links Noumea with picturesque Hienghene on the north-east coast, where an aerodrome has just been completed.

week" with unexpected verve—shoppers descending upon the merchandise like wolves upon the fold.

There were evil tongues which said that prices were jacked up before being marked down, but, generally, everyone found some bargains.

The week concluded on Saturday, October 2, with a *braderie* (best translated as a "fair sale") when the main commercial streets of Noumea were closed to traffic all day, and the business people moved their counters on to the footpaths and sold goods accumulated over the years at bargain prices.

Iron frying pans at 50 francs and other such goods were quickly snatched up by Melanesian bargain hunters, who should now have enough of these to last them for years.

Meanwhile, the Road Safety Council, in collaboration with the Gendarmerie Nationale, created a great deal of interest among the young fry, with a "game" designed to teach good road habits.

An elaborate course was laid out—streets with traffic lights and different traffic hazards, etc.—and children were invited to negotiate the course in pedal cars, small bikes or merely as pedestrians.

Noumea's *braderie* is now becoming a tradition. It might aptly be called the "Sunburn Festival" because at this time of the year, the sun is just making itself felt, and shoppers in their eagerness for bargains pay little attention to it until they are well and truly tanned.

SPC BUDGET UP, BUT NO ACTION YET ON KEY LAE MOVE

By a Staff Writer

The South Pacific Commission, at its 28th session in Noumea in October, adopted a budget of £Stg.333,862 for 1966, of which contributions by the member governments—Australia, Great Britain, NZ, the US, France and Western Samoa—amount to £298,260.

THE contributions by the member governments are about 11½ per cent. higher than in 1965, when contributions amounted to £267,071; and the total figure is £15,299 higher if a "special accounts" figure of £26,000 in last year's budget is not included.

The difference between the total budget figure and the amount contributed by member governments is made up of grants from international agencies, money revoted from the previous year, etc.

The adoption of the new budget followed criticism by delegates from some of the 17 Pacific territories at the Sixth South Pacific Conference in Lae in July that the SPC's budget was too small to cope with all of their proposals for the SPC work programme.

However, the new budget covers all but three of the 21 work programme resolutions passed at the Lae Conference. The resolutions it covers include the recruitment of a fisheries officer and an agricultural economist; research into local herbal remedies; preparatory work on health problems in coral atolls; occupational health; and assistance to territories wishing to expand family guidance activities.

"Fairly Satisfied"

Ratu K. K. T. Mara, of Fiji, who was the strongest critic in Lae of the SPC's budget, and who attended the session in Noumea in October, told *The Fiji Times* on his return to Suva that he was "fairly well satisfied" that the Commission had done as much as it could to attend to the resolutions passed in Lae.

It was gratifying, he said, that of the 77 recommendations of the Lae conference, action had been decided on all but three. However, one of the pending recommendations was



LEAVING EARLY: Mr. W. D. Forsyth, who has been Secretary-General of the South Pacific Commission since March, 1963, will retire from that post at the end of 1964—about 15 months before his term expires. Mr. Forsyth, who is 56, was the SPC's first Secretary-General from 1948 to 1951. He is a career diplomat who has represented Australia in the United Nations Trusteeship Council and as Ambassador in Vietnam.

one which he considered vital. It concerned contributions to the SPC budget from the South Pacific territories and their participation in the Commission.

Ratu Mara said that as this recommendation touched on the SPC's constitution, it could only be altered by the member Governments and that he understood that action was being taken on this question between the member Governments.

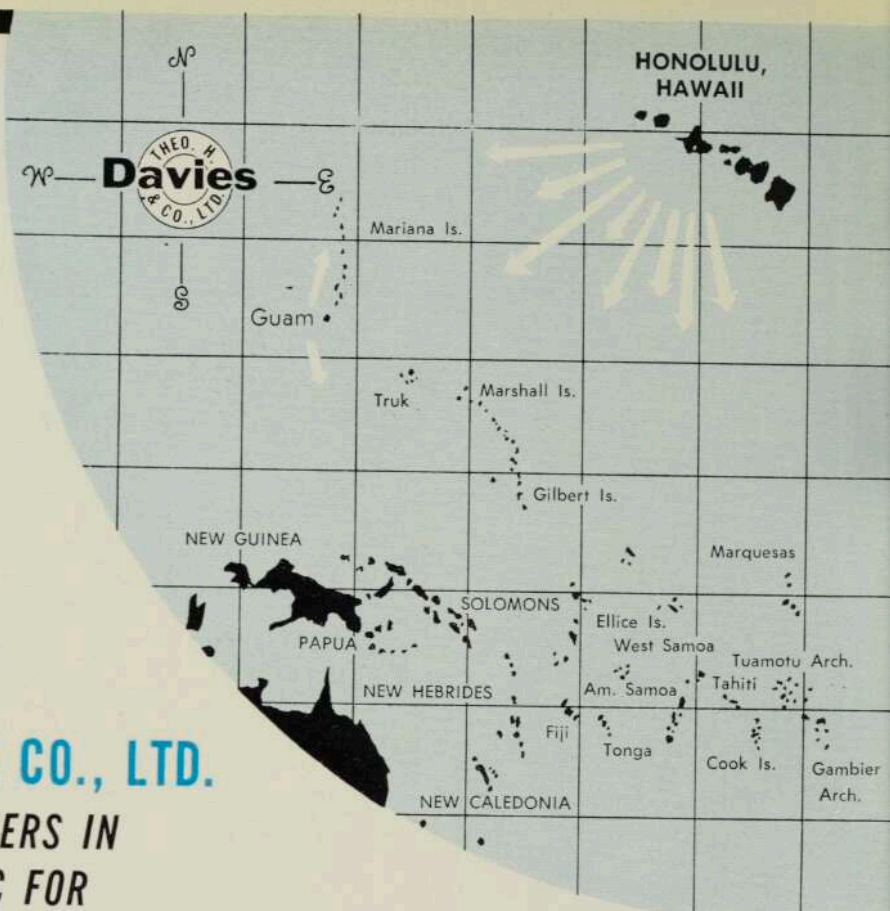
However, *PIM* understands that the Commissioners of the six member Governments were by no means agreed on what should be done about the "vital" recommendation after discussions on it in Noumea extending over nine days.

Views on the subject are understood to have ranged virtually all the way from "the SPC is all right as it is" to "something must be done quickly to bring the Islanders into the SPC".

It was felt in some quarters that although a majority of delegates supported the resolution in Lae, they supported it with varying degrees of enthusiasm, and that it would be a mistake to make changes in the SPC only to suit the "fastest runners".

In short, it would appear that a good deal more spade work remains to be done before any agreement is reached for a major revision of the SPC's constitution.





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Talks With Economic Advisers

Banabans Seek Better Phosphate Deal

By a Staff Writer

The Banaban people of Rabi Island, in the Fiji Group, are having talks with a Sydney firm of economic advisers in an effort to get a better deal on phosphate royalties.

THE firm, Philip Shrapnel and Co. Pty. Ltd., are economic advisers to the Nauru Local Government Council and they were instrumental in the Nauruans receiving greatly increased phosphate royalties earlier this year.

Mr. K. E. Walker, one of the principals in the firm, flew to Suva early November to talk with members of the Rabi Island Council. The meeting was arranged through the council's legal advisers, Wm. Scott and Co., of Suva.

The Banabans are the owners of Ocean Island, the rich phosphate island which is part of the Gilbert and Ellice Islands Colony.

It is not far from Nauru and both islands are being worked by the British Phosphate Commissioners, who represent the British, Australian and NZ Governments.

Moved In 1945

The whole population of Ocean Island was moved to Rabi in 1945. Ocean Island had been devastated by the war, and it was accepted that the phosphate would eventually be exhausted, that a move would one day be necessary, and that this would probably be the best time for it.

The meeting with the economic advisers follows publication in *PIM* October of a report pointing out that today the islanders are labouring under a severe sense of injustice. They consider that Britain has neglected and ignored them on Rabi and stolen their phosphate royalties.

The Banabans receive royalties of 8 a ton, but another 23/- a ton paid to the GEIC Government—of which the Banabans are not now identified, as they pay their taxes to Fiji.

The Banabans say they cannot develop their new island, nor can they educate their children properly

nor plan for the future, because they get too small a share of the phosphate money. They compare their present plight with the Nauruans, who now receive 17/6 a ton royalties for their phosphate and in addition have the advantage of cheap food and commodity prices and no taxes.



GONE FINISH. Gone south to live permanently in Australia—"gone finish" as they say in the Territory—is Morobe identity Mr. A. J. Bretag, after more than 40 years in P-NG. For a report, see p. 143.

The talks in Suva will discuss ways of getting Banaban representation before the British Colonial Office.

LEGISLATIVE COUNCIL FOR NAURU SOON

By a Staff Writer

A Nauru Legislative Council will be inaugurated in late January, with a majority of Nauruan elected members.

LEGISLATION clearing the way for the Council will be introduced into the Australian Parliament in November, and council elections are expected to be held on Nauru in early January.

Present plans are for the new council to be officially opened by the Australian Governor-General, Lord Casey.

Establishment of the Legislative Council follows long agitation by the Nauru Local Government Council, supported by recommendations from a UN mission which visited the island earlier this year.

Details of the council have been worked out in recent months in a series of conferences in Canberra and on Nauru. There will also be an executive council.

The Legislative Council will consist of 15 members—the Administrator as president, five official members and nine elected. Members will hold office for three years, and elections will be by adult franchise—in the same way as the present councillors are elected. Members will not receive salaries.

The Legislative Council will not have power to make ordinances affecting defence, external affairs or the phosphate industry. Power of disallowance will be in the hands of the Governor-General.

The council will meet not less than once every three months.

For the time being anyhow, the Nauru Local Government Council is to continue in existence when the Legislative Council is established.

Inauguration of the council does not mean that the Nauruans have put aside their demands for independence for Nauru.

They have previously asked both Australia and UN to set January 31, 1968, as a target date for independence, and they consider the council to be a step in this direction. Presumably they will use the new council to give voice to their independence aim.

A party of parliamentarians and other official visitors is expected to fly from Australia for the official opening ceremony in a chartered aircraft. Nauru, 2,200 miles north-east of Sydney, has no regular air services.

Tropicalities

When news reached us from Tarawa in mid-October that a political party, the Gilbertese National Party, had been formed in the Gilbert and Ellice Islands Colony, we were inclined to think at first that, despite its name, the party was designed to cater for both Gilbert and Ellice Islanders.

BUT later reports made it clear that the Gilbertese National Party was just what its name said it was, and that (as explained on p. 7) part-Gilbertese and Ellice Islanders would only be accepted in the party in special circumstances.

This news reminded us that, although the Gilbert and Ellice Islands are widely scattered and just about as far off the beaten track as you can get nowadays, they, too, are afflicted by that much-heard-of bugaboo, racialism.

The root of the trouble is that the Gilbert Islands, which comprise 16 atolls straddling the Equator, are peopled by some 40,000 Micronesians; while the nine atolls of the more southerly Ellice Islands are peopled by about 6,000 Polynesians; and both groups are administered as a single entity by the British Crown.

The people of the two groups have different languages, customs and habits, and there is occasionally friction between them.

A Gilbertese member of the GEIC Advisory Council, Tebaau Tiba, who raised the question of this friction at the last meeting of the council in June, was curious to know what the British Government had gained by forming the two groups into a single colony in 1892.

An Ellice Islander, new to the Gilberts, he said, could not understand a word of Gilbertese; and the same was true of a Gilbertese visiting the Ellice Islands.

Although some had overcome this problem, there was still tension between the two peoples.

He claimed that the Ellice Islands population in the Gilberts created a bad impression because they considered themselves cleverer and superior to the Gilbertese as a race; that they showed favouritism towards their own kind; and that they behaved as if they owned the whole Colony.

Tebaau Tiba quoted the case of an Ellice foreman in the Public Works Department who had been

asked to recruit 40 casual labourers. He had sent notices to all the Ellice community first, and then made up the numbers still needed with Gilbertese.

When it came to putting men off when a job was finished, the Gilbertese were the first to go, perhaps with a few Ellice Islanders for appearance's sake.

Tebaau Tiba claimed that a Gilbertese parent had asked to enter his child in a primary school where the headmaster was an Ellice Islander. He was told there was no vacancy, yet the following week an Ellice boy was admitted to the school.

The member added that the Government should actively work towards a lessening of tension in the Colony so that it could have a united people going forward together.

The Assistant Resident Commissioner, Mr. R. Angeloni, took up the racial issue when he wound up the Advisory Council debate.

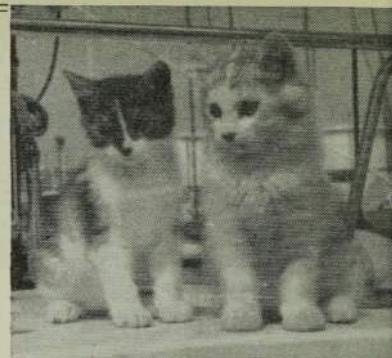
He said that the British Government had nothing to gain by keeping the two groups in the Colony to-

A Song Of Thrift In A Mynah Key

A good bank book is the foundation of a happy home, people say, and so, apparently, do the mynah birds.

On the island of Tanna, New Hebrides, recently an islander went to the local Commonwealth Savings Bank agency with the tattered remains of his bank book, and announced that his children had found it woven into the fabric of a mynah's nest in the crown of a coconut palm.

The book had apparently been dropped in the garden, and the mynah had recognised it as desirable building material.



Lone Sailor (And Cats) In Apia

Lee Graham, the 16-year-old Californian schoolboy, who aims to become the youngest sailor to circumnavigate the world alone, reached Apia, Western Samoa, from Honolulu in late October in his 24 ft yacht *Dove*.

Dove came into port with a boom rigged as a temporary mast following a fierce squall 20 miles from Apia which snapped the regular mast and shrouds.

The squall was the only bad feature of Graham's voyage from Honolulu which began on September 15 and included a stop at Fanning Island. Graham began his attempted circumnavigation at San Pedro, California, on August 18. His only companions are two cats, Suzette and Joliette (pictured).

gether, and that although it might not have been sound to link them up, this had happened, and he felt it would be wrong to further fragment an already small group of islands.

The resentment which the Gilbertese felt because of the attitude of the Ellice people on Tarawa was something which arose when an minority mixed in a larger group.

It happened with the Scots when they went to England, Mr. Angeloni said, and it was worth mentioning that one of the criticisms that had been directed against the Gilbertese who had been resettled in the British Solomon Islands Protectorate was that they regarded themselves as a superior race.

However, he agreed that such an attitude was dangerous and one which he hoped the Ellice Islanders would guard against.

He added that the people must be made to realise that much would be

lost if the Colony were broken up; that the need for unity was a matter on which all must agree; and that the leaders of public opinion must firmly resolve to eliminate racial differences.

Now, it seems, the Gilbertese National Party is moving in exactly the opposite direction!

The Changing Face Of Noumea

NEW CALEDONIANS returning to Noumea by ship recently after a week or two away would have been forgiven for rubbing their eyes and thinking that someone in Noumea had made a major breakthrough in agricultural science.

Greeting them on their return were two 20 ft high coconut trees in front of the quay-side Customs House—growing where only a short time before there had been nothing but a concrete landing.

But there was no new Jack-and-the-beanstalk character at large. The palms had been transplanted from elsewhere in a programme undertaken by the New Caledonian Tourist Bureau, a semi-government body, to beautify Noumea's approaches.

The palms are more than 20 years old and seem to be doing well.

However, the job of beautification in this area is only half-completed, because the traveller, after being greeted by the swaying palms, passes through the Customs House to what our Noumea correspondent calls "a hideous collection of sheet iron and wooden shanties, probably there for hundred years".

"Transplanting mature coconut trees," our Noumea man goes on, "is not new here. A few months ago, a number of palms, on the site of a new luxury tourist hotel at Anse Vata Beach, were moved to make way for the buildings—and transplanted on another part of the property to form part of the landscaped grounds."

For Sir Guy, A Once-A-Year Day

SIR GUY POWLES, NZ High Commissioner in Western Samoa in the days before independence, is still guaranteed at least one good burst of publicity each year in New Zealand. This is at the time he lodges his annual report to Parliament on his work as New Zealand official ombudsman, a job he has held since October, 1962.



The magically sprouting coconuts outside Noumea's Customs House have helped to beautify this section. The nearby street, below, is in need of the same treatment.

In this year's report just released, Sir Guy notes that the number of complaints against Government departments which he has found to be justified have been dropping in recent years, and he thinks the most important reason for this is that the departments are improving their practices because they are aware the Ombudsman, as public watchdog, is ever ready to breathe down their necks.

More than 700 complaints were received during the year from the public and only 55 were found to be justified. There was no case of actual malpractice by Government departments.

Orchids For A Trade Fair Idea

SIX Australian coffee firms combined to give New Guinea's coffee a real boost at the Sydney Trade Fair in October. The six firms, which use a high content of

New Guinea coffee in their blends, and sometimes use pure New Guinea coffee, took turns in staffing and supplying a free coffee bar at the Papua-New Guinea exhibit. On the first night they handed out 1,100 cups in three hours and on most days there were queues.

Even the Australian Customs regulations were bent to allow genuine New Guinea coffee branches and orchids to be especially flown from Lae every few days to keep the coffee exhibit looking fresh. The plants were displayed out of reach of the public, in case somebody souvenired a twig or two, and they were destroyed after the display.

The Territories Department produced a glossy coloured leaflet giving details of coffee grading, growing and marketing and also enclosed a list of coffee firms to which trade inquiries could be made.

Many overseas businessmen at the fair, including some from Hungary, Canada and France, made inquiries about the coffee—although the fair was also boosting many other New Guinea products. More than 30 firms with New Guinea interests took part.

All-in-all the coffee idea was an excellent and practical gimmick and

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Serve simply
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Sydney-ites sample New Guinea coffee at the Territories Department's exhibit at the Sydney Trade Fair. On most days there were long queues.

the Department of Territories and the firms concerned really ought to have been presented with those New Guinea orchids.

Messages From The Younger Fijians

FIJIAN students abroad have minds of their own, and they aren't frightened to express themselves. From time to time we hear from them, and we note with pleasure that some already have gone on to promising careers.

We heard the other day from R. Qereqeretabua, a Fijian student at Victoria University, Wellington, who was amused—in a political sort of way—with Rob Walsh's "Islands Life" cartoon for August.

Walsh depicted a well-fed gentleman from the UN pointing out to an unhappy New Guinea villager that political progress was simple— "First you get independence, then we come in and run the country for you!"

Qereqeretabua says that many Fijians hold a more positive attitude to the one apparently held by the New Guinean (if the look on the New Guinean's face is any guide).

He sends us his own cartoon effort, reproduced here, with the lines, "Mister, maybe you had better tidy that mess up before you offer to mess around with my island!"

We had hardly opened the letter from Victoria University when on our

desk came a note from Jone Vuiyasawa, currently doing fourth year Law at Sydney University. Jone in Sydney in October made a public speech at a demonstration day for the Methodist Overseas Mission, and his subject was political progress in Fiji.

Jone told his Australian audience:

"In a country moving towards independence, one of its most explosive problems is the racial issue, and I can confidently say that the Church may be the one instrument which will

help to create an atmosphere conducive to the growth of better understanding and appreciation of one another's point-of-view.

"It is therefore significant to note that at a time when certain managers of independent Fijian schools have expressed reservations about integrating their schools, the Church is boldly going forward with a scheme to integrate three of its biggest schools in Suva, from the infant school to the secondary level.

"It is to be hoped that every racial group, and especially the Fijians, will enrol their children at this Suva Methodist School. This is a significant step because it may help to explode the myth held by some that any integration will necessarily result in the Fijian losing his identity.

"I submit that those of you present who know the Fijian well enough will agree that he has much more to gain from such an integration in schools and it would, I submit, be an insult to his intelligence to even suggest that given the same opportunity, he cannot compete on equal terms with the Indian.

"Why then not inculcate in him this healthy competitive spirit in his formative years?

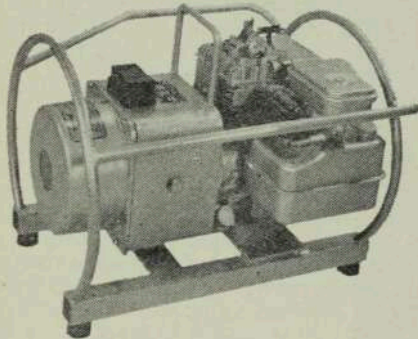
"In this must surely lie his strength, and I submit the continuance of that identity which he is justifiably anxious to preserve."

As a Fijian student sees it. See story at left.

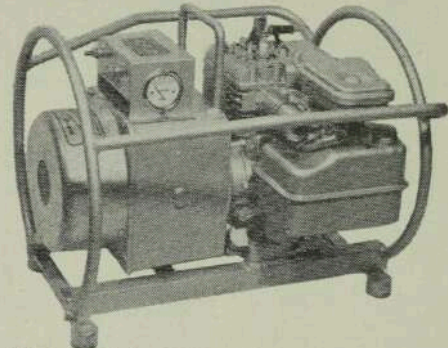


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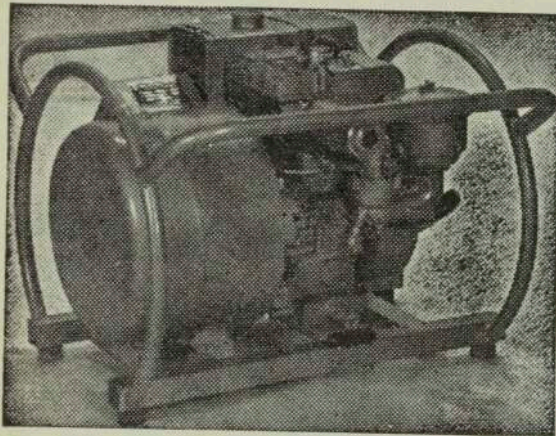
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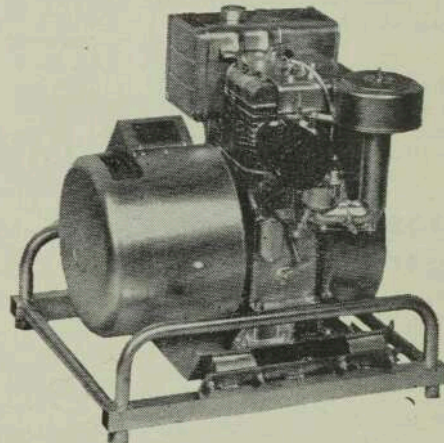
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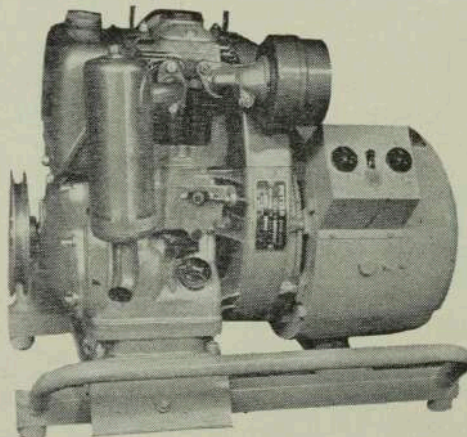


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New Cook Islands Protest Against French A-Tests

The 22-member Cook Islands Legislative Assembly unanimously passed a motion in mid-October condemning the proposed French nuclear tests at Mururoa Atoll in the Tuamotu Archipelago of French Polynesia.

THE motion reaffirmed one passed by the Assembly in 1963, protesting against the tests as "a serious menace to health and security in the South Pacific".

The new motion, which was moved by the Cook Islands Premier, Mr. Albert Henry, asked the New Zealand Government (which handles the Cook Islands' external affairs) to communicate the Assembly's "expression of censure" to the French authorities.

Mr. Henry told the Assembly that previous nuclear tests had proved harmful to the areas where the explosions had taken place.

He said he had no illusions that a very real danger existed, despite French protestations to the contrary.

The control of atmospheric conditions was not in the hands of man—and this included the French!

He did not believe that fallout would not endanger inhabited places—even if the French stated otherwise.

Poisonous Fish

The member for Penrhyn Island, Mr. T. Tangaroa, said that after previous nuclear testing in the Pacific certain fish, common to Penrhyn, had become poisonous. He was not certain, but he strongly suspected that fallout had rendered the fish toxic.

Mr. Pupuke Robati, member for Rakahanga, who strongly supported the motion, said the British and American Governments were equally worthy of censure for earlier nuclear tests in the Pacific.

The Cook Islands censure motion coincided with an announcement in Paris by the French Minister for the Armed Forces, Mr. Pierre Messmer, that the French atomic testing centre in the Pacific would be completed in less than a year, and that during 1966 it could handle all types of nuclear and thermonuclear tests.

Other recent announcements and developments concerning the proposed French tests are:

● The president of French Polynesia's Territorial Assembly, Mr. Jean Hauraa, suggested at the Assembly's budget session in Tahiti in October that France should not hold the tests in July. [It is in this month that Tahiti celebrates the fall of the Bastille—a great attraction for tourists.]

● The Mayor of Auckland, Mr. D. M. Robinson, said at the Cook Islands Constitution celebrations in Auckland in September that United Nations forces should act to stop the proposed tests. He added that he had written to the New Zealand Prime Minister, Mr. Holyoake, to see if the

NZ delegate to the United Nations could introduce a motion asking for a naval force to be sent to the Pacific to stop the tests.

● The secretary of the New Zealand Federation of Labour, Mr. K. McL. Baxter, said in September that a conference of 13 Pacific nations in Sydney on December 6 would call on France to abandon its proposed tests. The nations concerned, which were being asked to send trade union delegates to the conference, were Chile, Peru, Tahiti, Samoa, Solomon Islands, Fiji, Singapore, Malaysia, Indonesia, the Philippines, Hawaii, New Zealand and Australia.

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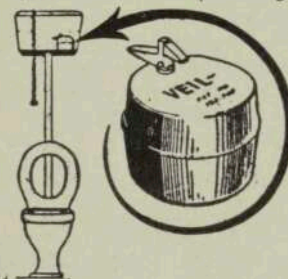
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PM64



G. A. V. Stanley and his wife, a Papuan girl.

DEATH OF NG's 'UDA BOROMO'

By a Special Correspondent

The newly established University of Papua-New Guinea will one day soon take possession of a library of rare New Guinea books, each carrying a bookplate reading: "From the Library of G. A. V. Stanley—Territorian, explorer, petroleum geologist, geographer, historian, writer, coast-watcher and friend of the native people (Uda Boromo)".

UDA BOROMO means "Bush pig", which, applied to GAV, was a term of respect. It means a self-sufficient man of the jungle, for the Papuan holds the pig in high esteem.

G. A. V. Stanley died in Port Moresby hospital on October 6, at 61. He knew he was dying and arranged to send out roneoed letters to those inquiring after him, in the following terms:

Dear —. G. A. V. Stanley advises that he has received your welcome letter. He deeply regrets that he is unable to write a handwritten reply. The fact is that he is paralysed from the waist downwards and is extremely weak in the hands. He is mortally sick and his demise is probably only a matter of days. Please do not mourn for me but wait patiently the announcement of my death in the newspapers.—G. A. V. Stanley.

The unorthodox was typical of the colourful GAV, and his death removes from the scene a personality of a type that cannot be replaced.

George Arthur Vicars Stanley was born in Coogee, Sydney, and graduated from Sydney University with first class honours, with both geography and geology as major subjects, under the influence of two great men—Edgeworth David and Griffith Taylor.

His first prospecting venture was to the Solomons, and then to the Aitape coast of New Guinea where he helped evaluate oil prospects for the Anglo-Persian Oil Company, which was working on behalf of the Australian Government.

When the Territory was opened for private prospecting companies, Stanley joined Oil Search Limited—an association he maintained for more than 20 years and which took him over many parts of the Territory. Later he was consultant to the Papuan Apinaipi Petroleum Company and prepared for them a monumental report on the region between Port Moresby and the Purari River. His last work was for the Commonwealth Bureau of Mineral Resources, which commissioned him to compile the information from all sources relevant to the prospective petroleum basins of New Guinea. He got well along the road, but there is yet much to be done.

Stanley's initial field work was more primitive than modern petroleum surveys. He went forth into the jungle and mapped on his own for week after week, without radio, without air support, without elaborate logistics of any kind, and without meeting other white men for months at a time. A trained geographer and field geologist, his maps were of a high standard of

(Continued on p. 113)

MISSION TO LOOK INTO UNIVERSITY FOR SOUTH PACIFIC

Britain, Australia and New Zealand in October announced establishment of a joint mission to investigate the higher educational needs of the South Pacific area, other than Papua-New Guinea, where a university is currently being established.

THE mission will particularly investigate Fiji as a site for a university or college suitable for the Pacific area. Buildings shortly to be available at Laucala Bay, behind Suva, may be useful for any new plans.

The mission chairman will be Sir Charles Morris, former Vice-Chancellor of the University of Leeds and at present Vice-Chairman of the Inter University for Higher Education Overseas. Britain is also providing one other member of the mission, Mr. H. M. Collins, Secretary of the Council for Technical Education and Training for Overseas Countries, and the mission's secretary, Mr. D. H. Christie, of the Ministry of Overseas Development.

The Australian member of the team is to be Mr. P. W. Hughes, Superintendent of Curriculum Research and Principal of Hobart Teachers' College.

New Zealand is to provide Mr. F. R. G. Aitken, until recently Assistant Director of Education, and, as a consultant, Mr. Blake-Kelly, an assistant Government architect.

The terms of reference are:

(a) To investigate the future higher education requirements of the South Pacific area (other than P-NG) including the need for regional post-primary teacher training facilities.

(b) To recommend the type and level of institutions required to meet these needs and to suggest the best way of relating them to each other.

(c) To examine the extent to which the RNZAF station site and installation at Laucala Bay, Fiji, could be used or adopted to provide the institutions recommended and the costs thereof.

The Australian contribution to the mission will be made under Australia's newly instituted South Pacific technical assistance programme..

● See "Swift Moves On South Pacific's First University", p. 27.

Industrial Disputes Create Fair Winds For New Party

From a Port Moresby Correspondent

The New Guinea United National Party, almost becalmed after a rather inept launching late in August, is now in a fair position to sail fast before the freshening winds of industrial unrest in Papua-New Guinea.

THE party, the only one yet in existence in the Territory, seems certain to gain a powerful industrial wing from the rash of strikes and protest meetings during October. There was a major strike or dispute at least every Monday, and two on some days.

The new party's president, Mr. Oala Oala Rarua, also happens to be president of the Port Moresby Workers' Association. As the only trade union organisation in the town catering for non-public servants, it was in great demand to channel the blossoming claims for higher pay and better conditions to management.

With six stoppages and four other cases of industrial discontent during the first three weeks of October, Mr. Rarua found himself with his hands full. But the association's popularity burgeoned, and membership grew by 50 or more per week.

By the end of the month, the MWA had on its books a record 1,500 financial members.

Mr. Rarua has yet to demonstrate his skill as a trade union leader by winning any industrial gains for his supporters, but if he can deliver even some of the goods, he will have built up a valuable body of urban support for Mr. Rarua as party chairman.

The NGUNP started its organisation from the top, as it were, and right from the beginning, faced the problem of how to get down to the grass-roots level.

The party, as first announced to the public, consisted of a group of 16 members of the House of Assembly, clustered around Mr. Rarua.

Resignations

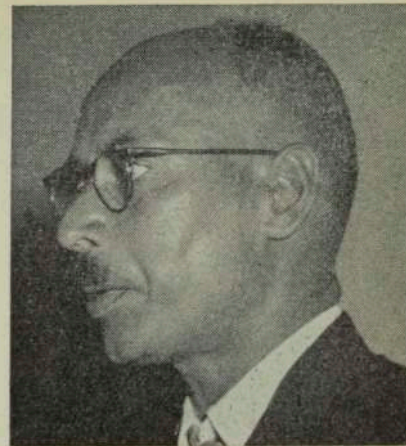
The first hope was that these and other Parliamentarians—known, successful and free to travel—would carry the party to the electorate, and with their imprimatur, quickly sell it to the indigenous proletariat in both the towns and the rural villages.

This, of course, would have been just too easy.

As it was, hopes of quick success were torpedoed within days.

Firstly, by the virtual resignation of five MHAs—John Guise, of Milne Bay; Peter Simogun, Wewak-Aitape; Paul Lapun, Bougainville; Robert Tabua, Fly River; and Graham Pople, Gumine. Then by a damaging personal attack in the House by Frank Martin, Madang-Sepik, on some of the people in the party's Provincial Guiding Committee. The five parliamentarians had expressed some surprise at being named foundation members of the party and withdrew from active participation, mainly by pleading that they had conflicting interests.

Mr. Martin, on information given him by an original member of the party group, labelled (under privilege) two members of the Provincial Committee as Communists, another two



John Guise

as homosexuals and a fifth as an alcoholic. He did not name them. (The Administrator later said that the Government had no evidence to suggest that there were any active Communists associated with the party.)

The party had been given some rough handling in other ways. Mr. Ian Downs, Highlands Special Electorate, had asked the leader of the House, Dr. Gunther, without notice, whether the new party was Administration-sponsored, and whether Mr. Rarua's employment with the Administration was likely to continue. (Mr. Rarua was at that time special executive assistant to Dr. Gunther.)

Dr. Gunther gave a categorical "no" to the first part of the question, and went on to say that Mr. Rarua was resigning, without pressure, in the coming week—and he has since done this.

Branded As Socialist

Early, the party had been branded as socialist in some Australian newspapers, and it was well known that the Federal president of the ALP, Mr. Keefe, Professor Henry Mayer, of Sydney University, as well as Tom Mboya and Dr. Gunther himself, had all made contributions to the party's platform statement.

Mr. Rarua strongly denied the party was socialist, or affiliated with the ALP. It was, he said, an organisation tuned to the needs of Papua-New Guinea, and owed nothing to outside organisations.

All this controversy made other members of the House reluctant to commit themselves to support at such an early stage, and the party, disappointed at the turn of events, an-



Oala Oala Rarua



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delightful crispness.
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Simply add cold milk in summer. Or
hot milk in winter. For an extra treat,
add fruit — fresh, stewed or tinned.*



W16.5

ounced that it was postponing for the time being the question of choosing a parliamentary leader.

By October, the only developments had been a needling campaign in Federal Parliament over the attendance of Special Branch (Internal Security) officers at the party's public meeting, and the formation of a first branch.

This branch, in Port Moresby, had about a dozen members under the rather timid presidency of a Hanuadatan, Mr. Gavera Rea. It was clearly going to be a more difficult business to get branches going in more remote places, but one that had to be tackled.

Mr. Rarua was just considering a territory tour when the strikes began, and in a way, these changed the course of history for him.

The first stoppage, lasting 24 hours, involved almost all Administration transport drivers. Their complaints included low pay rates, unpaid overtime, long hours, the cursings of their Administration passengers, living conditions, and annual leave.

Pattern Set

The Administration leaned over backwards to get them back to work, sending workmen and bulldozers immediately to improve their quarters, meeting deputations of marchers and promising a review of other features of their employment.

This, said leaders of private enterprise who observed all this with interest, set the pattern for what followed.

The following Monday, somewhere from 500-750 employees of Burns Philp (New Guinea) Ltd., on the wharves and in the stores, stopped work in support of unspecified claims.

They went back to work some hours later, after Mr. Rarua had promised to represent their interests. (It took about four days to find out just what they wanted!)

Almost at the same time, about 80 workers at Port Moresby's South Pacific Brewery went out. Again, the complaints could not easily be ascertained, and many of the men were receiving over-award payments.

Then came, in regular progression, stoppages, or rumblings of discontent, at three more building sites, a paint factory, a steel yard, and a moulding shop.

Twenty-eight workers in the moulding shop, operated by Steamships Trading Company, fared worse than the others.



Zure Zurecnuoc

After a day off work to show their displeasure with wages and conditions, they returned to the job to find their positions already filled—the first casualties in the industrial battle.

In this melee, Mr. Rarua operated with speed and some skill—questioning, advising, cautioning, and getting work going again after undertaking to represent the men's interests.

Many people were prepared to believe there might be agitators behind the trouble. Certainly there were some claims of intimidation, but perhaps more significant was the number of stoppages in which the workers didn't have the haziest idea of what they wanted.

However, despite intensive work by the Special Branch officers, no culprits have been revealed.

If the labour trouble has boosted the prestige of Mr. Rarua, and indirectly, his party, it has not solved the awkward question of parliamentary affiliations.

The November meeting of the House of Assembly should reveal the true strength of the party among the elected members. It may also see the end of the cumbersome elected members' meetings which have preceded sittings each day.

Caucus meetings of the NGUNP could precipitate the formation of opposition parties, and force key figures such as John Guise and Zure Zurecnuoc (Finschhafen) to take a positive line.

The race to form a ministry, or even a Government, in 1968, may be about to begin.

Swift Moves On South Pacific's First University

The University of Papua-New Guinea, established—on paper only—in May this year, has begun to move quickly. In October it was advertising throughout English-speaking countries for its first academic staff, and it plans to enrol its first preliminary students next March.

THE university is to be established in Port Moresby, in buildings yet to be planned, but in the meantime it will use the existing facilities of the Administrative College.

The initial planning for the university—the first university to be established in the South Pacific islands—is in the hands of an interim council. Chairman of the council is Professor P. H. Karmel, who was appointed in September.

Other Members

Other members, most of whom have been appointed only in recent weeks, are Messrs. H. L. R. Niall, Zure Zurecnuoc and Lepani Watson, members of the House of Assembly; Mr. L. W. Johnson, Director of Education in P-NG; Dr. J. A. L. Matheson, vice-chancellor of Monash University, Melbourne; Prof. Gordon Greenwood, Professor of History, University of Queensland; Prof. B. S. Hetzel, Professor of Medicine, University of Adelaide; Mr. Justice Minogue, of the P-NG Supreme Court; Dr. J. T. Gunther, P-NG Assistant Administrator; Mr. B. E. Fairfax-Ross, planter; Mr. J. P. D. Lloyd, chairman of the finance committee, University of Tasmania; Mr. C. E. Reseigh, an assistant secretary, Department of Territories. There is still one vacancy to be filled.

The interim council held its first meeting in Port Moresby on October 5. It will hold future meetings alternately at Port Moresby and in different Australian cities.

Professor Karmel said selected students would be enrolled in March in a preliminary year of studies in English Language, Humanities, Mathematics and Science, which will be conducted by the Administrative College. The successful students would proceed to the first year of



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 jawline, then down the nape of the neck to the shoulders. Keep this up and you will soon have another pretty feature.

... Margaret Merrill

an Arts degree course in March, 1967.

The council has already begun seeking a vice-chancellor, who as chief executive officer will play a key role in the university's development and detailed decisions will wait his advice. The posts of registrar and university librarian will also be filled as soon as possible, and the librarian will be expected to start acquiring a comprehensive library immediately he takes up duty.

Foundation Chairs

The librarian will be lucky in that the university has already arranged to earmark a basic collection of New Guinea literature — following the death of Mr. G. A. V. Stanley in Port Moresby in October. New Guineana is becoming increasingly difficult to buy on world markets.

Mr. Stanley's estate will sell his collection to the university. Some of the books are rare or scarce. Unfortunately some are also in poor condition because of the effects of climate.

The foundation chairs of the university, now being advertised, will be English Language, Education, History, Geography or Economics, Mathematics, Physics or Chemistry, Biology and Law.

They carry salaries of £A5,450, plus £180 a year for married appointees and accommodation at reasonable rents. Applications close on December 15.

The librarian is being offered £A4,550—the same salary as the registrar.

Tonga's Banana Exports At Record Level

A total of 41,281 cases of bananas were exported from Tonga in September—the greatest per month since the export of bananas began. The previous record, established in December, 1956, was 34,000-odd cases.

The year's total for 1956 of 184,000—the previous record for 12 months—has already been broken this year. To the end of September, 196,211 cases had been shipped.

The manager of the Tonga produce board, Mr. A. Johansson, said recently that the main reasons for the good figures this year were the easing of import restrictions in New Zealand, a decrease in Fiji's banana exports because of the flood and hurricane late last year, and a decrease in exports from Western Samoa because of severe banana diseases.

The university is also currently advertising for senior lecturers and tutors, who will be responsible for teaching students during the preliminary year of studies next year.

Professor Karmel commented in Port Moresby: "The great enthusiasm of the people of the Territory, of the Administration and other bodies for the development of the university promises that the university will soon be a reality."

Technical Institute

At the same time as the university announcement came a statement on the Institute of Higher Technical Education, which will come into existence alongside the university.

Chairman of the institute council, Sir Herbert Watkin, said in Port Moresby that first courses would begin in 1967 in temporary accommodation at the Lae Technical School, but plans would meanwhile be made for the first buildings in Port Moresby.

First course will be civil engineering, with next priorities given to electrical and mechanical engineering, surveying, architectural engineering, management and accountancy. Education entrance level will be the Territory School Leaving Certificate.

Advertisements for a director and an administrative officer are now being placed.

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Suva

POSTAGE STAMPS TO PAY FOR COOK IS. PENSION SCHEME

Postage stamps aimed at world stamp collectors are to be used to finance an old age pension scheme in the Cook Islands.

THE Cook Islands Premier, Mr. Albert Henry, announced this in the territory's Legislative Assembly in September. He said the pension could be 10/- a week.

The pension scheme is an election promise which helped win 14 seats for Mr. Henry's Cook Islands Party in the 22-member Assembly in April.

Mr. Henry told the Assembly that the power to produce postage stamps for the Cook Islands was at present in the hands of the New Zealand Postmaster-General, but a bill would be introduced in the Assembly soon to give that power to the Minister of Post Office.

The Minister of Post Office is Mr. Henry.

In a report on the Post Office for the year ended March 31, Mr. Henry said it had been conservatively estimated that Government revenue could be increased by up to £20,000 a year through the exploitation of the stamp collecting market.

"Approximately 60 per cent. of the new issues of postage stamps are purchased by stamp collectors," his report said.

Not Advertised

"Our stamps are not widely advertised, nor has a real effort been made to exploit the stamp collecting market.

"An expenditure of about £2,000 a year on a philatelic bureau to develop this business would be self-supporting. . . .

"Caution should be the watchword, however. The philatelic market is sensitive. Philatelists are exact in their requirements. Good service is of paramount importance, and any hint of high-pressure salesmanship must be avoided.

"Too many new issues could be regarded as unethical. At this stage our aim should be to gain a world-wide philatelic reputation with the object of gaining a very rewarding source of income in the years to come."

A report in the *Cook Islands News* on September 30 said that the ex-

ploitation of postage stamps as a source of income had been "shockingly ignored" in the past, and there was no reason why "an effectively conducted philatelic sales organisation should not provide a source of revenue many times over-sufficient to finance the proposed pension plan".

The proposed pensions will be payable to men and women over 65 years of age retrospectively from August 4 provided:

- Their annual income does not exceed the basic wage (at present 15/- a day or £195 a year).

- They have resided in the Cook Islands continuously for 20 years

before becoming eligible if they were not born in the Cook Islands and are not of Cook Islands ancestry.

- They have resided in the Cook Islands for 10 years, at any time, if they are of Cook Islands ancestry.

The number of people in the Cook Islands over the age of 65 is estimated at between 600 and 700. The pension scheme, on the basis of 600 pensioners, would cost £15,600, plus administration expenses.

In discussions on the pension scheme in the Legislative Assembly early in October, several members urged that invalids, irrespective of age, should be included in it.

However, an amendment to this



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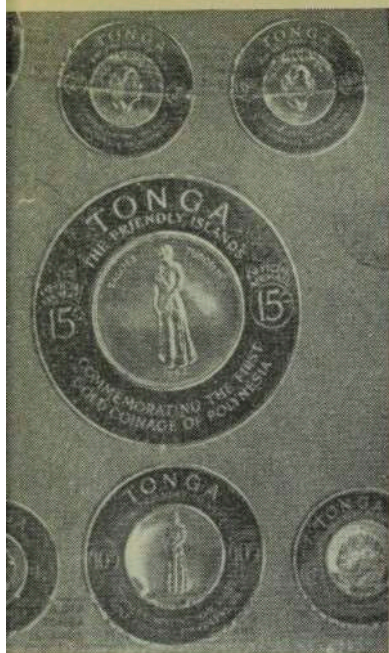
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These circular Tongan postage stamps issued in 1963 proved good money spinners.

Effect was defeated after Mr. Henry had explained that, for the time being, the Government would not have enough money to pay pensions to invalids also. He added that a disability pension scheme would be introduced "when the time is appropriate".

Mr. Henry said that the Cook Islands Government had been given three estimates of the profit it could make on its postage stamps.

If the New Zealand Government directed the sale of them, the annual profit would be £20,000; if the British note manufacturing company, De la Rue, undertook sales, it would guarantee an annual profit of £70,000; and if a New York company did the job, the guaranteed annual profit would be £100,000.

Mr. Henry said that a representative of De la Rue was then in Rarotonga and that an agent of the New York company would visit the island in November.

Footnote: At present Pitcairn Island, Tonga and to a lesser extent Norfolk Island, are the territories which deliberately exploit the postage stamp market. Pitcairn Island has been issuing postage stamps with this aim since 1941. Tonga's entry into the field has been more recent, but more spectacular—three of its issues being circular, heart-shaped and shaped like the island of Tongatapu and printed on gold foil.

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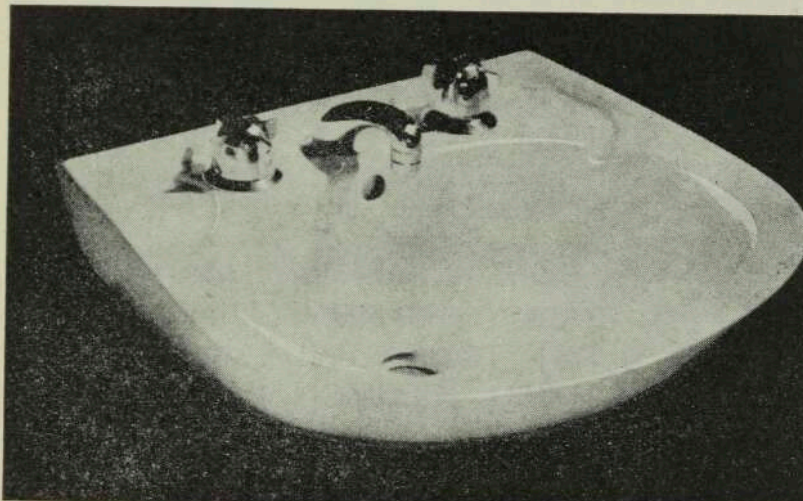
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Mr. Davis.

NEW MAN NAMED FOR TOP COOK ISLANDS POST

Mr. Leslie James Davis, Assistant Secretary of New Zealand Island Territories, has been appointed High Commissioner of the Cook Islands. In this capacity, he will represent the Queen and the New Zealand Government.

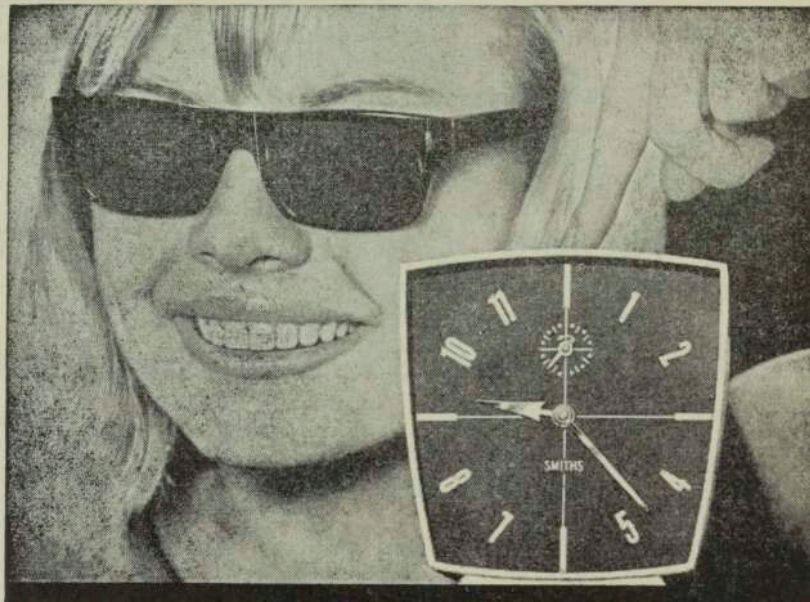
ANNOUNCING his appointment on October 20, the New Zealand Minister of Island Territories, Mr. A. Hanan, said:

"Mr. Davis has had considerable experience of Cook Islands administration and is well acquainted with island life and customs.

"He was recommended for this position with the full approval of the Premier of the Cook Islands, Sir Albert Henry, and his Government. The Government of New Zealand is satisfied that he is eminently fitted by his experience to act as its representative in working with the Cook Islands Government to ensure that the first years of self-government will be for the Maori people all that they have hoped."

The new High Commissioner is

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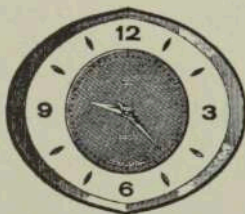
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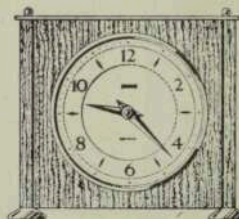


◀ Smiths Dexter Sectronic

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34

NOVEMBER, 1965 — PACIFIC ISLANDS MONTHLY

married, with four sons. Mrs. Davis is formerly Miss June Gladys Newton, daughter of a former Director of Agriculture in Western Samoa, Mr. W. Newton.

Mr. and Mrs. Davis will leave Auckland for Rarotonga by air on November 12.

The retiring High Commissioner, Mr. A. O. Dare, will leave Rarotonga for Auckland in the *Mariposa* on October 30 after a farewell visit to friends in the Southern Cooks. Mr. Dare resigned from the High Commissionership in September to take up the position of district inspector for State Services Commissioner in Christchurch (*PIM*, Oct., p. 5).

Served In Samoa

The new High Commissioner, who is 40, became a cadet in the New Zealand Post Office in 1940. He was on coast-watching duties on Pukaka, Northern Cook Islands, in 1944 and was a radio operator at Apia, Western Samoa, from 1945 until 1953.

He was private secretary to the High Commissioner of Western Samoa, Sir Guy Powles, in 1953.

During this time he was also secretary of the Executive Council of Western Samoa and was the NZ Government's Tokelau Islands Officer.

While on the staff of Island Territories Department in Wellington from 1956 to 1959, Mr. Davis was seconded to the Cook Islands Public Service for a year as Clerk of the Legislative Council.

From 1959 he was private secretary for two years to the Minister of Islands Territories, first Mr. J. Mathison and then Sir Leon Gotz.

As New Zealand Commissioner, Mr. Davis attended the annual sessions of the South Pacific Commission in Noumea in 1963 and 1964, and as Assistant Secretary of Islands Territories, he attended the Cook Islands Legislative Assembly discussions on draft Constitution in September, 1964.

He was appointed accompanying officer with the United Nations Visitation Mission in the Cook Islands in April-May this year, and was NZ representative at a SEATO seminar on community development in Bangkok, Thailand, in July.

● Mr. Henri Lafleur was elected for a fourth term in the French Senate on September 26 as senator for New Caledonia.

VISITING AUSTRALIA ?

Visitors to Australia often find attendance at a University of New England vacation school an excellent way of meeting Australians with similar interests and making an acquaintance with Australian culture.

Subjects of schools and seminars to be held during January and February, 1966, include:—

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● Music ● Drama ● Painting ● Indonesia ● Indonesian Language
● Wildlife Conservation ● Sculpture ● Australian Literature ● Child Drama ● Culture of France ● Teacher Training ● Local History

FEBRUARY

● Future of Australian Statehood ● National Parks ● Group Leadership for Women ● Animal Reproduction ● Geography Teaching

The University welcomes the participation of overseas visitors in its residential adult vacation programme and reserves a number of places for them.

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Nauru Island	The British Phosphate Commissioners
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Norfolk Island	K.A. Prentice & Co.
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Ocean Island	The British Phosphate Commissioners
Tahiti	Société Franco Océanienne, Papeete
Tarawa Atoll (Gilbert Islands)	Gilbert & Ellice Islands Colony Wholesale Society: Betio
Tonga Islands	Government Stores Department, Nuku Alofa
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(See also advertisement on p. 46)



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Foreign Capital 'Now Welcome' in West Samoa

From R. F. Rankin, in Apia.

In near record time, the Samoan parliament passed four bills of major importance to economic development on October 15.

THE four bills were the Enterprises Incentives Bill, which provides tax and customs duty remission for approved new industries, the Samoa Companies Order Amendment, which removes the restriction that all members of companies incorporated in Samoa must be permanent residents of the country, the Handicrafts Industry Bill, which sets up a Samoan handicrafts corporation, which will produce, buy and sell Samoan handicrafts and endeavour to set certain standards, and the Economic Development Bill, which sets up an Economic Development Board and an Economic Development Department to plan and co-ordinate economic development.

Despite opposition from the Bills Committee, members of which seemed to fear that the new development department would usurp the powers of departmental heads, it was clear from the debate in the House that the majority of members were anxious to see faster implementation of the long talked-about development plans.

Jubilant

The Minister of Finance and Economic Development and Acting Prime Minister, Mr. Fred Betham, was jubilant over his victory.

"I knew we had a fight on our hands, but there is no reason now why, provided there is a co-ordinated effort throughout the whole country, there cannot be a marked advancement in development efforts," he said, maintaining that in the next 10 years there could be a marked change from the country's present financial position.

Work has been going on throughout the year among the development secretariat and various committees on development plans for the five-year period from 1966. These plans are expected to go before the board in November.

"Then we will have to decide how much finance can be provided locally

and how much will have to be sought overseas," said Mr. Betham.

He anticipates about £1,000,000 of local finance will be spent by the Samoan Government over the five years. Much more will have to come from outside.

With the new incentives offered and restrictions removed, the Government expects considerable activity from now on by private investors from overseas. Mr. Betham cited the hotel industry, fish canning and the timber industry as three fields in which overseas interest had been expressed.

"They were waiting for the passage of these bills before they took any action," said Mr. Betham.

He said that Government policy was to encourage a majority of local shareholders in new companies but there were probably a number of enterprises which would be of benefit economically to the country but for which there was not enough local capital available.

"Full and adequate development will be impossible without outside aid and investment," said Mr. Betham.

● See criticism of copra industry, p. 60.

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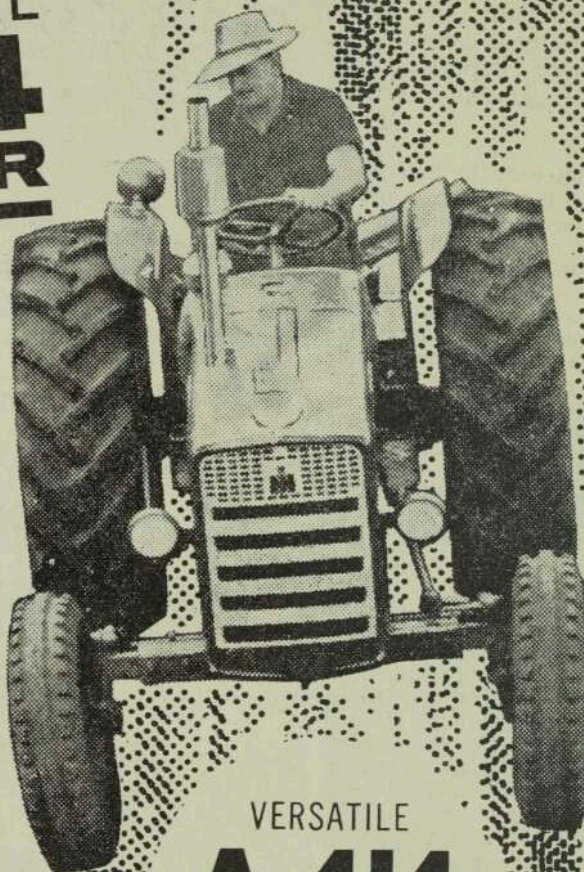
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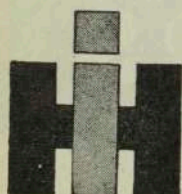
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NEW CALEDONIA: Agence Automobile,
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H1636EPIM

SUWARROW'S NEW HERMIT COSTS YACHTSMEN £100

Two New Zealand yachtsmen, John and David Glennie, had to pay £100 to the Cook Islands Government recently to defray the cost of removing a hermit from isolated and normally uninhabited Suwarrow Island in the Northern Cook Group.

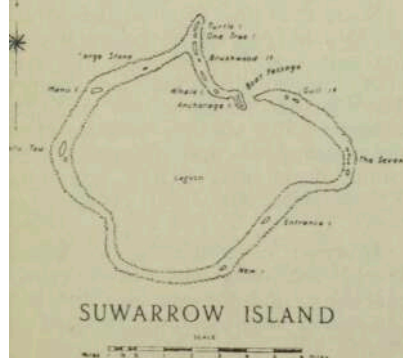
THE hermit is Michael Swift, a 26-year-old Londoner, who joined the Glennies' trimaran *Highlight* in Tahiti in July. Two months later, Swift was left on Suwarrow Island at his own request—but without the authorisation of the Cook Islands Government.

News that Swift had been landed on Suwarrow was revealed in late September when the Glennies put into Pago Pago, 540 miles to the south-west, with one fewer passenger on board than was shown in their papers.

Illegal Immigrant

When the Cook Islands Government heard of this, it declared that Swift was an illegal immigrant, and it asked the New Zealand Government to order the Glennies to go back to Suwarrow to take him off.

The New Zealand Government caught up with the Glennies shortly afterwards in Apia, Western Samoa, when the NZ High Commissioner told them that they would either have to go back to Suwarrow to get Swift; pay £100 to defray the cost of sending another ship there to get him; or face charges of entering the Cook Islands other than through a gazetted Customs port of entry and landing an illegal immigrant.



The Glennies decided to pay the £100. But as they had little money with them, David Glennie got a job in Apia as a refrigeration engineer, which enabled him to earn the necessary money.

After the money was deposited with the New Zealand High Commissioner, the Glennies sailed for Suva, where they arrived towards the end of October.

The Glennies' encounter with Michael Swift was their second notable adventure since they began a cruise of the South Pacific from Auckland in May.

Their first adventure was when a whale attacked their boat about 400

miles north-east of Auckland, en route to Rapa, French Polynesia. The trimaran shipped about 80 gallons of water, and the Glennies had to bail continuously until they reached Rarotonga, 1,200 miles away (*PIM*, July, p. 23).

After repairing the trimaran, the Glennies went on to Tahiti, where they met Swift, who had arrived in the Pacific in July last year on the delivery voyage from Hong Kong of the Cook Islands ship *Tagua*.

Swift, a tall, thin, dark-haired art student, had apparently developed the idea of living on Suwarrow through reading (possibly in *PIM* for March last year) about the New

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Zealand hermit Tom Neale, who lived alone on Suvarrow, off and on, from October, 1952, to January, 1964—with the New Zealand Government's permission.

Anyway, Swift persuaded the Glennies to take him to Suvarrow and leave him there—along with 40,000 refuel units for a cigarette lighter, fishing gear, medical kit, knives, a coconut scraper and other essentials.

According to the *Cook Islands News*, which obtained information about Swift from Captain Don Silk of the *Tagua*, Swift left London for India after betting a friend that he could hitch-hike there on £10.

Swift apparently accomplished the journey within the limit he allowed himself, and then spent "quite a long time" living in an Indian monastery.

When Captain Silk met Swift in Hong Kong, he was living aboard a junk that was due to sail to Australia. He claimed that he had reached Hong Kong from Thailand.

"Decidedly Anti-Social"

Swift asked Captain Silk if he could work his way as far as Fiji aboard the *Tagua* when complications prevented the junk from sailing for Australia.

As he "appeared all right" and had had previous experience at sea, Captain Silk agreed to sign him on as a seaman.

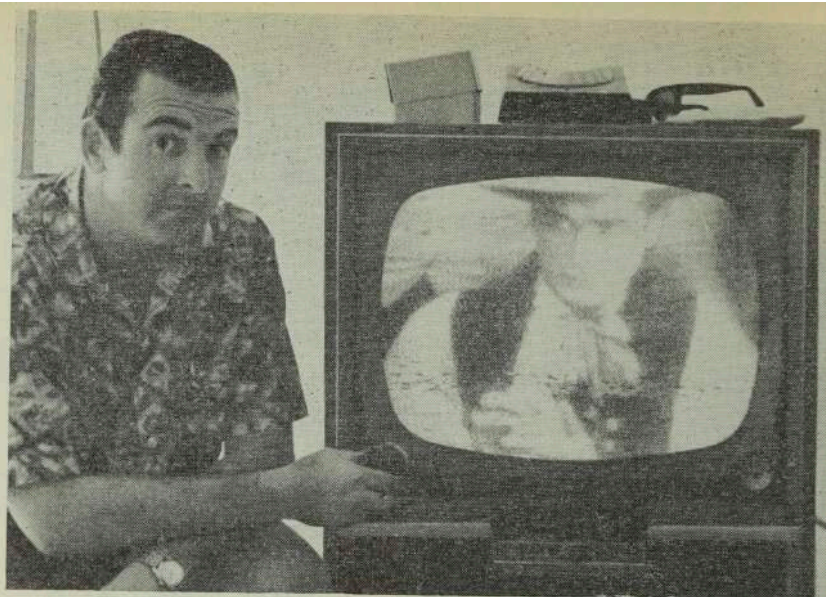
He proved to be an efficient, hard-working seaman; he was clean, pleasant and well-behaved; but he was "singularly uncommunicative", a very small eater, and "decidedly anti-social".

"Most of us feel we have some debt to the society we live in," Captain Silk told the *Cook Islands News*. "But Michael felt no responsibility whatsoever. He didn't feel he owed anything to anyone or to any system.

"He simply wanted to be on his own."

The *Cook Islands News* commented: "Michael Swift can hardly be condemned for his individualistic approach to life . . . But the Government here has a correct view that if one man can land on Cook Islands territory without permission, then others might attempt to do the same, and others might be far less harmless than Michael Swift appears to be."

FOOTNOTE: When *PIM* went to Press, no news had come to hand on what plans, if any, the Cook Islands Government had to remove Swift from Suvarrow.



AUSTRALIAN TV BEATS THE LOCAL VARIETY TO NOUMEA'S SETS

From Fred Dunne in Noumea.

Regular transmissions over Noumea's new television station began on October 19 after the Governor of New Caledonia, Mr. Jean Risterucci, had officially opened the station.

BUT for several weeks before the official opening date, people who had invested in TV sets had been picking up programmes from Rockhampton, Queensland, about 1,000 miles due west, and also from Sydney, 1,069 miles to the south-west.

At first, reception was reported to be confined to Australian-made sets with especially-mounted aerials.

TAHITI HAS TV, TOO

Tele-Tahiti, Tahiti's new TV station, was officially opened on October 15—four days before the station in Noumea. The inaugural programme included a message from the French Minister of Information, Mr. A. Peyrefitte, a film of General de Gaulle's visit to Tahiti in 1956, and the first part of a serial.

● An Australian TV technician, Mr. Nixon, demonstrates the reception of Australian TV programmes on a set in a Noumea shop window.

Photo: "Corail".

But later, French-made sets with ordinary aerials also picked up the programmes.

The image and sound were both excellent in the early hours of the evening, but later the image faded.

Reports published in the local Press on the reception of Australian TV awakened great interest in television in Noumea, and many people who had said they would not buy sets just to watch a couple of hours of local programmes began to have second thoughts on the subject.

Before the Noumea station began its regular transmissions, test programmes were screened for several weeks from 5 p.m. to 7 p.m. The regular programmes are from 7 p.m. to 10 p.m.

The inauguration of TV has, of course, made Noumea's cinema proprietors extremely unhappy.

Some time ago, to offset the advent of TV, the proprietors began screening only one film, whereas they had always previously had double features. The idea of this move was gradually to retard the starting time of their programmes so that ultimately they would begin after 9 p.m. when the TV sessions had been expected to end.

However, news that the TV sessions would last until 10 o'clock ruined that idea, and the cinemas for half the week, anyway, have reverted to double bills.



Keen Interest In Suva's Gay Hibiscus Festival

About 50,000 people thronged Suva's streets and Albert Park on September 28 to watch the procession of floats, which is a regular feature of the city's gay annual Hibiscus Festival. The float seen here, entered by W. R. Carpenter & Co. Ltd., was adjudged the best overall entry, and it won second prize for entries from commercial and government organisations. The float represents Carpenter's newest trading ship "Komaiwai". At left is Miss Hibiscus, 1965—21-year-old Veronica Powell, who is a steno-typist. Miss Powell was sponsored by Chez Liz Boutique. She was crowned at a ceremony in Albert Park, and was then carried around the field in a litter borne by four Fijian warriors in ceremonial dress, escorted by four more.

—Photos: Stan Whippy.





FLOURISHING CLUB: Recently formed, and now flourishing is the Rabaul Gun Club, which held its first championships a few weeks ago on its new site at Simpson Harbour. Winner of the single barrel handicap was Wally Busbridge (left). The winner of the double barrel championship was Les Berkfeld. Several members contested the shoot, and competition was keen.



SEEN IN SYDNEY: Among the many Islands people in Sydney recently were Mr. and Mrs. A. Blumenthals (above), of Port Moresby, and Captain and Mrs. Charles Legras (below), of Noumea. The Blumenthals were pictured on board the Matson liner "Monterey" on their return to Sydney after a six-month trip to Canada, the United States and South America. Mr. Blumenthals is with the Commonwealth Department of Works, and has been on long service leave. Captain and Mrs. Legras are seen aboard Matson's "Mariposa" just before leaving Sydney for Noumea after spending the winter in New South Wales and Queensland. Captain Legras is a retired master mariner.

ALL IN TOGETHER: Soldiers of four races trained together at Mt. Ambra, 10 miles from Mt. Hagen, from August 28 to September 12 when the Papua and New Guinea Volunteer Rifles held its annual camp. The soldiers (from left) are Warrant Officer Joe Fisk, an Australian, who is the company sergeant major and a carpenter in civil life; Private Leonard Enkera, a Euronesian, who is a plant operator at Kerevat; Corporal Douglas Ng, Chinese, an accounting clerk at Rabaul; and Private Tomot Melchior, a Tolai, from Keravi Village, near Kokopo.



APIA WEDDING: The wedding took place in Apia recently between Polynesian Air Lines engineer Keith Raymond Gordon and an attractive local girl, Angeline Marie Warren, daughter of Ralph and Lucy Warren, of Apia. The bridal group (from left) is groomsman Keith Dulles, maid of honour Phoebe Fabricius, the groom and bride, bridesmaid Celine Hellesoe, and groomsman Herman Bartley. The flower girls are Aggie Grey and Jennifer Curry. Photo: H. Straube.



MATCHED IN MORESBY: Two teams of schoolgirl basketballers from New South Wales were in Port Moresby recently for a series of matches against local teams. Among those who took a keen interest in the games was Lady Cleland, wife of the P-NG Administrator, who is seen here with two of the competing teams.

Photo: Chin H. Meen.

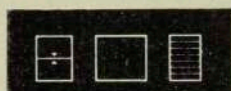
GONE FINISH: After 19 years in the New Hebrides, Dick Kerr, one of the most popular men in the Group, "went finish" to Australia recently with his wife and family. Dick, who flew several sorties during the Battle of Britain, arrived in the New Hebrides just after the war to manage a plantation at Emae. He later bought a trading station at Tongoa; and finally was manager of Ren Smith's plantation at Undine Bay. His wife is the step-daughter of Les Love, a former radio engineer in Vila.—Photo: Reece Discombe.



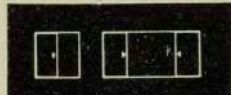
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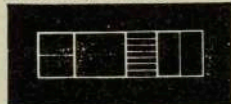
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One day early in April, 1936, the late "Bill" Kyle, then ADO at New Guinea's recently opened Chimbu Government station, heard reports of serious fighting between the Gena and the Siku, two Chimbu tribes living by the Koronigl River near Kerowagi, some 20 miles west of Kyle's station.

KYLE, a tough, energetic, forceful man (who died most gallantly as a Coastwatcher in New Ireland 1942) had been in the area for a couple of years.

He knew that the Gena and the Siku had been warring against each other for years before the white man had penetrated the Chimbu in 1933, and he determined, as far as possible, to put an end to it.

The fighting that he was immediately concerned with arose over the encroachment by the Gena on land claimed by the Siku. The land was far where the present Government station at Kerowagi is located.

Kyle assembled the entire Gena and Siku population near a Lutheran mission station that had been established at Kerowagi in 1934 by the Rev. H. Hanneman, who is there today.

He confiscated all the weapons he could find—spears, bows and arrows, and stone axes—and destroyed them.

In a forceful speech, he told the people that their fighting must stop; and he resettled some of the Siku on the land the Gena had taken from them.

Profound Impression

His prompt and vigorous action made a profound impression on the tribesmen. To this day, his name, and this particular action of his, are well remembered.

Among the thousands of tribesmen who were present at the destruction of the weapons was a youth of about 15 named Siwi Kurondo, of Gena.

His father was a prominent fighter among the Gena and was also a sorcerer of renown, for he was able to go and come with comparative ease anywhere in the Kerowagi area, and indeed, further afield.

Siwi, at this time, had recently been initiated into the first stages of Chimbu manhood. His square, serious face was marked with the intricate tattoos of time-honoured Chimbu custom, and his youthful frame was sturdy and muscular.

New Guinea Man Of Destiny

He was attracted by the strength and personality of Kyle and accompanied him on the return trip to Kundiawa. There he learnt Pidgin and some elementary first aid, and was employed at the native hospital as an interpreter and medical orderly.

He stayed on at Kundiawa after Kyle left. He worked with the late Leigh Vial, with Jim Taylor, Warner Shand, Ian Skinner, and, most significantly, with Ian Downs when Downs, as a young patrol officer, did his fine work in pacifying the turbulent Chimbu people before the outbreak of World War II. Downs today is a Goroka planter and Member of the House of Assembly.

In 1943, Siwi joined the police force and served mostly in the Highlands until 1953, when he took his discharge. He returned to his clan—the Waugakane—who live in the hills about five miles to the north of Kerowagi.

Important Man

With his background of service as an interpreter, medical orderly and latterly a policeman, plus the fact that he was among the first of the Chimbu to be closely associated with Government officers, he soon became an important man in his own community, and throughout the Kerowagi and Upper Chimbu areas.

About 1953, Ian Downs, whom Siwi had accompanied on many a patrol of pacification before the war, was the District Commissioner in Goroka. The Eastern Highlands was on the threshold of spectacular development. Roads were being pushed out, afforestation was going

Personality Parade



Siwi Kurondo.

ahead, airfields being built, and most important, under the stimulus of white farmers, coffee planting was being introduced.

Siwi was impressed and soon took steps to bring these new facilities into his own area. He planted coffee, made land available for a school and teacher's house at Gena (building a jeep road to them from the airfield so that the Director of Education could open the school), and involved himself in council and school affairs—although even today he cannot read or write.

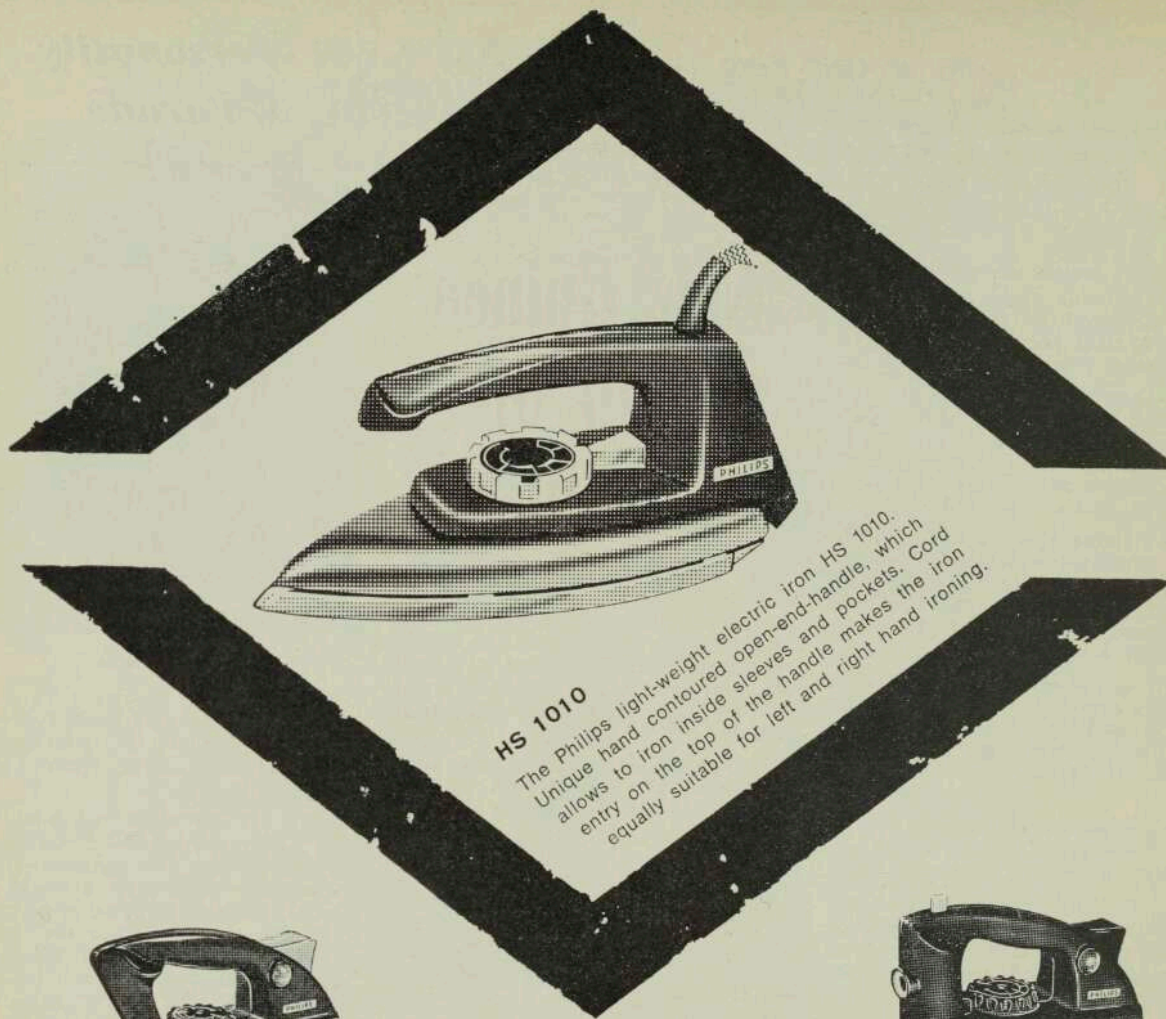
He is the first and present president of the Kerowagi Council, and since 1964 he has been Member for the Kerowagi Open Electorate in the House of Assembly.

He has come a long way since 1936 when he saw Bill Kyle bring the first rudiments of peace to his people.

What manner of man is he now, this erstwhile Chimbu warrior?

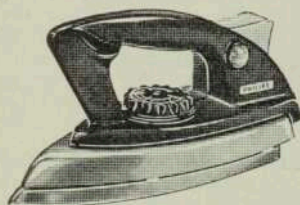
His square sturdy frame has thickened—he must be now between 40 and 45 years of age—but he is not fat. He still has that serious questing expression on his face, and although on occasion he can be quite an eloquent speaker, his normal speech is slow and deliberate.

In the House, he has not said much. It is probable that in the manoeuvring for position which has been going on between the elected members, he is much more a



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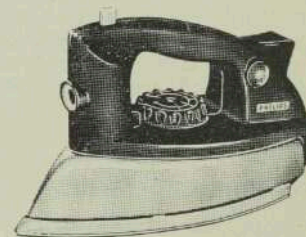


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supporter of Ian Downs than he is John Guise or Matthias Toliman. But he is no Yes man. On several subjects, such as maintenance of roads and the price paid for native-grown coffee, he has opposed the administration and interested commercial enterprises. He can be very critical of certain European traders. He told the recent UN Trusteeship Council Mission which visited the Territory that Australia had brought big improvements, that he was sure his people were not ready for self-government and that he wanted the Australian Administration to stay.

But as against this, there were reports a year or so ago that Siwi was not satisfied with the Australian achievement and that he was advocating the assumption by the United States of the responsibility for developing the Territory to attain independence.

He is one of two Highlands native members representing more than 100,000 Chimbu people. His people are vigorous, volatile and voluble about their increasing population and their shrinking land resources.

Despite old clan and tribal differences, there is more solidarity and sense of unity within the Chimbu people than there is in any other group in the Territory (the Tolais included).

Importance Of Money

They also have an innate realisation of the importance of money. They have seen progress come to their region and they want it to continue.

In Siwi's case, certain things stand out. He is first and foremost a Chimbu. His loyalties are, in order, to his family, his clan, his group and his Chimbu people. The dominant outside influences on him have been his youthful contacts with Iale and Downs, and in the last 10 or 12 years, his renewed association with Downs.

If Downs himself maintains his own valuable role in the political scene here as adviser, legislator and critic of the Administration, then Siwi in his own independent Chimbu way will most likely be found associated with orderly progressive moves towards a form of self-government and independence which will maintain the link with Australia. If, however, the struggle and intrigue for position and power in the House (which some people believe is being deliberately cultivated for certain interests) results in Downs' withdrawal from the political scene here, then Siwi could well emerge

as the focal point for Chimbu intransigence and parochialism.

Siwi, therefore, whether he realises it or not, is one of New Guinea's men of destiny.

Those competent to judge are convinced that he is becoming aware of the role which he has been called upon to play, and that beneath his phlegmatic and stolid exterior, conflicts are raging between his Chimbu inheritance of turbulent, tribal

concepts, which could lead him along a narrow path to sectional interests, and his acquired appreciation of what orderly, steady political progress can mean for a unified New Guinea.

By 1975, there will be at least 200,000 people in the Chimbu, and their active co-operation is essential to the creation of a viable new nation.

—Gorohauve



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With Tolala

Not so long ago I was reading a well-featured story in the women's section of a Sydney morning newspaper all about the lonesome life led by a plantation manager's wife on Bougainville.

THE staff reporter, travelling on BP's *Malekula*, went ashore when the vessel called at Arigua and there met up with Mrs. Leslie Crofts, the manager's wife. Her mother from Roseville, NSW, was also there.

She had only "one or two women as near neighbours". . . . Despite the hot and humid climate, the loneliness and isolation, the lack of entertainment, the long-distance grocery shopping with deliveries dependent on ship arrivals, and the task of learning pidgin, she was "attractive in a crisp, pink, gingham shift", her toe-nails were carefully lacquered and she had crazy sandals on her feet.

No TV, No Movies

Poor Mrs. Crofts! I sympathised with her as I read of her loneliness: "No TV, no movies", with only radio and the nearest radio transmitting set 12 miles away.

I sympathised with her, I say, because back home in suburban Roseville she would have had all these things—and more; and she now, naturally, misses TV, cinema and supermarkets around the corner.

Perhaps I had better explain that Arigua was my pride and my home back in the dim ages before World War I—over 50 years ago.

I arrived there in 1913 with my wife from the coral island of Buka, with its gleaming, clean, white-sand beaches, to the black, drab sand beaches of volcanic Bougainville, with Mount Balbi looming up in the hinterland, blowing cold winds down in the early morning, and acres upon acres of the estate, seemingly, pure pumice and rotted vegetation.

Anyway, in went the coconuts and in went the *kau kau* as a cover-crop, and most prolific the *kau kau* proved to be, although planted the lazy way: a hole in the ground with a stick, a few *kau kau* stalks stuck in, and in three months' time a sweet potatoes crop.

And what a crop! Never have I

seen them so large. . . . It is interesting to note that this pumice land is still producing good copra and still reckoned as one of CPL's highest-producing estates. It proves that pumice ground will carry crops for at least 50 years and more.

Certainly, it was isolated in 1913, too. To the south, the nearest European was at Arawa, some 20 miles away—not far in a speed boat today, but a long way in a whale boat with a head wind.

Then came the Government station at Kieta, with the Commissioner, Capt. Doellinger, and his wife; also Dr. Kroening, later with his wife, who was the attractive Francis Highley, of Toboi, recently arrived from finishing school in England, come to join her mother, Mrs. Calder.

To the north of Arigua, our nearest neighbours were Arthur Booth and his wife at Numa Numa.

Mrs. Doellinger had a charm of her own and rated full marks as an island hostess; her hospitality was widely known. She was a daughter of Mary Ann Horgren, a half-sister of Queen Emma, who lived at Dawaun along the Rabaul-Kokopo road.

"Missus All-The-Same"

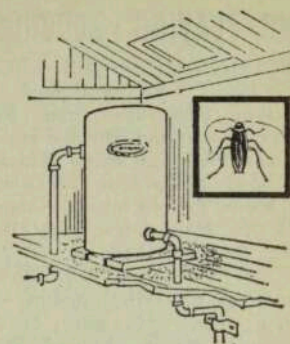
Mary Ann was usually referred to by the natives as "Missus All-the-Same". Some years before she had had a stroke and her face was distorted. Natives would call the nick-name and then mimic the disfigured features.

She was a charming woman and most popular with everyone. The native names and action were made only in a manner of respect and endearment.

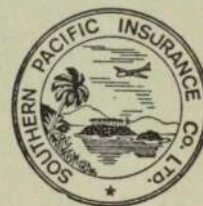
Arigua in 1913 naturally had no radio or transmitting stations within a few miles; it had not even refrigeration.

It is one of life's maxims that you never miss what you have never had. And radio broadcasts of news

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- ★ 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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Progress Report

In discussing the report of the Inland Revenue Department in the Cook Islands Legislative Assembly in September, Mr. T. Tangarao, member for Penrhyn Island, said it was pleasing to see that the number of Maori taxpayers had increased.

"This is a good sign, showing that our little nation is progressing," he said.

and entertainment were not even made in England until 1920.

Self-Sufficiency: So what happened in the isolated areas in the days before radio was that people just learned to be self-sufficient. The methods were various, according to the individual.

Some took on practical anthropology, collected folk lore, compiled vocabularies of the local dialects; some took on botany, butterflies, sea-shells, tortoise-shell work, writing, sketching—to name but a few interests that keep you from counting your buttons or climbing up the wall; others took to grog or native women, or both. Some were happy, some were not.

The absence of refrigeration was another matter, and meant living on canned meats (we had not then progressed to the US phraseology of "canned foods") when pigeons, poultry, fish or pig were unavailable.

Our supplies at Arigua usually arrived from Sydney every six weeks by steamer, coming up through the Solomon Islands, cargo being collected at Lae and from there by schooner.

At the end of July, 1914, the system broke down.

World War I was on the launching pad and for nearly six months we had no supplies. We were enemy aliens and put on parole.

It gave us a wonderful lesson in how to live off the land, as well as the experience of being prisoners; but there were no complaints of the treatment we received from the Germans, a marked contrast to the behaviour of the Japs in the next war.

Bear well, old Arigua. No doubt the Kasipauwea is still a dry river and Balbi breathes out cold winds at dawn each day as it shoots a whiff of smoke upwards.

And let's hope Mrs. Crofts does not suffer too much from the lack of suburban amenities. There are compensations away from the rat-race if one looks for them.

A MATTER OF TASTE

WHITE women marrying natives of Papua or New Guinea are becoming more or less common these days, yet invariably they make the news in the Sydney papers.

It is good publicity for the desegregationists; it emphasises Australia's disregard of racial discrimination; in fact, it highlights many things that do not actually exist. But it is good window-dressing and . . . we let it go.

So we come now to a lass of 25 summers, born in Manchester, England, who came to Australia at

the age of 10 and goes to New Guinea as a mission nursing sister.

Last August she married a "subsistence farmer" (whatever that term may imply in our present modern euphemistic lingo) and lives in a village some 60 miles out of Madang.

You can't beat these women, can you? On the one hand we have Mrs. Crofts, living on one of the best of plantations, tinting her toes with lacquer yet longing for the supermarkets round the corner and bemoaning the fact that "there was no place to go where she could dress up".

On the other, we have the newly-

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married mission nursing sister cutting herself adrift from her old life and going to live in a primitive village on the banks of the Ramu River.

If that's what she wants; well she's got it. But surely Love must be a very Splendid Thing.

I cannot agree with those mixed marriages that breed mixed race children, who are destined to live very mixed lives. It just doesn't work out. It's not the colour, but the culture that counts.

REMINISCENCES OF AN HISTORIC SPOT

KABAKAUL PLANTATION was a focal point in German New Guinea in 1914. It was the only area in the territory where shooting took place—when Australia landed her troops there. These troops were the first to be blooded in World War I.

It is indeed worthy of a place in our history books.

There is at least one historic record of Kabakaul of which I know: An oil painting by Charles Bryant, ROI, who spent some months in NG in the early '20's as official war artist.

The other day I had a note from Oscar Rondahl enclosing some snaps of the Kabakaul house before and after World War II.

Oscar is the only surviving son of the original owner of Kabakaul, Captain J. M. Rondahl, a sturdy Swedish sea captain who was on

Kabakaul House,
1939.



Queen Emma's staff for some years and married her half-sister, Grace.

The "before" photo was taken some time in 1939 when Oscar was in residence there; the other was taken in early 1946. Oscar writes: "At the time I was endeavouring to build a temporary shelter from the ruins after the war".

The group consists of (from left) Jimmy Joyes, Vic Pennefather, Tex Roberts, Oscar and Jack Allen.

And a good crowd they were, too. Jimmy Joyes, teller in the Commonwealth Bank, Rabaul, in the twenties, became later a Bougainville planter—Iwi and Kekere—retired after World War II (in which he gave good service) to Queensland, and was killed in a motor accident in May, 1961.

Enthusiastic Sportsman

Vic Pennefather, the veritable Daddy of them all, served in the Boer War, was with the AN&MEF in NG in 1914 and District Officer in various areas, and in the late twenties acquired Tokua plantation in the Kokopo area. Always an enthusiastic sportsman, he was one of the Territory's best bats and a keen supporter of horse-racing there. Since World War II he has been in retirement on Sydney's North Shore and for the past six months has been a patient in a private hospital at Turrumurra.

Tex Roberts was another fine character and a constant companion of Vic's. (At one period back in the forties and fifties you'd never see one without the other in Ushers or the Carlton). Tex was one of the few men in NG of whom I never heard an unkind word. He came first to the Territory with the AN&MEF as a telegraphist, then to AWA. He later opened a garage and car-hire service in Rabaul, acquired plantations in the Baining and on the south coast of New

Britain. He retired to Sydney after World War II and died in 1964.

Oscar Rondahl was born in NG 60 years ago. He was educated in Australia and travelled extensively in Europe before settling down to plantation life in the Kokopo area. He served with the RAAF during World War II and now is living in retirement in South Australia.

Jack Allen was another old AWA man. Most of his time was spent in Rabaul. When he retired he acquired Gilalum plantation in the Kokopo district. Jack was noted for his interest in sport, especially the ponies. He was an enthusiastic member of the Rabaul Turf Club, and at one time was a successful owner-rider. Jack passed on a few years ago.

I hope Kabakaul is not to be added to those Forgotten Places, which our casual interest in things historic seems to indicate as a common trend in this nuclear-atomic-interplanetary world of ours.

GONE TO REST

MARJORIE Ann Washington, widow of H. J. Washington, of Rabaul and Kabaira. A kindly lady whose husband was an early Rabaul businessman and was lost in *Montevideo Maru*. . . Frank Irvine Patten died as a result of a fall at Kavieng. A long time resident of NG, plantation inspector and planter, latterly owner of Tomlabatt plantation, which I believe he sold shortly before his death. . . And, of course, dear old G. A. V. Stanley, whom I knew from when he arrived in TNG as a geologist for Oil Search in the thirties. With a tendency for the unconventional, in post-war years he leaned too far backwards in his endeavour to prove the practical ability of destroying racial prejudices. . . After a long illness, Phyllis, wife of John Lew Froggatt, of Campbelltown, New South Wales, died in Liverpool Hospital on October 15.



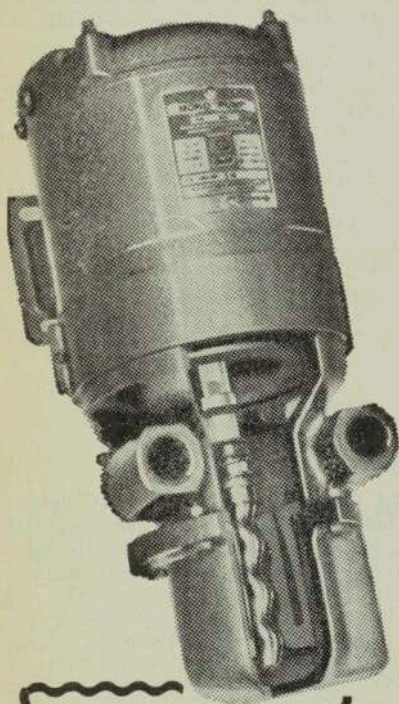
in the Kabakaul House site, 1946. From left: Jimmy Joyes, Vic Pennefather, Tex Roberts, Oscar Rondahl, Jack Allen.

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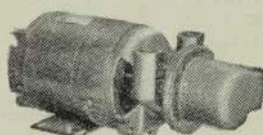
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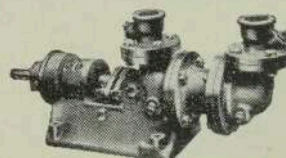


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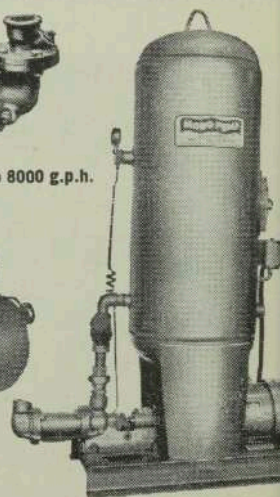
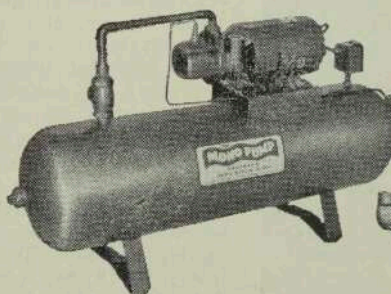
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MP64/141

New Hebrides People Seek Statement On Future Of Condominium

A motion asking the British and French Governments to make a statement on their policy on the future of the Anglo-French Condominium of the New Hebrides was introduced at the 10th session of the New Hebrides Advisory Council in Vila in September.

THE motion was moved by a British member, Mr. S. J. Breusch, who said that, in company with many other people, he believed it was essential to have a statement from the two Governments on the territory's political future.

He said there was a need for development and investment, for new plantations, industries and roads; but if people were to invest in the New Hebrides, they would want to be sure of a reasonable return. Fiscal and social stability were needed for this economic development.

Mr. K. Hutton, who supported Mr. Breusch, said it was more important for the stability of the country to attract overseas investment than to depend upon aid from Britain and France.

"Much Could Be Done"

"If we could get an assurance that the Condominium will continue for another 10 or 20 years, much could be done," he added.

After other members had supported the motion, the British Resident Commissioner, Mr. A. M. Wilkie, said he did not know what guarantees would come from the two Governments, but it was more important to have faith in those governments and in the good sense of the people of the New Hebrides of all communities.

Earlier, in a joint speech to open the Advisory Council session, Mr. Wilkie and the French Resident Commissioner, Mr. Jacques Mouradian, made it clear that changes in the administration of the New Hebrides were being contemplated.

They said that as a result of discussions held in Paris in July between the British and French Ministers responsible for the New Hebrides, they (the Resident Commissioners) had been asked to study various aspects of administration and the possibilities of various constitutional, judicial and land reforms.



Mr. Wilkie.

Referring to economic affairs, the Resident Commissioners said that during the early part of the year, copra prices had been buoyant but because of pests and drought, the territory had not benefited from them as much as was hoped. Prices had since declined somewhat.

Cocoa prices were unusually low and many planters found it uneconomic to process their crops.

Manganese

However, manganese prospects had improved and the Compagnie Française des Phosphates de l'Océanie expected to export between 78,000 and 80,000 tons in 1965. Prices had been fairly stable at about 62 cents per long ton unit.

Meanwhile, tuna production at the South Pacific Fishing Company's factory in Santo had been below expectations due to a shortage of ships and a reduction in catches. Because of losses incurred by the company, the export duty on fish had been

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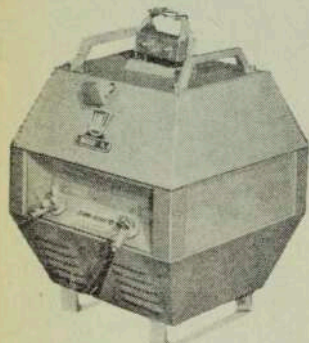
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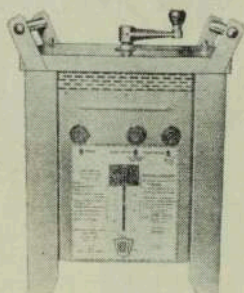
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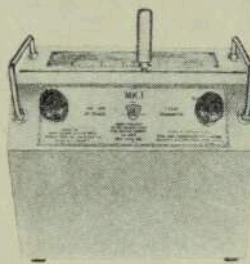
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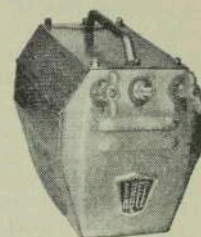
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J. Jacques Mouradian, French Resident Commissioner in the New Hebrides.

duced for one year to a nominal per cent.

Prospects for the beef industry continued to be good. Exports to the end of July were 103.5 tons, valued at £Stg.31,784, compared with only 16 tons, valued at £Stg.17,423 for the whole of 1964.

Referring to the long-projected pier for Vila, the Resident Commissioners said it had been decided to build this in Pontoon Bay.

Consulting engineers had been appointed and negotiations were proceeding so that necessary land could be acquired. The two Metropolitan Governments were being asked to give their authority for the raising of loans.

Airlines Expanding

On the question of aviation, the Resident Commissioners said that the two local airlines operating in the Group were steadily expanding their business, and that 18 airfields are now in operation. A new airfield at Lenakel on Tanna was almost complete.

However, the steady growth of civil aviation was creating problems for the organisation in such services as radio.

Other points made by the Resident Commissioners were:

- The WHO anti-tuberculosis campaign in the New Hebrides was now in Tanna. Generally speaking, the results of the survey indicated that TB was perhaps not quite such a serious problem as had been thought, and that it should be possible to control it with the means at the Government's disposal.

- During the year, French and English-speaking schools had been opened; a start had been made on the British Secondary School at Malapoa; and tenders for a French Lycee had been called. The Agricultural Training School at Tagabe had been opened in June, but there was no further progress with plans for technical training for mechanical engineering and carpentry.

- Increasing interest was being taken in all forms of sport. Athletics performances recorded at the Queen's Birthday sports showed that the New Hebrides had a good chance of sending a worthwhile team to the

South Pacific Games in Noumea next year.

THE airport at Vila, New Hebrides, which for many years had only elementary facilities, now has a lounge and bar, where liquor, tea, coffee, soft drinks and snacks are available on the arrival and departure of aircraft. Tea is also served on Sunday afternoons.

A playground is being built where children can play safely.

The idea of the new bar came from Mrs. K. Baynes, of Vila, and the responsibility of running it is being shared by Mrs. D. Lanson.

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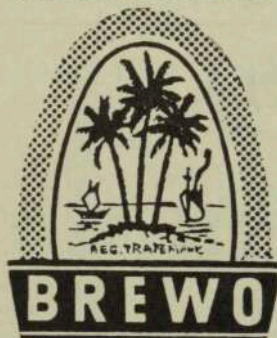
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The Water Will Be Laid On At Last In Nukualofa

From Dorothy Lavin, in Nukualofa

Tonga last summer experienced one of the rainiest seasons on record, and the millions of gallons of water that thundered to waste in the Kingdom brought home forcibly the necessity for water conservation.

UNTIL recently, backyard tanks have been the only means of conserving water, and in the villages these were few and far between. However, since the Tonga Government first approached WHO and UNICEF for assistance, 40 villages have been provided with piped water supplies.

Now the three villages which form the capital of Nukualofa, together with Haveluloto, are to receive the same benefit.

The job of procuring water in Tonga is more difficult than in many other places because there are no catchment areas.

Mr. Ben Adan, WHO engineer in charge of the scheme, explains that as in most Pacific Islands, rain over the years has seeped through the soil and coral rock formation, until it has reached sea level. Then, owing to the difference in density, the rain water has gradually displaced an area of sea water, forming a lens.

RETICULATION SCHEME FOR COOK ISLANDS

The Cook Islands Government is negotiating for a well-drilling expert to visit the outer islands of the Cook Group to establish reticulated water supplies.

The Minister of Social Development, Mr. Julian Dashwood, announced this in the Cook Islands Legislative Assembly in September.

He said: "I can think of no single measure which outer islanders would appreciate more, or derive greater benefit from, than the provision of an abundant, regular supply of good water readily available in their villages.

"And I cannot but express my contempt for the inadequacy of [the former New Zealand] Administration which failed to provide such an essential part of decent living after 60 years of sole and undisputed authority."

This fresh water forms a dome above sea level, and sinks below it to a depth of about 40 feet for every foot above.

Tonga's wells are therefore dug to a carefully calculated depth, to draw off water from the top dome, just above sea level, where the water is constantly fresh. This water, which is of such purity that no additives or treatment are necessary in Tonga, is pumped to header tanks for distribution.

Five wells are being dug at Matakī'eua, four miles from Nukualofa—two of which are ready for installation. Work is going ahead with the other three.

Progress has been slow because, apart from the use of dynamite, the work is done by hand with labour provided by the local villagers. Each bucket load of soil and rock has to be laboriously hauled by hand to the surface, but picks and shovels are wielded with a will, as Tongans dig for their water. With the deepest well to date, at 146 ft, it is quite an undertaking.

On completion of all the wells at Matakī'eua, power pumps will pump the water up into a covered reservoir at the highest point, approximately 100 ft above sea level. This will give a head of 85 ft at the surface of the 20,000 gallon reservoir.

Water will gravitate through a main line to Nukualofa and then be piped to the three villages which make up the capital.

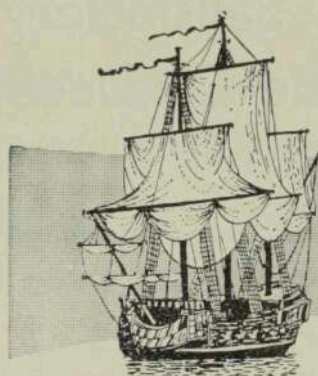
Costs are estimated at approx-

imately £70,000 and the scheme will serve the present population of 15,000 and provide water sufficient to take care of the increased population over the next 20 years, at an average rate of 15 gallons per head per day. The supply will be to standpipes and provision is available for people to pipe water to their own homes at their own cost.

Finance for the head works at Matakī'eua and main line to Nukualofa is being met by the Tonga Government. The remainder of the installation will be provided by both Government and the villages concerned, with some help from WHO and UNICEF.

Early next year it is expected the new service will be available to both the hospital and new tourist hotel, after which full reticulation for Nukualofa will be carried out.

The assistance of WHO and UNICEF in making this water supply possible for the Kingdom will result in better health and sanitary conditions. It will mean the end of the water shortage suffered every dry season, and it will increase crops considerably. Nukualofa looks forward to it with considerable relief.



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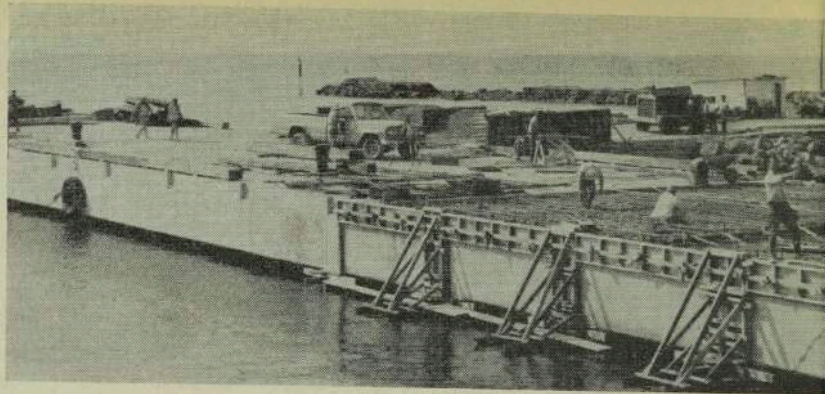
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A "Satisfactory" State Of Decay

From R. F. Rankin, in Apia.

How does an observer make an appraisal of Western Samoa's situation when an expert from the Economic Development Secretariat announces that satisfactory progress is being made in all sectors of the 1965 Development Plan, and in the same week, another expert claims that the country is in a serious state of economic decay?

AFTER four years of first-hand experience with experts, the Samoan is inclined to agree with them all and then let nature take its course! But in this case the facts don't seem to warrant much optimism, because they concern Samoa's important copra industry.

The worsening condition of Samoa's coconut plantations in the 13 years since his previous visit has led FAO coconut specialist W. V. D. Pieris to declare, "The future of Western Samoa and the Western Samoans is very bleak. At this moment the country and its people are in a state of serious economic decay."

He writes this in his report "The Coconut Crisis in Western Samoa" dated July 28 of this year and released to the public in Apia only in the first week of October.

Although he warned 13 years ago that trees were 20 years overdue for replanting and that jungle was overtaking plantations, Pieris claims that Samoan lands are now even worse jungle than in 1952. Areas where palms have died of old age are not being replanted.

"Without fundamental change, there is little hope of action on Samoan lands where nature is the principal rejuvenator of coconut

OPENING DELAYED: Apia's new deep water wharf at Matalutu will now be officially opened on February 28 next year—not in December, as originally expected—because of delays in construction caused by breakdowns and difficulties in getting spares.—Photo: "Samoana".

groves. Besides the Trust Estates, there is only one other, in Puipaa (Retzlaff's) where replanting has commenced," he claims. And even then the 500 acres planted each year by Trust Estates is only half what it should be.

Mr. Pieris says although copra is the mainstay of Samoa's economy, over the last 10 years exports have either stood still or diminished.

The recession in the copra industry has been caused by neglect, by destruction of palms by the rhinoceros beetle, and by fear of the beetle's continued presence amounting almost to fatalism.

He says that because of the matai system of land tenure, increased production on Samoan lands will be achieved only "with infinite trouble and little hope of success".

He advocates rehabilitation of estates and large scale planting of new land by individuals and corporations.

He also advocates training for agricultural staff.

"There is not now, and there never has been, a single officer on the staff of the Department of Agriculture of Western Samoa with sufficient knowledge and experience of coconut planting. This has been the principal reason for bad agriculture on coconut estates and Samoan holdings," says Mr. Pieris.

He says that the Copra Board should have a key role to play in any rehabilitation scheme and that the Board should be supported by a coconut advisory council with an independent chairman, as in Fiji, where a coconut rehabilitation scheme has already been launched.



OPENING OF NEW AUCKLAND AIRPORT SHOULD BRING TRAVEL BOOM IN THE SOUTH SEAS

By "PIM's" Aviation Writer

The opening of Auckland's big new jet airport at Mangere on November 24 will change the entire South Pacific aviation picture. New aircraft and new services will generate new patterns and attract more passengers through the South Pacific than at any time in its history.

THE new airport—to be known as the Auckland International Airport—is expected to bring a real South Seas travel boom as the airlines work hard at filling big new aircraft.

Whatever riches might be won in the future as a result of Auckland's promotion to the big league in aviation, the best of the immediate advantages will probably go to the home team—Air New Zealand.

This company has just taken delivery of three DC8 jets. Until now it has been equipped only with Electras, and these—three of them—will be retained. Air New Zealand's DC8's will carry 18 first-class passengers and 111 economy.

Air NZ was known as TEAL until early this year, but the name change was made in anticipation of the airline's entry into foreign skies following the opening of Mangere.

The airline has never flown farther east than Tahiti, nor farther west than Sydney, but that will be changed from December 14, when

an Air NZ DC8 jet leaves Auckland on an inaugural twice-weekly service to Los Angeles via Nadi and Honolulu.

(It will be the only trans-Pacific service flown in daylight hours—leaving Auckland at 10.15 a.m. and arriving at Los Angeles at 6.25 a.m. the same day—the International Dateline intervening.)

Hong Kong Service

Three months later, on March 3, another Air NZ DC8 will begin a twice-weekly service to Hong Kong via Sydney and Darwin, and on April 6 a weekly Air NZ DC8 service will link Auckland with Singapore via Sydney direct.

The Hong Kong service will make a quick turn-around at Hong Kong and return via Manila.

Air NZ does not consider it is getting away from its traditional South Seas role by heading for the Far East; it regards the new services as a means of getting people in and

● One of Air New Zealand's new DC8's touches down on a trial run. The aircraft will carry 18 first-class passengers and 111 in the economy class.

out of the South Seas, for Hong Kong and Singapore are gateways.

At the same time, Air NZ does not hide the fact that there is some lucrative freight business available in the East and that New Zealand would like a share of it.

Air Cargo

Air cargo in that direction is currently running at record levels. Qantas and BOAC combined have increased their cargo figures between Australia and Hong Kong by 300 per cent. in the last two years.

In the same period Qantas' cargo shipments between Australia and Tokyo have increased by about 80 per cent.

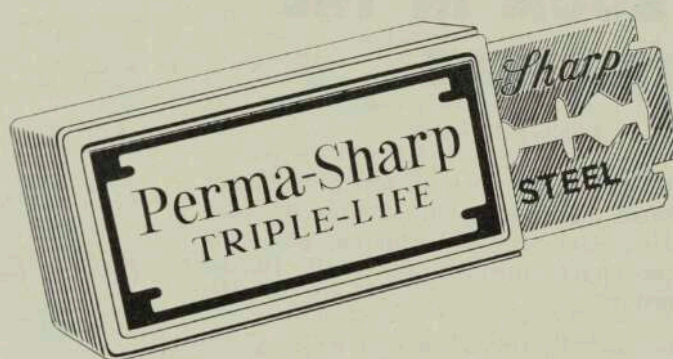
For the last few months Qantas' Far East services have been at 80 per cent. capacity. On October 5 the company put 707-338C's—biggest aircraft of the Qantas fleet—on this run to meet the extra cargo demand.

Although no plans have yet been announced, Air NZ plans to extend its Far East service eventually probably by connecting Hong Kong with Tokyo. It would also like to connect Tokyo with Los Angeles thus having a round-the-Pacific route.

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NOVEMBER, 1965 — PACIFIC ISLANDS MONTHLY

CHILEAN AIRLINE HAS HOPES OF PACIFIC SERVICES, TOO

The Chilean national airline, Linea Aerea Nacional—Chile, has decided to establish an aerial postal service between Santiago, the Chilean capital, and Tahiti via Easter Island, according to the Tahiti daily newspaper, *Journal de Tahiti*.

This service, the newspaper says, will be the first step towards the creation of a passenger service over the same route, with eventual extension to Japan, Australia, New Zealand and other countries bordering the Pacific.

The management of the postal service will be in the hands of Commandant Roberto Parrague, who completed the first flight from Santiago to Tahiti via Easter Island and back on September 12 in a Catalina aircraft (*PIM*, Oct., p. 125).

and New Zealand have no air traffic agreements.

In the South Pacific itself, the opening of Auckland International Airport will mean a faster Air NZ service to Pago, American Samoa. DC8's, flying via Nadi, will replace the present Electras on this route on November 29. The service will still be a weekly.

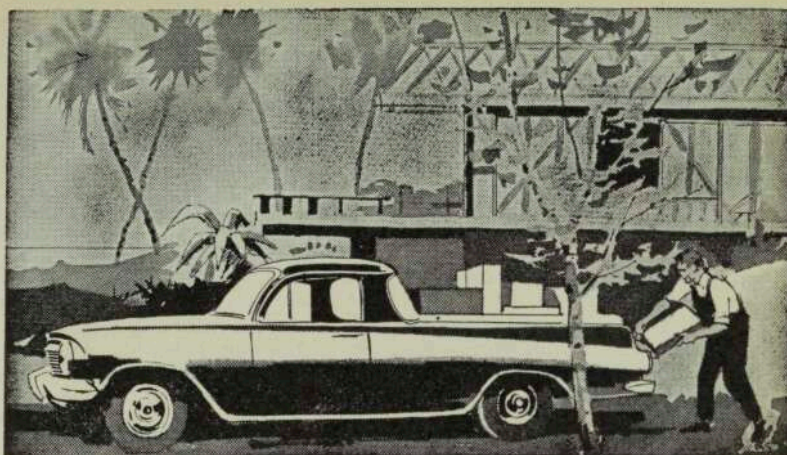
Unhealed Breach

It is ironic that the aviation breach between New Zealand and France has not been healed and that the Pago service cannot be extended to Tahiti—the route that Air NZ pioneered. New Zealand regards its treatment by the French as shabby.

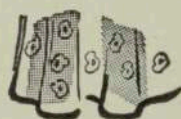
The Qantas weekly service via Tahiti and Mexico to London has turned out to be that airline's glamour route, and is running at full capacity.

Qantas hopes soon to put on two services a week through Tahiti—the second one probably terminating in Mexico City.

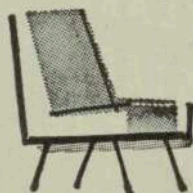
With the Auckland airport open, the nearest Air NZ will get to Tahiti is a complementary schedule arrangement with Pan American, which, on November 25, will operate a weekly 707 service Auckland-Tahiti-Honolulu and on to the US West Coast. The PanAm service



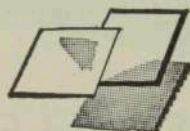
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- Auckland's new international airport at Mangere has been built partly over reclaimed coastal land like the one at Faaa, Tahiti. It is 8,500 ft long. Work on it began in 1962.

Photo: Whites Aviation Ltd.

will also connect in Tahiti with a direct service to the West Coast.

PanAm's Pacific services will be changed more extensively than those of any other airline as a result of the opening of Auckland's new airport.

If it were not for the war in Vietnam, the changes would be greater, for the airline planned to operate seven services a week across the Pacific. As it is, the aircraft it needs are being used in troop movements.

Even so PanAm will operate five services a week to the US from November 25—two from Sydney via Nadi and Honolulu, one from Sydney via Pago and Honolulu, one from Sydney via Auckland and Honolulu, and the Auckland-Tahiti-Honolulu service.

The Sydney-Auckland service will put PanAm across the Tasman for the first time.

From November 25, the PanAm DC7C which has been connecting Auckland-Nadi-Pago will be cancelled.

If aircraft were available, PanAm would probably add extra services through Auckland and Fiji.

Not Competitors

Most trans-Pacific services are now operated by Qantas, which on October 10 added another service to the US, giving it 10 a week.

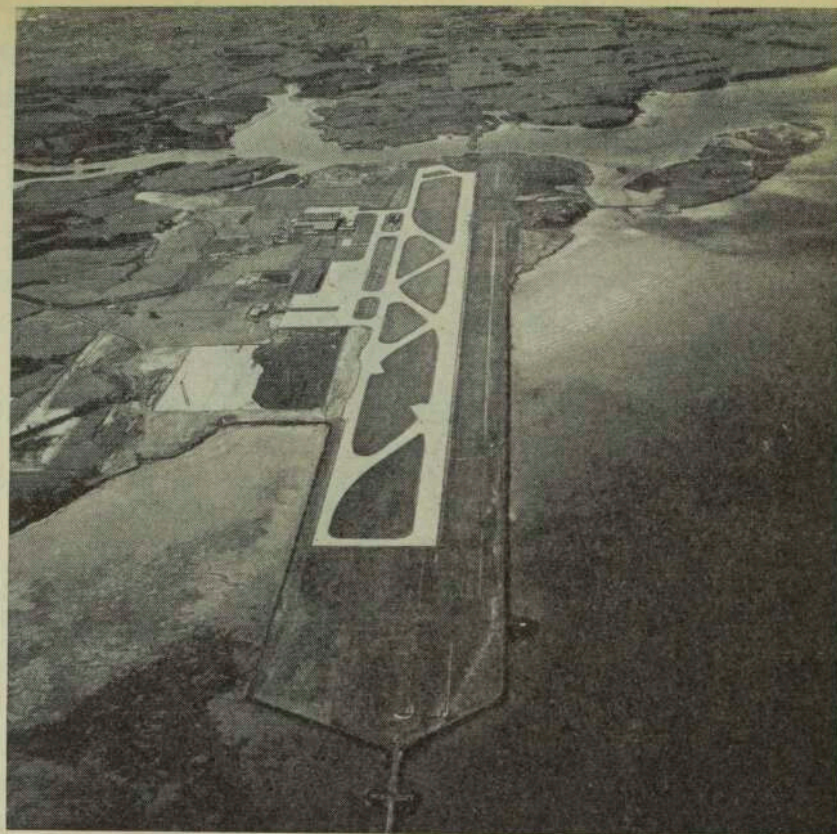
Although Qantas, like Air NZ, will step up its trans-Tasman services with the opening of Auckland, it will not compete with Air NZ on any other routes out of New Zealand.

BOAC will, however. From November 26 the present BOAC twice weekly service from London to Auckland will be extended to Nadi and return. The Comets at present in use will be replaced by 707's.

BOAC would very much like to travel north and link up with its services through Honolulu, but at the moment it can find no way of doing so. Presumably it regrets having got out of the South Pacific some years ago, when Britain relinquished part-ownership of TEAL.

BOAC would also like to parallel the Qantas service through Tahiti.

Air India, which at present flies 707's from Sydney to Nadi as an extension of its London service, is



hopeful of extending the Nadi leg to Auckland to take advantage of some of the new traffic—but how to do it is a problem. There are no plans at present.

Alitalia, the Italian airline, is another international carrier with eyes on Auckland—across the Tasman from Sydney where its present service from Rome terminates. But the Italians have no rights across the Tasman.

Japan Airlines have a better chance than the Italians. JAL may fly to Sydney in 1966, and could ask for a Tasman extension later, in exchange for Air NZ rights in Tokyo.

67 Tasman Services

The opening of Auckland will generate more new traffic across the Tasman than anywhere else. There will not only be additional services, but bigger aircraft.

Qantas and Air NZ have recently begun operating 707's and DC8's to Christchurch, and from the opening of the Auckland airport they will operate there too. PanAm also will be using 707's.

In addition, more Electras have become available for other Tasman

services to airports too small for the pure jets.

This will mean thousands more seats a year across the Tasman. In the period just before this Christmas there are expected to be 67 services a week across the Tasman, carrying more than 6,000 passengers both ways.

Will there be passenger traffic and cargo available for this sudden new growth of South Pacific services generated by Auckland's new airport?

All the airlines are confident that there will, and point to the fact that tourism in the Pacific basin is currently showing a greater increase than any other area in the world.

Qantas is well ahead with a big new hotel in Sydney; PanAm, which already has a hotel in Melbourne, has now started on one in Auckland, and has almost finished its Pago hotel.

Air NZ has opened a Brisbane office and has just bought a new building as an office block in King Street, Sydney.

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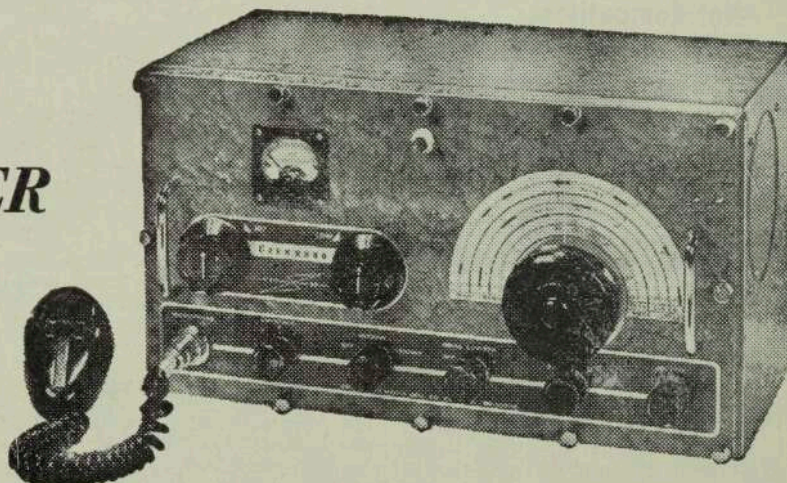
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PORT MORESBY

REMEDY SUGGESTED FOR MORESBY'S SHANTY TOWNS

*From Derek Round, AAP-Reuter
correspondent, in Port Moresby*

An "official" shanty town for organised low-cost housing has been suggested to cope with the growing problem of overcrowding and inadequate facilities in Port Moresby's "unofficial" shanty towns.

THE proposal has been made by a committee of the Council of Social Services of Papua, which recently investigated housing problems in the capital. The committee found about 20 shanty settlements scattered around Port Moresby.

About 3,500 people, or about 15 per cent. of the estimated 23,000 Papuans and New Guineans in the capital, live in them.

They have been growing up on native and Government land and some have been established for many years. Most of them are organised on village lines. When one family leaves a house—or part of a house—to return to its home village, another member of the family or clan moves in.

Services Lacking

The newcomers take over the rights and duties which apply in the settlement, although few of the shanty dwellers have any rights to the land they live on.

The committee has recommended settlements had inadequate water supplies and lacked sanitary and garbage services.

Many living in the settlements still pay tax to Local Government councils in their home areas although they are living on land which comes under the jurisdiction of Port Moresby councils.

The Committee has recommended that the Papua-New Guinea Administration set aside at least one area in or near Port Moresby as an "official" shanty town for organised low-cost housing.

The area would be provided with roads, footpaths and drains, some street lighting, communal water points, individual earth latrines and garbage disposal facilities. Schools



Sir Donald Cleland.

would be provided for the settlements.

The committee suggested allotments of about one-fifteenth of an acre each, pegged to indicate the maximum area allowed for building. It suggests that building regulations should be kept to a minimum.

House sites would be available at a weekly or fortnightly rent, payable in advance. The rent would include land, rates and taxes and water, garbage and sanitary service charges.

The committee said it hoped the rent would not be more than 10/- to 12/- a week. Many shanty dwellers pay more than this now to live in settlements without services.

Departing tenants would have the right to sell or remove any improvements they had put on the allotments.

"If possible, the settlement should

be designed to allow it to be re-developed for better housing should changing conditions make this desirable," the committee's report said.

"The result of our proposals would be an official shanty town," it said.

"But in theory, services would be adequate and buildings far enough apart to reduce health and fire risks.

"If it is possible to insist on one family—a man, wife and children—to a house, overcrowding should be reduced."

No Comment

The Administration, which has so far made no comment on the committee's proposals, has been trying to discourage villagers from crowding into Port Moresby and other towns where there is a shortage of accommodation and jobs.

Officials say privately that the Administration is likely to be as unenthusiastic about an "official" shanty town as it is about "unofficial" ones.

The Administration is concentrating on trying to overcome the backlog of housing needs for its own local and overseas staff.

But the Administrator, Sir Donald Cleland, revealed recently that the Administration was considering plans for a single housing authority which would be responsible for housing Government officers and for urban housing programmes.

Until this is set up, there appears to be little possibility of anything being done to get rid of the present shanty towns.

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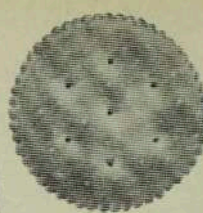
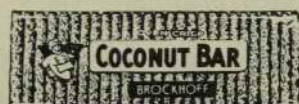
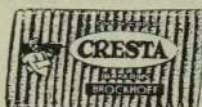
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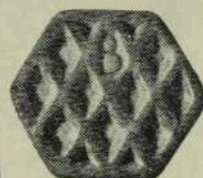
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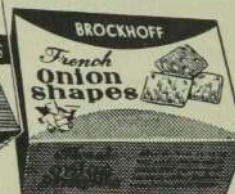
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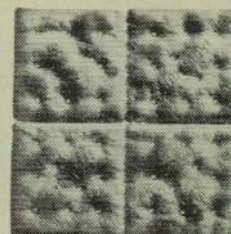
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The Editors' Mailbag

THE ROBINSON MEMORIAL

Sir,—My old friend Doug. Askew, of Samarai, asks for information on the Christopher Robinson Memorial (PIM, Aug.). This memorial was erected by a group of goldminers operating on the Yodda, Aikora, Gira, Mambare, Waria, Sudest and Woodlark fields, all north and north-east of Samarai, from which town they obtained all their stores and equipment. Samarai was also the base for recruiting native labour for the fields.

The unnamed men responsible for the erection of the memorial in Samarai were Jack Murphy, who called the original meeting to raise funds, Davy Davies, Jack Elliott, Frank and Jim Pryke, "Red Bill" Parkes, "Sharkey" Park, Harry Osborne, Ned Driscoll, Billy Ivory, Arthur Darling, Arthur Dallen, Jimmy Preston, Dick Berryman, Billy Lowe, Billy Little, Fred Weekly, Bob Jewcombe, Fred Kruger, Jack Gray, Ned Holmes, Joe Sloan, and many others whose names I cannot now remember.

These miners were highly incensed at criticism in the Australian Press and by certain missionaries in then British New Guinea about Christopher Robinson after the Goaribari incident, and they blamed them for Robinson's subsequent suicide. William Whitten, of Whitten Bros., was the leading citizen of Samarai at the time the memorial was erected in 1907/8. He was treasurer of the fund, and attended to the business of ordering materials, etc. I first saw the memorial in 1909 and met most of the men mentioned above. I spent many hours on the balconies of the three hotels in Samarai—Wisdells, Clunns, and the Cosmopolitan—listening to the experiences of these miners on the goldfields.

For details of the erection of the monument prior to my settling in Papua I am indebted to another very old ex-resident of Papua, Mr. George Munt, who now is living in Brisbane, and who at the time was clerk in the office of Whitten Bros.

The miners all operated from Samarai until the discovery of the Lakekamu field, when naturally Port Moresby was their nearest town.

The poet responsible for the verse on the monument was Adam Lindsay Gordon.

HOBART SPILLER.

Moorooka,
Brisbane.

TOLIMAN AND THE MISSION

Sir,—I would like to congratulate your correspondent, "Gorohauve", for his fine article on Matthias Toliman in September.

It is to be regretted that "Gorohauve", who is most likely a near neighbour of mine, did not see fit to sign the article. Had he done so, a most interesting discussion between us could have ensued.

"Gorohauve's" article contains a few minor inaccuracies and one sweeping statement regarding the alleged opposition of the late Bishop Scharmach and some Rabaul Catholic priests to the Administration Council and Tolai cocoa projects.

I have known Matthias since 1950, and during most of the intervening years he has been one of my closest and most efficient collaborators in Catholic education in New Britain.

Matthias' first mentor was not the saintly Father Mertens but Father J. C. Krumpel, present priest-in-charge of Gunanba Mission, who in 1936 persuaded the late Paramount Chief of Toma—To Liman—to send his two sons, Matthias and Stanis, to Kiri-



The Robinson memorial at Samarai.

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Matthias Toliman.

gunan School, Vunapope, where they subsequently began their education under the care of Brother J. Landiger, MSC. Both boys joined Father (now Bishop) Hoehne's seminary in 1939. Matthias qualified as a "C" teacher in 1955.

Referring to the controversies in the Tolai area after the introduction of the council system and the Tolai cocoa project, "Gorohauve" has certainly got his wires crossed.

At no time did the late Bishop Scharmach express any opposition to the council system or the Tolai cocoa project. On the contrary, I remember him advising the Tolais to support the councils. The late Father Hermann Zwing, of Takabur, spoke eloquently at the opening of the Vunamami Council, and the late Father Nollen actually blessed the Rember Council premises on opening day.

Although a few Catholic priests may have at times denounced certain untoward circumstances connected with the introduction of the councils and the cocoa project, they were never opposed to these schemes as such.

The tactless and omniscient attitude of a few Government officials towards missionaries—Catholic and Methodist—at that time rightly roused the ire of these men who had borne the burden of the day.

It was significant that few, if any, of these Government officials ever bothered to learn the Tolai language or listen to the advice of missionaries with half a century of experience.

Briefly, the prophets of the new order were poorly equipped for their work. The good faith of these men is not questioned for a moment.

As for the attitude of Matthias to criticism of the supposed shortcomings of the Catholic Mission in the '50's, the files of the *South Pacific*

Post for 1955 will show that he staunchly defended the Mission record.

When the Administration vetoed the majority decision of the Vunadidir and Nangananga Council to support financially Mission schools, Matthias personally led a delegation to protest to the Administrator.

There was no need for Matthias, at any time, to urge on us missionaries a more progressive attitude. We were always way out front, but we were cautious, and saw no need to adjust our sails to every little wind of change. A little knowledge is a dangerous thing, and fools rush in where angels fear to tread.

The present disastrous split into

Tolai council and non-council areas might well have been avoided if some Administration officials had looked before they leaped and sought more advice from experienced missionaries.

The words "It is probably worth remembering that Patrice Lumumba was also a seminarian and school-teacher", make painful reading. Matthias is certainly one of the most humble and God-fearing men I have met, and doesn't the Good Book say that fear of the Lord is the beginning of wisdom?

(Rev.) S. W. O'HANLON,
Mission Education Officer.

Catholic Education Office,
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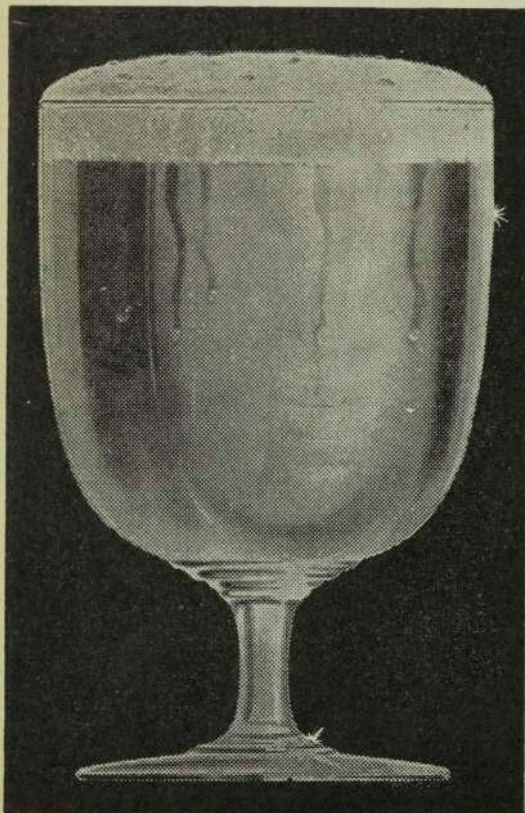
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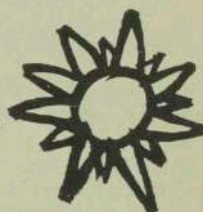
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PACIFIC PLANTERS' DIGEST

MACADAMIA NUTS HAVE POSSIBILITIES

SOME South Pacific territories are showing an interest in the production of macadamia nuts, a crop which Hawaii is producing on a substantial scale.

Hawaii is exploiting the lucrative California market which it cannot possibly fully supply; and at this stage there is little hope of any area filling the world demand for these highly edible nuts.

Following Hawaii's lead and with advice from that country on suitable type clones, etc., Samoa already has established seed beds, and is investigating the possibility of further production. Fiji also is looking into the possibility of producing the nuts.

The macadamia nut is highly nutritious, being the richest oil-yielding nut known. It produces about 76 per cent. of oil equal in quality to the best olive oil.

The nut, however, is too valuable to be used for the extraction of oil. The shell of the nut contains about 2.8 per cent. of oil and the hull, that is, the green covering of the nut, contains about 14 per cent. of substances suitable for tanning leather.

It is interesting to note that in Australia, where the tree is indigenous, large-scale plantings are few so far. It could well be that with macadamia nuts the Pacific Islands will find for themselves another export outlet.

IT PAYS TO BE CAREFUL WITH PESTICIDES

THE importance of observing certain elementary safety rules when using chemical pesticides cannot be emphasised too strongly or too often.

Most chemical manufacturing companies regularly issue general procedures which should be followed so that chemicals can be put to their proper use and not abused.

When handling pesticides always read the entire label before using the product and observe all precautions listed on the label each time a material is used.

Store pesticides under lock and key out of reach of children and pets and away from food and feed.

Keep pesticides in their original containers.

Dispose of unused chemicals and empty containers in such a way that they are no longer hazardous. If bags are burned, do not inhale the smoke.

Follow directions pertaining to residual tolerances on edible plants; always allow the specified time interval between last application and harvest.

Use pesticides only on crops specified and at correct rate and schedule.

Do not eat or smoke while handling pesticides.

Wear protective clothing and masks when directed on the label.

Bathe and change to clean clothing right after spraying or dusting. Wash clothing before re-use.

If chemicals are spilled on skin or clothing, change the clothing immediately and wash thoroughly with soap.

If illness develops during or after a spraying or dusting operation, call a doctor or take the patient to hospital immediately.

Rates of application have been carefully computed; do not use more than recommended.

Finally, do not spray or dust on a windy day; avoid drift that would injure plants on adjacent property.

PEANUT ADVICE

AGRICULTURAL shows held during the past months in many Islands territories reflect the increasing interest in agriculture now widespread throughout the South Pacific.

Following on Fiji's highly successful effort, Tonga also staged a best-ever show. Tonga's exhibits would indicate this industrious little kingdom has now the highest standard in the Islands for vegetables and bananas. It has demonstrated it can grow with success onions, peas, beans and tomatoes equal to any produced in temperate zones.

Now Tonga is directing its attention to peanut production. Peanuts hitherto have been grown in many of Tonga's mission schools. Now agriculturists are interesting themselves in the crop which almost always finds a ready export market. One grower alone is putting 40 acres under production.



Although peanuts will grow well in Tonga, there are certain cultural practices the peanut farmer should adopt to minimise the effects of peanut diseases.

1. Seed beds should be prepared early and thoroughly.
2. Seed used should be treated with an organo mercurial/captan seed dressing.
3. Planting should not be made any deeper than necessary. Planting too deeply results in weak plants.
4. Consideration should be given to the use of pre-emergence weed killers such as Amine Salt of 24D or MCPB.
5. Give particular attention to early weed control measures, being careful not to forget the headland and contour banks.
6. Give particular attention to crop rotation. This will prevent a build-up of organisms responsible for disease.

POWDERY MILDEW

MOST cucurbits, including cucumbers and rockmelons, grown in tropical climates show a marked susceptibility to powdery mildew.

As the name implies, powdery mildew causes the leaves of plants to become spotted and eventually covered with a white mould-like growth.

Attacked plants produce poor fruit and unless the fungus is controlled the vines eventually die.

Control is best achieved with Karathane, a wettable powder which will also control the fungus when it attacks dahlias, delphiniums, etc.

For best results the chemical should be applied at first sign of disease and repeated at intervals of seven to 10 days if weather conditions favour development of disease.

One oz to eight gallons of water, or one level dessertspoonful to one

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gallon of water are rates advised. To improve the contact of spray with plant surface, it is suggested that a wetting agent be added to the Karathane spray at the rate of 4 to 6 fluid ounces per 100 gallons or 2-4 teaspoonsful to eight gallons of spray solution.

All foliage should be thoroughly wet with the Karathane spray, including the undersides of the leaves.

Usually three or four applications are all that are necessary.

GRANULAR INSECTICIDES

THERE is a definite swing in several parts of the Islands towards the use of granular insecticides, particularly for use in the control of leaf hoppers in rice.

At this stage there appears marked advantages to favour the preference for the use of granulars, particularly in those cases where employed labour lacks the know-how for mixing emulsion type sprays and wettable powders.

Evaluation work is currently in progress in the Solomons and Fiji to assess the true value of granulars, compared with other types of insecticides.

Leaf hoppers are a major problem in rice in the BSIP and, to a slightly lesser degree in Fiji also. Since Tonga is becoming interested in the possibility of large scale rice cultivation, the results of trials under way will also be carefully noted there, too.

SUDDENLY IT'S SUMMER!

EVERYONE has his own preferences in thirst quenchers, that's for sure. But there are few who don't list orange juice somewhere in their preferences. For this reason most planters in the tropics like to tend at least a few orange trees.

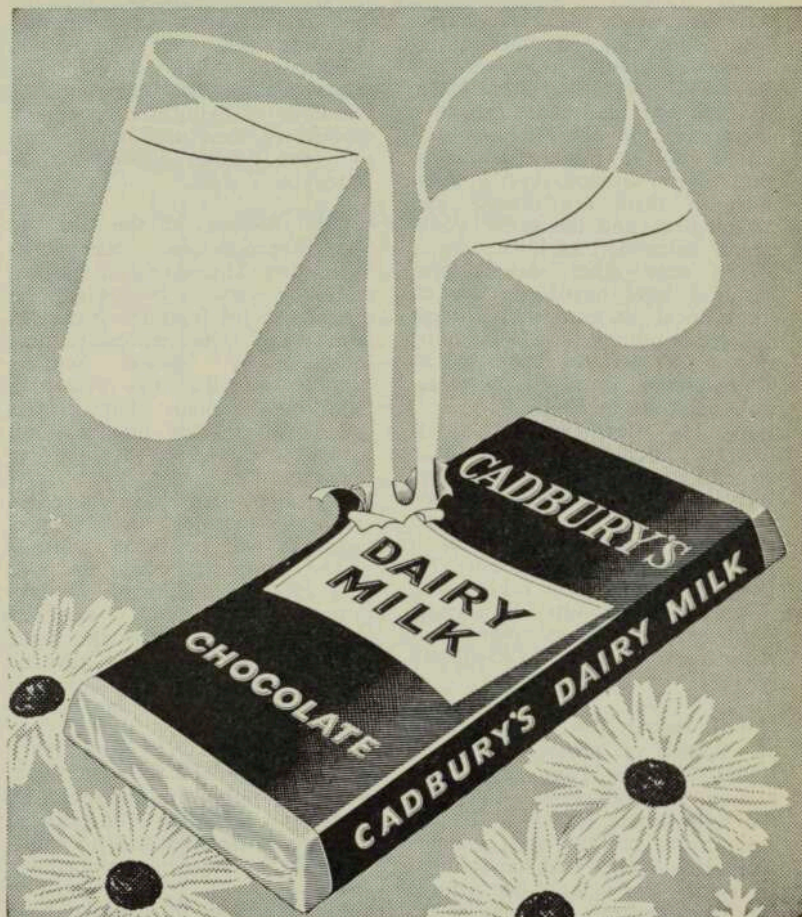
Biggest problem of orange tree growers — whether commercially minded or not—is brown scale. Caused by an insect light to dark brown in colour, brown scale attacks young citrus, although older trees are not immune to attack.

The insect secretes large quantities of honey dew which attracts ants. Infested trees develop a sooty appearance because of a fungus growing on the honey dew.

The presence of ants is your clue to begin spraying to control the brown scale, and best results are achieved with an oil emulsion using $\frac{1}{2}$ pint of white spray oil to four gallons of water.

Control of the ants is also essential. This is best achieved by spraying trunks and surrounding ground with chlordane, using 2 fl. ozs to one gallon of water.

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From the Islands Press

PARADESIA has been the name most generally discussed [for Papua-New Guinea] and it definitely has a real appeal for many people. Such a name would certainly do much to promote tourism in this country, for what world traveller could resist a peek at Paradesia? Nevertheless does it not hint too much of an imaginary South American hot spot?

There are also many abortive alterations and abbreviations suggested of the present name of Papua-New Guinea, but I think most of them are clumsy and meaningless, and the name would be far better left as it is.

The only other serious proposals I have heard are derived from local dialects and though the words usually have a haunting ring, I feel that the name has to be understood by us all and therefore must be in English . . .

We, as island dwellers, must feel very strongly the need for a united Papua and New Guinea and West Irian, and, though we realise any such unity will take many years to come about, I feel it will show our sincere desire for friendship with "the other side" if we call our country East Irian. —*Letter from Victor Warupi of Kundiawa, in the "Kundiawa News"*.

THE recent stir over the enlightening programme from KVZK-TV [in Pago Pago] on human reproduction highlights the unfortunate legacy to Samoa from early zealous and straight-laced missionaries that has resulted in a complete lack of sex education and general information on birth control in this country [of Western Samoa].

Since the first whaling ships sailed away from these shores creaking and almost falling apart from lack of nails which had been traded for love, the fabulous South Sea Islands have been the dream resorts of Western man frustrated by convention and burdened with his Christian guilt. But things are not what they seem.

While guilt may lie lightly on Samoan shoulders, despite its prominent part in local humour, sex in Samoa is saddled with con-

vention and ignorance as much as any place in the world.

Largely because of unreasonable religious attitudes, there has been a reluctance on the part of Government to make an issue of birth control or to even consider any sort of sex education. But the time is coming when population pressures may well change the question from one of theorising to a straight choice between rising standards of living and too many mouths to feed and not enough to feed them. —*Editorial in "Samoana", Apia*.

THE showing of the film on "Reproduction" over television last Thursday has shocked television viewers everywhere on the island [of Tutuila, American Samoa]. It was unpleasant and indecent by normal Samoan family standards. Television authorities explain that it was accidental and the film was not actually obtained for showing over television.

We hope we have benefited from this accident in that programmes will be better screened in the future. It would be good if a complete listing of the programmes are made available before week-ends—for the week ahead. Viewers will then have no excuse for watching what they shouldn't. —*Editorial in "Samoa News", Pago Pago*.

CR. L. G. USHER'S revolutionary proposal [in the Suva City Council] regarding unrestricted shop hours deserves careful study, not only for Suva but for Lautoka also.

Small traders in Lautoka have been badly affected by restricted trading hours. A point which could well be given some thought is that well-paid employees of the big stores must now shop only in the stores which employ them, and the small shopkeeper is deprived of the share of this shopping which he would expect if he were permitted to remain open when the big stores close.

The lowered take of the smaller stores is inevitably reflected in general trading, since the spending capacity of the shopkeepers themselves is thus reduced. Cr. Usher's picture of bright streets and

lighted shop-windows is a marked contrast to the present situation when one views Lautoka's streets at night. Who would not prefer an attractive, well lighted shopping area in which to stroll at night to the present dark streets filled with loafers only too ready to take advantage of the dark spots as gathering places from which they can offend the occasional passer-by with filthy language and worse? —*Letter from Wm. C. Branchett, of Lautoka, in "The Fiji Times", Suva*.

YOUR article on "Do you know your name" is very timely and extremely important. I think Europeans are inclined to misunderstand the confusion that takes place in Pacific Islanders' minds on this question of names.

So many of our children who come from Niue or from Samoa or Fiji change their names quite innocently and people think they are trying to fool them. They do not know that a Polynesian has only one real name and that his father's name does not have to be taken over by him. However, most educated Island people today see the advantage of retaining the family name, and so most of them stick very carefully to the father's name or grandfather's name or whatever was decided on when the family decided that they should adopt a surname . . .

Those students who spend hard lives studying for examinations soon realise that if they do not have a surname they cannot be properly registered. It is no use registering having passed School Certificate with the name John if you have no surname. There are many thousands and millions of Johns in the world and nobody producing a certificate with John on it would be even recognised. It must be John somebody.

So it is terribly important to decide on a surname, and whether or not it conflicts with custom, it is commonsense in a world where there are so many people with the same name to keep to the surname and make sure that your children do too. —*Letter from F. R. J. Davies, Officer for Islands Education, Wellington, NZ, in the "Niue Newsletter"*.

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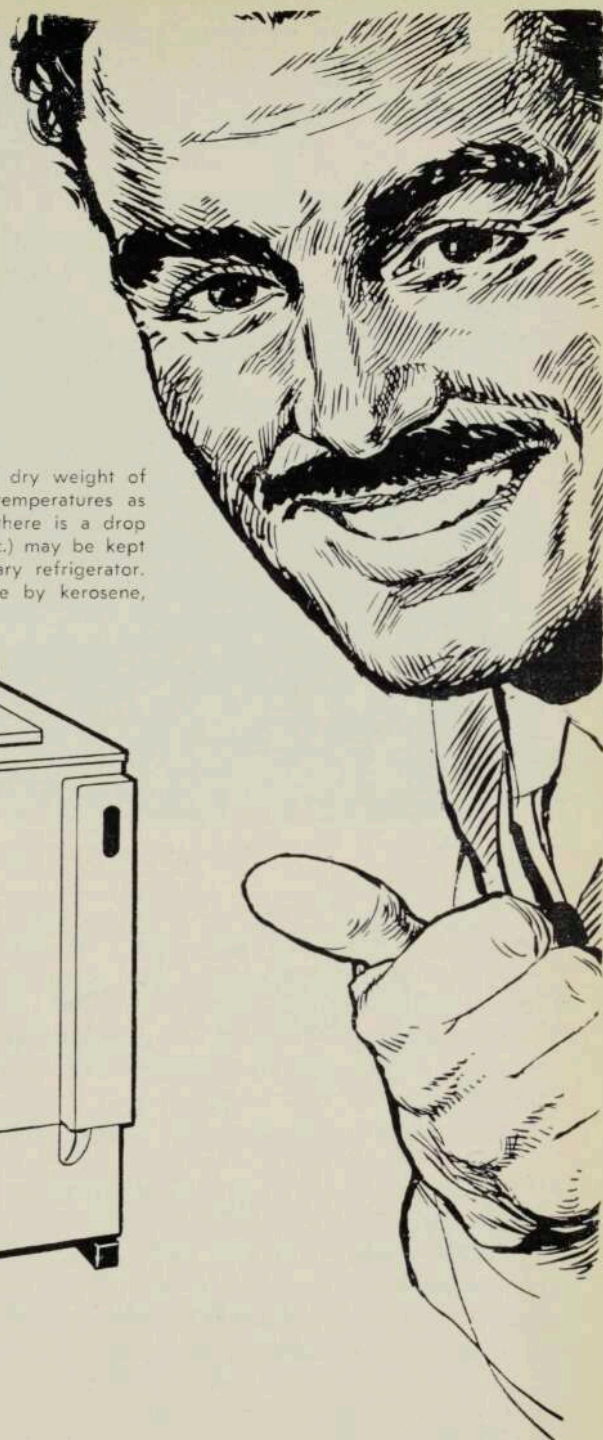
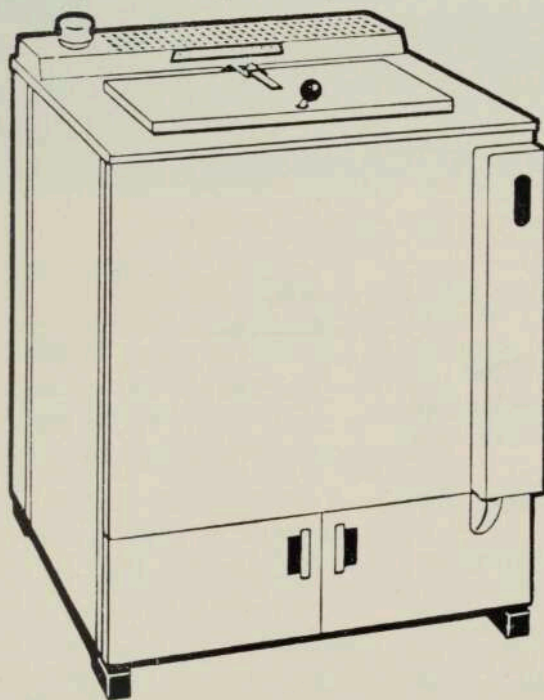
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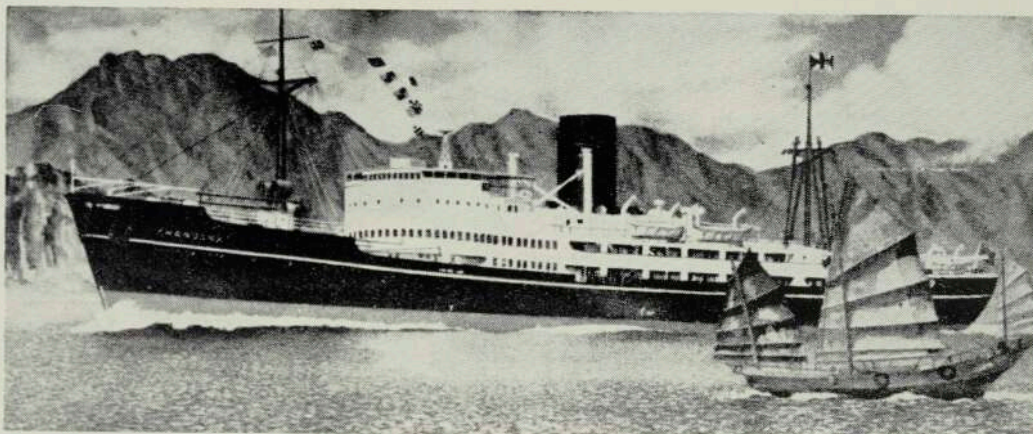
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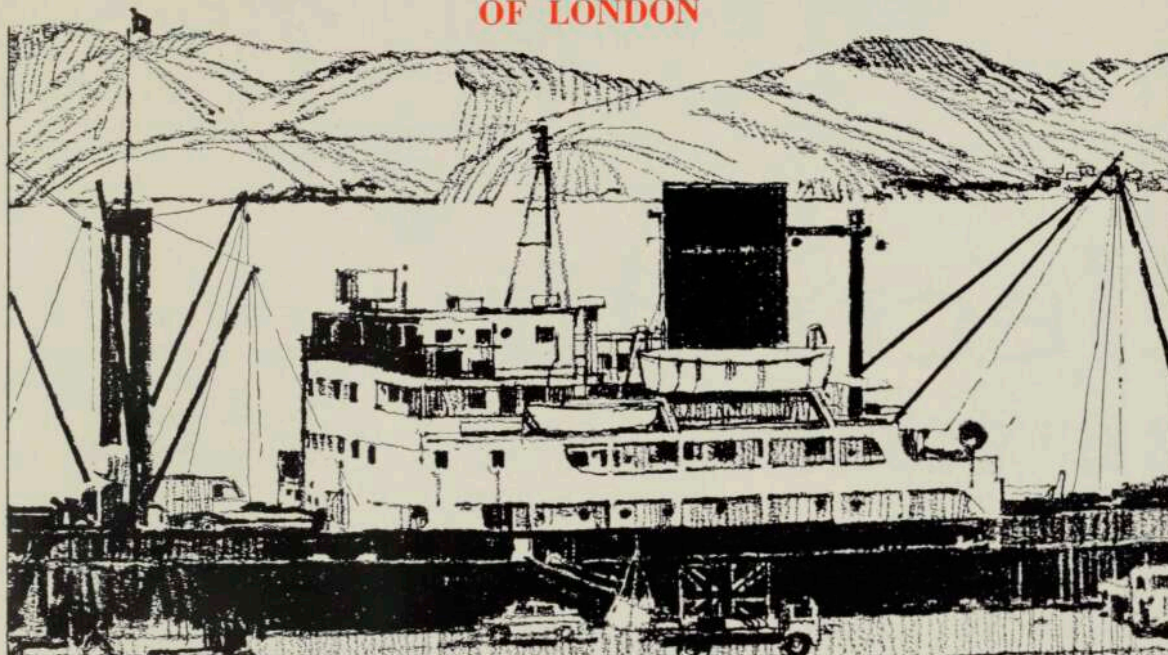
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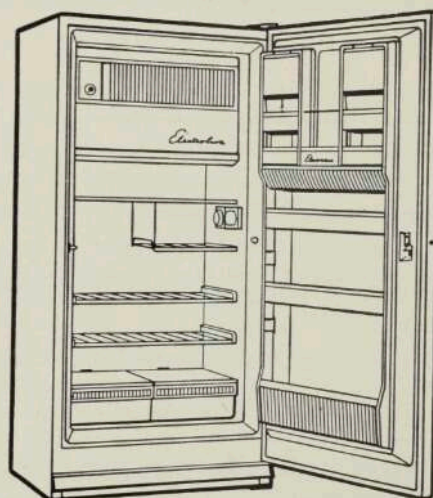
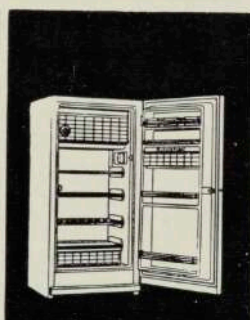
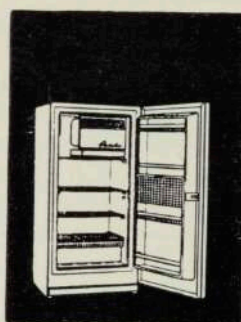
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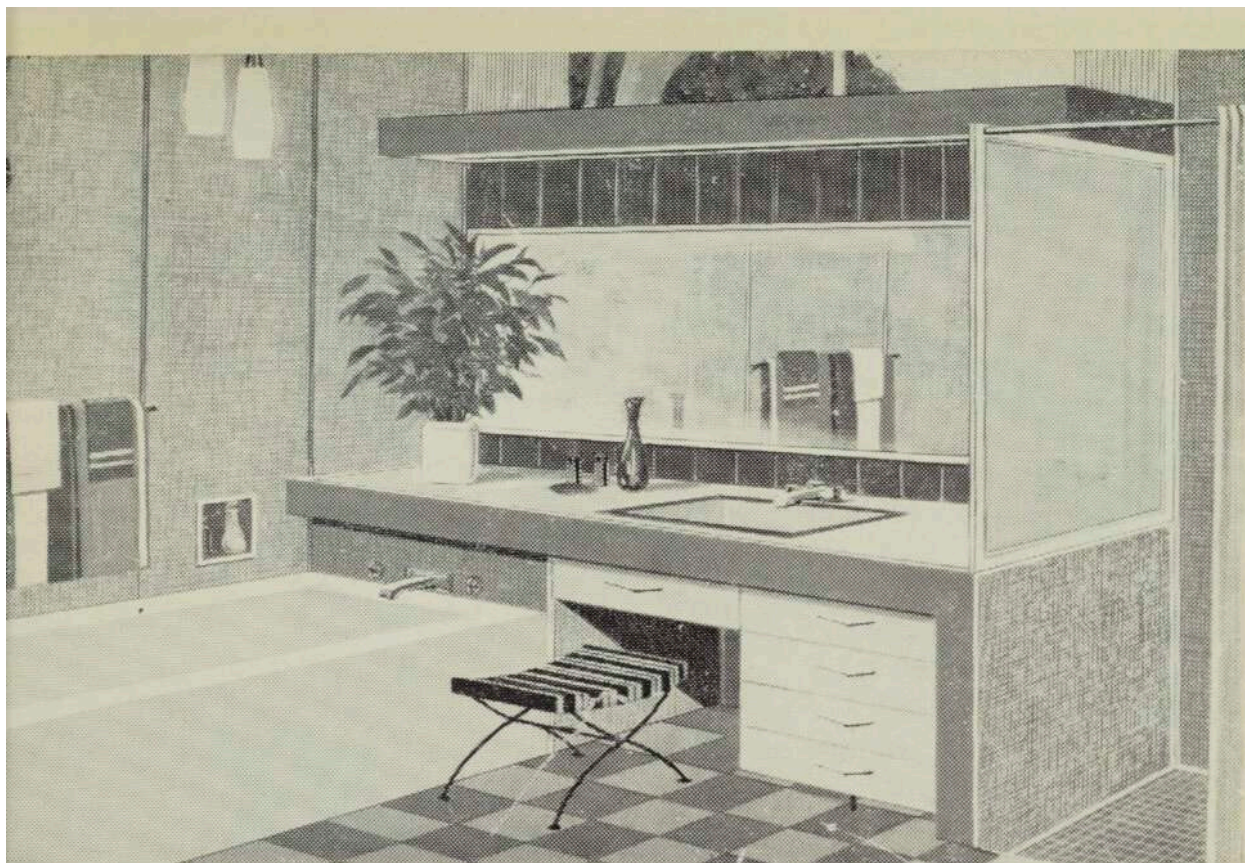
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NOVEMBER, 1965 — PACIFIC ISLANDS MONTHLY



Staggering Seabirds, Dancing Crabs — Tonga Can Produce Them Both

By Rob Wright

Of the hundreds of islands associated with the main Tongan groups of Tongatapu, Haapai, and Vavau, perhaps the least to attract attention would be the 15 or more islets entwined in a 36-mile maze of coral reefs near Nukualofa, capital of these Friendly Isles.

VIEWED from the mainland, they are hull-down on the horizon and because of their remoteness, escape closer scrutiny. Which is the way the Tongans and the old-timers see it.

These are coral islets, built with infinite patience by millions of tiny lips which have dedicated their lives to these marine shrines.

With the help of the wind and the waves, and the flotsam which finds a resting place there, they have been transformed into things of great beauty with stately palms mounting beaches of shimmering sand and lush green carpets of tropical creepers and shrubs.

Where the ocean currents swirl and eddy round the coral foundations, the water is clear and deep and the home of the *uotavake* (crayfish), *komau* (giant clam), *fonu* (turtle), *ohuafi* (cod) and the giant *lubo* (black crevalle), while the warm sand and the larger trees provide havens for a variety of seabirds.

These islets, jewels in a turquoise setting, are as colourful as their

names—Makaha'a, Manima, Oneata, Paigaimotu, Motu Tapu, and Fukave, to mention but a few.

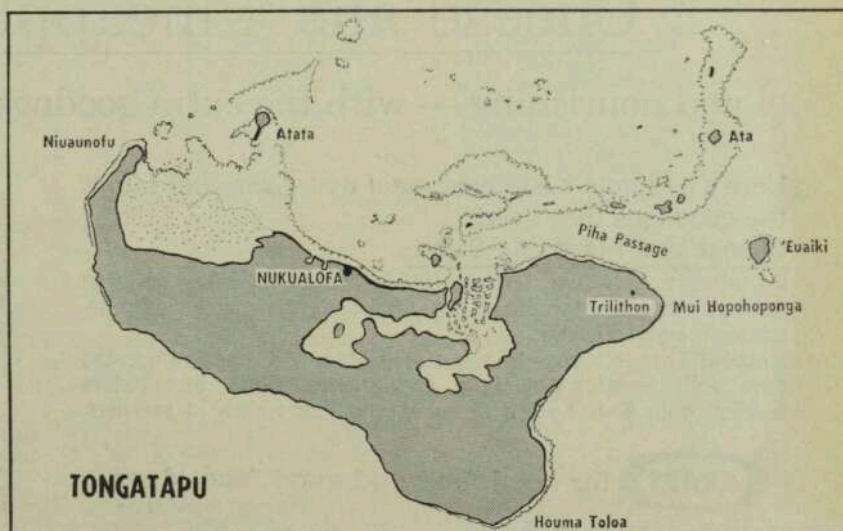
Not quite as old as these islets, but associated with at least one of them for a long time, is the Riechelmann family of Nukualofa.

The first of that ilk, one Henry August Riechelmann came to Tonga in 1877, married, and settled down to rear a large family. In common with other old-timers, he acquired leases of land to plant coconuts and other crops of economic importance to the South Seas.

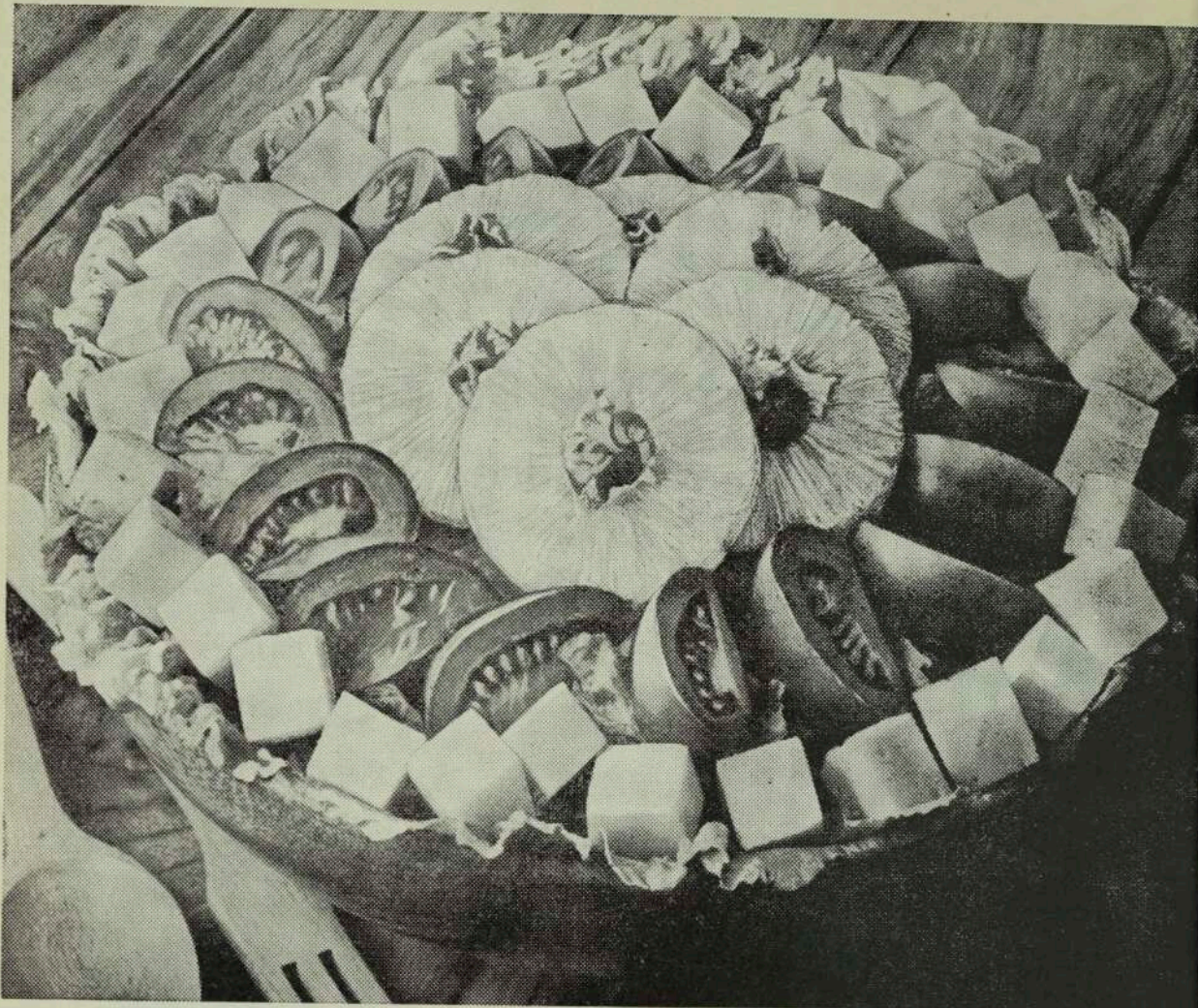
But for a place to relax and for a fishing base, he chose the tiny islet of Fukave, nestling among the reefs 15 miles from the mainland.

The Reichelman family is now in its fourth generation, and it may be said with some degree of accuracy that three generations, at least, have cut their teeth on Fukave.

Carl, with brothers Allan and Jack have always used the island as a spearfishing and diving base. All are expert underwater men and, individually, have taken fish in excess of 100 lb from underwater grottoes



Fukave, the islet of the Riechelmann family described in this story, is on the reef shown on this map north of Piha Passage. The scenery in that vicinity is as in the Hettig picture above, which was first published in PIM in April, 1939, with the caption "Evening on the Lagoon near Nukualofa".



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is is not the dance of the ghost crabs Ha'apai, but coconut crabs at Fanning and performing their daily ritual of popping in a body to the beach for a drink of sea water. We imagine the two performances have something in common.

near the island, and have dived to cover giant clams from the sandy bottoms.

But for them there is just as much pleasure during the cool evenings recounting their experiences of the day. It was during one such evening that Carl first became aware of the strange behaviour of the seabird known to the Tongans as the *lafu*.

Sanctuary

The *lafu* is not an uncommon bird and it chooses the sandy beaches of the islets to burrow into and make its nest. The warm sand hatches the eggs, and the young are favoured for their succulence, much in the same manner as Maori's relish mutton birds.

But the *lafu* has a strong pointed beak and even fledglings draw blood from the hands of anyone incautious enough to put his hands in a sand burrow.

Carl had forbidden anyone to take birds from Fukave, preferring to keep the island as a sanctuary, but he had never before seen adult birds captured, and so, one evening, gave permission to a Tongan friend to go about the routine.

It was dusk and the party were relaxing round a fire on the beach. There was little sound except for the wash of waves and the murmur of voices.

Then the Tongan began an eerie calling into the night. There were no words. It was a simple and monotonous wailing sound—"oo-oo-oo-oo".

Within a short while out of the sky appeared a *lafu*, and it began to circle the group on the sand. As

A CURIOUS old custom called censoring has come to an end on Niue. Censoring was a public exhibition, for the purpose of censorship, of films brought to Niue for screening in public theatres.

Originally only Europeans went to censoring, for the films had already been censored in New Zealand. In those days, the films were shown at the chief of police's residence.

But when 35 mm films were introduced, censoring had to be done in a hall, and as time passed, more and more Niueans went to these showings. Eventually the stage was reached when, on censoring nights, the Europeans had their dinners placed on the table early so that their Niuean housegirls could go to the censoring—and the Europeans stayed home.

However, all that is finished now.

The film censors had expressed growing concern at the number of Europeans and Niueans attending censorship performances without restriction, other than a lower age limit of 18 years, irrespective of race.

The chief of police stated in a recent public notice that unrestricted attendances had reached

the eerie call was kept up, more and more birds appeared until there were 20 or 30 circling overhead.

First one bird then another settled on the ground and began a drunken walk towards the source of the sound. The birds rolled and staggered, and sometimes fell over and lay still.

Some, lifted into positions, perched swayingly on the fingers, hands, or shoulders of the people on the sand.

Even when the call ceased, the birds appeared to be under some form of hypnosis and made no attempt to escape. They were left lying on the sand.

At daybreak on the following morning, they had disappeared.

Supernatural

Carl thought the whole thing smacked of the supernatural, and later when he saw Alfred Hitchcock's picture *The Birds*, he was sure there was something sinister about it. He told the story to Ve'ehala, a Tongan noble who is Keeper of the Palace Records. Ve'ehala, in turn, repeated it to Queen Salote.

But Queen Salote knew already of the queer performances of the *lafu*.

"Free-For-All" Censorship Comes To An End On Niue

a stage beyond all reasonable limits and practical control.

He said that censorship of films on Niue was farcical and an evasion of the law, as people attending unrestricted censorship performances between March 19 and June 11 saw one film which was subsequently totally banned and two that were partially banned for public showing.

In future, therefore, films are to be seen only by the censor before they are shown in public.

And to take the place of the censoring showing, an additional weekly picture night has been authorised for the film exhibitor. This extra showing is for English-speaking members of the community. Niuean translations by a commentator are not allowed.

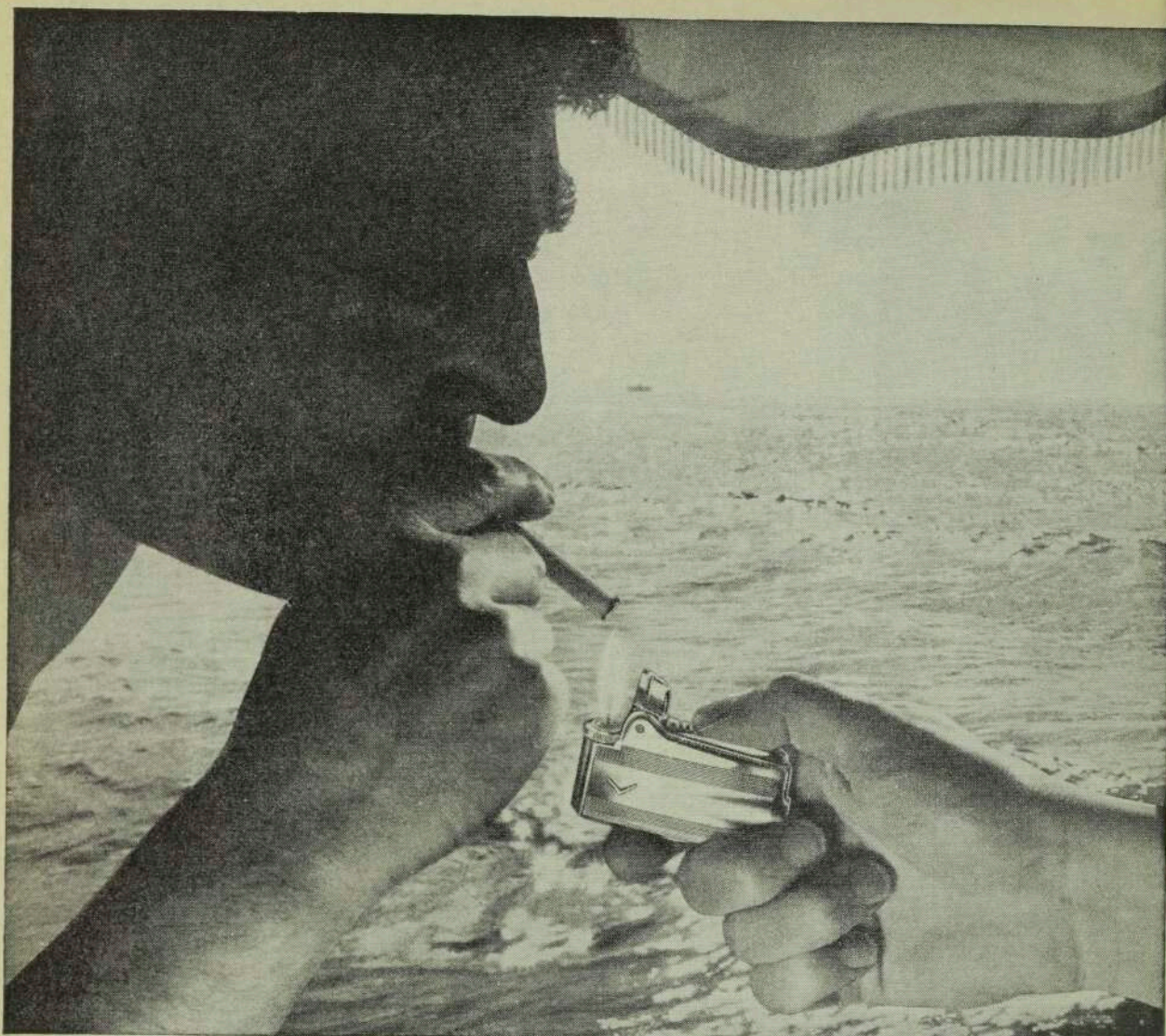
She had also witnessed another strange event in the animal kingdom of Tonga—the dance of the *kauki* (ghost) crabs.

This took place at Lifuka, in Ha'apai, where the Queen had a residence adjoining the beach. Like the *lafu* performance, it took place at dusk, but this time at the instigation of a Fijian who used a small *lali* (wooden drum) which he beat with an insistent rhythm to attract the crabs.

Gradually the *kauki* crawled out of their burrows on the beach, first in twos and threes, then in greater numbers. Finally in their hundreds they danced in unison to the rhythm of the wooden drum.

The macabre dance began at dusk and, as the crabs became involved in their routine, light from torches was introduced to show the eerie and wondrous spectacle of thousands of crabs going through intricate patterns of movements to the rhythm of the *lali*.

It is not known where the Fijian learned the art of attracting *kauki* crabs to dance to his music, or whether he passed that knowledge to anyone else.



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Polynesian Treasure Island Sold — And The Newspapers Missed It!

By Robert Langdon

Tupai, a 2,500-acre South Sea island, which rarely figures in the news, received a little of prominence in the New Zealand Press recently, when one of the island's part-owners, an English baronet, sold his interest in the island for \$30,000.

BUT in reporting this sale, the newspapers — surprisingly — did not do Tupai full justice, for they omitted to say that the island is the reputed cache of millions of pounds of Chilean pirate loot.

The treasure is said to have been left on Tupai by a band of ruffians who mutinied aboard the Chilean naval vessel *Araucano* in 1822.

Tupai, the only atoll in the Leeward Group of the Society Islands of French Polynesia, is about eight miles north of Bora Bora.

Originally called Motu Iti, it consists of two facing horseshoe-shaped islands, which enclose a lagoon about four miles across in each direction.

The island is well-planted with coconut trees, which produce about 50 tons of copra a year, and it is surrounded with seabirds, fish and turtles.

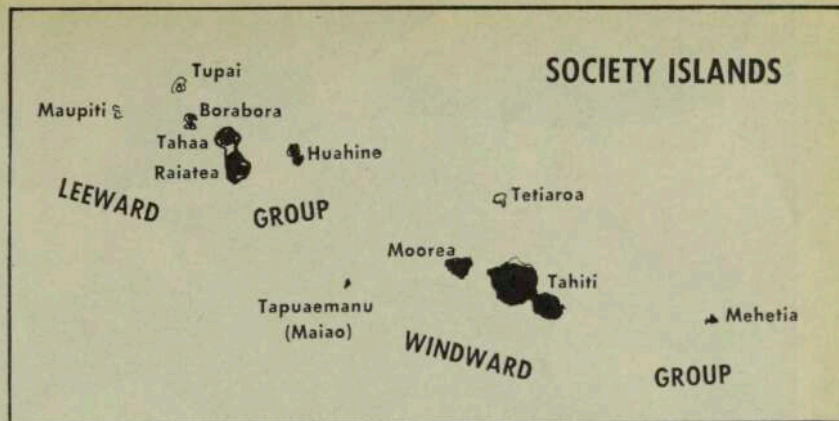
In pre-European days, Tupai was a dependency of Bora Bora, whose people resorted to it for fishing. In the 1860's it was rented from the king of Bora Bora by a Nova Scotian called Blackett, who had an ingenious steam engine for grinding the flesh of the island's coconuts to pulp and making coconut oil.

Privately-Owned

For a good many years since then, the island has been privately owned — always, it seems, with an Englishman or two somewhere in the picture.

The English baronet who has just sold his interest is Sir John Moon, a 60-year-old master mariner, who has lived in French Polynesia for the past 25 years.

Sir John, whose Polynesian wife died in 1949, shared a half-interest



with his 70-year-old mother-in-law, Mrs. Henriette Amedet, of Papeete.

But to get back to Tupai's treasure . . . the story is that after the mutiny in the *Araucano*, the pirates plundered some of the coastal towns of Peru, then sailed for Honolulu, where their ship appeared as the peaceful trader *Providence*.

However, the people of Honolulu became suspicious about the ship's real character, so her captain headed for Huahine in the Society Islands. There the captain, professing interest in religion, ingratiated himself with the resident English missionaries.

But the behaviour of the crew again aroused suspicion, and eventually, in their cups, the men openly boasted of having chests on board full of gold and other valuables looted from Peruvian churches.

Abducted

At length, the ruffians abducted a native woman. The islanders retaliated; and after several natives and two pirates had been killed, the *Providence* escaped and made for the Tuamotus and Marquesas Islands.

She next put into Tupai, then uninhabited, where her treasure—so the story goes—was hidden until an opportunity could be found of carrying it away in a less notorious vessel.

The *Providence* then sailed for Papeete, where her captain gave out that he was about to sail for New Zealand on a seal-hunting expedition. Meanwhile, he made friends with a local master mariner, Captain Samuel Henry, and plotted to seize one of his ships. But Henry's brother-in-law, Thomas Ebrill, got wind of the plot, boarded the *Providence* when most of her crew were ashore, and captured her.

Several of the crew escaped and returned to Huahine, where, deceiving the missionaries into believing that they had been forced into ill

ways by their officers, they got jobs as carpenters and mechanics.

Gradually they dispersed and drifted away, without, it seems, ever getting a chance to return to Tupai.

Sixty or so years later, two Belgian adventurers, Alexandre and Joseph Rorique, arrived in Tahiti, apparently with the secret of where Tupai's treasure was hidden.

After obtaining possession of the schooner *Niuorahiti* by trickery and murder (for which they were eventually condemned to death, although the sentences were not carried out), they sailed for Tupai, where they and their terrified crew spent several days digging for the treasure.

But as is usual with such stories, the Roriques, it seems, did not find what they were looking for, and so the treasure—if there ever was one—is still where the pirates left it.

But the vagueness about Tupai's treasure has never lessened belief in it.

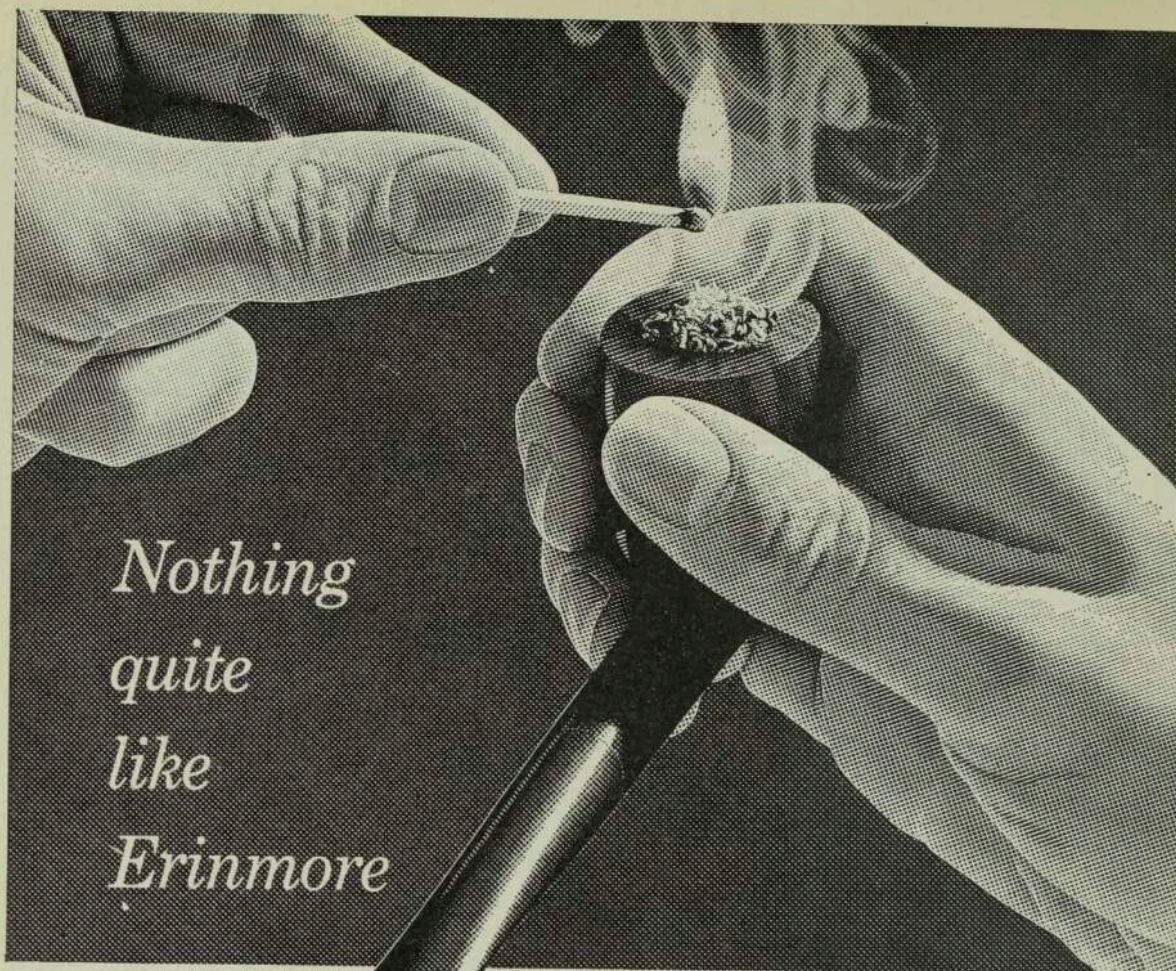
Back in 1951, when the atoll was advertised for sale, one of the terms of sale was that the owners (including Sir John Moon) reserved for themselves one-third of any treasure that might be discovered there in the next 50 years.

In 1953 when an Australian, Robert J. Cunningham, returned to Sydney after living on Tupai for 24 years, he declared that he had frequently hunted would-be treasure seekers off the island, although he had never seen any sign of the treasure himself.

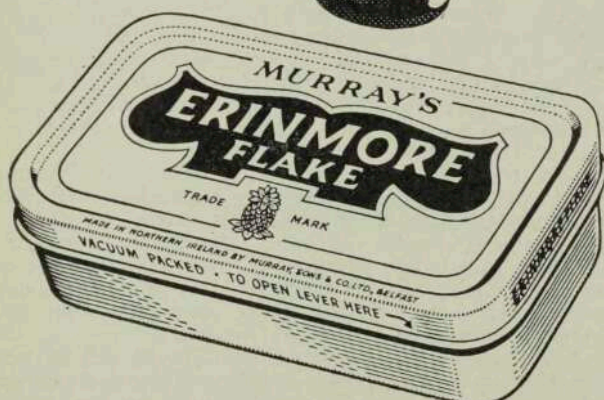
Since then, Tupai and its treasure have kept out of the news altogether.

This is more or less what Sir John Moon wants to happen with his newly-acquired £80,000.

Commenting on his recent transaction, Sir John said: "I'm going to put the capital away where old Grim Jim (Mr. Jim Callaghan, Britain's Chancellor of the Exchequer) can't get too much out of it—probably in Switzerland."



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THEY'RE NOT ALL DEADHEADS ON MALEKULA

Some recollections of pre-war days
by BASIL HALL.

The owner of the trade store on the southern coast of Malekula, New Hebrides, called it a dead 'ead' for my benefit. But, being a Frenchman, he thought of it as "tete de mort".

It was hard to believe that this cheery-looking relic was really the skull of some ancestor, plastered over with a roughly modelled mixture of fibre and mud, topped with "hair" that was nothing more than spider's web.

A little ochre and a light touch added the good-natured expression, that has nothing in common with the Nambas people, from whom such deadheads come.

Malekula has always been a problem island, if only on account of the alien, distrustful natives who live in the interior.

Loosely grouped into Big and Little Nambas, the "longheads" and one or two other offshoots, they get their names from characteristics that are theirs alone.

The "longheads", diminishing under mission influence, bound the heads of infants with the results suggested, while the "nambas" is merely a universal form of codpiece, differing in size if not in purpose.

Patrol

I never saw a Big Nambas, though the British District Agent took me with him on patrol along the edge of the country in the north-west corner of the island where the Big Nambas live.

What I know about them comes from the late Ewan Corlette, with whom I spent some months in Bushman's Bay.

Corlette, a Sydneysider who arrived in the New Hebrides in 1904 when an Anglo-French Naval Commission represented what control there was, spoke several native dialects and had an expert's knowledge of both the place and the people.

He was always being consulted. In one of his last letters to me, he spoke of "another gratuitous job" undertaken at the request of the French Resident Commissioner, which involved answering 1,600 questions



A "deadhead" or "tete de mort".

concerning the Big Nambas, for the benefit of some anthropologist in Paris.

I have since heard that a copy of what Corlette wrote on that occasion is in the hands of the British High Commissioner for the Western Pacific. It should make interesting reading. Has anybody seen it?

Before the last war, very little was known about the interior of Malekula. Corlette was one of the few who had been into Amok, the largest of the Big Nambas villages, which was said to have a population exceeding 300 people.

C. G. Adam, the British District Agent on Malekula, had also paid the place a visit, but his patrols were usually confined to trips by launch around the island.

If he wanted to speak to any of the bushmen, he would explode a couple of plugs of gelignite fastened to floating slabs of wood, and then pull into an anchorage like Matanavat and await results.

Usually Armed

If the local braves showed up at all, they were likely to arrive on the beach armed with anything from a Tower musket to a Winchester rifle. How firearms found their way into the bush is something else again, but it was no secret that ammunition was easily obtainable for about 1/- a round.

All that came back to me when I read Miss Evelyn Cheesman's latest

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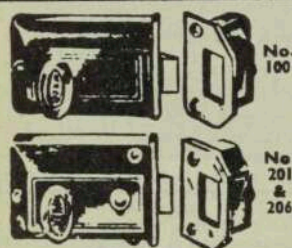
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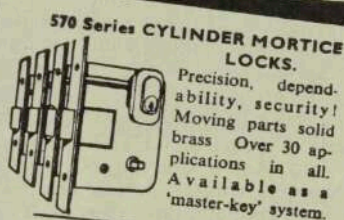
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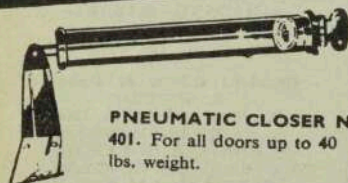


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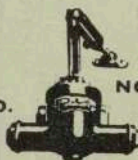


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book, *Who Stand Alone*, which was reviewed in *PIM* in August (p. 94).

Miss Cheesman stood alone in anyone did, for, as a bug-hunter employed by the British Museum, she spent months at a time in the bush entirely by herself.

"Cassa" Townsend, then DO of the northern coast of New Guinea, told me that his police boys once reported a prau approaching Aitape in which there was "a strange man in a brown suit".

It turned out to be Miss Cheesman, who, after collecting in the Cyclops Mountains behind Hollandia, was shifting to the Torricelli Range on our side of the border.

The trouble was that she had told of one of her intentions. She had no entry permit, no medical clearance from the Dutch, and was a bit peeved when the subject of quarantine was raised.

Across Malekula

Miss Cheesman always took her own line. When I was in the New Hebrides, they were still talking about an occasion when she pushed off without a word, walked across Malekula from east to west.

No other European would have dreamed of doing that sort of thing, but all Miss Cheesman had to say about it was that the track appeared to be well used, but that she hadn't seen a native all the way. However, the grapevine had it that she had been followed by a party of Big Nambas warriors.

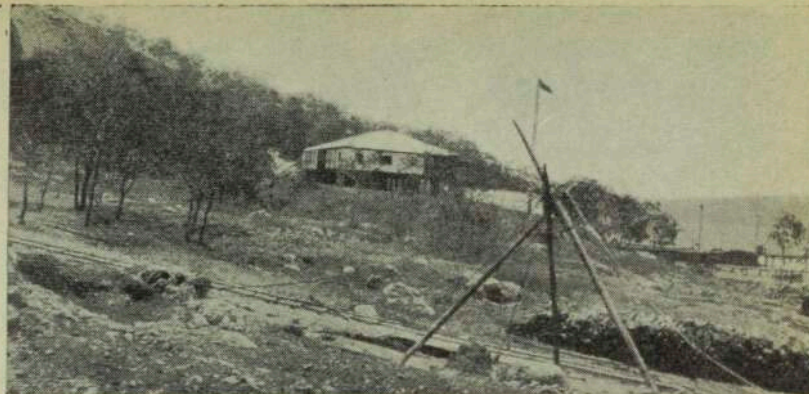
Corlette believed that she was safe enough as long as she kept moving, for women have no tribal standing amongst the Big Nambas.

In fact, these people, who are none too particular as to what they eat, will not normally look at flesh taken from any female animal. And that includes women!

PIM's review of Miss Cheesman's book was illustrated by a photograph of her in a working rig, consisting of a blouse and shin-length trousers. Some people, on seeing her in this rig, might well ask how anyone would know she was a woman.

The grapevine had the answer to that one as well, though it's not for me to pass it on. It's enough to say that the Big Nambas are not all dead-heads.

- Port Moresby has changed a good deal since this picture of the Post Office and Treasury building was taken 65 years ago. The picture, with three others showing what Port Moresby was like in 1900, was first published in PIM for August 1937.



The main story in PIM for November, 1945, was that industry and transport had come to a virtual standstill in Papua-New Guinea after the Minister for Territories, Mr. E. J. Ward, terminated all contracts of conscripted native labourers in the change-over from military rule to civil government.

Yesterday

THE Administration believed that the natives would sign off and re-sign new contracts immediately and that everything would go on as before. This was not the case however. Less than five per cent decided to sign on again—even under the new minimum rate of 15/- a month for labourers. Most of the balance decided to return to their villages.

OTHER items in that issue of PIM of 20 years ago were:—

THE authorities in Papeete, Tahiti, were faced with the problems of insufficient housing, soaring land prices, shortages of fish and a diminishing water supply. The town's population had approximately doubled during the war.

THE Methodist Mission estimated that, during the war, over £90,000 worth of damage had been done to its stations in the Solomons.

THE Australian airline Qantas was considering the introduction of a permanent service linking Sydney, Brisbane, Noumea and Fiji. A plane carrying mail and passengers left Sydney on November 17 on a two-day survey flight.

IT was announced on October 13 that King George VI of Great Britain had appointed

Queen Salote, of Tonga, an Honorary Dame Grand Cross of the Order of the British Empire (OBE).

WIRELESS communication had been restored between Fiji and the Gilbert and Ellice Islands Group, including Ocean Island. With the removal of wartime restrictions, all classes of public wireless messages were being handled at pre-war rates. The beam service between Sydney and Suva was also operating again under peacetime conditions.

PLANTERS returning to New Guinea after 3½ years of war had noticed that cocoa trees, although not indigenous to New Guinea, could apparently resist the ravages of the jungle, once they had attained a certain strength. Young well-grown cocoa trees on Karkar Island, and along the coast of New Britain, were bigger and better than ever, although they had had no expert plantation attention since the invasion. Once the substantial growth around them had been cut away, they were found to be in excellent condition.

Smaller trees had not fared so well.

FIJI travel restrictions had been eased. It was no longer necessary for overseas residents to obtain a permit to enter the Colony nor for European residents of Fiji to obtain exit permits.

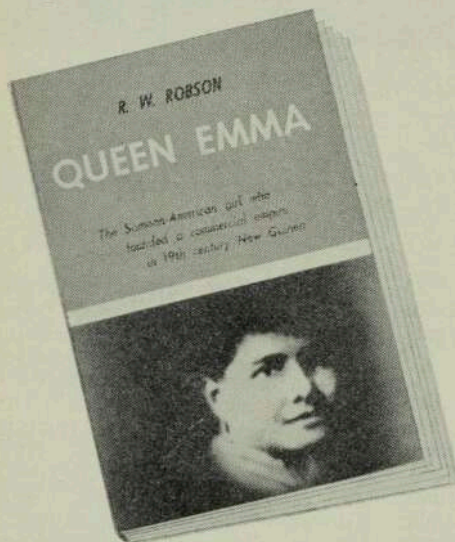
SHIPPING services in the South Pacific were slowly being restored after their suspension during the war. PIM's timetables showed that only three ships were running regular services. The Union SS Co. Ltd. was running the MV *Matua* from New Zealand to Fiji, Samoa, Tonga and return; *Mau'i Pomare*, a NZ Government vessel was maintaining a direct service between Auckland and Rarotonga, Cook Islands, with alternate calls at Niue and Apia, Western Samoa; and the Burns Philp vessel, *Morinda*, was running at approximately seven-week intervals from Sydney to Lord Howe Island, Norfolk Island, New Hebrides ports and return.

NEXT-OF-KIN of 200 to 300 New Guinea civilians, overwhelmed in the Japanese invasion of Rabaul in January, 1942, were receiving letters from the Australian Government officially stating that their deaths were apparently beyond doubt.

IN the week ending October 14, 1945, 76 charges of being in possession of arms, explosives or other Army property were made in the Nadi district of Fiji,—almost entirely against Indians. During that week the police recovered 10,000 rounds of ammunition, 27 rifles, 20 automatic pistols, 278 ½-lb tins of TNT, 45 grenades, and 23 smoke-bombs.

Two New Books about the Pacific Islands

QUEEN EMMA by R. W. Robson



The Samoan-American Girl Who Founded a Commercial Empire in 19th Century New Guinea

This is the true but colourful story of Emma Eliza Coe, born in Apia, Samoa, in 1850 of an American father and a Polynesian mother. She was high-spirited, eye-catching in the sultry way of part-Polynesian girls, proud of her royal Malletoa blood; well-educated in Sydney and San Francisco.

She had, too, her full share of Yankee shrewdness, and even while she engaged in love affairs that shocked the more sober elements in Samoa, she became deeply involved in commerce and politics.

After her first marriage (in Samoa) ended, she joined an Australian, Tom Farrell, in a trading enterprise, and arrived in then savage, primitive New Guinea in the late 1870's as his *de facto* wife.

In New Britain she got possession of rich areas before Germany annexed it as part of New Guinea; Farrell departed; and her Dalmatian lover and her brother were murdered by natives. Later, she married a German officer and just before World War I sold her planting and trading empire for a huge sum. In 1913, in Monte Carlo, in mysterious circumstances, she and her husband died within hours of each other.

This is not only the story of how a part-Samoan girl entered a man's world, but also the history of an era when European empire-building was accounted a virtue.

PRICE: 30/- \$A3, \$U.S.4.25

Illustrated; 240 pages, cloth bound.

PIM's PACIFIC

—Stories from the South Seas

Navigators and painters, poets, writers, sailors, traders, idealists and scallywags have drifted across the Pacific, largest of all oceans, in the last 150 years. Some paused briefly; others stayed to blend their culture with that of the original inhabitants. All have had some part in producing that Pacific mystique that still intrigues the romantic.

Much of this still remains although the Islands are now changing, along with the rest of the world. Thirty-seven of the people who know them best have contributed to PIM's PACIFIC. They come from all walks of life—from ex-Governors to pub-keepers; from journalists to cruising yachtsmen. But all have worked, lived and sometimes have been born in the Islands.

Their subjects range through personal experience, adventure, discovery, history and travel; there is something about each author in the biographical notes that introduce each of the stories, all of which appeared in the *Pacific Islands Monthly* between 1950 and 1965.

PIM commenced publication in August, 1930, with the idea of letting the people of one Islands Group know what went on in the next Group and thus the magazine has always taken a different—and often amusing—view of Islands life.

PRICE: 27/6, \$A2.75, \$U.S.4.00

Illustrated; 224 pages, cloth bound.



Order direct from: PACIFIC PUBLICATIONS, GPO Box 3408, Sydney, NSW; or the following agents:

• "Fiji Times" Office, Gordon Street, Suva • Desai Book Shop, Suva and Lautoka • at all booksellers and stores in all Pacific Islands • New Zealand—Mr. J. D. Whitcombe, C.P.O. Box 2229, Queen Street, Auckland • United Kingdom—S. R. Warman, 73 Cheapside, London, E.C.2. • United States—Mrs. A. L. Craib, 1631 80th Avenue, Oakland 21, California. • Booksellers in Australia.

THE MONTH'S NEW READING

Two Top Class Novels From New Zealand

Two excellent New Zealand novels that can hold their heads up in any international company have been published this month. But although both are top class, there all other resemblance ends. Errol Brathwaite, with *The Needle's Eye*, produces the second stage in a planned trilogy, all with a background of the Maori Wars; but *A New Gate for Mattie Dulivich* is conspicuously contemporary.

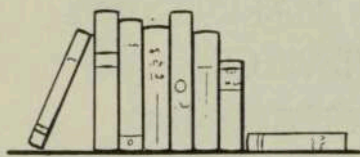
RATHWAITE was the winner of the Otago *Daily Times* centennial competition a few years ago with a novel of wartime Bougainville called *Affair Of Men*. The first novel of the trilogy followed (*The Flying h*), and one of its characters was Major Hugh Williams. In the present novel Williams is promoted to chief character and it is mainly through his adventures and misfortunes that the story unfolds.

The period is 1863-64, during the second phase of the Maori Wars which were then three years old, with another seven to run. All the action takes place in the Waikato, an area in the southern end of what is now Auckland Province, which is dominated by NZ's largest river, the Waikato, and its tributary the Waipa. Although the Treaty of Waitangi gave the country into the keeping of Queen Victoria, it took the British years to consolidate their position with some of the Maori tribes. The first phase of open Maori insurrection lasted from 1845-48; and the second, and most serious, for 10 years from 1860. It is with this long war that Brathwaite concerns himself.

Side Issues

As the war dragged on, all sorts of side issues entered it, but in its original, over-simplified conception, the argument was about whether the Maoris should have their own king, they insisted; or whether there should be, as the British insisted, only one sovereign, Queen Victoria.

This clash of two peoples and two cultures has all the incident, excitement, bravery and adventure that great stories are made of, and most New Zealand school-children of this reviewer's generation thrilled to the exciting exploits of the Maori chiefs



who gave the British hell. Yet, until now, little attempt has been made to present this period in adult, sophisticated fashion.

Perhaps what sets the Maori Wars apart from other colonial conflicts of the kind—America's Indian wars or the Afrikaners' troubles with the Zulus—is that, as the fighting went on, both sides developed an understanding and respect for the other. At the end of it both Pakeha and Maori were able to settle into a partnership that, while it has had some latter-day stresses and strains, has been more a workable affair than any achieved elsewhere.

The author brings this out through his Major Williams, who begins not only as a man conscious of being a soldier, but conscious also of being a very brave soldier. He is very pleased with himself, his bravery and the fact that amongst the civilian population he is a veritable lion among the doves.

As the story develops Major Williams begins to have doubts about his own greatness and finally to see himself in perspective against a war that is not very glorious at all.

The author's characterisation of Williams and subsidiary characters such as the missionaries—Father Brady, the medical bigot, Harris, and his unfortunate superior, the Rev. Mr. Beckwith, is very good, blending in well with the factual figures who have an important historical place in the narrative.

A New Gate For Mattie Dulivich is a different kind of literary exercise.

Wimbledon Tennis —In Detail

Sports-minded readers, and especially tennis enthusiasts, will be interested in *Behind the Scenes at Wimbledon* by Lieut.-Colonel A. D. C. Macaulay and Sir John Smyth. Both had distinguished military careers and both have had a life-time interest in international tennis—Macaulay as a referee and later secretary of the All England Club at Wimbledon, and Smyth as a journalist.

The book is mainly concerned with the Wimbledon Championships from 1922, the year that they were played for the first time at the All England Club's new premises in Church Road.

The book is well produced, with plenty of photographs of tennis stars of the present and the past. The text contains an almost ball-by-ball account of each year's championship matches up to 1964.

(BEHIND THE SCENES AT WIMBLEDON. Collins. 42/-.)

It is written in a style that is quite unusual and although the author's frequent switches of tense take some getting used to, it seems to fit the characters that make the book.

On the one hand there is the Dulivich family, the members of which might be called New New Zealanders apart from the fact that mother and father have been out from Dalmatia for about 40 years. On the other hand there is Amo Tahu, his wife, Marama, and a clutch of Maori relations and friends.

Somewhere in the middle there is Mary Mandalay, who owns many neglected acres that two voracious, real-estate men covet for sub-division and development.

The Dulivich *mere* and *pere*, Vinka and Mattie, work like beavers to turn their rough grazing property into a productive farm, and to produce and educate their children. Amo and Marama, Maori fashion, sit on their land and do no more work than they can help.

Their son Mita is of like mind. "His motor truck has all the excitement," says his mother, "For making a farm or being a midwife to a lot of old pregnant cows, Mita isn't caring a damn."

In spite of their different attitudes there is a great bond of friendship

AUSTRALIAN FINCHES

Because of the cost of producing good illustrations, books about birds are a rare treat. For this reason alone, amateur bird-watchers and professional ornithologists should all be pleased with *Australian Finches*, by Dr. Klaus Immelmann.

Immelmann, a brilliant young German, came to Australia on a study grant, 1959-60, to get the material for this book. He is now a lecturer in Zoology at a German university.

There are 18 species of weaver-finches in Australia, fairly widely scattered and it was the charm and variety of these tiny birds that led the young scientist to study them and not others that are perhaps better known.

Although all the material is new, the 22 colour plates come from an earlier work on Australian finches by Neville W. Caley published by A & R in 1932 and now worth 10 times its original price. The book was never reprinted because no one was available to assemble the more detailed knowledge of the birds that became available after the first edition.

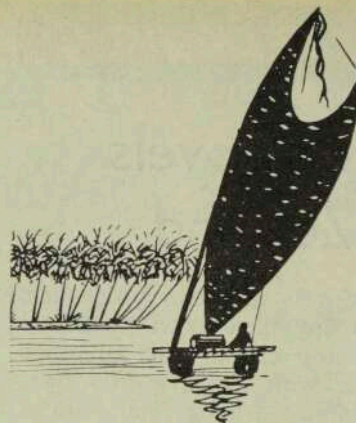
Over the range of the whole 18 species, the finches come in just about every colour there is. The author investigated every aspect of their life and habits with the thoroughness of a Scotland Yard detective, setting it all out in language anyone can understand. There is, in each case, something that is rare in a book of this sort—directions for keeping the birds in an aviary.

(AUSTRALIAN FINCHES. Angus and Robertson, 47/6.)

between the Dulivich and Tahu families, expressed mostly in the boating expeditions indulged in by Mattie and Amo. When their happiness is threatened by the disposal of Mandalay acres, dogged Dalmatia combines with Amo's Polynesian gods to do something about it.

E. H. Audley is a New Zealand school-teacher who has taught also in the United Kingdom. His writing certainly has its own brand of peculiar charm.—JT.

(THE NEEDLE'S EYE. Collins, 26/9. A NEW GATE FOR MATTIE DULIVICH. Hodder & Stoughton, 23/-.)



A MARINE'S-EYE VIEW OF BOTANY BAY

Among the motley collection of souls who arrived at Botany Bay, New South Wales, in January, 1788, in Australia's First Fleet were 160 private marines whose task was to keep an eye on the convicts.

THE marines had embarked in the fleet towards the end of 1786. They were told that they would be discharged at their own request at the end of three years.

But things did not turn out exactly like that, and in the case of at least one of them—John Easty—it was six years and three months before he even got back to England.

During those six years and three months, Easty kept a diary, which, by some remarkable fluke, has been passed down to the present day.

Erratic Speller

The diary is part of a collection bequeathed to the Public Library of New South Wales by the late Sir William Dixon, whose will provided for a foundation to publish historical manuscripts, translate books and documents, and reprint rare books and documents relating to Australasia and the Pacific so that they would be available to students.

Easty's diary has now been published in an attractive volume through this foundation. But there is little material in it of worthwhile historical value that is not available elsewhere.

and one wonders whether it was really worth publishing at all.

A glance at the diary reveals that Easty was a poorly educated man whose spelling was erratic and whose punctuation was virtually non-existent.

These shortcomings would not matter if his observations were penetrating or in some way out of the ordinary. As it was, they were frequently nothing more than terse records of the state of the weather, the comings and goings of ships, the number of lashes some unfortunate convict or soldier received for some misdemeanour or other.

"Prodistant Riligion"

A more than fair example of Easty's writing is this unusually long (for him) description of the Cape of Good Hope, where his ship called in November, 1787, on the way from England to Australia:—

"The Cape of Good Hope Lie in Lattd of 34:15 South & Longitude of 18:45 East itt's a fine Place & Produces fine Weatt and Barle Beef is very good hear and Mutton is very Cheap hear the Sheaps tails are the Longest heare of any Place in the world thay grow to 14 or 15 Pounds Each this place is Inhabited by the duch thay are of the Prodistant Riligion the Land is Every way very fertile you Steare up the harbour SE By S & anchors Je under the table Land the town Lie in a valley between the table Land and the Devls Back and the Lion runp and the Sugar Lofe itt is fortified from three or four Parts of the town thay are a very Strict Sort of People tther own People for felony . . . thay hang them for the Lest thing in the world almost and any thing that is very Bad thay rack them and Brea there Bones one by one and hang them upon a gibett Like a dog hear is the finest Gardens in the world belonge to the States Eastindea Compan fowl are plentfull ducks and Geese and hogs are hear fine horses is hear Black Cattle is hear very fine hear is hear is fine goat hear hear is people hear Called hottontots thay are a dark kind of people and quite innisent and ignorant."

Easty's diary is the second First Fleet journal to be published through the William Dixon Foundation. The first was the journal of James Scott, a sergeant of marines, a review of which appeared in *PIM* for March 1963.—RL.

(MEMORANDUM OF THE TRANSACTIONS OF A VOYAGE FROM ENGLAND TO BOTANY BAY, 1787-1793. The Trustees of the Public Library of New South Wales in association with Angus and Robertson, Sydney, 30/-.)

NEED FOR HASTE" TO COLLECT RECORDS OF PRIMITIVE MAN

Many people in New Guinea are inclined to think that anthropologists are a useless breed, and that the scores and scores of them who now roam the Territory measuring this and recording that would be much better employed doing something else.

It might be a good thing, therefore, if they got hold of and read the latest publication of Dr. Margaret Mead, the noted American anthropologist, who is currently anthropologist on Manus Island.

The book is called *Anthropologists, What They Do*. In it are interviews with 18 museum curators, professors of anthropology on the nature of their work, a couple of chapters on Dr. Mead's own life as anthropologist, and a chapter on how you, too, can enter this exciting field" (to quote the blurb on the dust jacket).

In her first chapter, Dr. Mead makes it clear that in future there will be more anthropologists rather less, and that places such as New Guinea will be seeing a goodly number of them.

In the near future," she says, "we must hurry, hurry, hurry to get the records in before the last primitive puts on clothes and starts paying

10 NOTABLE MURDERS

When Judge Eric Clegg, of the New South Wales District Court, did reviews in Sydney newspapers of "Encyclopaedia of Murder", by Wilson and Pitman, it occurred to him that Australia was capable of producing murderers whose crimes were just as juicy as some of those outlined in the English book.

"Return Your Verdict" is the result of Judge Clegg's inspiration. In it he gives the facts of 10 notable Australian murders, including the famous pyjama girl case, and the Lindbergh murders. Judge Clegg faithfully produces the facts, but he is no stylist, and some of his material reads more like a judgment than anything else.

RETURN YOUR VERDICT. Angus Robertson. 37/6.

Islands Life

WITH ROB WALSH



"Don't the natives dress funny."

taxes; before the last rich deposit of early civilisation is flooded over by the waters of a vast new irrigation project or is dug up by little boys who do not know that they are destroying priceless relics; before the rare fascinating languages spoken by a handful of people in some remote valley are forgotten, as they are displaced by the languages that will be broadcast from the Telstars of the future.

"In the next quarter of a century, a tremendous amount of work must be done to rescue these vanishing traces of the past. Once the last primitive peoples enter the modern world—become members of one of the great religions, save their babies' lives with antibiotics, follow the world's news, and take part in its councils—there will be no way of ever finding out what their earlier life was like . . .

"Scientists in the future will need these records if they are to be trained to think broadly and deeply about men who, sharing a common basic biology, have yet learned to behave so differently in Chicago and Calcutta, in London and Tokyo and the Philippine Islands, in the Orkneys and Sardinia and Kazakhstan."—RL.

(ANTHROPOLOGISTS AND WHAT THEY DO. Franklin Watts, Inc., New York. US\$3.95).

PICTURE HISTORY OF THE RAAF

PICTORIAL histories usually fall down in some aspect or other: Either they are cheap and inaccurate or they are good and expensive.

One book that is the exception to the rule is George Odgers' *The Royal Australian Air Force: An illustrated history*. Here, in 192 pages, 250-odd photographs and many thousands of words is told the story of the Royal Australian Air Force.

Mr. Odgers has faithfully traced military aviation in Australia from the John Duigan home-built aircraft, through the AFC in World War I, the RAAF of World War II, and the peace-time activities between, to the Mirage fighters now coming into service and the F111 that will take their place.

This is a book that will please all age groups, and though it is intended to be a pictorial history and not a text book, the answer to most questions about the RAAF will be found between its covers.—WT.

(THE ROYAL AUSTRALIAN AIR FORCE. Ure Smith. 69/6.)

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NE TO READ OR THE AUGHS

Herman Wouk sees society as though a glass, darkly; to this end his latest novel, *Don't Stop the Carnival*—already topping in America—probably carries a message under its spoof of those who are silly enough to look for it.

READ just for laughs it is a sophisticated riot. It concerns a middle-aged, reasonably successful New York publicity agent who is so carried away by a dream that he is a run-down hotel on a Caribbean island.

The man has the slightly unenviable name of Norman Paperman and what happens to Norman as he takes over his new investment shouldn't happen to a dog.

Like all New York executive types he had a heart condition but this ill but forgotten when he finds himself assuming the role of plumber, man, chauffeur, relief barman, ice-keeper and top level financier.

Bizarre Effects

As well he must cope with the island population—black, brown and white—and the strange tropical atmosphere that has such bizarre effects on otherwise normal, commonsense visitors from more temperate latitudes.

To complicate matters still further, the island had passed through several colonial stages—French, Danish, then British for 200 years. However, in a war-time deal between Messrs. Roosevelt and Churchill, it had been handed onto the USA as a submarine base (in exchange for some ageing destroyers). Under American administration all the top jobs were held by coloured men, which made more interesting if, at the same time, more inexplicable to an ex-ward publicity agent.

He had also made the mistake of going on the island in the first place in the company of a cynical manipulator who had once sold his picture on the front cover of *Time*. Nothing that Norman could do thereafter was able to convince the local populace that he did not have the backing of the length of Wall Street.



Herman Wouk, a New Yorker himself, made his name as a novelist with *The Caine Mutiny* and *Marjorie Morningstar*. He is a Pulitzer Prize winner and has lived for the last six years at St. Thomas, Virgin Islands—hence the milk in the coconut in his latest piece of best-selling prose. Although most of it is high-level comedy, it does have its bitter-sweet moments.

Hotel keepers and others in the South Seas will find a lot that is familiar in the agonies of Norman Paperman.—JT.

(DON'T STOP THE CARNIVAL. Collins. 35/-.)

AND SOME QUICK LOOKS

Although the Bishop Museum Press of Honolulu is apparently built along the lines of Ol' Man River, it never seems to be rolling along quite fast enough to keep up with the numerous learned papers on the Pacific that it is called upon to produce.

THUS it is only now that the Press has managed to publish a collection of papers presented in a symposium on *Induced Political Change in the Pacific* at the Tenth Pacific Science Congress of the Pacific Science Association held at the University of Hawaii in 1961.

The titles and authors of the papers are: Political Change in Micronesia (Roland W. Force and Maryanne Force); Personality and Structure: Political Acquiescence in Truk (Marc J. Swartz); Three American Legislative Bodies in the Pacific (Norman Meller); Administrative Problems Facing Independent Western Samoa (Fay C. Ala'ilima); The Effect of Limited Anthropological Theory on Problems of Fijian Administration (Cyril S. Belshaw) and Changing Leadership in Western New Guinea (J. V. de Bruijn).

Two other recent publications from the Bishop Museum Press are:

● *In Gardens of Hawaii*, by

Marie C. Neal, a weighty tome of 924 pages, describing, with the help of numerous drawings and photographs, the variegated flora of Hawaii.

● *Trails—From Steppingstones to Kerbstones*, by Russell A. Apple, which tells the story of a search for old land routes on the island of Hawaii.

(INDUCED POLITICAL CHANGE IN THE PACIFIC; IN GARDENS OF HAWAII and TRAILS—FROM STEPPINGSTONES TO KERBSTONES. Bishop Museum Press. US\$3.50, US\$15.00 and US\$3.00 respectively).

THE rugged American novelist Jack London, who committed suicide in 1916 at the age of 40, is currently enjoying something of a revival. Evidence of this is the third volume of *The Bodley Head Jack London*, which republishes London's somewhat autobiographical novel *Martin Eden*. The novel was first published in 1909. The volume has an introduction by Arthur Calder-Marshall, who wrote introductions to the two earlier volumes in the series. These contained *The Call of the Wild* and 17 short stories; and *John Barleycorn*, *The Cruise of the Dazzler* and *The Road*.

(THE BODLEY HEAD JACK LONDON. The Bodley Head, London. 31/6.)

WITH Christmas only a few weeks away, the anthologies of this and that that seem to burgeon at this time of the year are beginning to—well—burgeon.

One book in this class that will probably do well among gift-buyers is *An Overland Muster*, a selection of stories, poems, articles and criticism from the vigorous Australian literary magazine *Overland* of the last 10 years.

The book, a most attractive production, is edited by Stephen Murray-Smith, *Overland's* editor.—RL.

(AN OVERLAND MUSTER. Jacaranda. 39/6.)

THE *South Sea Shilling*, by Eric Swenson, with illustrations by Charles Michael Daugherty, is an account of the achievements of Captain Cook, told as fiction and apparently intended for children. It is a handsome production.

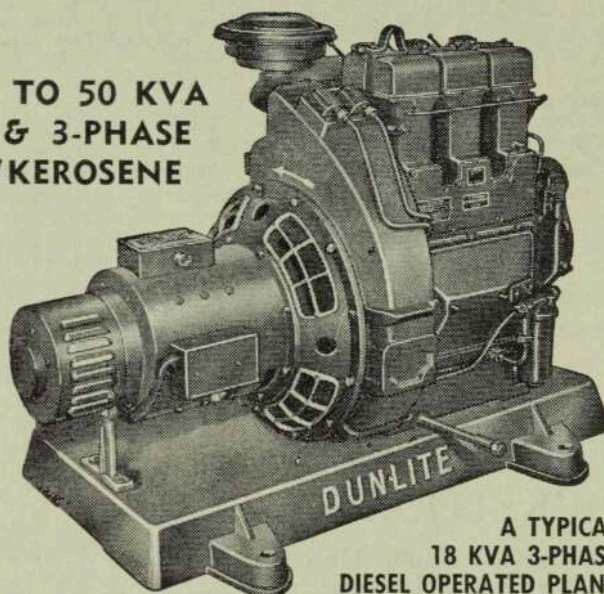
The title of the book is derived from a story related in the first chapter that Cook first went to sea after having an argument over "one of the shiny new South Sea shillings" with the owner of a Yorkshire haberdashery store where he worked at the age of 18.

(THE SOUTH SEA SHILLING. Angus and Robertson. 25/-.)

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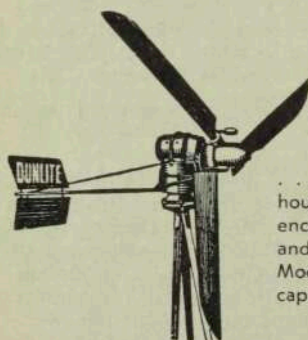
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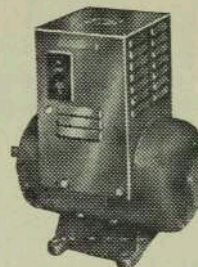
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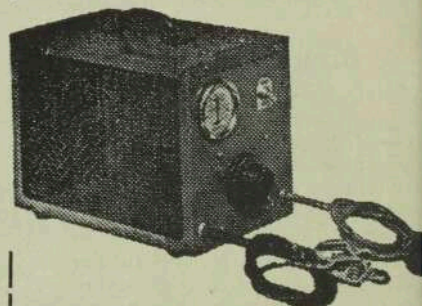


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THE DEVIL'S ADVOCATE, THE SHOES OF THE FISHERMAN and THE SECOND VICTORY, all by Morris West, need no introduction. The first two, published in 1959 and 1963 respectively, made and consolidated his reputation as a best-selling novelist. Both are closely interwoven with different aspects of Catholicism. The third of the reprints slightly predates the author's great success. The main character is an officer in the Occupation Forces in an Austrian town. (Pan; each 6/-.)

PIED PIPER, by Nevil Shute. This is probably one of the best loved of this author's early novels. The movie made from it was equally popular. It tells of an elderly English solicitor caught by the Nazi invasion of France in 1940. He is persuaded to escort two English children home to France before he has got very far he has collected five other waifs and strays. (Pan; 6/-.)

FANNY BY GASLIGHT and ORLORN SUNSET, both by Michael Sadleir, and both concerned with London of the 1860's and 1870's, behind the respectable facade of which there was vice and corruption. (Pan; 8/-.)

THE DEATH OF ACHILLES, by Hector Price, a novel of passion and a background of Cyprus during pre-independence troubles. (Pan; 6/-.)

DRAGON SEED, by Pearl S. Buck. Somewhat dated by the fact that it was published originally in 1942 when the Japanese were the bad guys and the mainland Chinese the goodies. (Pan; 8/-.)

Thrillers And Crime

THE TROJAN HORSE, by Hammond Innes—one of his early thrillers set with the usual bigger than big hero. A lot of the action takes place in a London sewer. Also by the same author, THE WHITE SOUTH. (Fontana; both 6/-.)

ABOVE SUSPICION and NORTH FROM ROME, by Helen MacInnes, whose thrillers have become best-sellers in recent years, perhaps because her backgrounds often make good travel reading. The first of these two was her first pub-

lished novel and, like most other stories that were put into print in 1941, concerns the Nazi terror. (Fontana; both 6/-.)

THE BEDFORD INCIDENT, by Mark Rascovick. A Cold War battle of nerves between a NATO destroyer and a Russian submarine. Now a movie with Richard Widmark on our side. (Pan; 8/-.)

FOUR DAYS, by John Buell, the story of a 12-year-old boy who has literally been left holding the bag—and runs. (Pan; 6/-.)

OUT GOES SHE, by Rex Stout; THE SITTAFORD MYSTERY, by Agatha Christie; and THE CASE OF THE SCREAMING WOMAN, by Erle Stanley Gardner, from Fontana at 4/-, Pan at 6/-, and Pan at 6/-.

Westerns

LOST PUEBLO, by Zane Grey—one of the last of this author's Western novels. (Hodder; 4/-.)

GETLEY'S GOLD, by F. C. Robertson. (Fontana; 4/-.)

ONE OF THOSE THINGS and DANCE WITHOUT MUSIC, both by Peter Cheney. (Fontana; 4/- each).

Light Romance

VITTORIA COTTAGE, CELIA'S HOUSE, THE MUSGRAVES and FLETCHER'S END, all by D.E. Stevenson, are all light novels of English country life. (Fontana; 6/- each).

HOUSE SURGEON AT LUKE's, by Rona Randall. (Fontana; 4/-.)

REPUTATION, by Denise Robins (Hodder; 4/-). THE FAMILY WEB, by Iris Bromige (Hodder; 4/-).

Miscellaneous

HARVEST OF JOURNEYS, by Hammond Innes is a record of his own travels between 1950 and 1960. These took him to Arabia and the Persian Gulf, Norway, and its whaling fleet, Morocco, the Low Countries, Canada and elsewhere. If you are an Innes fan you will have no trouble in remembering the novel that went with each of the journeys. Illustrated. (Fontana; 8/-.)



DARDANELLES PATROL, by Peter Shankland and Anthony Hunter. A few months ago we reviewed a book by American war correspondent Raymond Gram Swing in which he recounted an amusing incident in which he became entangled with a British submarine in the Sea of Marmora in World War I. This book tells the story from the other side, plus more of the adventures of submarine E 11 and the man who commanded her, Lieut.-Commander Nasmith, VC. (Fontana; 6/-.)

THE PAN JUNIOR PUZZLE BOOK, compiled by Norman G. Pulsford, and THE PAN JUNIOR CROSSWORD PUZZLE BOOK, edited by Robin Burgess, are guaranteed to keep the youngsters busy and amused. Specially good on wet days and for holiday diversions. Each 4/-.

LIFE AND LAUGHTER, presented by Michael Barsley will probably keep their parents busy and amused. Such assorted writers as Thurber, Ogden Nash, Wodehouse and Laurence Durrell contribute to it. There are funny pieces, funny verses and funny drawings. A good bed-side book. (Pan; 8/-.)

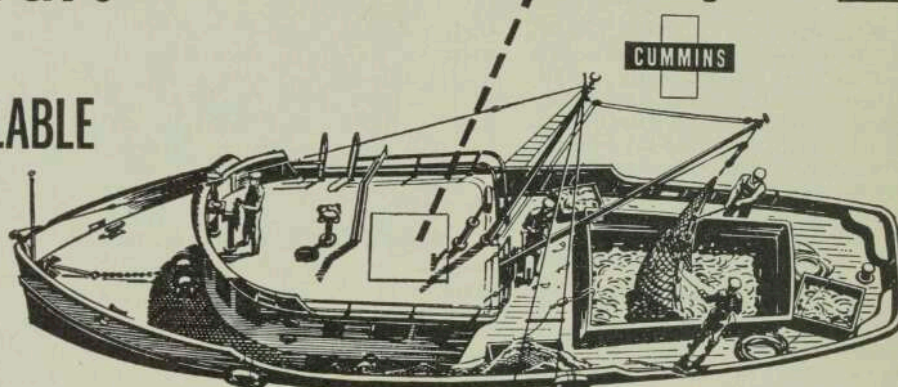
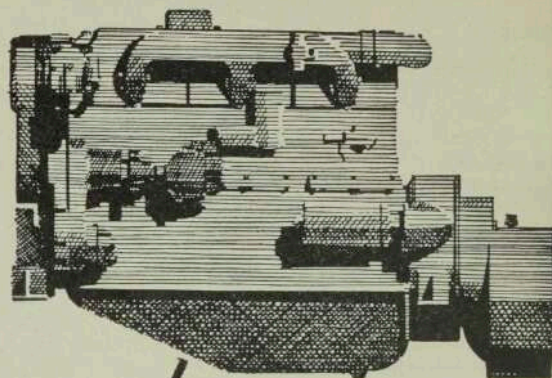
I OWE RUSSIA \$1200, by Bob Hope. Its sub-title is "Quips from Maida Vale to Moscow", and it is illustrated. (Pan; 6/-.)

THE LOVELY SERGEANT, by Alan Burgess. The factual story of Flora Sandes, daughter of an English parson, who went to Serbia at the outbreak of World War I as a sort of international VAD and stayed on to fight with the Serbian Army. (Pan; 8/-.)

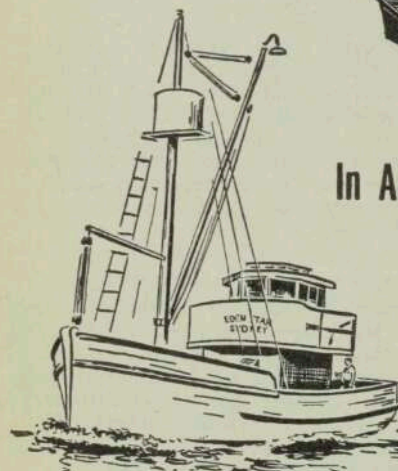
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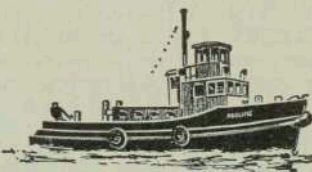
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AUSTRALIAN YACHT "DUMPS" TWO MEN IN THE ISOLATED MARQUESAS

Two yachtsmen, Arthur Elliott, an Australian, and Anthony Ledwidge, a New Zealander, were abandoned at Nukuhiva, in the isolated Marquesas Islands, in August by the captain of the Australian yacht *Tropic Seas*.

ELLIOTT, who claims to be a part-owner of the yacht, was left without his passport and money and with only two suits of clothes.

Tropic Seas is a 36 ft Tahitian ketch which once belonged to Texan author John Caldwell, who described it and his family's voyages in *er in Family at Sea*.

According to Elliott, who wrote to *PIM* from Tahiti early in October, giving the first details of his misadventures, the ketch was bought some time ago by five Sydney men—himself, John and Brian Landrigan (brothers), Joe Birt and Lew Carter.

The five men left Sydney in the ketch on May 20, 1964, and worked



First Call At Port Moresby

The motor vessel "Yochow", owned and operated by the China Navigation Co. Ltd., made her first call at Port Moresby on October 12. She anchored in the middle of the harbour, due partly to the lack of a berth and partly to her length.

The "Yochow" is operating from Japan to Port Moresby, Santo (New Hebrides), Noumea and return. She is a sister ship of "Yunnan", both of which have first-class accommodation for 11 passengers.

through the Islands westwards until reaching Tahiti early in June this year.

In Tahiti, Carter and Birt left the yacht, and Ledwidge was signed on for a voyage to Honolulu. *Tropic Seas* left Tahiti on June 29, touched at Rangiroa in the Tuamotus and arrived at Taiohae Bay, Nukuhiva, on July 16.

On the night of July 25 the ketch's crew went ashore for a farewell party. The Landrigan brothers left the party at about 9 p.m., saying they were going back on board to sleep, in preparation for an early departure next morning.

When Elliott and Ledwidge went down to the bay at midnight, they found that the ketch had gone and that a canoe had been left with Ledwidge's personal effects and passport in it, and Elliott's two suits of clothes.

On reporting what had happened to the French police at Taiohae, Elliott was given a certificate stating that he had been abandoned by the captain of the *Tropic Seas*, John Landrigan, and that he now had no passport.

The police advised the two men to return to Tahiti, which they were able to do five weeks later when the barquentine *Verona* (see p. 113) arrived at Taiohae for a stop of five days.

In the interval, the people of Taiohae had provided Elliott and Ledwidge with food and a place to sleep, but each lost more than a stone in weight before leaving for Tahiti.

During Elliott's first fortnight in Tahiti he wrote letters to every place he thought the yacht might go, and eventually learned that she had reached Honolulu.

He then wrote to the British consul in Honolulu asking if he could retrieve his passport from the Landrigans. The consul replied that one of them had told him that the passport had been sent to Australia.

Early in October, when Elliott wrote to *PIM* from Tahiti, he was still without a passport and without money to get out of the place.

He said he had no proof that he was part-owner of the *Tropic Seas* as his ownership papers were aboard the yacht.

TENDER ACCEPTED FOR KIETA WHARF

The P-NG Administration has accepted a tender for £123,671 from the Territory company Delta Constructions Ltd. for the construction of a 200 ft long and 40 ft wide wharf at Kieta, Bougainville.

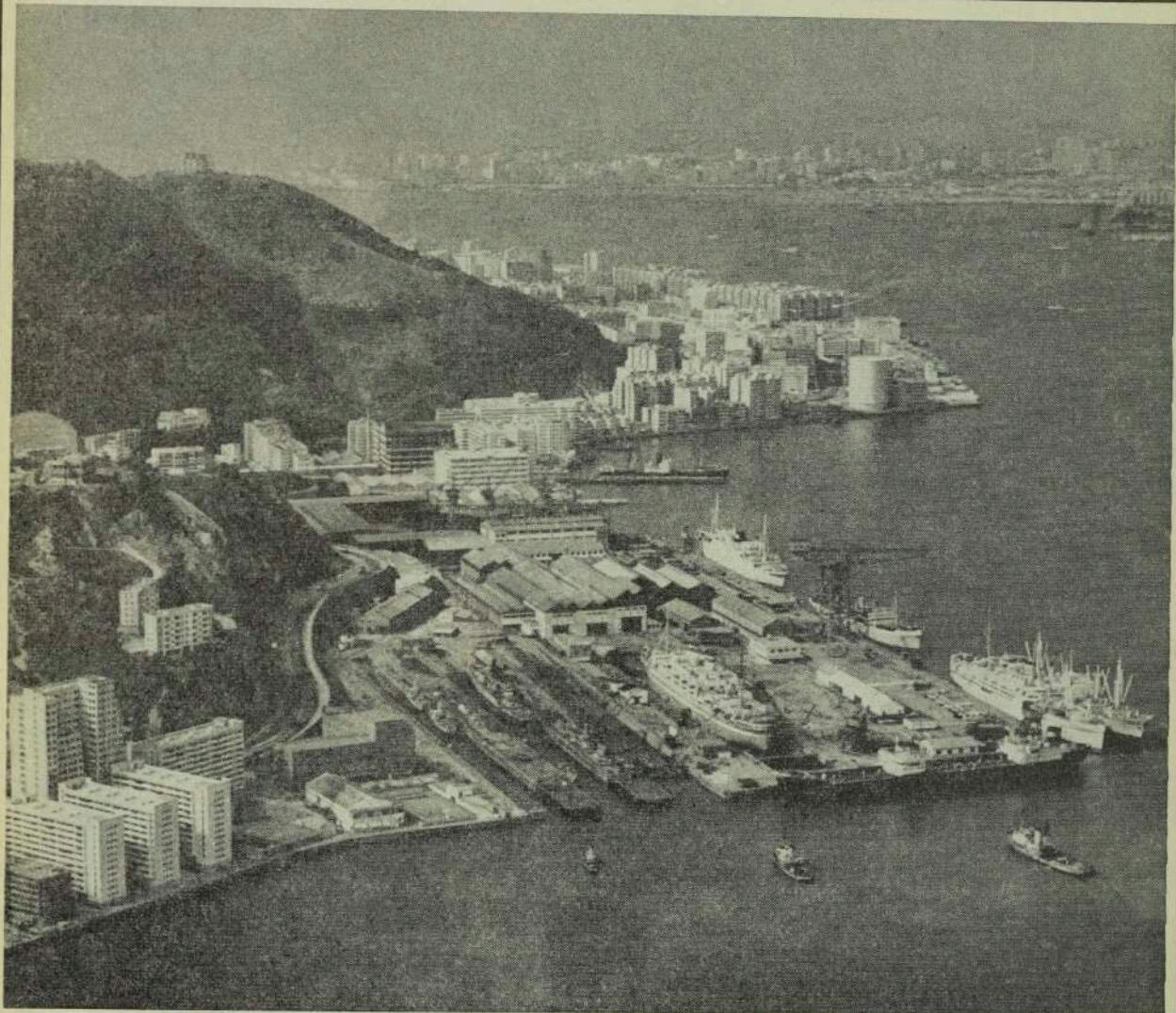
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In The News This Month

tape	Pipe Dream
debaran	Raumati
nshun	Rehu Moana
ue Lagoon	Samarai
ounty (yacht)	Sere-Ni-Wai
ilolo	Sirius
engtu	Si-Ti-Si
orsario	Spree
osa Nostra	Stormvogel
rope	Tabusoro
eaather	Tawarri
ailas	Thaloca
airos	Trekka
aselelia	Triton
omaliae	Tropic Seas
idava	Truk Islander
ie	Tryphena
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CHRISTCHURCH

Hornibrook Construction Ltd. has already supplied £56,000 worth of steel sheet piling and bearing piles which Delta Constructions will use to build a 500 ft retaining wall for a claimed site for the proposed wharf. About 10,000 cubic yards of earth have been excavated for the site by the Public Works Department. Delta Constructions will excavate a further 100,000 cubic yards.

CONTINUE PACIFIC SURVEY

HMS *Dampier*, which is to continue HMS *Cook's* work of surveying the South Pacific was due in Honiara, P., about October 21. HMS *Cook* left Fiji in December, 1963.

CALIFORNIANS TO ATTEMPT 100 FT DRIFT TO AUSTRALIA

Six Californians, using a 35 ft inflatable raft, were due to leave Capitola, California, on October 16 to drift 100 miles to Australia.

A fishing boat was to tow the raft, called *Triton*, 80 miles out to sea to begin the voyage.

The crewmen are Doug Otis, 26, Larry White, 25, Fred Hametner, 22, Mel Higley, 22, Dan McGee, 18, and Al Parvin, 26.

They plan to sail to the Society Islands, a seven-month voyage, and if all goes well, continue on to Australia.

The raft consists of five steel barrels welded together. It weighs 10 tons and is equipped with a compass and a radio transmitter.

"ALDEBARAN" SAILS AGAIN

The 300-ton French cargo ship, *Aldebaran*, sailed from Suva on September 29 for Wallis Island and Futuna, after having been out of service for 9½ months.

The ship ran aground on Nanuku Reef, 160 miles north-east of Suva, on November 16, 1964, en route from Noumea to Futuna.

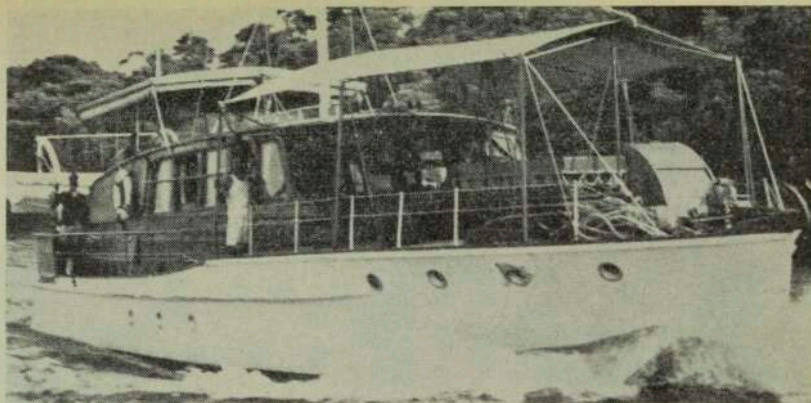
On being refloated, she was towed to Suva for repairs, which, several months ago, were estimated to cost £10,000.

The *Aldebaran* was built in 1925 and is on the Port Vila register.

NEW YACHT TO BECOME FERRY

The Fiji pleasure cruise yacht *Blue Lagoon* has been sold by Mr. Trevor Withers to Mr. Reg Patterson, of Suva, Fiji.

Mr. Withers used the *Blue Lagoon* as a pioneer tourist cruises to the



Yasawa Islands, north-west of the main island of Viti Levu.

Mr. Patterson plans to change the name of the yacht, and to use her on the passenger service, which links Levuka with Viti Levu at Natovi.

● "Blue Lagoon", the Fiji pleasure cruise yacht which is to become a ferry.

MICRONESIANS TAKE OVER THREE SHIPS

The operations of three United States Trust Territory intra-district field-trip vessels were assumed by Micronesian commercial agencies in Ponape, Truk, and Yap Districts, on October 1.

Announcing this, the Trust Territory Transportation Officer, Mr. James M. Cook, said "This is another example of the transfer of Trust Territory operational and management functions to qualified Micronesians". The three ships are:

● The 392 gross-ton, steel cargo-

passenger vessel, MV *Kaselehlia*, which the Trust Territory Government has operated in field-trip services in Ponape District since 1958. She has been taken over by the Ponape Federation of Co-operatives and will continue her field-trip services in Ponape District.

● Two new 100-ft cargo-passenger vessels, MV *Yap Islander* and MV *Truk Islander*—each a 270 gross-ton, steel-constructed, double-bottom, diesel-powered ship. Control of these ships will be assumed by the Yap Co-operative Association (formerly Yap Trading Company) and the Truk Transportation Company, respectively.

Captain Tetrick J. Melander of Kusaie has been named master of the

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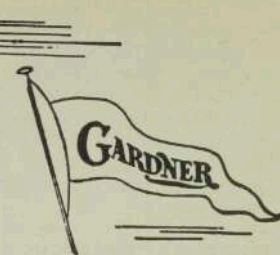
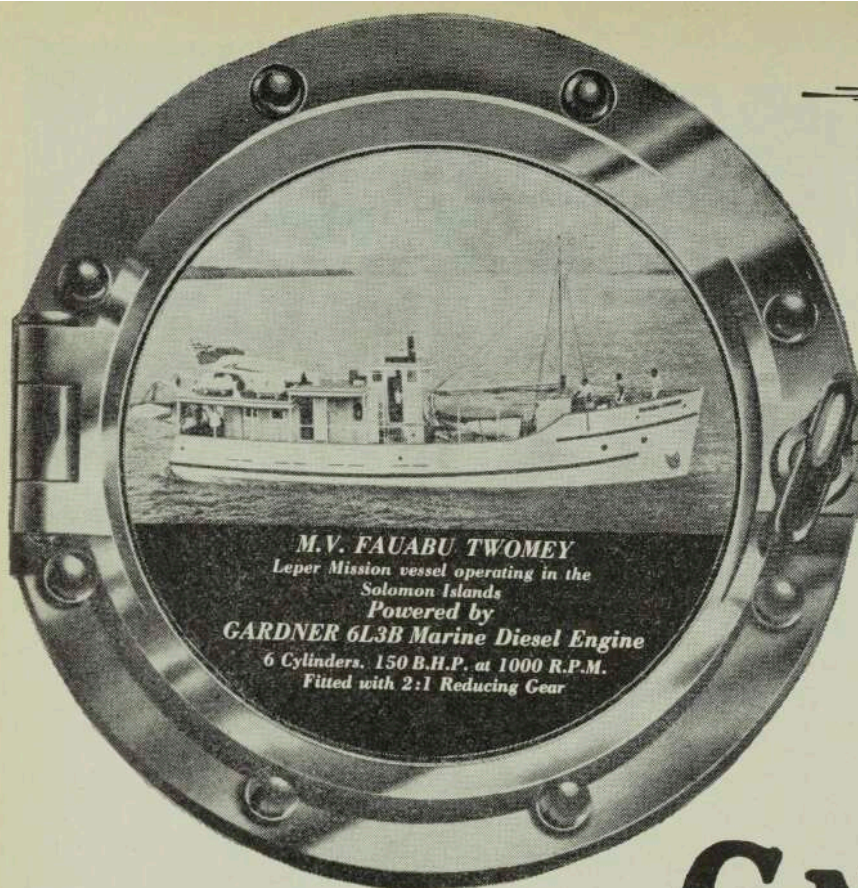
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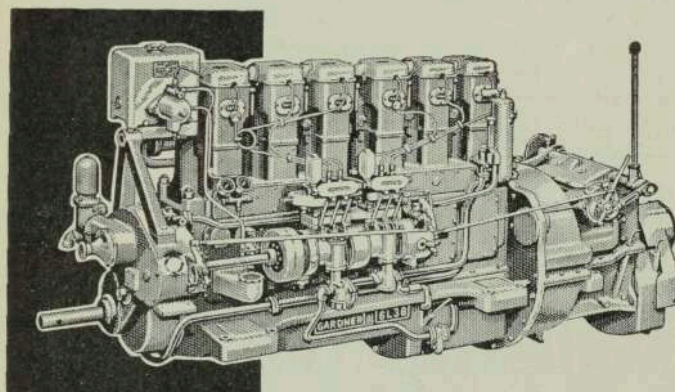
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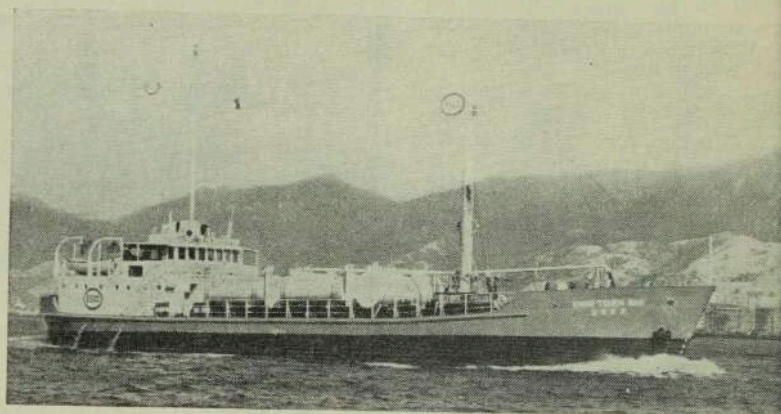
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Length Overall	170 feet 3 ins.
Breadth Moulded	36 feet 0 ins.
Depth Moulded	12 feet 0 ins.
Draught	9 feet 9 ins.
Deadweight	890 tons

The hull is of all welded construction. The hull is shotblasted and pointed and the internals of the cargo tanks are shotblasted and treated with epoxy resin paints. Mounted on deck are five 4,000 gallon tanks for the carriage of special fuels or oil. The interior of these tanks being treated in the same manner as the cargo tanks.

Main propelling machinery comprises two Cummins LTR-6-M Marine Oil Engines, each 325 B.H.P. @ 900 r.p.m. coupled to 3.04:1 reduction gearboxes to give a propeller speed of 300 r.p.m. A trial speed of 9½ knots was obtained in the fully loaded condition.

Two identical marine auxiliary sets are installed, each comprising a Gardner 6LX marine oil engine directly coupled to a 35 K.V. 100 volts D.C. Generator, arranged for operation as single unit only.

Cargo Pumps comprise two horizontal Hamworthy pumps, each 150 T.P.H. at 80 p.s.i. when operating a cargo of "Bunker C" oil at 90 deg. Fahr. Pumps are driven by the main engine. In addition two centrifugal electric driven Lee Howl Cargo Pumps each having a capacity of 200 A.G.P.M. against a head of 8 feet, and suitable for "Low Flash Point" oil fuel and gasoline cargo, are fitted.

Other machinery and fittings include Emergency Lighting equipment, fresh and sanitary water pumping set, CO₂ system to protect the machinery space and cargo oil tanks, fire and ballast pumps, compressed air system, and the usual navigational and deck fittings.

The electrical installation and wiring is specially constructed to suit a tanker carrying low flash point cargo.

Steering is by an electric-hydraulic steering gear manufactured by Frydenbo, Bergen, capable of operating twin rudders from hard over to hard over in 30 seconds. It includes automatic and immediate change over arrangement at helm for emergency transfer to hand hydraulic operation.

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arket (by plane) or south to North Queensland ports (by ship or plane). The *Lakatoi* is well known in North Queensland. For six years, she operated as the Gladstone Lighthouse supply boat. She was later used for commercial fishing on the Swain reefs for about five years. The ship was built in Brisbane in 1947 (by Crowley) and is of wooden construction. *Lakatoi* has been in Territory waters for about three years. Another ship of the same name is operated out of Rabaul by Burns Philp.

"CHENG TU" LEAVES FAR EAST-PACIFIC SERVICE

The China Navigation Co. is re-entraining the *Chengtu* with the *Ninghai* on the Far East-South Pacific service. The *Ninghai*, 11,570 tons, was formerly the *Elysia*, and was owned by the Anchor Line. The service covers Japanese ports, Hong Kong, Wewak, Kavieng, Lae, Madang, Lae, Samarai, Port Moresby, Santo, Vila and Noumea, on return to Japan. The *Chengtu* will re-enter the Far East service of the China Navigation

AD MARINE DRIFTS SEVEN MONTHS

The story of a bottle with a message inside which drifted from Pago Pago, American Samoa, to Vella Lavella, in the Western District of the British Solomon Islands, is told in the latest issue of *Western News*, Western District newsletter.

Advertisement

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Two Anchors Of Historic Ship Found At Norfolk Island

TWO anchors, believed to be from HMS *Sirius*, the flagship of the first fleet which brought the first convict settlers to Australia, were discovered outside the reef at Kingston, Norfolk Island, early in October.

The anchors were in about 20 ft of water, about 400 yards from the shore. The *Sirius* was wrecked in this vicinity on March 19, 1790.

The discovery of the anchors was made by three Australian Broadcasting Commission cameramen, Rex Clayton, Don McAlpine and Jack Doyle, and two Norfolk Islanders, Karl Davies and Rick Irvine.

They were guided in their search by Mr. William Quintal, a descendant of *Bounty* mutineer, Matthew Quintal, who remembered seeing one of the anchors while swimming in Slaughter Bay at the turn of the century.

The larger of the two anchors, about 15 ft long and heavily encrusted with barnacles, has one fluke embedded in rock. The other, slightly smaller, is about 50 yards away. Underneath it is what appears to be part of an ancient cannon.

Norfolk Island's Administrator, Mr. Roger Nott, is looking into the possibility of raising the anchors, which he says could be of great historical value.

Footnote: An anchor of the *Sirius*, which was raised 60 years ago, now stands on a pedestal in Macquarie Place, Sydney.

The bottle was found last March by Nathaniel Pineke while out fishing in his canoe. It was given to Frank Lobe, of the Methodist Mission Hospital at Munda.

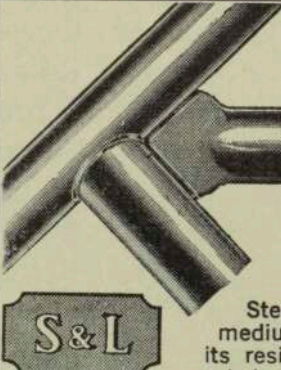
The message in it revealed that the bottle had been afloat for seven months.

An interesting aspect of the discovery is that Vella Lavella is situated to the west of the large islands of Choiseul and Santa Ysabel, which, with Wagina and a number of smaller islands, block it off from direct access from the east.

"KOMALIAE" DAMAGED IN HEAVY STORM

The Solomon Islands motor vessel *Komaliae* was in Tulagi for repairs early in October after suffering severe damage in a storm on September 27 between Malu'u and Sikaiana.

When rain, wind and big seas prevented the bosun, Jimmy Nelson, from seeing Sikaiana, the *Komaliae* turned back to Ndai Island where it was found that 17 sheets of copper had been torn from the hull, three ribs in the ship had been broken,



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starter motor had died, the bilge pump wouldn't work, some caulking came out from the planks, and the ship was making water. The bosun said it was the worst he had ever seen.

ALL CUTTER SINKS OFF OVALAU

Mailas, a small Fiji inter-island cutter, sank off Viro, Ovalau, on October 7 after striking a reef. The crew of the *Tabusoro* rescued the crew and passengers and took them to Nabouwalu, Vanua Levu. *Mailas* operated a service between Suva and Vanua Levu and Ovalau. An attempt to salvage the cutter is under way in mid-October.

"SERE-NI-WAI" TO RETURN TO FIJI

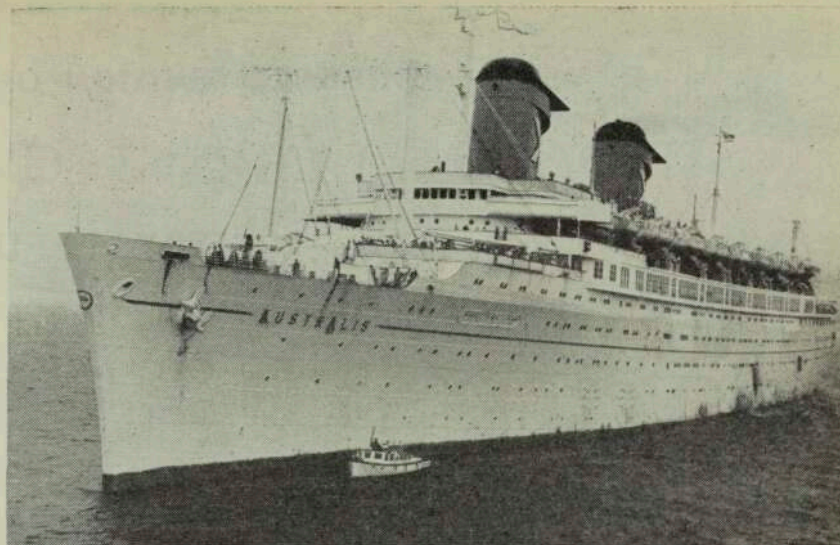
Sere-ni-Wai, 35 ft launch, built in 1957 as a charter boat, and in 1960 to an Auckland business, is to return to the Colony. Her builders, Mr. Alf Lee and his sons, Dallas and Barry, operated her through the Fiji game fishing grounds to the benefit of tourists. Now she has been bought by Mr. Ham Wallace, who operates inter-fishing trips from Korolevu. His *Mistress II*, which is about a third the size of the *Sere-ni-Wai*.

"BULOLO" WINS WEATHER CASTING AWARD

Burns Philp's passenger freighter the *Bulolo*, is the first ship operating on Australia-P-NG service to win the annual award from the Australian Meteorology Department for weather forecasting work.

The *Bulolo* makes daily weather reports on her inward and outward voyages between Australia and the Territory.

The NSW Regional Director of



SEEN IN SUVA: The 34,600-ton liner "Australis", formerly "America", arrived in Suva on September 20 under her new colours. Formerly owned by United States Lines, she now belongs to Chandris Lines of Athens. The "Australis" is the world's largest one-class ship. She will be a regular caller at Suva on the way from Piraeus, Greece, to Southampton, via the Suez and Panama Canals. She can carry 2,450 passengers.

Photo: Stan Whippy.

Meteorology, Mr. J. Johnston, at a ceremony in the ship at Darling Harbour, Sydney, in October, presented a framed certificate to the master, Captain Brett Hilder, and officers in recognition of their work.

ARMY LSM AT LORD HOWE ISLAND

The 210 ft Australian Army LSM *Vernon Sturdee* with 40 officers and men, spent more than 24 hours in Lord Howe Island's lagoon in late September. She is believed to be the largest vessel ever to enter the lagoon.

The ship, designed for landing troops and vehicles on beaches, was carrying out training routine.

The ship was built in America in

VOYAGE TO ROTUMA ABANDONED

Morris Hedstrom's Fiji inter-island trader, *Tuvalu*, had to abandon a voyage to Rotuma early in October when she was damaged in a storm.

She was classed as "missing" for a day or two, but a searching RNZAF Sunderland flying-boat crew found her and reported her position.

The *Tuvalu* returned to Suva on October 4 with a leaking hull.



Rabaul Wharf Renamed

Recently renamed in honour of a former pre-war Burns Philp manager in Rabaul, is the BP small ships wharf in Rabaul, now known as the Philip Coote Wharf. Mr. Coote was lost in the sinking of the "Montevideo Maru" during the war, but his widow and sons still live in Rabaul.

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Cruising Yachts

● **STORMVOGEL**, 73 ft luxury ketch, with a crew of 12, was in Suva for a few days early in October, en route to Auckland and Sydney for the annual Sydney-Hobart yacht race. She had earlier touched at Aratonga, Pago Pago and Nukualofa.

Owned by Dutch millionaire, Mr. Cornelius Bruynzeel, *Stormvogel* is reported to have cost more than 50,000 to build.

The skipper, Captain John Miles, of England, who has been with the ketch for three years, planned to leave her at Auckland. His replacement will be Peter Lindeberg, of Stockholm, who joined the ketch at Suva.

Stormvogel came second in the Los Angeles-Honolulu race, breaking the record for the voyage by a day and a half.

From Australia, *Stormvogel* will sail to New Guinea and the Far East.

● **VERONA**, 131 ft barquentine, arrived at Suva on October 7 in the course of a cruise round the world, carrying a complement of 25, comprising the skipper, first mate, engineer, doctor and cook as professionals, and 20 amateurs.

The amateurs are mainly American students who joined the *Verona* in the Bahamas.

The *Verona* was built in Britain and is American-owned, and each year makes a cruise lasting eight to 10 months to distant parts of the world.

TRIMARAN BEGINS VOYAGE TO NSW

People in Nukualofa were shaking their heads in October over a projected voyage to Sydney by Mr. Neal Brown in a 30 ft unnamed trimaran, which he built locally himself. They expressed concern because of Mr. Brown's lack of experience as a sailor and because the trimaran did not appear to be very sturdy.

Mr. Brown was accompanied on his trip by a girl, and he was to pick up an experienced American seaman in Suva.

He sailed from Nukualofa on October 12.



"Stormvogel".

In the Pacific she has called at the Galapagos, Nukuhiva in the Marquesas, Pitcairn, Papeete and Suva.

After Suva she was scheduled to sail for the New Hebrides and New Guinea and points west.

She is under the command of Christopher B. Sheldon.

● **BOUNTY**, 34 ft wooden ketch, which has been cruising in the South Pacific since May with Desmond Elliott, his wife Dorothy, and their 10-year-old son Alan, of New Zealand, has been sold in Pago Pago to Lafayette Young, of Utulei, Tutuila, a teacher with American Samoa's Department of Education. The Elliots arrived in Pago in *Bounty* from Niue on August 28. *Bounty* was built in Auckland in 1953.

● **TAWARRI**, 42 ft sloop, with skipper Peter Mounsey, his wife Lesley and a friend, Norman Ferris, left Sydney on October 10 for a world cruise via New Guinea. She reached Lord Howe Island on October 16. Next stop was to be Noumea.

Three years ago the Mounseys returned from a world cruise which lasted four years.

● **SPREE**, a ketch built in Picton, NZ, sailed into her home port on September 18, after a five-month cruise to the Tongan, Cook and Society Islands.

On board were owner-skipper Hugh Grigg, a NZ sheepfarmer, and Reuben and Kora Marsters.

● **TSUNAMI**, 28 ft sloop from Auckland, spent a fortnight at Norfolk Island in September. She

arrived from Auckland on September 11 after a 10-day run from New Zealand — slow because of bad weather.

Tsunami was skippered by John Goldsmith and carried a crew of two, Ian Scarborough and Graeme Baldwinson. The ketch was designed by John Woolacott and launched 18 months ago.

She left Norfolk for her home port on September 25.

● **CORSARIO**, Italian naval training vessel, with Lt.-Commander Alberini and 15 ensigns, called at Fanning Island in mid-October bound for Pago Pago, Suva, Noumea and Sydney to compete in the Sydney-Hobart yacht race in December.

● **COSA NOSTRA**, 30 ft trimaran, which visited Rabaul last year, spent three weeks at Cocos Keeling (Indian Ocean) in August-September.

The trimaran reached Cocos Keeling by way of Thursday Island, Portuguese Timor, Bali and Christmas Island.

On board are Tom Schultz, 22, of Upland, California, Douglas Bartlett, 22, of Los Angeles, California, and Hans Peter Wetzel, 28, of Heidelberg, West Germany. They began a trip round the world in Japan in May, 1964.

● **VALKYRIE**, 31 ft ketch, lone-handed by John Goetzcke, a 70-year-old American, was in Manila in August after a three-month trip from Brisbane via the Great Barrier Reef, Thursday Island, Timor and Indonesia. *Valkyrie* spent about 12 months in the South Pacific in 1963-1964. She is on a voyage round the world from Charlotte Amalie, Virgin Islands.

● **TREKKA**, 20 ft yawl, with Mr. and Mrs. Cliff Cain, of Monterey, California, reached Cocos Keeling (Indian Ocean) in October from Brisbane.

Trekka left California on a voyage round the world in June, 1964, and called at Hawaii, Fanning Island, Samoa, Tonga, New Zealand and Norfolk Island before reaching Brisbane on May 14.

She sailed from Thursday Island to Cocos Keeling in 32 days, being becalmed for 12 days during the voyage. The yacht left for South Africa via Rodriguez and Mauritius on October 5 after a week's stay.

● **THLALOCA**, 20 ft sloop, which left California on a Pacific cruise in 1962, was another visitor

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Larry Nilsen of "Heather".

Cocos Keeling in September-October.

On board are Hein and Sigrid Anker, formerly of Germany, now naturalised Canadians.

Thalaloca (Goddess of the Gulf Stream) left Cocos Keeling on October 3 for South Africa via Rodriguez Island and Mauritius.

● **HEATHER**, 28 ft cutter, owned and sailed by New Zealander, Larry Nilsen, was in Tahiti in early October on the last leg of a trip round the world.

Heather left NZ on April 6, 1963, and has sailed west via Indonesia, Cocos Island, South Africa, the West Indies, Panama, and the Marquesas. From Tahiti Nilsen planned to visit Rarotonga, Aitutaki, Niue, Cook Island (Kermadecs) and Russell in the Bay of Islands—all before Christmas.

● **MINK**, 38 ft ketch, left Nukunono, Tonga, on October 12 for Fiji and New Zealand. On board were a White, Michael Neale and a woman named Muir.

Mink passed through the Panama Canal in March from the Mediterranean and Europe. She visited Rarotonga in September.

● **MAMARI**, 28 ft ketch, with owner-skipper John Bracegirdle and crew of four, left Nukualofa on October 12 after a 13-day visit. She is bound for Fiji and Auckland. *Mamari* began a cruise to the eastern Pacific from Auckland in May.

● **KAIROS**, 32 ft West German steel sloop, arrived at Suva, Fiji, in early October, for a month's visit before continuing to New Zealand. On board were owner-skipper Ernst Koch and his wife, Elga.

Since leaving Hamburg in May, last year, *Kairos* has sailed across the Atlantic to the West Indies, and through the Panama Canal to the Galapagos and Marquesas Islands, Tahiti, Bora Bora and Pago Pago.

● **SI-TI-SI**, 40 ft American ketch, was in Rarotonga in September en route to Tahiti.

● **REHU MOANA**, 40 ft British catamaran, sailed by Dr. David Lewis, arrived in Huahine, Society Islands, from Tahiti in early October. Also on board were Dr. Lewis' wife, his two children and a woman friend.

They are on a cruise round the world from Britain. They entered the Pacific via the Straits of Magellan, and have visited Valparaiso and Easter Island.

Dr. Lewis is reported to be navigating only by the methods used by the ancient Polynesians—watching the wind, sun and stars and estimating time. He made the 100 mile run from Tahiti to Huahine in 27 hours, including eight hours hove-to.

The next leg is 500 miles from Huahine to Rarotonga.

An article by Dr. Lewis on Polynesian navigational methods appeared in the *Journal of the Polynesian Society* for December, 1964.

● **TRYPHENA**, a 35 ft ketch-rigged Lodestar trimaran from New Zealand left Tonga for Fiji and New Zealand on October 12 after a stay of a week or so in Nukualofa. The trimaran has been cruising the Pacific for six months. The skipper is D. Frearson.

One of the trimaran's owners, Leon Hill, said in a note to *PIM* from Rarotonga in mid-September:

"Rarotonga was our first port of call and there we stayed for 2½ weeks before moving on to Tahiti for the Bastille Day celebrations.

"From there we cruised some of the Society Islands, namely, Moorea, Huahine, Raiatea, Tahaa and Bora Bora. Our next leg took us back to Rarotonga for a clearance to Aitutaki for 10 days. We returned to Rarotonga for the self-government celebrations."

● **EUROPE**, 67 ft schooner, skippered by Frenchman, Rene Corpel, arrived at Mahe, Seychelles Islands, on September 10. She is on

"Pipe Dream" Man In Action In Vila

American missionary Alvar Wolfson may not know where he is going sometimes, but when he gets there he certainly does unusual things.

The first time *PIM* heard of Mr. Wolfson and his Japanese-born wife Yashiko was in October, 1964, when they arrived at Beru, Gilbert Islands, in their trimaran "Pipe Dream" 56 days out from Hawaii, although Mr. Wolfson had actually been heading for the Marquesas, about 3,500 miles away.

Six months later, "Pipe Dream", with the Wolfsons aboard, turned up from the Gilberts in Lautoka, Fiji, although Mr. Wolfson again claimed that he had been heading for the Marquesas.

The Wolfsons stayed in Lautoka for four months, during which Mr. Wolfson was widely commended for building a Turkish bath in the town. But the Lautoka Town Council, after a long discussion, ordered it to be closed.

Mr. and Mrs. Wolfson and a 20-year-old Fijian missionary, Misiraini Seru, then left Lautoka in "Pipe Dream" to go where the winds took them.

Twelve days later—on July 25—they arrived in Vila, New Hebrides. The latest news is that Mr. Wolfson has been given a piece of private land in Vila to build a health and industrial school for the islanders.

the homeward leg of a cruise westward around the world from Monaco.

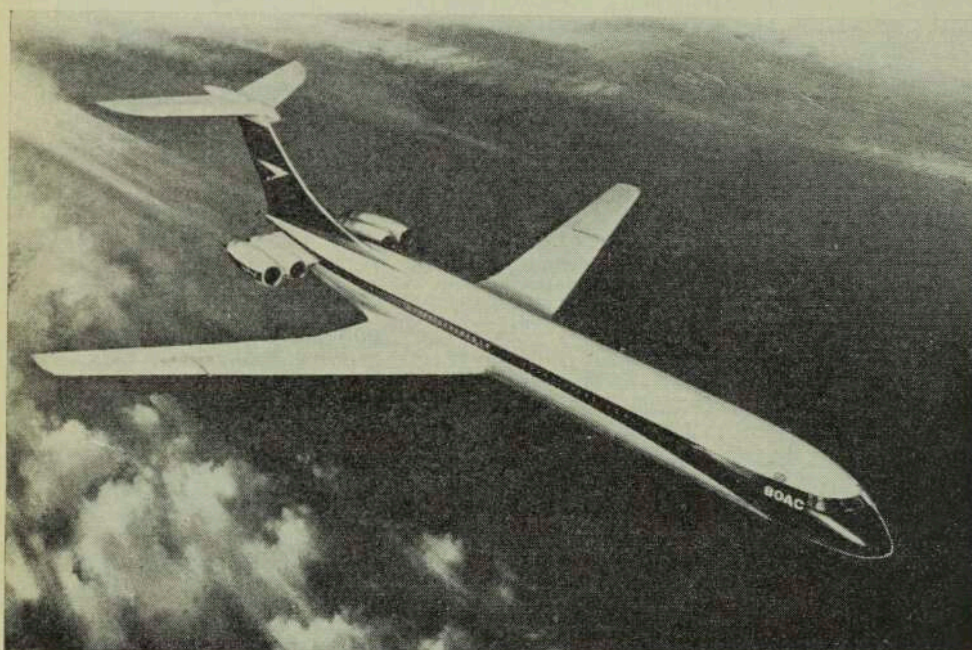
Europe left Monaco on April 15, 1962, with a crew of five. In 1963-64 the schooner crossed the Pacific.

Europe's present crew are Walter Gevull, a German; Rob Hill, an American; and David Sharp and Alan Forbes, Australians.

They hope to reach Monaco on April 15, 1966—making the cruise exactly four years long.

● **PAISANO**, 56 ft Marion ketch, skippered by an American, John Hazlehurst, arrived in Darwin on October 2 from Port Moresby and Thursday Island. The ketch is on a voyage round the world. Next stops are Cocos Keeling and Ceylon, thence via the Red Sea, Mediterranean and Atlantic to New York.

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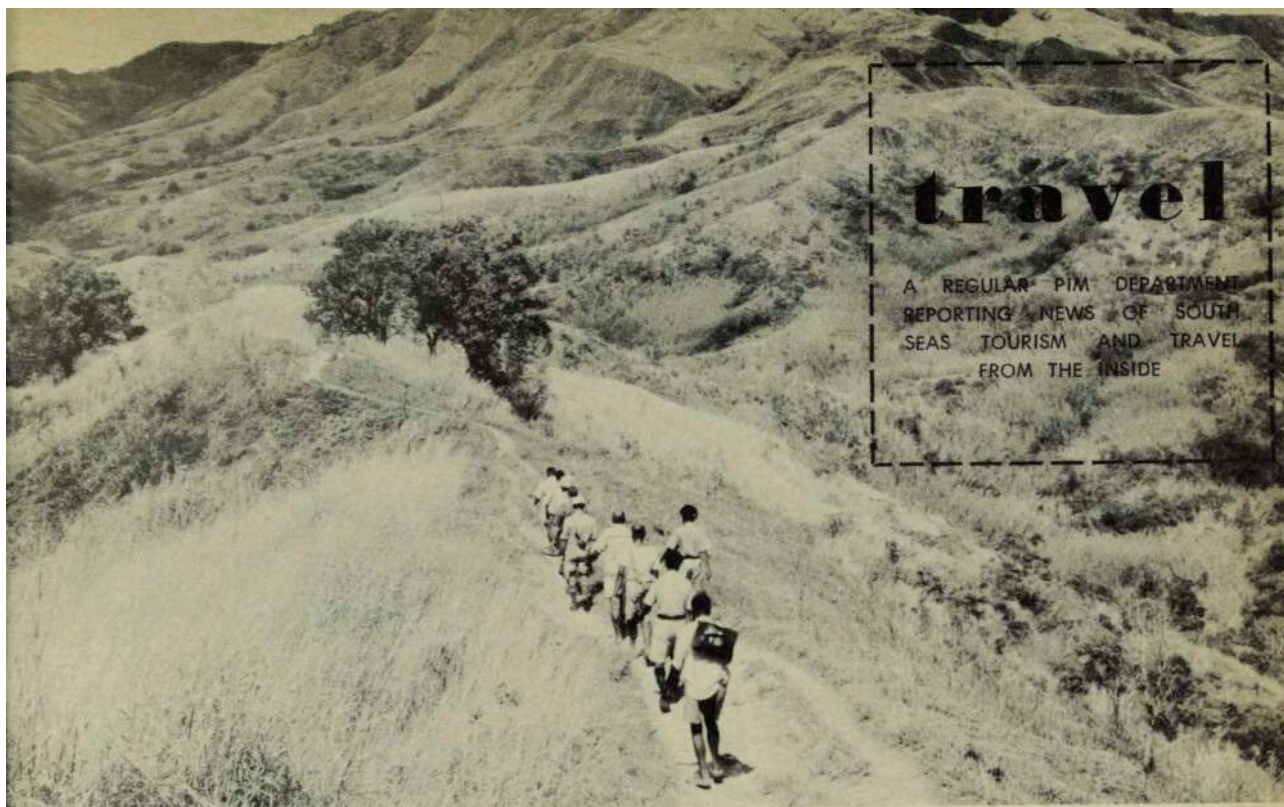
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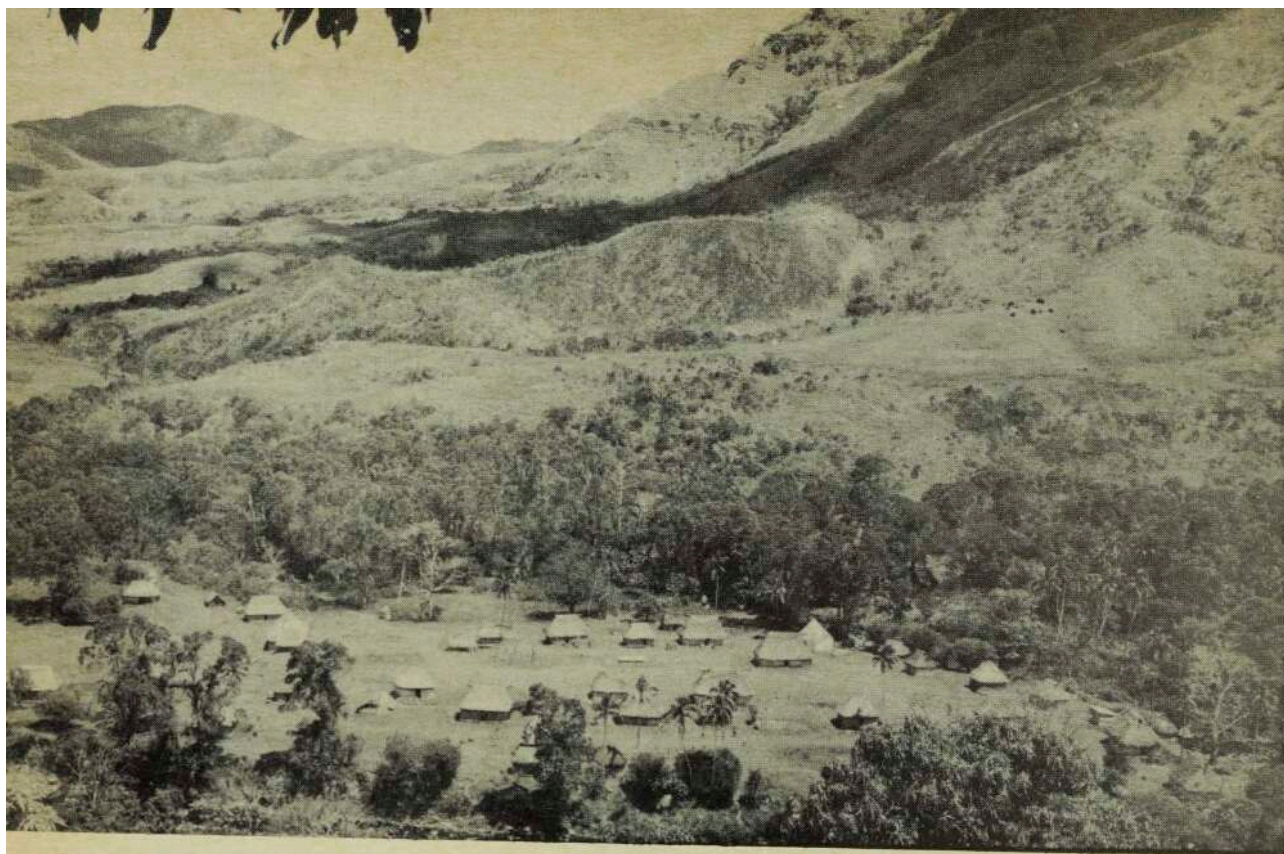


Seeing Fiji The Hard Way

MOST visitors to Fiji—and many of the local people for that matter—never get more than a few hundred yards from the coastal belt of the main island of Viti Levu, and the roads leading into the main river valleys. To see the rest of the country, which is rugged and mountainous, you must be hardy and energetic, and you must go either by boat, on horseback or on foot, as there are no roads worth mentioning.

Fiji's Governor, Sir Derek Jakeway, is one who likes to see the countryside the hard way. Recently he made a walking tour between the headwaters of the Ba and Sigatoka Rivers, which took him and his party over much country like that in the picture above. At left, the Governor is seen at Virara village, saying goodbye to Lusiana, wife of the Buli (chief) of Magadro District, after lunching in the village.

Most of the villages in this part of the interior



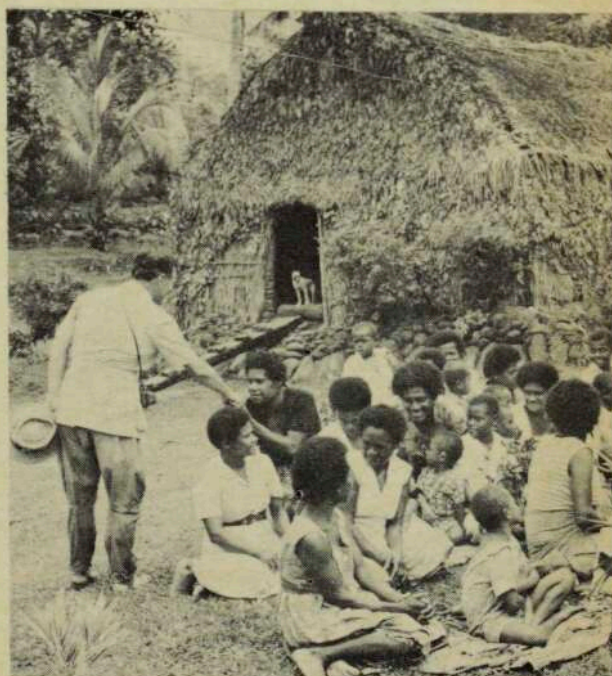
are well-kept and spotlessly clean—Nasivikoso (above) being a good example in this respect. At left is a section of the village of Bukuya, where the Governor's party spent their second night, and a *magiti* (feast) was presented by the villagers. The photo shows women of the village arriving with presentations of cooked food, which was accepted on the Governor's behalf by Ramon Nair, District Officer. Others who accompanied the Governor were Dr. Ian Porteous, Medical Officer, Lieutenant Ian Duthie, ADC, Mr. Dennis Williams, Acting Commissioner, Western, and photographer Rob Wright, Jr., of the Fiji Public Relations Office, who took these pictures.



In the picture above, Sir Derek Jakeway (second from right) and his sons Simon and Roger (centre) are seen crossing a river during an earlier trip into the interior of Viti Levu and to the upper sources of the Wainimala River. At right Sir Derek is seen shaking hands with women who had gathered at the village of Matanisau to watch his arrival. This was one of seven villages which the Governor visited on a day's hard riding along the Wainimala Valley. Matanisau is almost at the exact centre of Viti Levu.

On this journey, the Governor was endeavouring to see for himself the rehabilitation work done by villagers, after heavy floods several months earlier. At one stage of the journey, outboard punts were used to negotiate rapids on the Wainimala River.

The photographer on the Wainimala trip was Rob Wright, Sr., of the Fiji PRO.





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Out, Round And About New Guinea's Wild Tourist Frontier

By Judy Tudor.

The state of Papua-New Guinea tourism at the end of 1965 can be summed up in half a dozen words: It is there in spite of, rather than because of.

THE increasing stream of visitors has been in spite of lack of administration support for tourism in this industry. A change of policy this has now been indicated (see p. 11), but because of a general feeling of insecurity, and because of Administration's attitude, banks have lent money to finance tourist projects only with tremendous reluctance.

The increasing number of visitors also in spite of the Territorian's traditional antipathy to tourists. This is a situation that all "round-trippers" are aware of. One sort of freak goes back as far as I can remember. It is related in the treatment of guests in one of the long-established hotels in Port Moresby, in the attitude of residents to a projected industry.

Many are convinced that tourists to Papua-New Guinea are neither necessary nor desirable; and economically, of course, they are right, at the time being. The Territory has no need of this industry, in the way that Tahiti, American Samoa or even Fiji has needed it.

But whether Territorians are apathetic or not, P-NG is getting many visitors each year, so many in fact that there is continual pressure on all available accommodation.

Unless there is an economic recession in Australia—where most of P-NG's visitors originate—this trend will continue and facilities already building or in the planning stage in the favoured spots don't even begin to look as though they will meet the demand.

Already "tourist New Guinea" seems to have been delineated. It includes Port Moresby, on the Papua side, and in New Guinea it takes in Lae, with its War Cemetery and Botanic Gardens, and the whole Highlands area from Goroka to Mt. Hagen. Some tourists also include Madang; very few get as far as Rabaul.

The greatest enterprise in tourism is undoubtedly coming from the Highlands (see *PIM*, Sept., p. 121), where there is a special Highlands

travel

P-NG TO GET A TOURIST BOARD

Papua-New Guinea is to set up a Tourist Board, which will have comprehensive powers and functions for the promotion of tourism. Legislation to set up the board will be introduced at the November sitting of the House of Assembly.

The P-NG Administrator, Sir Donald Cleland, said in October the board would be comprised mainly of non-Government people active in the fields of commerce and transport associated with the servicing of tourists, and would result in Government and private enterprise working in co-operation.

The Administration would consider contributing money towards the cost of the board and the probable establishment of tourist bureaux. Private enterprise would also be expected to contribute, he said.

chapter—or "Board" as it is called—of the P-NG Tourist and Travel Association. (The parent association formed about four years ago has, to date, been moribund). Mr. S. (Peter) Fox of Goroka is the chair-

Money Only For BP's?

This general feeling was summed up by two public servants with whom I had a meal recently at a Highlands hotel. They were of the opinion that the tourist industry was a waste of money because all the profits thereon would "only go to Beeps or Bombs".

Burns Philp subsidiary owns hotels in Port Moresby; Steamships Trading Co. has one at Mt. Hagen, one at Popondetta and has plans for building one in Lae, but otherwise there have been few investments from either that they want to do more for tourism.

Maybe this is a pity. Failing administration assistance to the industry, these two companies are probably the only ones with the necessary funds to do anything on a large scale.



First port of call for tourists to Papua-New Guinea is Port Moresby, the main town area of which is seen in this recent photograph by Chin H. Meen. There are two ships at the main wharf. The main residential areas are several miles out of town.



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an of the Highlands Board and he full of enthusiasm.

He sees the solution to the tourist problem in the Highlands in Safari Villages—that is, units built of native materials but with modern conveniences, financed and owned by the various Local Government Councils, and run by European managers. He visualises up to 40 of these villages all over the Highlands, and the scheme certainly has many virtues—not the least of which, perhaps, is that it would please my public servant friends who like to see profits kept out of the hands of Beeps and Steamies.

At the moment, of course, there is not one of these villages, much less 40, and sceptical Territorians outside the Travel Association are quick to point this out.

Transport Problems

It is easy to get to the Highlands by air from Lae or Port Moresby, and, for those in good physical condition, increasingly easy to get there by road. This road is the longest in New Guinea, stretching from Lae on the coast 340 miles inland to Mt. Hagen and even beyond.

In the course of its length it climbs, in one section of a dozen miles, from the flat floor of the Markham Valley up the 5,000-odd feet of the Kassam Pass to the beginning of the interlacing systems of valleys and plateaus that are the Highlands; and again, on the western side of Goroka, it climbs another 3,000 feet to cross Daulo Pass and descends a similar distance.

It is remarkable because most of the Highlands section was put in, in the early 1950's, by amateur road-builders and it still remains much as they left it—taking the ridges and gorges by frontal attack, climbing up and up, only to go down and down.

Those interested in New Guinea tourism put a great deal of faith in the road for the future and can see the day coming when an increasing number of tourists hire cars and drive themselves through the Highlands.

Some are already doing it and there is, in fact, nothing to stop a reasonably competent motorist undertaking this, so long as he has plenty of time.

The great hazard is weather. Heavy rain can cause washaways or slips;



The road to the Highlands—the longest road in New Guinea. This typical winding stretch, cut into the hillside at many places, is between Kainantu and Goroka. The Highlands road is a growing tourist attraction, but travellers may still have their schedules upset by the weather.

even light rain in some sections can turn the slopes into skating rinks, impossible to negotiate.

None of these hazards are in themselves dangerous but when they happen it is necessary to stop until, in the first case, the road is repaired, or in the second, until the sun comes out and dries the surface. Either might take an hour or a week.

Who Drives You Back?

But the biggest draw-back to do-it-yourself safaris at the moment is the fact that although at least one firm in Lae will hire out a car for the journey, few motorists having driven 340 miles to Mt. Hagen then relish the thought of having to drive the whole way back along the same heart-breaking route to Lae.

The alternative is an organised bus tour and these can be arranged by a couple of firms, if they are given sufficient notice; or hitching a ride in one of the dozens of big trucks that almost daily are plying along some section of the road between Lae and Hagen.

Recently, Hilliard and Rice, a trucking company of Lae, were good enough to give me a lift on two successive days, as far as Goroka, but obviously there is a limit to the generosity of trucking companies for this sort of thing, and the average tourist would probably find it a mixed blessing.

There is room for only one passenger beside the driver; it is a pretty rough ride; it is hot; and it takes about twice as long to reach

anywhere as in a conventional vehicle.

The 120 miles between Lae and Kainantu, including the 90 dead level miles of the Markham Valley section, took us seven hours in a new Leyland truck; on the second day, in an older version of the same truck, it took seven hours on the 65 miles section between Kainantu and Goroka.

Apart from the Kassam Pass and the magnificent views from the top,

WHERE TO ARRANGE NG TRANSPORT

Those interested in surface transport in the NG Highlands should contact either Steve Brady, of Central New Guinea Tours, Mt. Hagen; or Mr. Dennis Spriggs, of Goroka Motors, Goroka. Both can arrange bus tours or hire you a car for driving yourself around town. Both bus tours and car hire should be arranged as long ahead as possible.

Goroka is one of those odd places where it is impossible to get a taxi (because there aren't any) but comparatively easy to charter an aircraft. Territory Airlines Ltd. of Goroka has eight Cessnas and one two-engined Baron Beechcraft.

Cessna charter is about £25 per hour but if you are willing to share one with a load of cargo already going somewhere, it comes a great deal cheaper.



FIJI

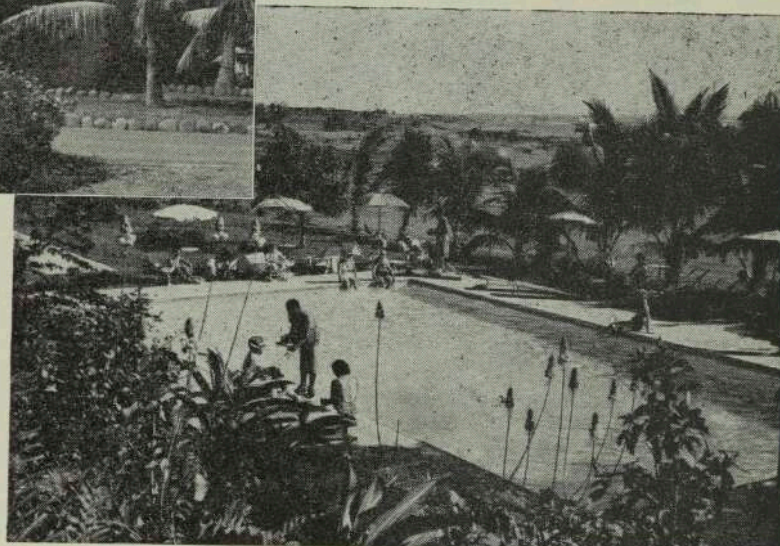
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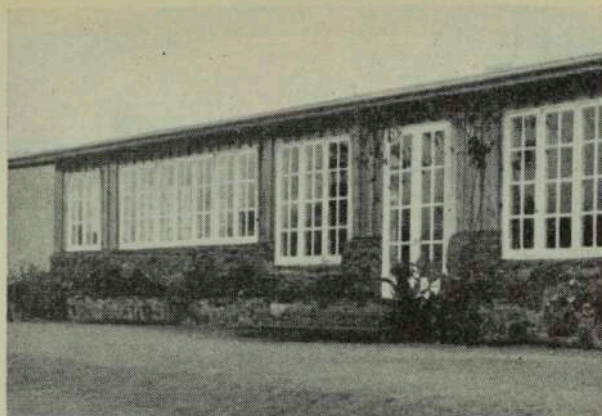
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section of the comfortable hotel at Kainantu, described "one of the more pleasant surprises New Guinea has in store".



road is monotonous, a never-ending switchback through grassy country. I kept myself entertained most of the way by trying to figure out the economics of the trucking business in New Guinea (without coming to any enlightened conclusion); but when I reached Goroka I found that some bridge was "out" and that I couldn't get further on the road, I can't say I was very happy.

I spent the next morning flying up and down Highland valleys in the Territory Air Lines Cessnas; the following day in going on to Mt. Hagen in their Beechcraft Baron. Comparing the two modes of transport, I can't help but come to the conclusion that for thrills, spectacular views, and off-the-beaten-track places, the tourist would still be better served expending £50 on a small charter than the same sum on car hire.

However, the road must inevitably be a bigger place in local travel. The three lowland rivers that once made the Markham Valley section of the route difficult, the Erap, the Mon and the Umi, have all been bridged; in the last 18 months, the Commonwealth Works Department regraded and reconstructed the miles of the Kassam Pass and made a first-class job of it. The department is now working on the next section of road between the top of the Pass and Kainantu. I understand that tenders for the Kainantu-Goroka section are to be called shortly.

What Tourists Want To See

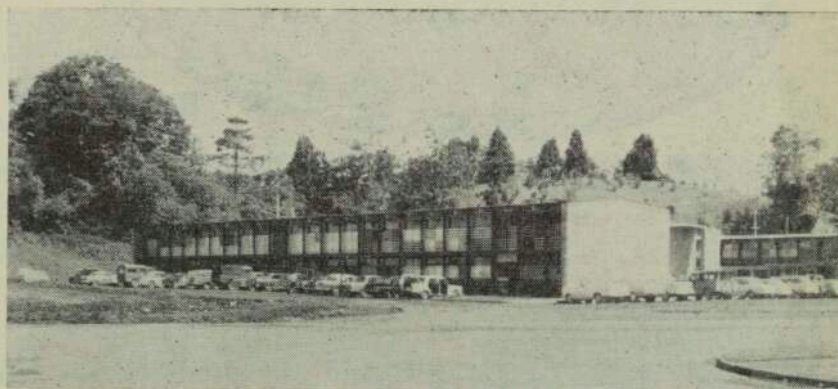
Most tourists who go to Port Moresby want to see the Bomana War Cemetery, Rouna Falls, the Koda Trail, look in at Koki Market or the shanty-town of Quabada village. When they get to the Highlands, 95 per cent. of

them have only one thing in mind—they want to see primitive New Guineans. And this, to me, seems to be where Highlands tourism could meet its Waterloo in the years ahead.

Highlanders, generally, have taken to planting and trading like ducks to water and as such are busy people—too busy often to be bothered about keeping up their reputation of being picturesque savages.

Along with this, they are increasingly going for the coastal style of native dress or, worse, having a little each way, piling on an old Army jacket and a battered felt hat or, in the case of women, a grubby Mary's blouse, over the usual bark girdle and traditional drapes of hand-rolled twine.

The New Guineans that one sees in Goroka these days are little different from those at Lae; further out at Mt. Hagen it is probably still 50-50. There you still see the Highlander, stalking majestically down the main street, wearing traditional undress and gazing into the shop-windows of this rather Wild-Frontier town.



The road to the Highlands begins at Lae—an attractive New Guinea town with many new buildings, such as the modern Administration offices seen here. Lae is also the aviation hub of the Territory.

travel

The urbanising of the Highlands is inevitable, but when complete a great deal of the present fresh charm of the area will go with it.

New Guinea Hotels

So many rude things have been said about Papua-New Guinea hotels by travellers in the past it would be difficult to say anything new.

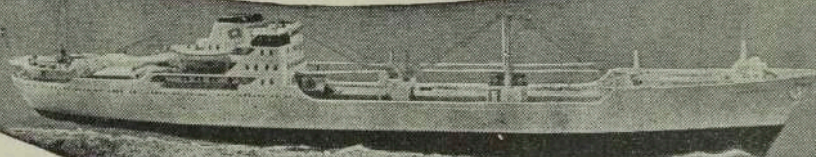
Some of these blanket condemnations are unwarranted—but not very often. For what it is worth, here are a few brief comments on hotels I visited while recently in the Territory—to stay, to have a meal or sometimes only a drink.

PORT MORESBY. I daresay it is a toss-up whether the Boroko or the Papua is considered the best hotel here. The Papua has been longer in existence, is right in the down-town area and can scarcely be overlooked. It is one of the popular drinking spots in the Territory (judged, anyway, on the decibels of noise registered in the lounge-bar between noon and 2 p.m. and between 4.30 and 10 p.m.).

My overwhelming impression of this place, formed over many years, is its Presbyterian cleanliness. I've never known a place where the housekeeping was so obtrusive. From 6.30 a.m. when the boy comes and tries to remove the sheets from under you (they are then piled up in big white mountains in the guest's lounge at the top of the stairs for most of the morning) until the lounge-bar is washed out at 11 p.m., a team of natives scrubs and polishes without cease.

Under this onslaught I've watched

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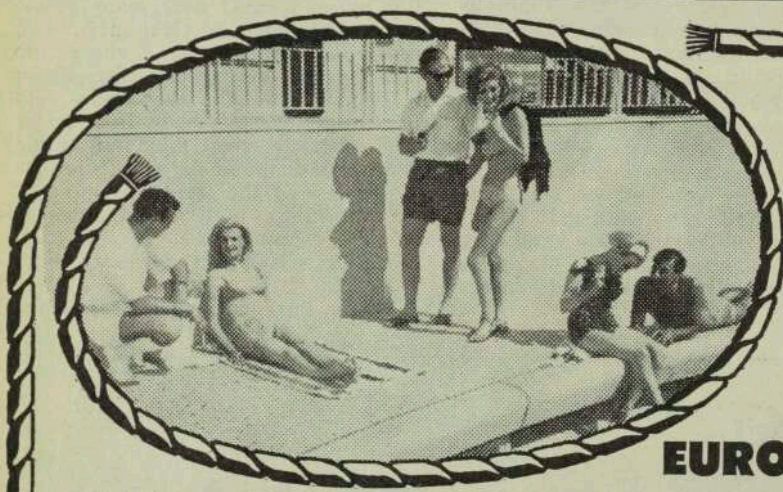
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th interest the top layer disappear
om the rubber floor covering on
irs and top floor between my last
o visits. The place has been im-
oved in recent years by the ad-
ion of some air-conditioned rooms
th private bathrooms. More
agination and less remote control
ould do more.

LAE. Most people go to the T.A.A.
ansair Lodge, which was built by
ntas in the early 1950's as a stop-
p. Accommodation should be
oked long in advance. It is in
ttages, each with four bedrooms,
bathroom, and a tiny lounge.

The rooms are austere but the
rst feature is the noise. The floors
e bare polished timber, the walls
p short a foot from the top, so
at the lights from one room shine
every other room and what goes
in one room is abundantly clear
every other room.

The food here is simple, good
d comes in portions suitable for
ung, vigorous aircraft-engineers.
eal-hours are restricted and early
12 o'clock lunch and 6 p.m. dinner.
ou can get a drink by going into
e club next door and asking a
ember to sign you in. The
ernative accommodation is the
otel Cecil down on the flat. This
tel has had a lot of trouble,
ostly financial, in recent years.

KAINANTU. The hotel is owned
d run by Mr. Graham Gilmore.
is one of the more pleasant sur-
sues New Guinea has in store. It is
ilt of local stone and timber; the
ange and dining room, with a
all cocktail bar in one corner,
nelled walls, big stone fireplace
d polished tables of local timber,
e very good indeed. Only that the
opard-skin rugs and mounted
phant-tusks are missing, it could
ve been lifted outright from part-
y up Mt. Kilimanjaro or else-
ere in East Africa.

The sort of imagination shown in
s hotel is rare in New Guinea and
soever is responsible should go to
e top of the class. However, the
drooms could be improved by the
dition of bedside lights—and the
ovision of a box of matches to go
th the candle. The electricity goes
around 11 p.m. and this leaves non-
okers in real trouble. If they want
get up and wander about they
ve to depend on an acute sense of
ection and touch.

Kainantu gets few tourists, as yet,
cause of poor plane services but
s must change with the current
ogramme of road improvement. It
only 120 miles from sweltering
e.

travel

GOROKA. The hotel here is
owned by the same organisation that
owns the Cecil in Lae and it has
had the same financial troubles. The
Goroka, however, has never wanted
for patrons and there is little excuse
for the fact that a great deal less is
done for guest comfort now than 10
years ago.

It has a cold, withdrawn air about
it as though the owners had sworn
an oath never to make things cosy
for their customers. Some of the
gloom of wet Goroka nights and
cold Goroka morning fogs might be
dispelled if they had followed other
Highlands hotel owners by building
a fireplace to brighten up the scene.

Most of the accommodation is in
dongas—two roomed cabins—across
the backyard and parking area. Here
you invariably share one of the
nine-by-ten rooms with a stranger,
and the primitive bathroom with
three others.

The shower in the bathroom at-
tached to No. 17, in September, kept
the whole floor awash and guests
flushed the lavatory by hauling a
piece of sash-cord that someone had
thoughtfully attached to the inner
works.

There seems little reason for such
sloppiness when, at the same time,
they are building large extensions to
the public bar.

Goroka also has a motel. I did
not see it but reports are that it is
quite good.

[Morobe Hotels Ltd. which owns
the Cecil at Lae, Goroka Hotel and
Wau Hotel, recently came under new
ownership and management. There
therefore could be much improve-
ment in these establishments in the
future].

KUNDIAWA. Kundiawa is head-
quarters for the Chimbu Sub-District,
a pretty, almost totally Administra-
tion townlet spread around a basin
in the mountains and sprinkled
liberally all over with pine tress.
The hotel here was a rest-house until
three years ago and, apart from the
fact that it now has a public bar, it
is still just that.

At present it is being run by three
young ladies from the Land of Hope
and Glory. It is all rather Youth
Hostel, with liquor. Nonetheless this
place, too, has had a phenomenal
increase in tourist traffic during the
last year—quite 400 per cent. The
proprietor told me that they had one
tourist stay last year; four this year.

(Over)

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MT. HAGEN. This town has probably more to offer the tourist in any other in the Highlands. It has an air of get-up-and-go about it that Goroka has lost but at the same time you see far more of the local wild-life. It has a motel and hotel.

The motel, owned by Messrs. Wilson and Gibbes, is not yet complete but what there is of it is first class. Carpeted floors, good furniture, electric lights, tiled bathrooms are rather like the pot of gold at the foot of a rainbow after a trek through the Highlands. It is in a pleasant position, in a pine grove and has a liquor licence.

The hotel is about five years old. Its big lounge-bar is well-patronised by local drinkers and looks as though it has been created by someone who has seen too many Westerns. There is a big fireplace; the seats are made of cow-hide with the hair recently worn off; the tables from thick logs of local timber. You keep expecting to see Davy Crockett and a couple of his mates, all wearing cow-hide jerkins and coon-skin caps, come in at any moment.

Nonetheless it has a friendly atmosphere about it. The bedrooms are on a par with those in the Hotel Goroka but the bathrooms (ladies') are considerably better.

Food

Most people like to eat. They will be able to do this in the Territory, not always with happy results. Cooking standards don't vary so much from hotel to hotel as from town to town. Largely the quality of food depends on who is currently

FIJI STYLE.—Fiji, which already has a number of first-class hotels, with more being planned, will develop its tourism even more quickly if the principles of a new survey are accepted (see story at right). But South Seas travellers used to the standard of, say, the Reef Lodge Hotel, near Sigatoka, the lounge of which is seen above, will be disillusioned if they go to Papua-New Guinea expecting the same standard. But they will pay no less for what they get in New Guinea.

Photo: White's Aviation.

doing the supervising of the local kitchen staff, and supervisors seem to move on pretty frequently.

Most of the big hotels can whip up special meals for dinner-parties, at special prices—given notice—but the general level of ordinary cooking is poor. Not much use is made of local foodstuffs and, in a way, this is understandable. These can come in flood or famine quantities and are not always dependable, while frozen supplies from Australia are.

For what it is worth, the best meal I had during two weeks in P-NG recently was at the Hibiscus Restaurant, a tiny place hanging onto a cliff, up past the Hotel Papua in Port Moresby. I don't know whether this was a happy accident or not but the place is very popular with younger Port Moresby people and doesn't close till late.

All over the Territory there are places that provide snacks, but most of the serious eating is done in hotels.

Visitors to Port Moresby who want morning tea or light lunches, in pleasant surroundings, should try the Country Women's Association club rooms which are open to the public.

Five Year Tourist Development Plan Proposed For Fiji

A comprehensive programme for the development of tourism in Fiji is suggested in a survey of the industry made by a firm of United States consultants. The survey, commissioned by the Government, was made by Mr. T. Maschal, a partner in the firm of Harris Kerr, Forster and Company, of San Francisco.

THE recommendations include a five-year plan for the development of roads, beaches, parks and other natural attractions; substantial Government assistance in providing access roads and water and power services to hotel development sites; reorganisation of the Fiji Visitors Bureau to make it more representative of the travel and tourist industry; more money for the Bureau from Government and from commerce and industry; and provision of at least an additional £1 million to the Agricultural and Industrial Loans Board to help finance hotel construction and other tourist facilities.

The report says that if there is aggressive action in promoting and publicising Fiji and the provision of more tourist facilities, the Colony could reasonably expect to have about 85,000 to 90,000 tourists in 1970 compared with about 31,600 last year.

It comments: "The time is here when specific decisions should be

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de, policies established and a reprint laid out for the full development of travel and tourist facilities rather than permitting these to be developed piecemeal. It will be a serious error for Fiji to continue to permit the growth of the tourist industry on the basis of the assurance of immediate needs".

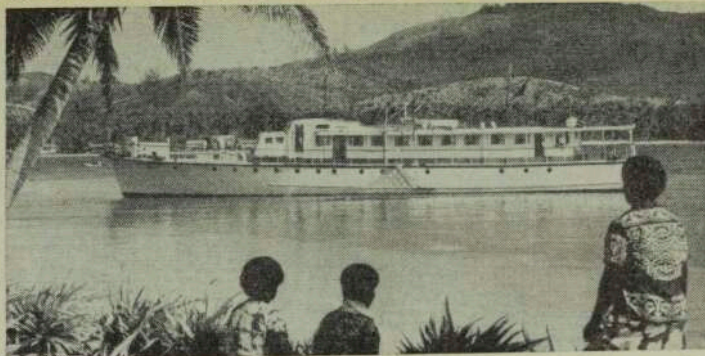
After forecasting that visitors to Fiji should rise to 85,000 in 1970, the report estimates that 800 additional guest rooms will be needed to cater for them. These should be provided at a rate of about 130 rooms a year for the next six years. It is suggested that 350 additional rooms should be provided along the south coast of Viti Levu, the "Coral Coast", 200 in Suva, 50 near Nadi, 50 on the north coast of Viti Levu, and three of 50 rooms each in the outer islands.

The report recommends the development of modern resort facilities near Levuka, Savusavu and Suva. It admits that there would be problems in doing this but suggests that Government should provide special help in these areas in providing roads, power and water. The report points out that the tentative budget of the Fiji Visitors Bureau for 1965 is £32,500, of which 60 per cent. is provided by Government and 24 per cent. by commerce and industry.

It states: "The funds available for the conduct of the bureau are greatly inadequate in relation to the activities which the bureau should be conducting and in comparison with the expenditure of other countries".

The report recommends that the funds provided for the bureau should be a percentage of tourist expenditure. For 1965 would work out at £10,000 of which Government would provide 80 per cent. and commerce and industry, through membership, 20 per cent. It says the bureau should be reorganised with membership extended to representatives from commerce and industry who support tourism financially.

R. HERBERT MOLLER has been appointed manager of the new hotel, the Pago Pago Intercontinental. Mr. Moller, who is married with three children, has managed Intercontinental hotels in Ireland and Yugoslavia, and has hotel and restaurant positions in London, California, Hartford, Connecticut, and New York City.



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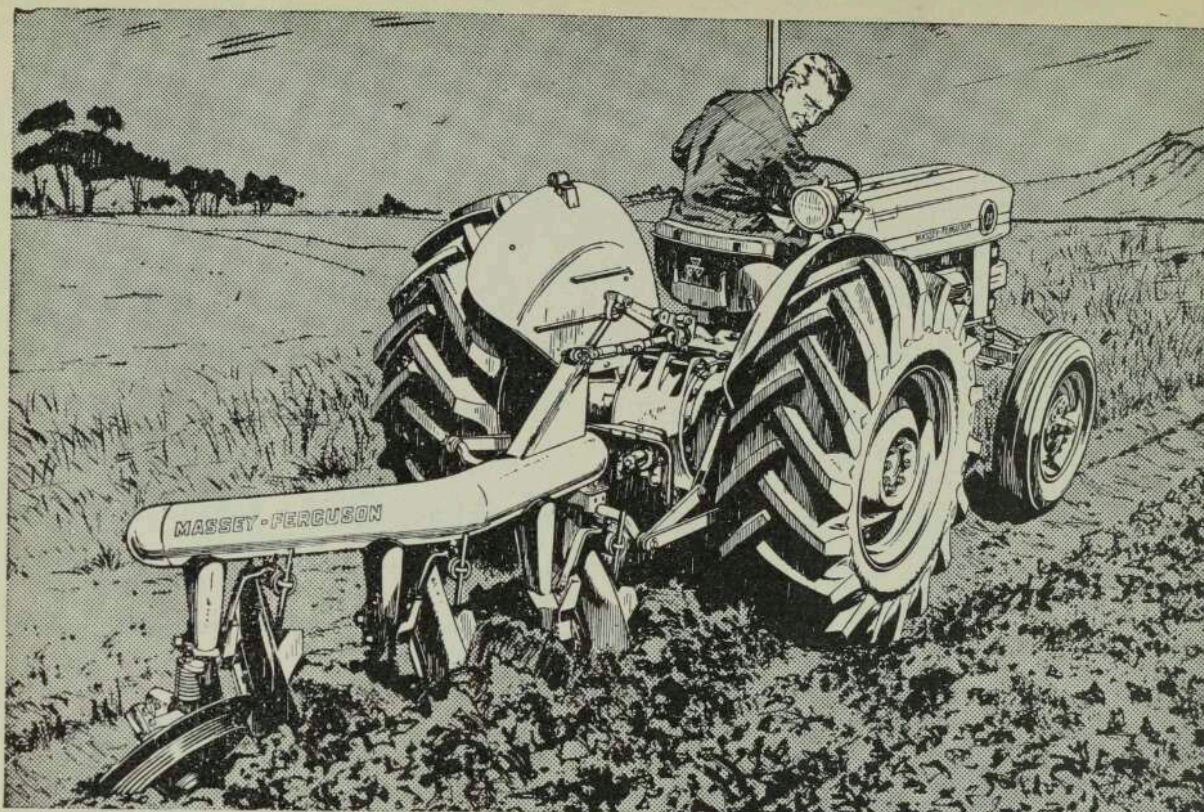
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E8602

travel

Tonga's Dateline Hotel Will Change the Tourist Picture

by Dorothy Lavin in Nukualofa.

Tonga's new tourist hotel, The Dateline, in Nukualofa, has been on a new surge of activity towards completion, with the appointment of Max Tremain as manager. Opening date has tentatively been set for March 1966, although actual completion of the building itself is expected by this December.

MAX TREMAIN brings with him managerial experience from the comfortable Roedean Hotel, Auckland, a family affair which has given him experience in all branches of hotel work. From Roedean also comes chef, Eric Bateman, and to add an Eastern flavour there is a Chinese cook from Taiwan. Others will be recruited in Tonga and abroad.

The Dateline is Government-owned and will offer 50 twin units, of which are fully air-conditioned and can be turned into suites, or as connecting bedrooms for family accommodation. Meals will be a la carte.

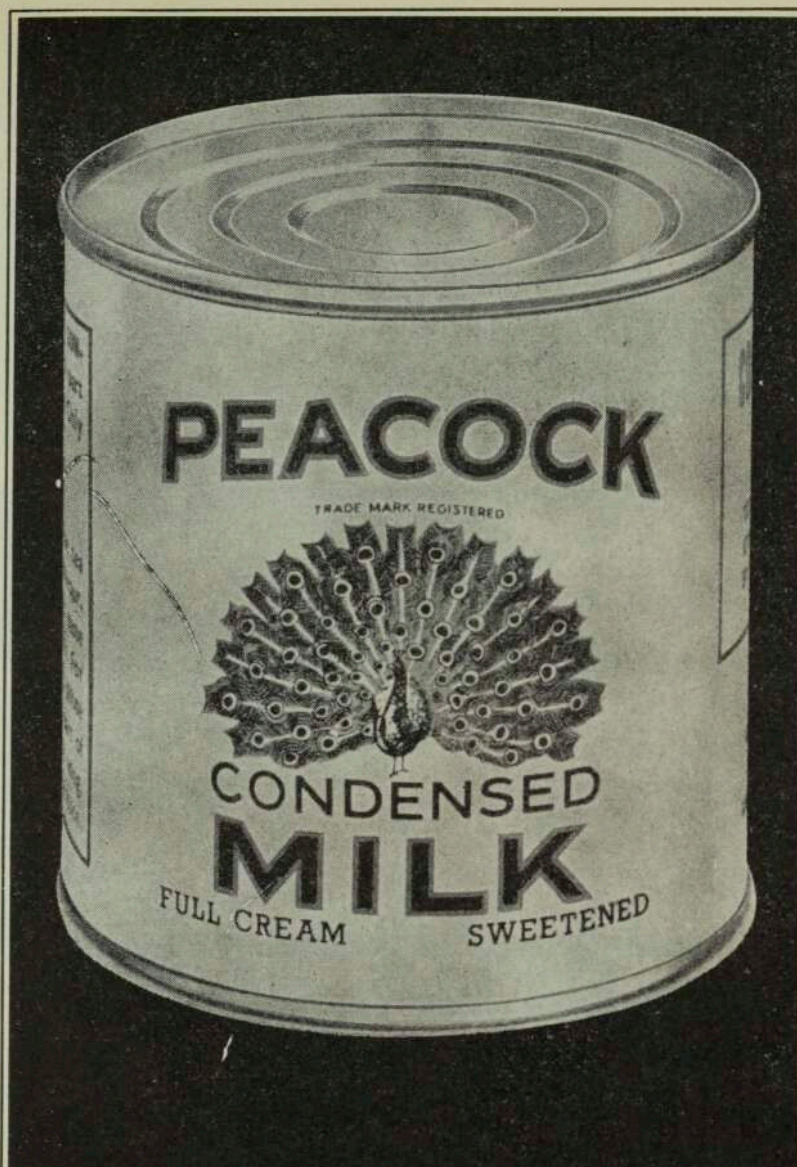
Tariffs

Singles will be priced at £T10/10/- per day; £T5/10/- for a double room. £T3/15/- single for air-conditioned rooms, and £T5 double, single for rooms without air-conditioning. There is a sliding scale for children. Each room has its own bath and shower facilities. Tongan money is on a par with Australian. This is a three-storey tourist hotel with many modern facilities new to Tonga, including a beauty salon, a hairdresser, drug store, a duty-free shop and banking services.

A spacious health studio will provide all aids to the "keep-fit" addict, including steam and dry heat baths.

There is an outdoor swimming pool and tennis court, with two squash courts planned for the future.

Tourists visiting Tonga are re-



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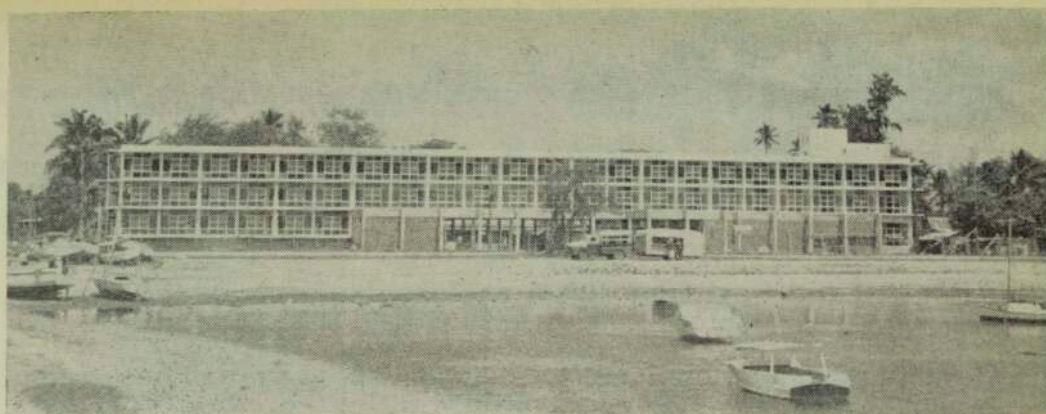
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struction of Ton-
Dateline Hotel
Nukualofa was
advanced in
October, but the
official opening date
is still several
months away.

to: Klaus Reschke.



red to fill in a special entry
mit, with photograph attached,
staying in excess of two weeks.
they don't need a photograph if
they will be here under two weeks.
These entry permits will be issued
passengers on planes or ships
before arrival, and photographs can
be taken on arrival for those without
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procedure to be cut to the
minimum.

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tourist hotel, everyone from Members
of Parliament to the man-in-the-street,
will be forced to take a new look
at things. A modern hotel in itself
is the answer to increased tourism,
they have been asking themselves
what else Tonga can offer?

Onevoa Opening

Already planned to open at the
same time as the hotel is special
accommodation on the small, delight-
ful island of Onevoa, just twenty
minutes by launch from Nukualofa.
Here, twin fale-type houses will be
equipped with all modern conveniences,
meals provided. Accommodation
on Onevoa is planned to start with one
on Onevoa Island, where the swimming
pool and glass-bottom boats will
offer the tourist a glimpse of the
paradise of reef life in the tropics.
At Nukualofa itself, inboard run-
abouts will be available for water
skiing, and special tours arranged
for sight-seeing. Roads to all these
attractions are to be greatly im-
proved, and already plans are being
drawn up for an intermediate terminal
building at the airport. This will
include Customs and Immigration
offices and a coffee lounge for
visitors.

At the moment Polynesian Airways
offer a service from Apia every

Monday, and Fiji Airways a Tues-
day and Thursday flight from Fiji,
but it is hoped that these services
will be extended after the hotel opens.

Apart from the financial rewards
for the Kingdom for Tonga's first
tourist hotel, Dateline will offer
much to the local resident, too.

Facilities of the hotel will be
available to residents as a kind of
club. For a premium of £12 a year
the swimming pool can be used at
all times by residents, the benefits of
the health studio will be available at
reduced rates, and residents will be
able to wine, dine and dance.

In October, the Premier, Prince
Tungi, was in Tokyo, where among
other things he was inspecting equip-
ment for the hotel and arranging for
samples to be sent back to the hotel
management committee.

FURTHER EXTENSIONS FOR AGGIE GREY'S

A NEW wing costing about
£12,000 was completed recently
at Aggie Grey's Hotel in Apia. The
wing consists of eight double rooms,
making a total of 45 rooms capable
of accommodating 76 people.

More buildings, including another
wing, will be built next year. When
these are finished the whole complex
will have the appearance of a semi-
circle. The hotel will then have
accommodation for 100 people.

The extensions are to cope with
an expected increase of visitors from
American Samoa once the new Pago
Pago Intercontinental Hotel is open
for business.

COFFEE HOUSE — COOK ISLANDS STYLE



An excellent example of mixing the traditional with the contemporary is this coffee
lounge recently opened at Avarua, Rarotonga. It is owned by the Cook Islands
Trading Co. Ltd.—Photo: Van Eijk and Meers.

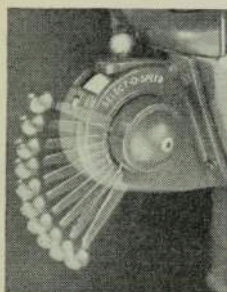
COMPARE! *NEW-SIZE TRACTORS FROM FORD*

All New from the ground up! Before you buy a tractor called "new," be sure it's really new under the sheet metal.

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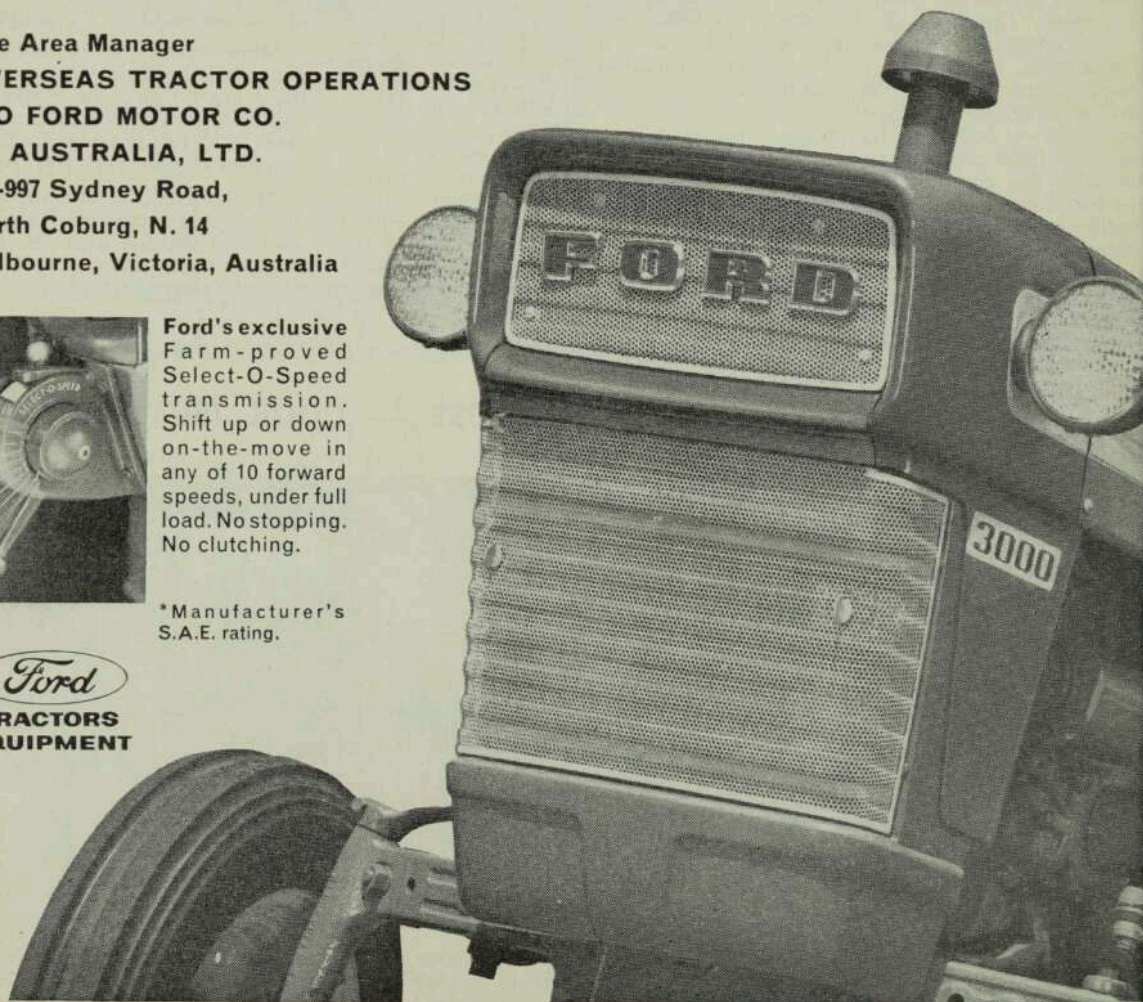
- **All-new 3 and 4 cylinder diesel engines**, huskier, more powerful . . . in four sizes : 46, 56 and 67 horsepower*.
- **New transmission choices** . . . Rugged 6-speed, all-new dual range 8-speed or Ford revolutionary shift-on-the-go 10-speed.
- **Ample built-in weight and strength** convert engine power into greater pulling power to operate bigger equipment, work faster, reduce crop costs.
- **You'll find all-new styling too**, crisp, functional, good-looking . . . without sacrifice of convenience of operation or maintenance.
- Choose from four New-Size Ford tractors. See your nearest Ford Tractor-Equipment dealer or contact:

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C/O FORD MOTOR CO.
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*Manufacturer's S.A.E. rating.



SOUTH PACIFIC TRADE REACHES £220 MILLION

Total external trade in the South Pacific is now worth about £220 million a year—and 60 per cent. of it is handled by Papua-New Guinea, Fiji and New Caledonia. Of the total, 60 per cent. is accounted for by imports, and 40 per cent. by exports.

THESE figures are given in a newsletter on economic affairs issued by Mr. R. C. White, Economist for the South Pacific Commission.

Mr. White has surveyed the trade in the 17 territories in the South Pacific Commission, including Guam and the US Trust Territory of the Pacific Islands (Micronesia). These territories have a population of about 10 million, and cover an area of about 12 million square miles.

The report says that primary production forms the basis of most of the economies in the area, and there is little large scale industrial activity. Nevertheless, the transition from subsistence conditions to commercial production has gained "tremendous momentum in the last 10-15 years".

Returns to islanders from cash crops are growing each year. The number and the quantity of exports are also grown.

Increased contact with monetary economy has been responsible for considerable change in the standard of living and in social habits and, together with increasing population, has generated an ever increasing demand for European-type goods. This has resulted in the continuing increase in imports.

Mr. White says the direction of export and import trade is generally with the administering country (where favourable trade conditions apply).

But an important development has been the broadening trade interest in Japan. The increase in Japanese purchases from Islands territories has been less spectacular than the increase in sales to these territories.

The two accompanying tables give a breakdown of the total volume of trade by territories in 1963 and 1964, and comparative figures for recent years on the origin of imports.

Pacific Commerce and Produce

TOTAL TRADE—SOUTH PACIFIC REGION
(£ Stg. Millions)

Territory	Exports		Imports		Total Trade	
	1963	1964	1963	1964	1963	1964
American Samoa**	4.5	3.4	2.3	2.0	6.8	5.4
British Solomon Is.	1.5	1.6	1.8	2.2	3.3	3.8
Cook Islands, Niue, Tokelau***	0.9	1.0	1.4	1.7	2.3	2.7
Fiji	20.0	22.9	18.3	24.8	38.3	47.7
French Polynesia	3.7	4.0	11.6	25.6	15.3	29.6
Gilbert & Ellice Is.	1.0*	1.0	1.3*	1.3	2.3*	2.3
Guam**	2.6	3.2	10.8†	15.1†	13.4	18.3
Nauru**	3.2	3.5	1.9	4.5	5.1	8.0
New Caledonia	16.0	22.4	13.8	19.6	29.8	42.0
New Hebrides	2.3	3.2	2.2	2.4	4.5	5.6
Papua-New Guinea**	14.5	16.4	22.8	28.3	37.3	44.7
Tonga	0.8	1.0*	1.0	1.0*	1.8	2.0*
US Trust Territory**	0.8	1.0	1.8	2.0	2.6	3.0
Wallis & Futuna			not available			
Western Samoa	2.6	2.5	3.0	3.5	5.6	6.0
	74.4	87.1	94.0	134.0	168.4	221.1

* Estimated.

** Years ended June 30.

*** Year ended March 31.

† About 10-12½ per cent. by weight of these imports are transhipped directly to other ports.

ORIGIN OF IMPORTS
(Percentages of Total Imports)

	Year	Aust.	France	N.Z.	U.K.	U.S.A.	Other
American Samoa	1963	4.8		6.8		80.9	4.6†
(Y/E June 30)	1964	6.6		13.5		69.2	8.0††
British Solomon Is.	1961	53.7		0.2	13.1	5.8	2.1**
	1961	47.0	0.5	0.3	22.1	5.8	7.1**
	1961	49.0	0.4	0.1	19.9	5.0	6.4**
Cook Is.	1964	3.0		78.8	11.1	2.5	
	1963	2.8		72.1	8.3	3.9	
Fiji	1964	28.0		9.0	32.6	5.5	5.8(1)
	1963	28.6		7.1	23.4	3.3	11.4(2)
	1964	28.8		7.0	22.0	3.6	15.2(3)
French Polynesia	1964	10.3	32.9	7.5		29.0	
	1963	2.9	60.0	2.5	2.6	20.1	
Nauru	1961	66.1		5.4	25.2	1.5	
(Y/E June 30)	1963	88.4		2.8	3.9	0.1	
	1964	93.8		2.7	2.2	0.1	
New Caledonia	1964	31.8	37.5			11.8	5.0(4)
	1963	17.1	56.7			4.9	5.4(5)
	1964	17.0	57.5			6.9	4.0(6)
New Hebrides	1964	58.7	13.2		16.5	1.5	1.6**
	1963	50.6	14.6		4.0	3.3	4.5**
Niue Is.	1964	1.5		77.0	11.3	0.1	4.0(7)
	1963	1.8		80.4	4.8	0.2	1.6(7)
Papua-New Guinea	1964	69.1			6.6	9.3	2.6**
(Y/E June 30)	1963	57.9	0.7	0.9	7.5	6.3	6.4**
	1964	58.8	0.4	0.7	6.2	6.4	7.5**
Tonga	1963	20.5		24.7	17.3	0.8	28.0(8)
US Trust Territory	1964					86.0*	14.0**
(Y/E June 30)	1963					69.3	21.6**
	1964					68.6	23.6**
Western Samoa	1964	18.4		31.9	23.3	2.9	
	1963	19.3	0.1	30.7	14.5	9.2	5.9*
	1961	16.9	0.2	28.5	11.4	15.0	8.5*

† Fiji 3.6 per cent; Japan 1.0 per cent.

†† Fiji 4.8 per cent; Japan 3.2 per cent.

* Estimated.

** Japan.

(1) Canada 3.5 per cent; Japan 2.3 per cent.

(2) Canada 1.3 per cent; Japan 10.1 per cent.

(3) Canada 2.2 per cent; Japan 13.0 per cent.

(4) Germany 3.1 per cent; Japan 1.9 per cent.

(5) Germany 4.4 per cent; Japan 1.0 per cent.

(6) Germany 2.6 per cent; Japan 1.4 per cent.

(7) Fiji.

(8) Fiji 22.3 per cent; Japan 5.7 per cent.



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The Copra Market For October

THE Philippine FM copra price fixed by the London Copra Association fell to an average £Stg.73/15/- in September, but the first three weeks of October market strengthened, and it seems likely that the October average would be somewhere around £Stg. per ton.

Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board reported:

"There does not appear to be a clearcut reason for the present market firmness, not only in copra but in most other oilseeds as well. Neither Vietnam nor the recent disturbance in Indonesia appear to have had any effect, and thus it is quite likely that it is merely the result of normal demand, and perhaps some gambling on the outcome of this year's soyabean crop in the US.

"It would not be surprising to see market prices slip back a little over the next few weeks, if only for the fact that Philippine copra exports have been well up over the last couple of months and are expected to increase, as is the case with Nigerian palm kernels and palm oil.

"Another factor which will no doubt have considerable bearing on prices is the currently large production of Norwegian fish oil, which this year will touch around 135,000 tons compared with only 83,600 last year and 54,700 in 1963."

In Papua-New Guinea, continuing dry weather in some areas is beginning to affect production, but not to any great extent. The estimate for the year is still for a record production of around 118,000 tons.

Higher Profit For Fiji Industries

FUJI INDUSTRIES LTD., cement manufacturer, had a net profit of £F55,275 for the year ended June 30, compared with £F40,518 in 1963-64.

Reporting this in October, the directors said the company was now studying possible avenues into which it might expand its activities.

Sales in the year were substantial higher than those of 1963-64, chiefly because of increased local consumption of cement.

Export sales showed a slow but steady increase, although they were small compared with local sales.

s growth was encouraging and ected the quality of the cement duced in the face of keen foreign petition. he dividend is 10 per cent., in- ing a final of 5 per cent.

Chase Bank Acquires Interest In P-NG

CHASE International Investment Corporation (CIIC), a subsidiary of the Chase National Bank has bought up shares, representing a majority interest in the Australia New Guinea Corporation Limited. Mr. David Rockefeller, chairman of CIIC and president of the Chase Manhattan Bank, announced this in October.

He said: "We are delighted to do this effort to help promote the economic development of the Territory of Papua and New Guinea. We hope it will supplement the concerted plans of the Australian Government to spend very substantial sums in the development of the Papua-New Guinea area in the next five years.

These and other steps taken by the people of Australia to implement the recommendations of the World Bank Mission are most encouraging in the free world. Chase International Bank is contributing to these efforts in the framework of the US balance-of-payments programme."

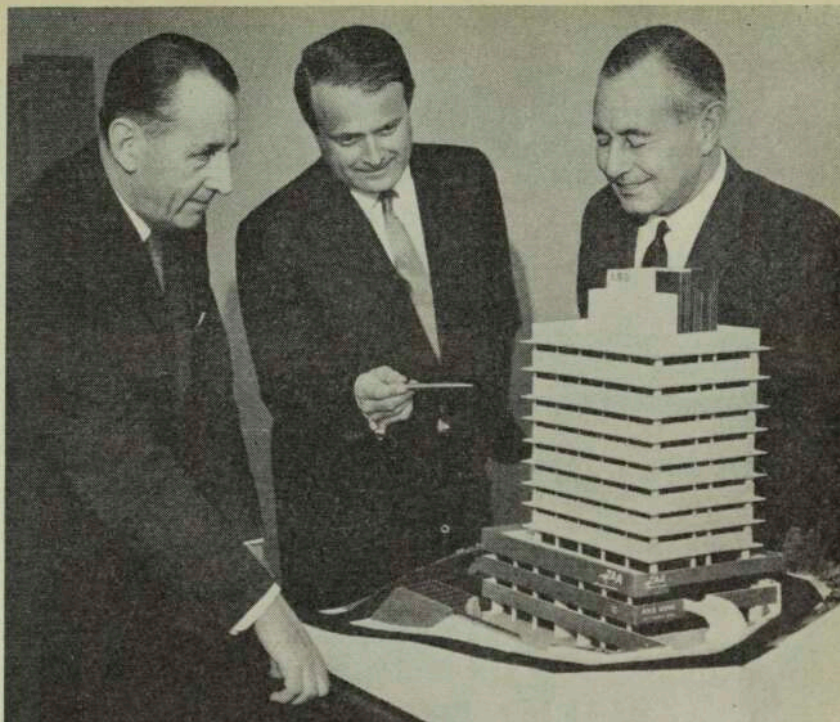
The Australia New Guinea Corporation, a consortium of leading Australian banks, insurance companies, pastoral and industrial undertakings, was formed in April, 1964, to take a part in the economic development of P-NG. The corporation and its associated companies, have interests in coffee, tea, rubber and timber.

It plans to build a 12-storey air-conditioned office building in Port Moresby by May, 1967, at a cost of \$10,000 (see photo).

Samoa Furniture Exports Grow

SPITE adverse comments about the quality and design of Samoan PWD manufactured furniture, made by New Zealand furniture manufacturers in recent NZ Trade Mission to the islands, exports continue to grow. Early in October a \$16,000 shipment went to Pago Pago. This was the fifth and one of the largest shipments from the Government of American Samoa.

Under foremen S. G. Young and Melu, and UN associate expert



Mr. Steven Rich, (centre), chairman of Australia New Guinea Corporation, explains features of the £500,000 ANG House that his company plans to erect in Port Moresby to Mr. Roger Darvall (left), general manager of the ANZ Bank, and Mr. John P. Ryland, general manager of TAA. The ANZ Bank and TAA will be among the main tenants of the building, which will be the first multi-storey building in Papua-New Guinea.

Danish furniture specialist J. Pederson, 36 men are working night and day shifts to meet the demand of the Pago market and local requirements.

Some New Blood In Kinjibi

SHAREHOLDERS of Kinjibi Holdings Ltd., New Guinea coffee planters, have placed the future of the company in the hands of a group of directors led by a 22-year-old accountant employed in a Sydney advertising agency.

The accountant is Mr. Robert Corben, who recently became dissatisfied with the company's performance and decided to do something about it.

He circulated shareholdings seeing their proxies for the annual meeting;

and, with Messrs. M. Casey and A. Schindler, of Kainantu, New Guinea, sought election to the board at the annual meeting on September 24.

Because of a formality, the annual meeting was adjourned before the election, and this was held at a resumed meeting on October 1. Messrs. Corben, Casey and Schindler then polled more than 8,000 votes each, against between 3,000 and 4,000 each by two of the retiring directors, Messrs. P. C. E. Cox and H. R. Hagon. (The third retiring director, the chairman, Mr. M. W. Flack, did not seek re-election because of ill-health.)

Mr. R. H. Lee, the only remaining non-executive director from the old board, handed his resignation to Mr. Corben after a special meeting which followed the annual meeting;

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and another board member, Mr. R. R. Bell, resigned before the annual meeting.

Mr. Corben has stated that the aim of the new board is to have a controlling board in Sydney to receive reports from directors in New Guinea.

Mr. Corben aims to cut costs by limiting directors' fees to £1,000 a year, and by abolishing the post of managing director—having only a chairman of directors in Sydney.

He added that, if run properly, the

company would be able to pay a dividend within 18 months.

This statement contrasts with what the managing director, Mr. C. W. Ford said at the annual meeting—that there would be no dividend for five or six years from 1963.

Carpenter Profit Up

W. R. CARPENTER HOLDINGS Ltd. has increased profit for the 22nd successive year, a prospect which was apparently considered remote by investors for they had

marked the shares below 2 several times before the net profit of £2,323,805 was announced.

The profit, a rise of 13.1 per cent, came from operations in Papua-New Guinea, Fiji, Tonga, Western Samoa, New Zealand, Canada, the United Kingdom, the Bahamas and Australia.

Higher prices for copra were reflected in the increased merchandise turnovers by subsidiaries in several of the Island groups.

Australian-based industries yielded higher investment income and increased net profits.

The result represented an earning rate of 35.4 per cent. on average capital employed of £6,562,000 (Capital was increased during the year from £6,250,000 to £7,500,000 by a one-for-five bonus issue in February. The bonus was the first since 1951).

The dividend has been maintained at 15 per cent. and includes a final of 7½ per cent. payable on the bonus increased capital.

Steamships' Too

STEAMSHIPS Trading Co. Ltd. had another good year to June 30, with the net profit rising from £16,904 to £418,151. The dividend is again 13-1/3 per cent., including a final of 6-2/3 per cent. Shares from the recent 1-for-5 premium issue do not receive the final dividend.

New Fiji Industries

TWO new products were added in October to Fiji's steadily growing range of secondary industries. An animal feed factory, the first of its kind in the Colony, was officially opened at Nausori by a member of the Legislative Council, Semesa Sikivou.

Canned tomato juice is the new product of a factory near Sigatoka which is already producing passion fruit juice and guava puree.

Trading Notes

NG RUBBER CO. RESULTS: The New Guinea rubber companies have reported varying results on 1964-65 activities. They are:

Mariboi—Net profit down by £243, £26,053 for year to June 30, but dividend unchanged at 10 per cent.

Rubberlands—Net profit of £3,766 for six months to June 30, and interim dividend omitted.

Kerema—Net profit of £6,274 for six months to June 30 and interim dividend of 2½ per cent. resumed. (Dividend for previous full year was 2½ per cent.)



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**NEW ANCHOR FULL CREAM MILK POWDER
and NEW ANCHOR SKIM MILK POWDER**

SOLE DISTRIBUTORS AMALGAMATED DAIRIES LTD., AUCKLAND, N.Z.

Produce Prices

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Oa; 18/- Fiji; 20/- Tonga, Solomons (PHC areas; 196 Pac. Frs.: \$US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board sets distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever, in UK, (b) Malaya for local consumption, (c) a crushing-mill in Rabaul, and (d) Japan plus as available. Prices generally in line with ruling rate in Philippines, with a premium for hot-air dried.

NG Board's Tentative Purchase prices for Copra delivered main ports are: Air Dried, £71/10/- per ton; FMS, £69/9/- per ton; Smoke-Dried, £69/9/- per ton.

JI: No Government control—producers sell where they wish. Bulk of a goes to crushing-mills in Suva. 25 prices were: HAD £F61/12/6, £F59/2/6.

ESTERN SAMOA:—Official Copra Board takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, the open market. Local price recently was £56/12/6 Samoan, first grade.

ONGA: Sales are under Government control. Part of production goes to open market, under arrangement with Unilever controlled by Philippines prices, and part to open market.

LOMON IS. All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output mainly to Unilever, UK; to Australian crushers; and the balance on to the open market. These prices, in Oct., were: 1st grade, £70; 2nd grade, £68; 3rd grade, £66 per ton, f.o.b., BSIP ports (Honihara, Gila and Gila).

ILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines less freight, etc. The Copra Board advises the price at: First Grade £4/2 per ton, Second Grade £2/2/1 ton.

EW HEBRIDES:—Price in Oct. was approximately £A45 (9,000 Pac. francs). Each price on Oct. 22 was 1,040 francs metric ton, c.i.f., Marseilles.

OK IS.—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average London price for previous three months, plus handling charges. Prices for last quarter, Oct.-Dec., 1965, are £NZ75/6/11 grade, £NZ74/1/11 standard grade—f.o.b., Rarotonga.

OTHER PRODUCE

COCA:—Islands prices are usually based on the rates for Ghana cocoa. Oct. 26 these were approx. £Stg.140 ton, c.i.f., Sydney.

On Oct. 26, Quote No. 1: In store aul, export quality £122 per ton, ex-rf Sydney, £150. Quote No. 2: Best lity, on wharf Sydney, £135-£145, in e N.G. ports £109-£135 (for UK, nent and USA shipments).

SAMOA:—Nominal prices quoted in ney, Oct. 26, were: Grade 1, £Stg.197; ie 2, £Stg.150, f.o.b., Apia.

OFFEE.—P.-N.G.: Oct. 26, good lity A grade, per lb. 4/3½; B grade

4/2; C grade, 3/6½ to 3/9½, c.i.f., Sydney.

Approximate overseas c.i.f. coffee prices were reported on Oct. 20 as:

Kenya AA £Stg.455, A £Stg.440, B £Stg.425, C £Stg.415, TT £Stg.415; Tanganyika AA £Stg.450, A £Stg.430, B £Stg.420, C £Stg.410, TT £Stg.410; Uganda Native Robusta (Ugnat) £Stg.309, Prefect £Stg.314; Bukoba Robusta (Bunat) £Stg.309, Monitor £Stg.314.

PEANUTS.—P.-N.G.: Sydney agents reported Oct. 26—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 Oct. 25 was: Nov. shipment 65½ Straits cents per lb (22.71d Aust.), Dec. shipment 65¼ Straits cents per lb (22.93d Aust.), prompt 64½ Straits cents per lb (29.49d Aust.).

VANILLA BEANS.—Victor Karp Tulk & Co., Sydney, reported Oct. 26: White and yellow label processed, standard packs, 51/-, green label 50/-, c.i.f., Sydney.

RICE (Aust.): Prices settled in Sept. were—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 Oct. 26 by Sydney independent shell agents were: Sound £850, D £625, E £335, EE £235 (in store Sydney). Cook Islands: Penrhyn £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers indicated the following quotations to Islands producers: Sept. 23, 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. Oct. 26, No. 2—Papua—£80-£90 per ton; N.G., B.S.I.—£75-£85 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted: Sept. 23, No. 1, 1st grade only, £235 on wharf, Sydney. Oct. 26, No. 2, £220 (best quality), on wharf, Sydney.

CROCODILE SKINS.—On Oct. 26 Sydney buyers quoted for 12 in. and over, first grade quality as follows: P.-N.G.—28/- per in., f.o.b. P.-NG ports, small scale (salt water); large scale (fresh water) 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. ICEP Pty. Ltd., 22 Taylor St., North Curl Curl, Sydney, quote 6/6 to 8/6 lb., ex-store Sydney, according to quality.

London and US Quotations

COPRA: LONDON, Oct. 25, Philippines, in bulk, \$218 US (equal to £Stg.77/15/6) per long ton, c.i.f., UK/Nth. European ports. Malayan 1½ c.i.f. UK/Nth. European ports, UQ. NEW YORK: Oct. 25, Philippines, \$190 US c.i.f., Pacific Coast ports. CEYLON: 1,090 Rupees per ton, f.o.b.

COCONUT OIL: LONDON, Oct. shipment, Ceylon, 1½ in bulk, £Stg.120.

RUBBER: LONDON, Oct. 26, Nov. shipment c.i.f., 19-3/16d Stg. lb; Spot 19½d Stg. lb; Jan. shipment 19-11/16d Stg. lb.

£1 Australian is equal to about 2.2 US dollars or 10½ rupees.)

The Stock Market

SYDNEY

	Sept. 23	Oct. 26
	Seller	Seller
Bali Plantations . . .	5/-	4/9
Burns Philp . . .	74/6	72/3
Burns Philp (SS) . . .	b48/-	47/6
Carpenter, W. R. . .	21/9	25/-
Choiseul Plntn. . .	99/-	49/6
C.S.R. Co. . .	54/-	58/6
Dylup Plantations . .	6/6	b5/10
Fiji Industries . . .	b17/6	19/-
Hackshall's . . .	14/9	13/9
Kerema Rubber . . .	2/3	2/3
Koitaki Rubber . . .	14/6	12/3
Lolorua Rubber . . .	5/9	5/9
Makurapau Plntn. . .	4/3	3/11
Mariboi Rubber . . .	4/4	4/5
Pacific Is. Timbers . .	4/7	4/7
Palgrave . . .	3/-	b3/-
Plantation Holdings . .	3/4	3/6
Queensland Insurance	75/-	75/-
Rubberlands . . .	3/3	2/9
Sogerl Rubber . . .	6/3	6/3
Sthn. Pac. Insurance . .	21/6	21/6
Steamships Trading . .	9/9	10/5
Watkins Consolidated . .	3/3	3/6

OIL AND MINING SHARES

	Sept. 23	Oct. 26
Emperor . . .	s5/-	b4/3
Loloma . . .	s18/6	s18/-
Bulolo G.D. . .	s76/-	b65/-
N.G.G. Ltd. . .	s4/3	s4/6
Oil Search . . .	s1/10	s1/8
Ent. of N.G. . .	s2d	s1d
Pac. I. Mines . .	s2/6	s4/6
Papuan Apin. . .	s1/6	s1/1
Placer Dev. . .	s192/-	s215/-

Sydney Stock Exchange share price index for "Ordinaries" on Oct. 26 was 318.62, on Sept. 23, it was 305.37.

EXCHANGE RATES

Fiji.—Through BANK OF NSW, ANZ BANK, BANK OF NZ and THE BANK OF BARODA LTD. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B, £110/15/-; S, £112. NZ-Fiji, basis £100 NZ: B, £111/11/9; S, £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. T.B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B, £99/7/6; S, £101/10/-; Samoa-NZ, basis £100 NZ: B, £100; S, £100/10/-; Samoa-Fiji basis £100 Samoa: B, £111; S, £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF ASIA. (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK** (Comptoir National D'Escompte de Paris, Sydney), in Oct., 1965, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., approx. 90 Pac. francs to US \$; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc), Paris-London: Selling 13.745 francs to Stg.

DEATHS OF ISLANDS PEOPLE

Mr. Arthur Freeman

One of the pioneers of Fiji's once-prosperous banana export market to Australia, Mr. Arthur Freeman, died at his home in Queensland on October 9, at the age of 92.

Mr. Freeman was born in England and arrived in Australia in 1880. In his early days he was a stockman and goldminer in Australia, but he left Australia in 1906 to join his three brothers in Fiji with the CSR. There he began buying and shipping bananas and soon became one of the largest traders exporting to Australia.

The ships were specially built for the banana trade and had their tween decks insulated and cooled by fans to a regular temperature of 52 degrees. Except for one occasion, when a stoppage of the fans caused a total loss of the shipment, which was dumped at sea before entering Sydney Heads, the bananas used to arrive in perfect condition with a loss rate of less than one per cent.

Mr. Freeman would draw £450 in gold and silver from the bank in Suva each week and travel up the Rewa River by launch, buying bananas.

In 1910 he married Frederica Carter of Sydney, and their daughters, Marie and Jane, were both born in Suva.

When World War I commenced, the banana boats were gradually withdrawn from the Fiji-Australia service to be used as troop ships, so Arthur Freeman sold his interests in Fiji and settled in Queensland, where he entered the local banana trade. He called his property "Viria", in memory of his days in Fiji.

In recent years Mr. Freeman travelled a great deal in the South Seas, and was well known as a constant visitor.

He retired from the Australian banana industry only seven years ago.

Mother Mary Irenee

Mother Mary Irenee, the first Roman Catholic Sister to arrive in the British Solomon Islands Protectorate, died at Visale, Guadalcanal, on September 23.

Mother Mary Irenee arrived in the Solomons in 1904 after spending four years in Fiji. Her first station was at Rua Sura, Guadalcanal. From there she went to Tangarare to open the first school for girls.

She was at Visale when the Japanese invaded Guadalcanal, but escaped to Tangarare with other missionaries

and was later taken by Liberty ship to Noumea.

Mother Mary Irenee returned to the Solomons in 1946 and was stationed at Visale as Mother Superior. She was awarded the MBE in 1959.

Mr. A. G. Kemp

Mr. Arthur George Kemp, who did notable work in education in three Pacific territories, died at Christchurch on October 11, aged 54.

Mr. Kemp was a former Director of Education in both the Gilbert and Ellice Islands Colony and Tonga.

He went to the GEIC in 1950 after teaching in Fiji from 1937, except for war service in the Solomons.

He became Tonga's Director of Education in 1955.

When he died he was a school inspector in Canterbury, NZ.

In his younger days in New Zealand he was a prominent Rugby footballer.

He is survived by Mrs. Kemp, a son and a daughter.

Mrs. Heather Johns

Well-known P-NG personality and charity worker Mrs. Heather Johns died in Port Moresby on September 26 after a short illness at the age of 52.

She was the wife of Mr. W. H. (Bill) Johns, general manager of South Pacific Brewery Ltd.

Mrs. Johns, then Miss Heather Leslie, first went to the Territory in the mid-1930's when the Leslie family moved from Cairns to the New Guinea goldfields. There she met Bill Johns, and they were married in Wau in 1937. Two years later her daughter, Heather Joan, was born in the tiny Wau hospital.

At the outbreak of the Pacific war, she and her baby daughter were evacuated while her husband stayed on. During the war they lived in Broken Hill.

In 1950 they all returned to the Territory, this time to Port Moresby where Bill took up an appointment with PMF Co. Ltd.

Heather became keenly interested in the CWA in 1952, the year after the Port Moresby branch was formed. Her activities and interests remained with that association for the rest of her life. She became the first Territorial president in 1963 and was elected a life member last year.

She excelled at golf; held a number

of official positions with the golf Associates; and was holder of several championships, including the Territory Championship, which she and her husband held jointly for years.

Mrs. Johns was a member of Inner Wheel Club, of Port Moresby and the Victoria League Commonwealth Friendship.

She is survived by her husband and daughter, Mrs. Alan Hutchins and two grandsons.

Mr. A. F. Williams

Mr. Alexander Francis Williams, descendant of a pioneer European family in Fiji, died on October 1.

For several years he worked as assistant purser and later as purser in USS Co. ships.

He then joined the firm Williams and Gosling, of which father was a co-founder.

Mrs. S. M. Turner

Mrs. Stella Mary Turner, widow of Mr. P. J. Turner, member of well-known Fiji family, died September 28 at the age of 84.

Mr. E. L. Grant

The death occurred recently at the age of 69 of Mr. Eric Lewis Grant, a Fiji-Indian, who served with the NZ Maori Battalion in World War I. He was a member of a prominent Fiji family.

He was in business on his own account for some time before retiring, because of ill-health, in 1953.

Rev. Father J. Schlicker

The Rev. Father Joseph Schlicker, who served in Papua-New Guinea for 33 years, died in Germany at the end of September while on leave for medical treatment and rest. He was 64.

His last appointment was at Patuati, Buin, where he was in charge of boys' and agricultural schools.

NG WOMEN'S CLUB MEETS

THE New Guinea Women's Club of Sydney held its annual Reunion Luncheon at the club room 77 King Street, on October 28. There was an attendance of over 60 members and guests—a gratifying number for the committee of a Club that was started as a temporary war-time effort nearly 25 years ago. The President, Mrs. N. M. Foxcroft, announced during the luncheon that the New Guinea Club had now been formed in Canberra with an initial membership of over 30.

A. J. Bretag Retires

From a Lae Correspondent

When Mr. A. J. "Bret" Bretag decided to leave New Guinea and return to his home State, Western Australia, in October, the Territory lost one of its outstanding public workers.

ALTHOUGH employed in private enterprise Mr. Bretag has been a servant of the country and its people.

Since he returned after the war practically all of his spare time has been given to Lae, the Morobe District and the Territory generally.

Mr. Bretag was, for many years, Chairman of the Lae Town Advisory Council. He served on the Morobe District Advisory Council from its inception and was the foundation president. From time to time he served on other committees within the district.

He first associated himself with the Territory in 1921 when employed by the Expropriation Board. He stayed on the board until 1926, when like many others he tried his hand at Edie Creek, following the great gold discovery of the time.

Mr. Bretag spent more than a decade working in the goldfields and in 1939 he was associated with the publishing of the first "local" newspaper, the *Morobe News*. Initially the *News* was printed at Wau, but when it was decided to change the office from Rabaul to Lae, the press and all other equipment were flown to Lae. But the Japanese soon entered the war and within six months the *News* had been completely destroyed in the first bombing of the coastal town.

Public spirited then as in post-war years, Mr. Bretag was a member of the Legislative Council of the Mandated Territory.

Mr. Bretag's wife Irene died some years ago and is buried at Lae. He has three sons and a daughter.

In the Birthday Honours of 1964 he was made a Member of the Order of the British Empire for his long activities on behalf of the New Guinea community.

● Three new administrative districts are to be created in P-NG. They are Chimbu, with headquarters at Indidawa; the West Sepik, with headquarters at Vanimo; and West New Britain, with headquarters in the Milne Bay-Cape Hoskins area but not yet determined.

Death of NG's "Uda Boromo"

(Continued from p. 24)

accuracy, and his geological observations impeccable.

No other geologist in history has examined and recorded as many New Guinea rock outcrops as has Stanley, nor has discovered as many oil seepages. He organised himself to stay in the field indefinitely, and although he looked forward to ship-borne supplies reaching him every couple of months, he could always have stayed on in relative contentment.

This self-sufficiency was to stand him in good stead during the war, when, as a naval officer, he joined the Allied Intelligence Bureau and was assigned to the division responsible for sustaining the active loyalty of the peoples who had been over-run by the enemy.

Stanley, entirely on his own, a one-man army, was emplaced in the Sepik foothills near Maimai, deep within enemy held territory, and there he stayed, gathering information, disseminating stories which grossly misled the Japanese, encouraging the native peoples and extending their loyalty, but nevertheless running the gauntlet, hour by hour, of capture and assassination by those who thought the Japanese would win or who had been bought by them—many months of the most precarious existence imaginable in fever-ridden, very wet jungle without shelter or proper food or medicine. The DSC awarded to Stanley for these efforts was one of the hardest earned decorations of the war.

Among his output of writings and scientific papers is a long series on the history of New Guinea. Its geography he knew better than anybody.

In recent years his home in Port Moresby was always a rest house for any itinerant native, no matter how far afield he might have come; his address was the accepted *poste restante* for them all. Stanley loved nothing better than to talk with his guests, and inevitably his knowledge deepened, while his personal sympathy and understanding melted barriers of race, skin and culture and exposed to each other the hearts and aspirations and anxieties of men.

He became a full member of a Papuan tribe and the tribal responsibilities he inherited bore heavily on him and significantly changed the pattern of his later life, which, to understate the position, was little

understood by many of his white contemporaries.

Few understood the depth and intrinsic measure of the man. Years of sequestered jungle life made him a contented recluse, added to which was a somewhat deliberate and mischievous pose as an eccentric, an *outré*, all of which widened the gulf separating him from conventional society.

Native boys whom Stanley reared were encouraged to learn the knowledge of the white man, but they were also sent back to their villages to absorb the rites of the fishing fleet and the rites of their tribal seniors. No ward of Stanley's would wake one day to find he had acquired some of the patina of the white man, to become an outcast alien in his tribal home.

Palu, his Papuan wife from Tapeslei, was married to him first by tribal law, then by civil contract and finally before the mission priest.

It was an improbable union. Port Moresby, self-conscious and uncertain of its own *mores* in the rapidly changing race relations, did not understand or approve. How little they know the real story behind it all, and the fine human qualities which could be distilled from it.

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People

● The P-NG Director of Agriculture, Mr. F. C. Henderson, became Acting Assistant Administrator (Economic Affairs) on October 25 when the Assistant Administrator, Mr. H. H. Reeve, acting on medical advice, left Port Moresby on sick leave pending his retirement next February. Mr. W. L. Conroy took over Mr. Henderson's job in an acting capacity.

The P-NG Administrator, Sir Donald Cleland, said he deeply regretted that Mr. Reeve's services would no longer be available to the Territory. However, Mr. Reeve would attend the next sitting of the House of Assembly to handle bills he had already introduced.

Mr. Reeve served in the Territory continuously from 1950 when he was appointed Treasurer and Director of Finance.

● Mr. Alan Cruikshank, an officer in the P-NG Public Service for the past 10 years, resigned in October to become a Roman Catholic priest. He will go to Rome for four years' study. Mr. Cruikshank, an accountant, had been principal of the Co-operatives Education Centre in Port Moresby for the past five years.

● Mr. Alan M. MacQuarrie, Acting Marianas District Administrator, has been appointed District Administrator at Truk in the United States Trust Territory. Mr. MacQuarrie takes over from Mr. Boyd J. MacKenzie, who has been assigned as the new District Administrator for Palau.

● Mr. Tom Layng, British Co-operatives Officer in Vila, recently returned to the New Hebrides from a 10,000-mile trip by Land-Rover which took him from England, across Europe and the Middle East to India.

Mr. Layng reached the Pakistan border into India at the beginning of September, just as Indian troops were launching a major attack on Pakistan. Tension in India at that time had been heightened by reports that Pakistani spies and saboteurs were entering the country, and when Mr. Layng was about 20 miles from Delhi, he was surrounded by an angry mob who took him for a spy, and who threatened violence. After

being detained by police and questioned, he was allowed to telephone the British High Commissioner in Delhi, who arranged his release after 36 hours.

● Goroka, NG, planter Jim Leahy was in Gloucester House, Sydney, in October and early November, recovering from a surgical operation.

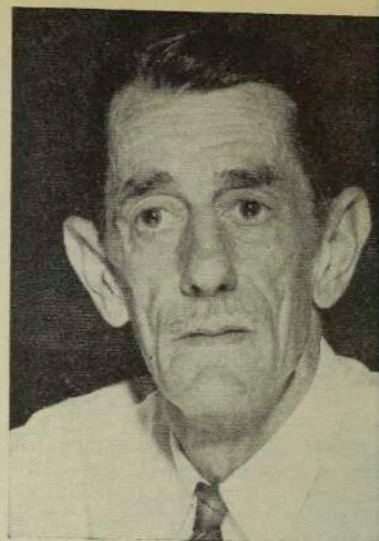
● Three German scientists will arrive in Port Moresby during December to undertake anthropological and zoological work for the German Research Foundation in the University of Munich. They are Dr. Thomas G. Schultze-Westrum, of the University of Munich, his wife Suzanne, and Mr. Wulf Schiefenhavel.

● A nine years-old Suva schoolboy, Murray McGusty, son of a senior police superintendent, has walked nearly 400 miles to help children orphaned by a sea disaster. Murray walked to and from school, a distance of two and a half miles, every school day this year—156 of them. The bus fares he saved amounted to £3/10/- which he has given to the Kadavulevu Dependents' Fund. The Fund was set up to help provide for the dependents of 90 people who died when the inter-island vessel *Kadavulevu* sank on Easter Sunday last year.

● The engagement was announced in Mackay, Queensland, recently of Miss Carol Rosenfeld and Mr. Pat Bibb. Miss Rosenfeld is the only daughter of Mr. and Mrs. Neville Rosenfeld, formerly of Lae and now of Mackay. Miss Rosenfeld was one of New Guinea's leading international rules basketball players; her father was president of the Lae Amateur Basketball Association, and Mr. Bibb was secretary of the association.

● Mr. Jack Maloney, for many years the Administration officer in charge of parks and gardens at Lae, recently retired to a property in the Markham Valley, about 40 miles from Lae. Mr. Maloney—has become known over the years as "Canna Jack" because he planted the streets of Lae with the multi-coloured lilies to help make it one of the most attractive of all New Guinea towns. Mr. Maloney's other interests have been the breeding of Arab horses, the importing of Red Angus cattle, and a love of blue cattle dogs.

● Wing-Commander D. B. Flintoff, Commanding Officer of the RNZAF detachment at Laucala Bay,



Mr. Harold Reeve, P-NG Assistant Administrator, who is currently on sick leave pending retirement. See paragraph on this page.

Fiji, returned to New Zealand early in October to take command of a squadron of Orion aircraft, which are replacing the Sunderland flying-boat.

● Superintendent 1st class P. E. J. Larkin, of the P-NG Police Department, has been appointed to the new position of Deputy Commissioner. Mr. Larkin has been a member of the Territory Police Force since 1946. He has served in the Morobe and New Britain Districts and has been Superintendent of the New Guinea Mainland Division, the New Guinea Islands Division and the Criminal Investigation Bureau.

The creation of the new post of Deputy Commissioner is in line with the practice in all Australian States.

● Mr. Len Staples, a Tasmanian who created quite a bit of interest in Rarotonga when he went to live there a few years ago, was paying a visit to Lord Howe Island with his Polynesian wife Temuana in October. Mr. Staples, who makes wigs for window display models, was reported to be planning to buy a house on Lord Howe and to settle there to continue in his line of business.

● Mr. Simon Siapu, a 44-year-old Solomon Islander, was recently appointed Assistant Superintendent of Police in the BSIP. He is the first Solomon Islander to be appointed to this rank. His present station is at Kira Kira where he commands the Eastern Police Division.

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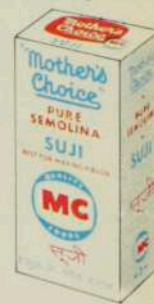


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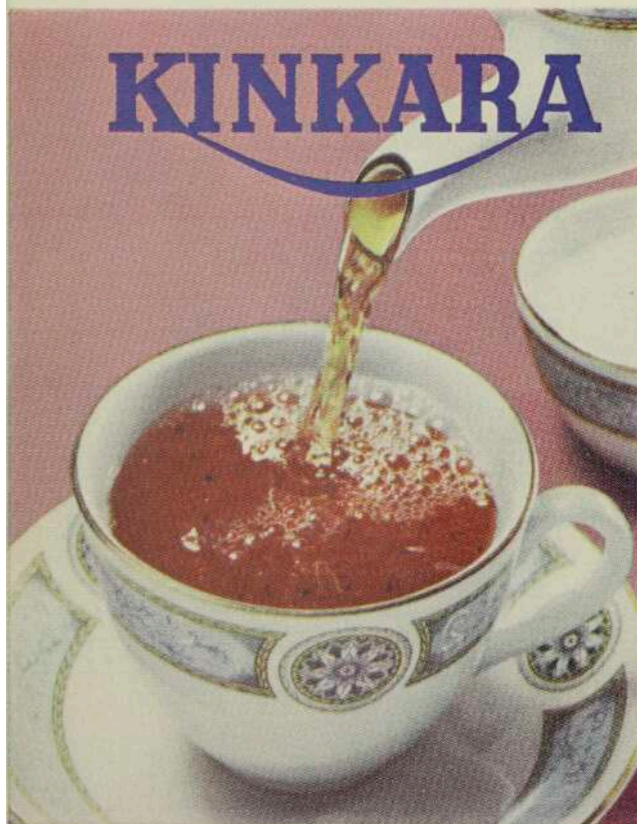


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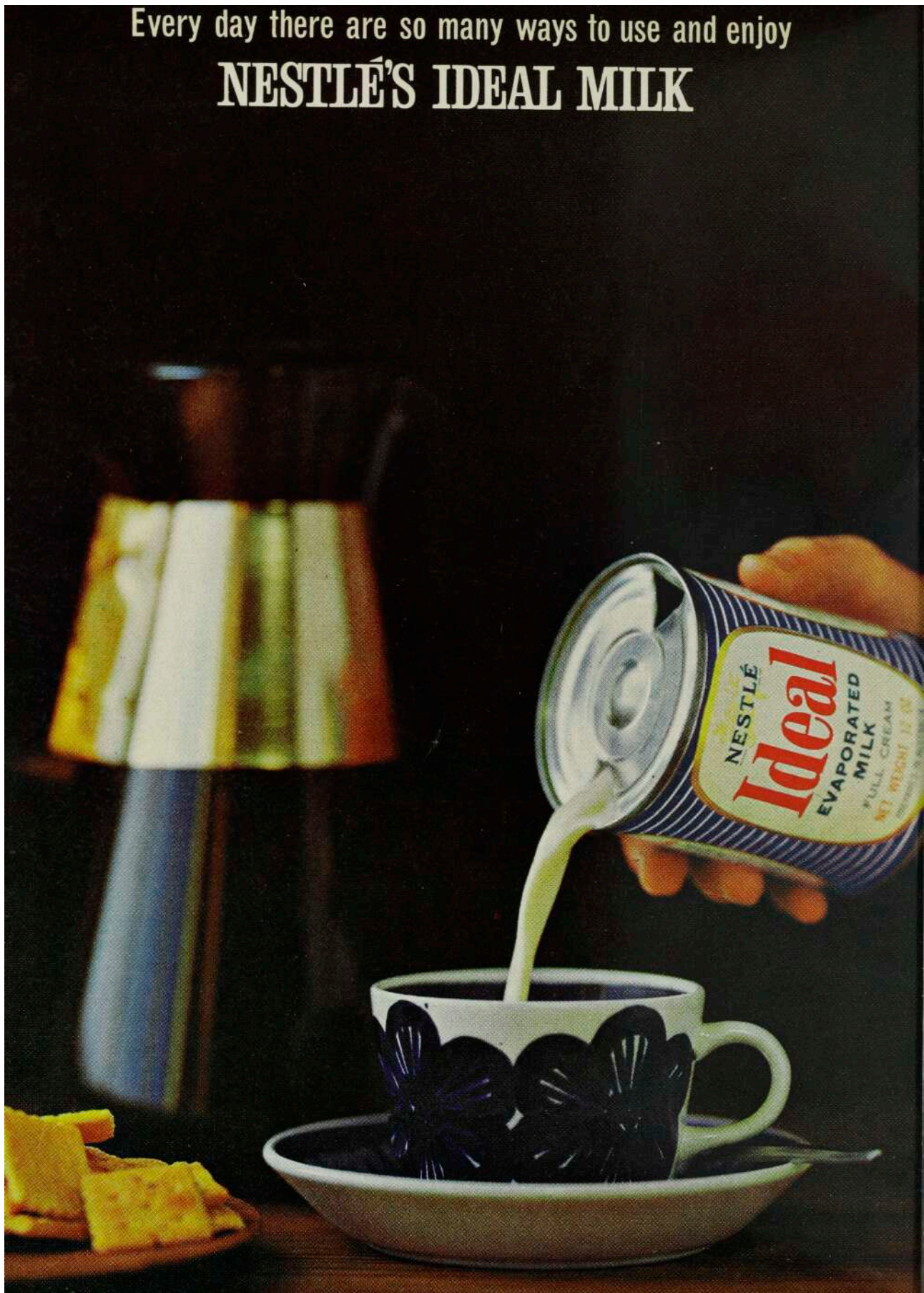
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SHIPPING TIMETABLES

Sailings are approximate and may vary by as much as two weeks.

BRISBANE - SYDNEY - WEST NG - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a monthly cargo service between Indonesia, West New Guinea and Malaya.

Next voyage: Antonio Regidor, dep. Brisbane Dec. 5 (approx.), Sydney Dec. 16 (approx.), Melbourne Dec. 16 (approx.), thence West New Guinea and Asian ports subject to inducement. Sails from McIlwraith McEachern Union House, 247 George Street, Sydney (27-1481).

SYDNEY - FIJI

Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva, Lautoka with cargo and passengers. Sydney sailings: Nov. 9, Dec. 4 (approx.). Sails from Colonial Sugar Refining Co. Ltd., 1-7 Bent St., Sydney (2-0515).

SYDNEY - FIJI - TONGA - SAMOA

Union Steam Ship Co. maintains regular cargo services from Melbourne to Sydney (periodically from Adelaide) via Lautoka, Suva (including transhipment for Vavau and Niue), Apia and Alofa. Next Sydney sailing: Waimate, Nov. 17.

Sails from Union Steam Ship Co. of Australia, 247 George Street, Sydney (28); or other branches and agents.

SYDNEY - FIJI - VANCOUVER

Pacific Shipowners Ltd., of Suva, regularly operate a passenger-cargo service three times yearly with the Lakemba on the above route.

Next sailing from Sydney: Early Jan. (approx.). Sails from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4147).

SYDNEY - GEIC

Imbus Lines of New York, operate regular passenger-cargo service from Sydney to Tarawa, Gilbert and Ellice Islands Colony. Next voyage: Cap Frio to Brisbane, Nov. 23.

Sails from American Trading and Shipping Co. Pty. Ltd., 19 Bridge Street, Sydney (27-4149).

SYDNEY - NEW CALEDONIA - WEST HEBRIDES - FR. POLYNESIA

Passenger-cargo vessels of Messageries Maritimes Line, from Marseilles, via India and Panama, call about every two weeks at Papeete (with occasional calls at Tahiti, Marquesas Group), Vila,

Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Caledonien: Papeete Nov. 13-17, Vila Nov. 24-25, Noumea Nov. 26-30, Sydney Dec. 3.

Oceanien: Tahiti Dec. 27, Papeete Dec. 29-Jan. 2, Vila Jan. 9-10, Noumea Jan. 11-15, Sydney Jan. 18.

Next outwards voyages, ex-Sydney: Caledonien: Dep. Sydney Dec. 6, New Hebrides Dec. 10-18, Noumea Dec. 19, Papeete Dec. 25-28, Tahiti Dec. 31.

Oceanien: Dep. Sydney Jan. 21, New Hebrides Jan. 25-Feb. 2, Noumea Feb. 3, Papeete Feb. 9-12.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: Nov. 5, 26, Dec. 17.

Details from Messageries Maritimes, 2 Young St., Sydney (BU 2654).

SYDNEY - NZ - FIJI - TAHITI - PANAMA - UK

Southern Cross and Northern Star passenger vessels each make four round-the-world voyages per year, calling at Fiji and Papeete every trip.

Northern Star: From Southampton (UK) via South Africa, at Sydney Dec.

● 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.

1-3, Wellington Dec. 6-8, Auckland Dec. 9-10, Tahiti Dec. 15-16, thence via Panama to Southampton, arr. Jan. 13.

Southern Cross: From Southampton (UK) via Panama, at Papeete Jan. 2-3, Fiji Jan. 8, Wellington Jan. 12-14, arr. Sydney Jan. 17.

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, cnr. Bridge and Pitt Sts., Sydney (27-6432).

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 Nov. 12, Dec. 3.

Details from F. H. Stephens Pty. Ltd., 13-15 Bridge St., Sydney (27-8311).

AUSTRALIA - NZ - FIJI - CANADA - USA

		ARCADIA	ORONSAY	CANBERRA	ORIANA
SYDNEY	depart	Nov. 8	Jan. 8	Feb. 13	Mar. 6
AUCKLAND	arr/dep	Nov. 11	Jan. 11*	Feb. 16	Mar. 9
SUVA	arr/dep	Nov. 14	Jan. 15		Mar. 12
PAGO PAGO	arr/dep	Nov. 15			
HONOLULU	arr/dep	Nov. 20	Jan. 20-21	Feb. 23	Mar. 16
VANCOUVER	arr/dep		Jan. 26	Feb. 28	Mar. 20-21
SAN FRANCISCO	arr/dep	Nov. 25-26	Jan. 28-29	Mar. 2-3	Mar. 23-24
LOS ANGELES	arrive	Nov. 27	Jan. 30	Mar. 4	Mar. 25

* Oronsay calls at Lautoka on Jan. 14, 1966.

Chusan will leave Los Angeles on Dec. 26 for a cruise to Sydney via Suva (Jan. 12-13), Nukualofa (Jan. 14) and Auckland (Jan. 17), arriving Sydney Jan. 20.

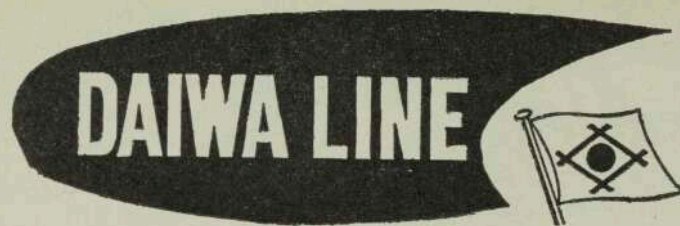
Orsova will leave Los Angeles for Sydney on March 1, calling at San Francisco on March 2-3, Vancouver on March 5-6, Honolulu on March 11, Suva on March 18, Auckland on March 21, arriving Sydney on March 24.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317).

USA - EASTERN PACIFIC - NZ - SYDNEY - CENTRAL PACIFIC - HAWAII

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Oct. 17	Nov. 7	Dec. 2	Dec. 22
LOS ANGELES	arr/dep	Oct. 18	Nov. 8	Dec. 3	Dec. 23
BORA BORA	arr/dep	Oct. 26	Nov. 16	Dec. 11	Dec. 31
PAPEETE	arr/dep	Oct. 27-29	Nov. 17-19	Dec. 12-14	Jan. 1-4
RAROTONGA	arr/dep	Oct. 30	Nov. 20	Dec. 15	Jan. 5
AUCKLAND	arr/dep	Nov. 4-5	Nov. 25-26	Dec. 20-21	Jan. 10-11
SYDNEY	arr/dep	Nov. 8-11	Nov. 29-Dec. 2	Dec. 24-27	Jan. 14-17
NOUMEA	arr/dep	Nov. 14	Dec. 5	Dec. 30	Jan. 20
SUVA	arr/dep	Nov. 16	Dec. 7	Jan. 1	Jan. 22
NIUAFOOU	arr/dep	Nov. 17	Dec. 8	Jan. 2	Jan. 23
PAGO PAGO	arr/dep	Nov. 17	Dec. 8	Jan. 2	Jan. 23
HONOLULU	arr/dep	Nov. 22-23	Dec. 13-14	Jan. 7-8	Jan. 28-29
SAN FRANCISCO	arrive	Nov. 28	Dec. 19	Jan. 13	Feb. 3

Details from Matson Lines, 50 Young Street, Sydney (BU 4272).



DIRECT SERVICE

JAPAN / SOUTH PACIFIC

M.V. "FIJI MARU" V-6

(D/W 9,840)

Dep. JAPAN November 1.	LAUTOKA November 24-25.
GUAM November 6.	SANTO November 28.
APIA November 17-18.	VILA November 29.
PAGO PAGO November 19.	*NOUMEA November 30.
SUVA November 22-23.	

* SUBJECT TO CARGO INDUCEMENT.

Heavy lift, reefer space and passenger accommodation available.

SUBJECT TO ALTERATION WITH OR WITHOUT NOTICE.

Next sailing—M.V. "Kokei Maru" V-2.

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) leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports. Next Sydney sailings: Nov. 16, Dec. 1. Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

SYDNEY - PAPUA - NEW GUINEA
 Burns Philp passenger/cargo vessels make regular voyages to New Guinea ports. Next vessels:
 Bulolo sails from Sydney for Bulbana, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Nov. 1.
 Malekula sails from Sydney for Bulbana, Pt. Moresby, Lae, Madang, Alexishafen, Lombrum, Lorengau, Rabaul, Bougainville, Sydney. Next Sydney sailing: Nov. 23.
 Montoro sails from Melbourne for Sydney, Pt. Moresby, Samarai (or Honiara), Rabaul, Kavieng, Wewak, Madang, Sydney. Next Sydney sailing: Dec. 4.
 Moresby sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing: Dec. 18.
 Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

Soochow and Shansi provide a regular fortnightly passenger-cargo service for Sydney to Brisbane, Pt. Moresby, Samarai and Sydney, sailing from Sydney every second Monday.
 Next Sydney sailings: Soochow Nov. 22, Shansi Nov. 22.
 Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), Spring Street, Sydney (27-4701).

Karlander New Guinea Line's cargo vessels leave Sydney at regular intervals for New Guinea ports. Next vessels:
 Sletfjord: Dep. Sydney Nov. 16, Bulbana Nov. 20, arr. Pt. Moresby Nov. 24, Lae Nov. 30, Madang Dec. 3, Wewak Dec. 6, Brisbane Dec. 20, Sydney Dec. 24.
 Sletholm: Dep. Sydney Dec. 7, Brisbane Dec. 11, arr. Pt. Moresby Dec. 16, Dec. 22, Madang Dec. 25, Wewak Dec. 28, Brisbane Jan. 12, Sydney Jan. 16.
 Details from Karlander NG Line, H. Stephens Pty. Ltd., agents, 13 Bridge Street, Sydney (27-8311).

Austasia Line's passenger/cargo vessels Makati runs between Australian ports (turn round at Melbourne) and Papua New Guinea.
 Next voyage: From Melbourne, dep. Sydney Dec. 1, Brisbane Dec. 4, Pt. Moresby Dec. 8, Rabaul Dec. 15, Madang Dec. 15, Lae Dec. 17.
 Details from Blue Star Line (Aust.) Ltd., 32-34 Bridge St., Sydney (27-1271).

SYDNEY - P-NG - FAR EAST
 Austasia Line's passenger/cargo vessels Malaysia runs between Australian ports (turn round at Melbourne) and Singapore, via Pt. Moresby.
 Next voyage: Dep. Melbourne Dec. 18, Sydney Dec. 18, Brisbane Dec. 22, Pt. Moresby Dec. 26, thence to Singapore and Malaysian ports.
 Details from Blue Star Line (Aust.) Pty. Ltd., 32-34 Bridge St., Sydney (27-1271).

Australia-West Pacific Line's cargo vessels maintain passenger-cargo services from Australia to Hong Kong and island ports.
 Tenos: From Melbourne, dep. Sydney Nov. 3, at Brisbane Nov. 5-6, Rabaul Nov. 10-12, Lae Nov. 13-15, Madang Nov. 16-17, thence Hong Kong.

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

1966

"Arcadia": February: Sydney Feb. 14, Auckland Feb. 17, Pago Pago Feb. 20, off Niuafoou 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. 27, 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.

"Chusan": May-June: Sydney May 25, Auckland May 28, off Rarotonga May 31, Papeete June 2-4, passing Bora Bora June 4, Suva June 9-10, Lautoka June 11, passing Norfolk Is. June 13, passing Lord Howe Island and Ball's Pyramid June 14, Sydney June 15.

"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": Nov. 18-Dec. 9, Sydney Nov. 18, Auckland Nov. 22, Vavau Nov. 26, Lautoka Nov. 28, Suva Nov. 29-30, 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 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. Leaves Sydney July 17, Hayman Island July 21, Honiara July 25, Vila July 28, Noumea July 30-Aug. 1, Sydney Aug. 5.

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, Sydney 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.

"Fairstar": Sydney Apr. 2, Suva Apr. 6-7, Pago Pago Apr. 9-10, Sydney Apr. 15.

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.

Cogedar Line

1966

"Flavia": Sydney June 14, Port Moresby June 19, Darwin June 22-23, Cairns June 27-28, Brisbane June 30-Aug. 1, Sydney July 3.

"Flavia": Sydney July 3, Melbourne July 5, Auckland July 10, Papeete July 15-16, Bora Bora July 17, Pago Pago July 20, Suva July 23-24, Lautoka July 25, Auckland July 28, Sydney Aug. 1.

ios: From Hong Kong and Manila, Madang Nov. 8, Lae Nov. 9-10, il Nov. 11-13, Brisbane Nov. 17-19, y Nov. 21.

os: From Melbourne, dep. Sydney 12, at Brisbane Nov. 14-16, Pt. by Nov. 19-21, Lae Nov. 23-25, ng Nov. 26-27, Rabaul Nov. 28-30, e Japan.

ails from Wilh. Wilhelmsen Agency, idge St., Sydney (27-6301).

na Navigation Co. Ltd. cargo vessels ang, Wenchow and Wanliu call y at Rabaul on their way north Melbourne, Sydney and Brisbane to Kong.

t vessel: Wenchow, dep. Sydney 13, Brisbane Nov. 16, arr. Rabaul 21, thence Manila.

aa Navigation Co. Ltd. vessels sha and Taiyuan provide a monthly ger-cargo service calling at Pt. by when northbound between Aus- Manila and Hong Kong. Next

ngsha: Dep. Melbourne Nov. 13, y Nov. 16, Brisbane Nov. 19, arr. oresby Nov. 23, thence Hong Kong. ails from Swire and Yuill Pty. Ltd., 8 Spring St., Sydney (BU 4701).

union Navigation Co. Ltd. (UK) s maintain monthly passenger-cargo es between Sydney and Japan (via a, Hong Kong and Formosa), return uam and Rabaul.

erge Anson: Dep. Sydney Dec. 8, isbane Dec. 10-11, Cairns Dec. 14,

thence to Far East, returning Guam Jan. 21-23, Rabaul Jan. 26-27, Sydney Feb. 2.

Francis Drake: At Guam Dec. 24-25, Rabaul Dec. 29-30, Sydney Jan. 5-7, Melbourne Jan. 9-15, Sydney Jan. 19, Brisbane Jan. 21-22, Cairns Jan. 25, thence to Far East, returning Guam Feb. 25-26, Rabaul Mar. 2-3, Sydney Mar. 9.

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 Suez to Sydney.

Ellinis: Leaves Sydney Mar. 13, arr. Papeete Mar. 21, arr. Southampton Apr. 13.

Details from Chandris Line, 10 Marti-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.

Wonogiri: From Continent and London, arr. Papeete Nov. 26-29, Noumea Dec. 6-8, Honiara Dec. 11-13, Pt. Moresby Dec. 16-17, Rabaul Dec. 19-20, Lae Dec. 21, Madang Dec. 22, Alexishafen Dec. 23, Wewak Dec. 24, Sukarnopura Dec. 25, thence Blak, Manokwari, Sorong.

Details from Royal Inter-ocean 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: Vosges Nov. 18 (Noumea Nov. 24); Vivarais Dec. 21 (Noumea Dec. 28).

Other MM vessels run between France and New Zealand, via Panama Canal and Pacific ports.

Next vessel: Marquisien, due Papeete Nov. 18 (approx.), Noumea Dec. 1 (approx.), arriving New Zealand Dec. 10 (approx.).

Details from Messageries Maritimes, 2 Young St., Sydney (27-2654).

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.

Sinkiang: From Japan and Hong Kong, due Suva/Lautoka Dec. 5-11, Honiara Dec. 15-17, returning to Japan Dec. 28.

Szechuen: From Japan and Hong Kong, due Honiara Dec. 27-29, Fiji Jan. 2-8, returning to Japan Jan. 22.

● PIM's shipping and airways timetables are correct to time of publication.

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. Tjilwong at Suva/Lautoka Nov. 3-5; Tjimanuk at Suva/Lautoka Nov. 27-29; Tjitarum at Suva/Lautoka Dec. 20-22. 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.

Yunnan: From Japan and Hong Kong, due Rabaul Nov. 13, Madang Nov. 17, Lae Nov. 21, Samarai Nov. 25, Pt. Moresby Dec. 1, Vila Dec. 12, thence to Japan, arr. Dec. 28.

Yochow: From Japan and Hong Kong, due Wewak Dec. 12, Rabaul Dec. 14, Madang Dec. 17, Lae Dec. 21, leaves Pt. Moresby Jan. 5, arr. Santo Jan. 9, Noumea Jan. 13, thence to Japan, arr. Jan. 23.

Details from China Navigation Co. Ltd. (Swire and Yull 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: Fiji Maru, dep. Japan Nov. 1, arr. Guam Nov. 6, Apia Nov. 17-18, Pago Pago Nov. 19, Suva Nov. 22-23, Lautoka Nov. 24-25, Santo Nov. 28, Vila Nov. 29, Noumea* Nov. 30. * Subject to inducement.

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 - TONGA - SAMOA

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailing: Nov. 9.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailing: Nov. 23.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NEW ZEALAND - TAHITI

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Rangitoto from London, due Papeete Dec. 28.

Next northbound voyage: Ruahine, dep. Wellington Dec. 11, due Papeete Dec. 16.

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: Nov. 5, Dec. 11.

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 Aoni. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the agents there are Morris Hedstrom, Ltd.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co. Ltd., act as Loading Brokers in London.

Next sailing: Ex-London, Nov. 4.

● PIM's airways schedules are arranged alphabetically from point of departure under five main headings: **Territory Services, Australia-New Zealand, Australia-Pacific Islands, International Services and Internal Services.**

UK-PANAMA-TAHITI-AUSTRALIA

Cogedair Line operates a passenger service regularly from Southampton, Panama and Papeete to Sydney. Next vessel:

Flavia: Dep. Tilbury in mid-December. Details from agents: H. C. Sleight, York St., Sydney. Tel. B 0253.

UK - PAPUA - NG - BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels go on to Australia for cargo-loading, returning to UK via Suez. Next vessel:

Lagenbank: From Continent, London, due Pt. Moresby Nov. 27, Samarai Nov. 30, Lae Dec. 12, Madang Dec. 14, Wewak Dec. 7, Kavieng Dec. 9, Rabaul Dec. 10, Honiara Dec. 13.

Nessbank: From Continent and London, due Pt. Moresby Dec. 27, Samarai Dec. 29, Lae Dec. 30, Madang Jan. 4, Wewak Jan. 7, Kavieng Jan. 9, Rabaul Jan. 10, Honiara Jan. 14.

Details from Bank Line (A/asia.) Ltd., 269 George St., Sydney (27-2041).

USA - TAHITI - AM. SAMOA - FIJI - AUSTRALIA

Matson-Oceanic Line operates a four-weekly passenger-cargo service from Los Angeles with the Sonoma, Sierra, Ventura. Terminal ports, in Australia vary with cargoes offering. Vessels at Pago Pago, Sydney, Brisbane, and with occasional calls at Papeete and Suva.

Next trans-Pacific sailings: Papeete, Brisbane, Sonoma Nov. 20; Ventura Dec. 20.

Details from Matson Lines, 50 York St., Sydney (BU 4272).

USA - TAHITI - AUSTRALIA

Farrell Lines passenger-cargo ships, US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyages.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco Nov. 19, arr. Los Angeles Nov. 19-22, Papeete Dec. 2-4, Pago Pago Dec. 8-11, Apia Dec. 12-13, Suva Dec. 16-17, Noumea Dec. 19-22, Apia (open), Pago Pago Dec. 26-28, arr. Los Angeles Jan. 10.

Thorsisle: Dep. San Francisco Dec. 3, arr. Los Angeles Dec. 18-23, Papeete Dec. 3-6, Pago Pago Jan. 10-13, Apia Jan. 14-15, Suva Jan. 18-19, Noumea Jan. 21-23, Pago Pago Jan. 27-29, arr. Los Angeles Feb. 13.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco 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

AIRWAYS TIMETABLES**TRANS-PACIFIC SERVICES****SYDNEY - BRISBANE - HONOLULU - NTH. AMERICA**

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Dep. Sydney 1700, arr. Brisbane 1815, dep. 1900, arr. Honolulu 0740, dep. 0900, arr. San Francisco 1940.

SOUTHBOUND

Dep. San Francisco 1045, arr. Honolulu 1345, dep. 1445, arr. Brisbane 2015, dep. 2100, arr. Sydney 2220.

SYDNEY - FIJI - HAWAII - USA

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Thurs.: Dep. Sydney 1700, arr. Nadi 2250, dep. 2340, arr. Honolulu 0140, dep. 0900, arr. San Francisco 0140.

Thurs., Sun.: Dep. Sydney 1900, arr. Nadi 0050, dep. 0135, Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 0000), Nadi (arr. 0050, dep. 0135), Honolulu, San Francisco, New York, London.

Sydney (dep. 1900), Nadi (arr. 0050, dep. 0135), Honolulu, San Francisco extends to Vancouver alternate weeks from Sydney (Nov. 5, 19, Dec. 17, 31, Jan. 14, 28, etc.).

SOUTHBOUND

Wed. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 0110, Wed., Fri., Sun., dep. 0455, Sydney (arr. 0700).

Thurs., Sat. and Sun.: San Francisco, Honolulu, Nadi (arr. 0410), Thurs., Sat., Mon., Tues., dep. 0455, Sydney (arr. 0700).

San Francisco (service begins from Vancouver alternate Sats. Nov. 6, 20, Dec. 4, 18, Jan. 1, 15, 29, etc.) Honolulu, Nadi (arr. 1855, Sun., dep. 1940), Sydney (arr. 2145).

Sat.: San Francisco, Honolulu, Nadi (arr. 1855 Fri., dep. 1940), Sydney (arr. 2145).

International Dateline is crossed between Nadi and Honolulu.)

CANADIAN PACIFIC AIRLINES

Bristol Britannia and DC8 Jet)

NORTHBOUND

Fri. (Nov. 12, 26, Dec. 10, 24, etc.): Dep. Sydney 1300 by Britannia for Auckland (arr. 1850).

Dep. Auckland 1935 Fri., arr. Nadi 0140 Fri., dep. 0040 Sat., arr. Honolulu 15 Fri., dep. Sat. 0800 by DC8 for Vancouver, arr. Sat. 1525, dep. 1650, Amsterdam (arr. Sun. 1305).

SOUTHBOUND

Dep. Amsterdam 1420 by DC8 for Vancouver (arr. Fri. 1715, dep., 1845), Honolulu (arr. Fri. 2130, dep. Sat. 055 by Britannia), Nadi (arr. Mon. 045, dep. 0830), Auckland (arr. 1240). Mon. (Nov. 8, 22, Dec. 6, 20, etc.): Dep. Auckland 1340 for Sydney, arr. Mon. 1605.

PIM's shipping and airways timetables are correct to time of publication.

SYDNEY - FIJI (OR AM. SAMOA) HAWAII - USA

BY PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers)

Schedules effective Nov. 1 to Nov. 23

NORTHBOUND

Sat., Tues., Thurs.: Dep. Sydney 1730, Nadi (arr. 2320, dep. 2359), Honolulu arr. Sat., Tues., Thurs., 0805, dep. 1000 for Los Angeles, arr. Sat., Tues., Thurs. 1655.

Mon.: Dep. Sydney 1732 for Pago Pago (arr. 0140, dep. 0210), Honolulu arr. 0815, dep. 1000, Los Angeles arr. 1655 Mon.

SOUTHBOUND

Sun., Tues., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi (arr. 0445 Tues., Thurs., Sat., dep. 0545), and Sydney arr. Tues., Thurs., Sat. 0800.

Sat.: Dep. Los Angeles 2000 for Honolulu, Pago Pago (arr. 0440 Sun., dep. 0530), and Sydney arr. 0820 Mon.

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

SYDNEY - FIJI - NEW ZEALAND - AM. SAMOA - HAWAII - USA**NORTHBOUND**

The following new services will become effective from Nov. 24.

Tues., Sat.: Dep. Sydney 1730 (arr. Nadi 2320, dep. 2359), Honolulu arr. Tues., Sat. 0805, dep. 1000 for Los Angeles, arr. 1655.

Mon.: Dep. Sydney 1730 for Pago Pago (arr. Mon. 0140, dep. 0210), Honolulu arr. 0815, dep. 1000 for Los Angeles, arr. 1655.

Thurs.: Dep. Sydney 1530 for Auckland (arr. 2010, dep. 2115) for Honolulu on Thurs. 0745, dep. 1000 for Los Angeles, arr. 1655.

SOUTHBOUND

Sun., Thurs.: Dep. Los Angeles 2000 for Honolulu, Nadi, arr. Tues., Sat. 0445, dep. 0530, and Sydney, arr. 0820.

Sat.: Dep. Los Angeles 2000 for Honolulu, Pago Pago, arr. Sun. 0440, dep. 0530, and Sydney, arr. Mon. 0820.

Tues.: Dep. Los Angeles 2000 for Honolulu, Auckland, arr. Thurs. 0725, dep. 0810, for Sydney, arr. 0925.

NEW ZEALAND - TAHITI - USA

Mon.: Dep. Los Angeles 0900 for Honolulu, dep. 1345 for Papeete, arr. 1910.

Tues.: Dep. Papeete 0810 for Honolulu, arr. 1330, dep. 1500 for Los Angeles, arr. Tues. 2155.

Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359 for Papeete, arr. Sun. 0615, dep. 0700 for Auckland, arr. Mon. 1050.

Mon.: Dep. Auckland 2359 for Papeete arr. Mon. 0655, dep. 0800 for Los Angeles, arr. Mon. 1755 and San Francisco, arr. 2005.

HAWAII - AM. SAMOA - TAHITI

Tues.: Dep. Honolulu 1000, arr. Pago Pago 1410, dep. 1500, arr. Papeete 1850.

Tues.: Dep. Papeete 2100, arr. Pago Pago 2310, dep. 2359, arr. Honolulu 0605 (Wed.).

SYDNEY - FIJI - TAHITI - MEXICO

By Qantas Empire Airways with Boeing 707 V-Jets

NORTHBOUND

Thurs.: Dep. Sydney 2000, Nadi, arr. Fri. 0150, dep. 0235 for Papeete, arr. Thurs. 0845, dep. 2300 for Acapulco, arr. Fri. 1045, dep. 1145 for Mexico City, arr. 1235 (to Nassau, Bermuda, London).

SOUTHBOUND

(From London, Bermuda, Nassau)

Sat.: Dep. Mexico City 2140 for Acapulco, arr. 2230, dep. 2330, arr. Papeete Sun. 0345, dep. 0445 for Nadi, arr. Mon. 0725, dep. 0810 for Sydney, arr. 1015.

SYDNEY - N. CALEDONIA - FIJI TAHITI - USA

UTA-French Airlines with DC8 Jets

Wed.: Dep. Sydney 0940 for Noumea, arr. 1325, dep. 1435 for Nadi, arr. 1720, dep. 1806 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

Sat.: Dep. Los Angeles 0100 for Papeete, arr. 0705, dep. Sun. 0700 for Nadi (cross Dateline) arr. Mon. 0945, dep. 1030 for Noumea, arr. 1125, dep. 1240 for Sydney, arr. 1435.

Fri.: Dep. Noumea 1435 for Nadi, arr. 1720, dep. 1806 for Papeete (cross Dateline) arr. 0020, dep. 1000 for Los Angeles, arr. 1950.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia and from New Zealand to Port Moresby direct.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

Thurs.: Dep. Los Angeles 0100 for Papeete, arr. 0705, dep. Fri. 0700 for Nadi (cross Dateline) arr. Sat. 0945, dep. 1030 for Noumea, arr. 1125.

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.

SYDNEY - NEW ZEALAND - FIJI

BOAC, with Boeing 707s, from Nov. 26. BOAC services commencing Nov. 26.

SOUTHBOUND

Mon., Fri.: Dep. Sydney 0900, arr. Auckland 1345, dep. 2130, arr. Nadi 0200 (Tues., Sat.).

NORTHBOUND

Tues., Sat.: Dep. Nadi 0505, arr. Auckland 0755, dep. 0930, arr. Sydney 1035.

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. As from Nov. 24 DCS's B707's will be operated on Sydney-Auckland route.

AUCKLAND - BRISBANE

QANTAS/AIR-NZ with Electra Mk. II's Twice weekly, both ways.

AUCKLAND - MELBOURNE

QANTAS/AIR-NZ with Electra Mk. II's Four times 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 Twice daily, both ways, with three services a day on some days.

BOAC, with Comet IV's

Twice weekly, both ways.

B707 & DC8 aircraft commences Nov. 24.

SYDNEY - CHRISTCHURCH

QANTAS/AIR-NZ DC8's, Boeing 707's Six times weekly, both ways.

SYDNEY - WELLINGTON

QANTAS/AIR-NZ with Electra Mk. II's Daily services both ways, with two services a day five 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 1000, arr. Nadi 1555. Wed.: Dep. Nadi 0730, arr. Sydney 0945.

- PIM's shipping and airways timetables are correct to time of publication.

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. (Nov. 11, 25, Dec. 9, 23, Jan. 6, 20, 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.

NOTE: Electra service daily effective Sat., Nov. 27.

*Daily from Nov. 24 to Dec. 25.

†Daily from Nov. 25 to Dec. 26.

QLD. - PAPUA-NEW GUINEA

TAA, with Fokker Friendship Prop-Jet Mon.: Dep. Brisbane 0950, arr. Townsville 1300, dep. 1330, arr. Cairns 1425, dep. 1530, arr. Pt. Moresby 1750.

Wed.: Dep. Pt. Moresby 1445, arr. Cairns 1705, dep. 1800, arr. Townsville 1855, dep. 1915, arr. Mackay 2020, dep. 2035, arr. Brisbane 2255.

NOTE: On Monday a Viscount service leaving Sydney for Brisbane at 0740 connects with the 0950 plane for Pt. Moresby.

CAIRNS-PT. MORESBY-CAIRNS

Ansett-ANA with Fokker Friendship Prop-Jet

Effective Nov. 1.

Fri.: Dep. Cairns 1330, arr. Pt. Moresby 1545.

Fri.: Dep. Pt. Moresby 1630, arr. Cairns 1845, dep. 1930, arr. Townsville 2025.

INTER - TERRITORY SERVICES

FIJI - AM. SAMOA

PAA, with DC7C Aircraft

Discontinued after Nov. 23.

Sun.: Dep. Nadi 1200, cross International Dateline, arr. Pago Pago 1605 Sat.

Tues.: Dep. Pago Pago 1600, cross International Dateline, arr. Nadi 1810 V

FIJI - GILBERT & ELLICE ISLANDS

Fiji Airways Ltd., with Heron Aircraft

Sun.: Dep. Suva 0745, arr. Nadi 0825, 0910, Funafuti, arr. 1305. Mon., Funafuti 0700, Tarawa, arr. 1140.

Tues.: Dep. Tarawa 0630, Funafuti, 1130, dep. 1230, Nadi, arr. 1625, 1655, Suva, arr. 1735.

FIJI - NEW HEBRIDES - BSI

Fiji Airways Ltd., with Heron Aircraft

Mon., Thurs.: Dep. Suva 0900, Nadi, 0940, dep. 1025, Vila, arr. 1300. Friday (Tues. or Fri.) dep. Vila 0800, Santo, arr. 1015, dep. 1045, Honiara, arr. 1440.

Wed., Sat.: Dep. Honiara 0630, Santo, arr. 1025, dep. 1055, Vila, arr. 1 dep. 1235, Nadi, arr. 1705, dep. 1 Suva, arr. 1815.

FIJI - NEW ZEALAND

PAA, with DC7C Aircraft

Discontinued after Nov. 20.

Sat., Thurs.: Dep. Nadi 0615 for Auckland, arr. 1100.

Sat., Thurs.: Dep. Auckland 1800 for Nadi, arr. 2245.

Air-NZ, with Electra Mk. II's Daily: Dep. Auckland 2030, arr. Nadi 0015.

Thurs.: Dep. Auckland 1000, arr. Nadi 1345.

Sat.: Dep. Auckland 2100, arr. Nadi 0015, From Nov. 24.

Daily: Dep. Auckland 2130, arr. Nadi 0020.

Daily (except Mon.): Dep. Nadi 0015, arr. Auckland 0905.

Mon.: Dep. Nadi 0925, arr. Auckland 1315.

Thurs.: Dep. Nadi 1430, arr. Auckland 1820.

Sun.: Dep. Nadi 0300, arr. Auckland 0600.

Thurs., Fri., flights ex-Auckland to Nadi. Fri., Sat. flights ex-Nadi are operated by Qantas under charter to Air-NZ. From Nov. 24.

Tues., Thurs., Fri., Sat., Sun.: Dep. Nadi 0505, arr. Auckland 0755.

Wed.: Dep. Nadi 0515, arr. Auckland 0905.

Mon.: Dep. Nadi 1345, arr. Auckland 1645.

FIJI - TONGA

Fiji Airways Ltd., with DC3 Aircraft

Tues., Thurs.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, arr. Nukualofa 1200. Dep. Nukualofa 1300, arr. Suva 1500, dep. 1600, arr. Nadi 1645.

Details from Fiji Airways Ltd., Victoria Arcade, Suva.

FIJI - WESTERN SAMOA

Fiji Airways Ltd., with Heron Aircraft

Sat.: Dep. Nadi 0615, arr. Suva 0700, dep. 0800, cross Dateline, arr. Apia 1310.

Fri.: Dep. Apia 1450, cross Dateline, arr. Suva Sat. 1800, dep. Sat. 1830, arr. Nadi 1915.

NEW CALEDONIA - NEW HEBRIDES

UTA, with DC4 Aircraft

Tues.: Dep. Noumea 0800, arr. Vila 0900, dep. Vila 1505, arr. Noumea 1700.

Thurs.: Dep. Noumea 0800, arr. Vila 0900, dep. 1025, arr. Santo 1140.

Fri.: Dep. Santo 0700, arr. Vila 0800, 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.

NEW CALEDONIA - WALLIS ISLAND

UTA, with DC4 Aircraft

Monthly service (second Saturday)
(Nov. 13, Dec. 11): Dep. Noumea 1300 for Wallis Is., arr. 1530.
(Nov. 14, Dec. 12): Dep. Wallis Is. 1700 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. 050.

From Nov. 24.

Dep. Auckland 2130, arr. Nadi 0020 Mon. Dep. Nadi 0800, cross International Dateline, arr. Pago Pago Sun. 045.

Dep. Pago Pago 0655, cross International Dateline, arr. Nadi Mon. 0835. Dep. Nadi 0925, arr. Auckland 1315.

Dep. Pago Pago 1145, arr. Nadi 1445 Mon. Dep. Nadi 1345, arr. Auckland 1635.

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.
S.: Dep. Auckland 1030, arr. NI 1330.

P-NG - SOLOMONS

TAA, with Fokker Prop-Jet and DC3

Alt. Mon.: Dep. Lae (DC3) 0600 for Rabaul, Buka, Munda, Yandina, Honiara, arr. 1620 (Nov. 15, 29, Dec. 13, 27, etc.).

Alt. Wed.: Dep. Honiara (DC3) 0730 for Yandina, Munda, Buka, Rabaul, Lae, arr. 1545 (Nov. 3, 17, Dec. 1, 15, etc.).

Tues.: Dep. Lae (Fokker) 0900 for Rabaul, Buka, Munda, Honiara, arr. 1635, calls Yandina alt. Tues., arr. Honiara 1705.

Alt. Wed.: Dep. Honiara (Fokker) 0645 for Munda, Buka, Rabaul, Lae, arr. 1200 (Nov. 10, 24, Dec. 8, 22, etc.).

P-NG - WEST NG

TAA, with DC3 Aircraft

Alt. Tues. (Nov. 9, 23, Dec. 7, 21, etc.): Dep. Lae 1000 for Madang, Wewak, Sukarnapura, arr. 1350.

Alt. Wed. (Nov. 10, 24, Dec. 8, 22, etc.): Dep. Sukarnapura 1005 for Wewak, Madang, Lae, arr. 1605.

Alt. Wed. (Nov. 3, 17, Dec. 1, 15, etc.): Dep. Lae 0915, arr. Sukarnapura 1210.

Alt. Tues. (Nov. 2, 16, 30, Dec. 14, 28, etc.): Dep. Sukarnapura 0935, arr. Lae 1320.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3)

Alt. Tues. (Nov. 16, 30, Dec. 14, 28, etc.): Dep. Biak 1815, Sukarnapura, arr. 0825, dep. 0935, arr. Lae 1320.

Alt. Wed. (Nov. 17, Dec. 1, 15, 29, etc.): Dep. Lae 0915, Sukarnapura, arr. 1210, dep. 1300, arr. Biak 1510.

TAHITI - HONOLULU

UTA-French Airlines with DC8 Jets

Sat.: Dep. Papeete 1000, arr. Honolulu 1530, dep. Sat. 1700, arr. Papeete 2240.

TAHITI - USA

UTA-French Airline with DC8 Jet Aircraft

Wed.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Thurs. 0100, arr. Papeete 0705.

Fri.: Dep. Papeete 1000, arr. Los Angeles 1950, dep. Sat. 0100, arr. Papeete 0705.

Pan American Airways, with Intercontinental Jet Clippers

Mon.: Dep. Los Angeles 0900, dep. Honolulu 1345, arr. Papeete 1910.

Tues.: Dep. Papeete 0810, arr. Honolulu 1330, dep. 1500, arr. Los Angeles 2155, Sat.: Dep. San Francisco 2200, dep. Los Angeles 2359, arr. Papeete 0615 Sun.

Sun.: Dep. Papeete 2200, arr. Los Angeles Mon. 0755, arr. San Francisco Mon. 1005.

W. SAMOA - AM. SAMOA

Polynesian Airlines Ltd., with DC3 Aircraft

These schedules apply until Nov. 23.

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

Thurs.: Dep. Faleolo 0900, arr. Aitutaki 1500, dep. 1530, arr. Rarotonga 1635.

Fri.: Dep. Rarotonga 0800, arr. Aitutaki 0905, dep. 0940, arr. Faleolo 1410.

First NON-IRRITANT Aerosol!

Nüttrax

INSECT KILLER

Kills flies, mosquitoes, fleas, carpet beetles, silverfish, ants, etc., and resistant cockroaches.



Flick Nüttrax is a new, more effective insecticide with a fast fumigating vapour action. There's more power in Nüttrax because the vapour spreads throughout the room, even killing insects not exposed to the direct spray.

Flick Nüttrax is non-irritating—it will not affect even the most sensitive nose or throat. Use it in the bedroom, nursery, living room, kitchen, etc., without fear of residues or irritating odours.

Inspections are free, treatments guaranteed. For your nearest RESIDENT Flick Man enquire through: NEW GUINEA—Steamships Trading Co.; P. L. James & Co., Rabaul; A. Woodward, Wewak; New Guinea Co., Lae and Madang. FIJI—W. A. Flick & Co., Bank of N.S.W. Building, Phone 3425. NEW CALEDONIA—Societe Havraise Caledonienne, Noumea. And BURNS PHILP BRANCHES everywhere.

NUVAN(R)—trade mark of CIBA Ltd., Basle, Switzerland.

"Remember—one Flick and they're gone!"

Contact Flick Pest Control for expert personal attention.



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.

From Nov. 23 until Feb. 28, 1966, the
following schedules will apply.

W. SAMOA - AM. SAMOA

Sun.: Dep. Apia 0415, 0445, 0730, 1700;
Mon.-Sat. incl.: 0800, 1700.
Sun.: Dep. Pago Pago 0545, 0615, 0845,
1815; Mon.-Sat. incl.: 0915, 1815.

W. SAMOA - COOK ISLANDS

Sun.: Dep. Apia 1030, arr. Rarotonga 1650
(direct).
Fri.: Dep. Apia 0830, arr. Aitutaki 1415,
dep. 1445, arr. Rarotonga 1550.
Mon., Sat.: Dep. Rarotonga 0900, arr.
Aitutaki 1005, dep. 1045, arr. Apia
1530.

W. SAMOA - FIJI

Tues.: Dep. Apia 1400, arr. Nadi Wed.
1730.
Thurs.: Dep. Apia 1130, arr. Nadi Fri.
1445.
Thurs.: Dep. Nadi 0900, arr. Apia Wed.
1430.
Sat.: Dep. Nadi 0200, arr. Apia Fri.
0730.

W. SAMOA - TONGA

Sun.: Dep. Apia 0800, arr. Mon. 1115.
Mon.: Dep. Tonga 1215, arr. Sun. 1530.

INTERNAL SERVICES**FIJI**

Fiji Airways with Herons, Drovers,
and DC3s

Suva-Nadi-Suva: Daily.
Suva-Ura-Suva: Wed., Sun.
Suva-Labasa-Suva: Mon., Wed., Thurs.
Suva-Savusavu-Matei-Suva: Mon., Fri.
Suva-Matei-Savusavu-Suva: Mon.
Suva-Labasa-Matei-Labasa-Suva: Tues.,
Fri.
Suva - Labasa - Savusavu - Labasa -
Suva: Sat.
Suva - Savusavu - Labasa - Savusavu -
Suva: Tues., Thurs., Sun.
Details from Fiji Airways Ltd., Victoria
Arcade, Suva.

FRENCH POLYNESIA

RAI with DC4 and Bermuda Aircraft
Papeete-Raiatea-Bora Bora: Mon., Wed.,
Thurs., Fri., Sat.
Papeete-Huahine-Raiatea-Bora Bora: Tues.
Bora Bora-Raiatea-Papeete: Mon., Wed.,
Sat.
Bora Bora-Tikehau-Papeete: Tues.
Bora Bora-Papeete: Thurs.
Bora Bora - Tikehau - Rangiroa - Papeete:
Fri.
Details from RAI, Quai Bir Hakeim,
Papeete, or any UTA office.

NEW CALEDONIA

TRANSPAC, with Heron and/or Aztec

Noumea-Mare-Noumea: Mon., Tues., Fri.
Noumea-Lifou-Noumea: Tues., Wed., Fri.,
Sat.
Noumea-Ouvea-Noumea: Mon., Thurs., Sat.
Noumea-Isle of Pines-Noumea: Daily.
Noumea - Houailou - Poindimie -
Houailou-Noumea: Sat., Sun.
Noumea - Kone - Koumac - Kone -
Noumea: Mon., Wed., Fri.
Noumea - Kouaoua - Houailou -
Kouaoua-Noumea: Daily except Sun.
Noumea - Poindimie - Hienghene -
Poindimie-Noumea: Daily except Sun.
Noumea-Tontouta-Noumea: Mon., Wed.,
Thurs., Fri., Sat., connecting with
UTA, Qantas and Air New Zealand
flights.

NEW HEBRIDES

New Hebrides Airways, with Drovers

VILA-SOUTHERN ISLANDS

Vila-Lenakel-Vila: Mon., Fri.
Vila - Erromanga* - Lenakel - Erro-
manga*-Vila: Wed.
Lenakel-Anetiyum-Lenakel: Alt. Fri. (Nov.
12, 26, etc.).
Lenakel-Futuna: Fri. (monthly).

VILA-NORTHERN ISLANDS

Vila-Tongoa-Santo-Tongoa-Vila: Tues.
Vila - Tongoa - Lonore* - Sara* -
Longana-Walaha-Santo: Wed.
Santo - Walaha - Longana - Sara* -
Longana-Walaha*-Santo: Thurs.
Vila-Tongoa-Vila: Sat.
(NOTE: Asterisk represents optional
stop. Lonore and Sara are on Pentecost;
Walaha and Longana are on Aoba;
Lenakel is on Tanna.)
Details from New Hebrides Airways,
Vila.

PAPUA - NEW GUINEA

Operated by TAA

LAE-RABAU-LAE (Fokker Prop-Jet
and DC3)

Tues.: Lae-Rabaul.
Mon., Wed.: Lae-Rabaul.
Wed.: Rabaul-Lae.
Mon., Wed.: Rabaul-Lae.

PORT MORESBY-DARU (DC3 and Catalina)

Sat. (DC3): Pt. Moresby-Balimo-Daru-Pt.
Moresby.
Thurs. (every alt. week, by Catalina
Nov. 4, 18, Dec. 2, 16, 30, etc.): Pt.
Moresby-Daru.
Thurs. (Every fourth week, by Catalina
Nov. 4, Dec. 2, 30, etc.): Daru-Pt.
Moresby.
Fri. (every 4th week, by Catalina Nov.
19, Dec. 17, etc.): Daru-Pt. Moresby.

PT. MORESBY-WEST PAPUA (Catalina)

Wed.: Pt. Moresby - Kerema - Baimuru -
Kikori-Baimuru (on request)-Kerema-
Pt. Moresby. Reservations beyond
Kerema subject to administration re-
quirements.
Thurs. (every 4th week): Pt. Moresby-
Daru-Lake Murray-Daru (Nov. 18, Dec.
16, etc.).

PT. MORESBY-EAST PAPUA (Catalina and Beechcraft)

Mon.: Pt. Moresby-Samarai returns Pt.
Moresby, calls at Esa'ala alt. Mon.
Dec. 13, 27, etc.).
Alt Mon.: Pt. Moresby - Samarai - Pt.
Moresby (Nov. 8, 22, Dec. 6, 20, etc.).
Wed.: Pt. Moresby - Gurney - Misima -
Gurney-Pt. Moresby.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

Mon., Thurs.: Lae - Madang - Wewa-
Manus-Kavieng-Rabaul.
Mon.: Rabaul-Kavieng-Manus-Wewak.
Tues.: Lae-Madang-Wewak.
Sat.: Lae-Madang-Wewak.
Sat.: Wewak-Lae.
Sun., Tues.: Wewak-Madang-Lae.
Wed., Fri.: Kavieng-Rabaul.
Tues., Thurs.: Rabaul-Kavieng.

CENTRAL HIGHLANDS (DC3)

Mon.: Madang - Baiyer R. - Hage-
Banz-Minj-Goroka-Lae.
Tues.: Lae - Goroka - Minj - Ban-
Mt. Hagen - Baiyer R. - Madang.
Wed.: Madang - Wabag - Wapenamanda-
Hagen-Banz-Minj-Goroka-Lae.
Fri.: Lae-Goroka-Madang-Wewak.
Sat., Sun.: Madang-Goroka-Lae.
Thurs.: Lae - Goroka - Minj - Ban-
Hagen-Wapenamanda-Wabag-Madan
Sat.: Mt. Hagen-Banz (opt.)-Lae.
Sat.: Lae-Goroka-Madang.
Tues.: Mt. Hagen-Goroka-Lae.
Sun.: Lae - Goroka - Minj - Ban-
Mt. Hagen-Madang.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sun.: Pt. Moresby-Kokoda (opt.)-Pop-
detta-Garaina-Lae.
Sun.: Lae - Garaina - Popondetta
Kokoda (opt.)-Pt. Moresby.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Pt. Moresby - Wau - Bul-
Lae.
Thurs., Sun.: Lae - Wau - Bulolo -
Moresby.

MADANG-GOROKA-LAE (DC3)

Tues.: Lae - Goroka - Minj - Banz
Hagen - Baiyer R. - Madang.
Mon.: Madang - Baiyer R. - Hagen-
Banz-Minj-Goroka-Lae.
Sat., Sun.: Madang-Goroka-Lae.
Sat.: Lae-Goroka-Madang.

PT. MORESBY-GOROKA-MADANG (DC3)

Fri., Sat., Tues., Thurs.: Madang-Goro-
Pt. Moresby.
NOTE: No northbound flights from
Moresby, check Lae, Goroka, Madang,
connections.

LAE-RABAU-LAE (DC3)

Tues., Thurs., Fri., Sat., Sun.: Lae-Raba-
Fri., Sat., Sun., Tues., Thurs.: Rabaul-Lae.
Thurs.: Lae - Finschhafen - Ca-
Gloucester - Talasea - Hoskins
Jacquinot Bay-Rabaul.
Sat.: Rabaul - Jacquinot Bay - Hoskins
Talasea - Kandrian - Cape Gloucester
Finschhafen-Lae.

LAE-FINSCHHAFFEN-LAE (DC3)

Tues.: Lae-Finschhafen-Lae.

RABAU-BUIN-RABAU (DC3)

Mon., Wed., Fri.: Rabaul - Buka
Wakunai - Kieta - Buin - Kieta
Buka-Rabaul.

RABAU-TALASEA-RABAU (DC3)

Mon.: Rabaul - Jacquinot Bay - Hoskins
Talasea-Hoskins-Rabaul.
Tues.: Rabaul-Hoskins-Talasea.
Sun.: Talasea-Hoskins-Rabaul.
Thurs.: Talasea - Hoskins - Jacquin-
Bay-Rabaul.

Operated by

Papuan Airlines Pty. Ltd. ("Patair")
Mon.: Dep. (DC3) Pt. Moresby-Pondo-
detta-Kokoda-Pt. Moresby.
(Piaggio) Pt. Moresby-Rorona (opt.)
Aroa (opt.)-Kairuku (opt.)-Bereini-
Woitape - Tapini - Bereina - Kairuku
(opt.)-Aroa (opt.)-Rorona (opt.)-P-
Moresby.
(Piaggio) Pt. Moresby - Tapini
Woitape (opt.)-Pt. Moresby.
Tues.: (DC3) Pt. Moresby - Popondetta
Kokoda-Pt. Moresby.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO—

	Single			Return		
	£	s.	d.	£	s.	d.
Moresby	49	4	0	98	8	0
Rabaul	61	8	0	122	16	0
Madang	72	14	0	145	8	0
Mea	56	18	0	108	3	0
Marara	96	4	0	192	8	0
Folk Is.	56	18	0	108	3	0
Howe	18	10	0	37	0	0
Il	85	9	0	162	8	0
Kland	54	10	0	103	11	0
Stchurch	54	10	0	103	11	0
lington	54	10	0	103	11	0
o Pago	121	4	0	230	6	0
ete	181	5	0	344	8	0
ulu	267	14	0	508	14	0
Francisco	323	0	0	630	17	0
couver	323	0	0	630	17	0

FROM AUCKLAND (NZ currency) TO—

	£	s.	d.	£	s.	d.
il	43	0	0	81	14	0
Folk Is.	20	15	0	39	9	0
ete	114	10	0	217	11	0
mea	45	10	0	86	9	0

FROM SUVA (Sterling) TO—

	£	s.	d.	£	s.	d.
il	5	5	0	10	10	0
ualofa	16	13	0	31	13	0
a	22	10	0	42	15	0
	36	19	0	68	15	0
to	45	2	0	84	5	0
lara	79	2	0	148	17	0
afuti	41	0	0	78	9	0
awa	85	8	0	162	17	0

FROM NADI (Fiji Currency) TO—

	£	s.	d.	£	s.	d.
o Pago	31	15	0	60	7	0
mea	36	7	0	69	13	0
ete	89	8	0	168	4	0

Fares quoted are First Class.

(DC) Pt. Moresby - Daru - Balimo - Daru-Pt. Moresby.
 (Piaggio) Pt. Moresby-Cape Rodney - Pailli (opt.)-Pt. Moresby.
 (Piaggio) Pt. Moresby - Woitape - Tapini-Pt. Moresby.
 (Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.) - Kairuku - Bereina - Pt. Moresby.

(DC3) Pt. Moresby-Mt. Hafen-Pt. Moresby.

(DC3) Pt. Moresby - Kokoda - Popondetta-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa - Kairuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina - Pt. Moresby.

rs. (Piaggio): Pt. Moresby - Woitape - Tapini-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona (opt.)-Aroa (opt.) - Kairuku - Bereina - Pt. Moresby.

Thurs. (Nov. 4, 18, Dec. 2, 16, 30, etc.): (DC3) Pt. Moresby-Popondetta-Vanigela - Vivigani - Losuia - Popondetta-Pt. Moresby

(Nov. 11, 25, Dec. 9, 23, etc.): (DC3) Pt. Moresby-Popondetta-Pt. Moresby.

(DC3) Pt. Moresby - Popondetta - Pt. Moresby.

(DC3) Pt. Moresby - Gurney - Pt. Moresby.

(Piaggio) Pt. Moresby-Cape Rodney - Pailli-Pt. Moresby.

(Piaggio) Pt. Moresby - Tapini - Woitape-Pt. Moresby.

(Piaggio) Pt. Moresby-Rorona-Aroa - Kairuku-Pt. Moresby.

(DC3) Pt. Moresby - Bereina - Pt. Moresby.

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Goroka-Lae-Wau-Pt. Moresby.

Pt. Moresby - Bulolo - Lae - Goroka -

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Lae-Wewak-Vanimo-Wewak.

Madang-Momote-Kavieng-Rabaul.

Lae-Kainantu-Goroka-Mt. Hagen.

Mt. Hagen-Madang.

Mt. Hagen-Kainantu-Lae.

Mt. Hagen-Wapenamanda-Wabag.

Tues.: Rabaul-Lae-Rabaul.

Wewak-Madang-Lae-Madang-Wewak.

Lae-Goroka-Madang.

Rabaul - Kavieng - Momote - Wewak -

Madang-Goroka-Lae.

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Goroka.

Mt. Hagen - Erave - Kagua - Ialibu -

Mt. Hagen.

Mt. Hagen-Kainantu-Lae-Mt. Hagen.

Wewak - Lumi - Nuku - Wewak -

Hayfield-Yangoru-Wewak.

Wewak-Telefomin-Wewak.

Mt. Hagen-Mendi-Mt. Hagen.

Wed.: Rabaul-Lae-Rabaul.

Lae-Madang-Wewak.

Madang-Lae.

Lae-Goroka-Madang.

Lae - Goroka - Madang - Wewak -

Momote-Kavieng-Rabaul.

Goroka - Lae - Wau - Bulolo -Pt.

Moresby - Bulolo - Lae - Goroka -

Madang.

Wewak-Lae.

Mt. Hagen - Kainantu - Lae - Mt.

Hagen.

Mt. Hagen-Mendi-Mt. Hagen.

Mt. Hagen - Wapenamanda - Wabag -

Mt. Hagen.

Thurs.: Rabaul - Kavieng - Momote -

Wewak-Madang-Goroka-Lae.

Madang - Goroka - Wau - Pt.

Moresby-Wau-Goroka.

Wewak-Vanimo-Wewak.

Wewak-Angoram-Wewak.

Wewak-Ambunti-Wewak.

Fri.: Rabaul-Lae-Rabaul.

Madang-Lae.

Lae - Goroka - Madang - Wewak -

Momote-Kavieng-Rabaul.

Goroka - Lae - Wau - Pt. Moresby -

Bulolo-Lae-Goroka.

Wewak - Lae - Goroka - Minj - Banz -

Mt. Hagen.

Madang - Mt. Hagen - Banz - Minj -

Goroka-Madang.

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Hagen - Wapenamanda - Wabag -

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Lae - Madang - Wewak - Vanimo -

Wewak.

Rabaul-Kavieng-Rabaul.

Mt. Hagen-Mendi-Mt. Hagen.

Sat.: Rabaul-Lae-Rabaul.

Wewak-Madang-Lae-Madang.

Rabaul - Kavieng - Momote - Wewak -

Madang-Goroka-Lae.

Goroka-Lae-Goroka.

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Lae-Bulolo-Lae.

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Honiara-Yandina (Russell Is.)-Honiara:

Tues., Thurs. (in Fokker week).

Honiara-Kira Kira-Honiara: Wed. (DC3

week).

Honiara-Munda (New Georgia)-Barakoma

(Vella Lavella)-Munda-Honiara: Fri.

(in Fokker week).

Honiara - Yandina - Munda - Barakoma -

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Sydney,
August, 1965

M. A. Telfer,
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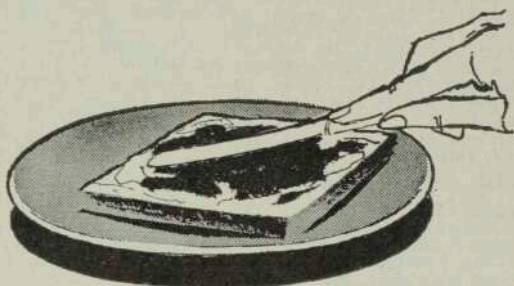
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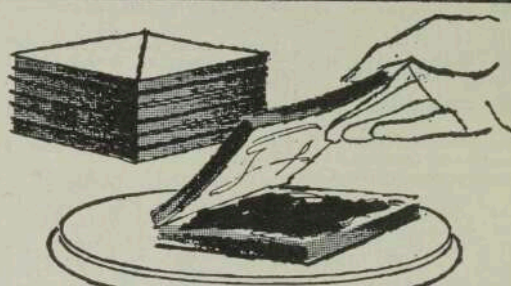
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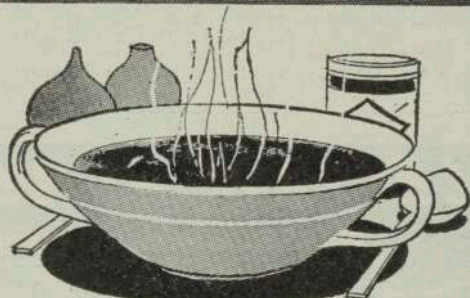
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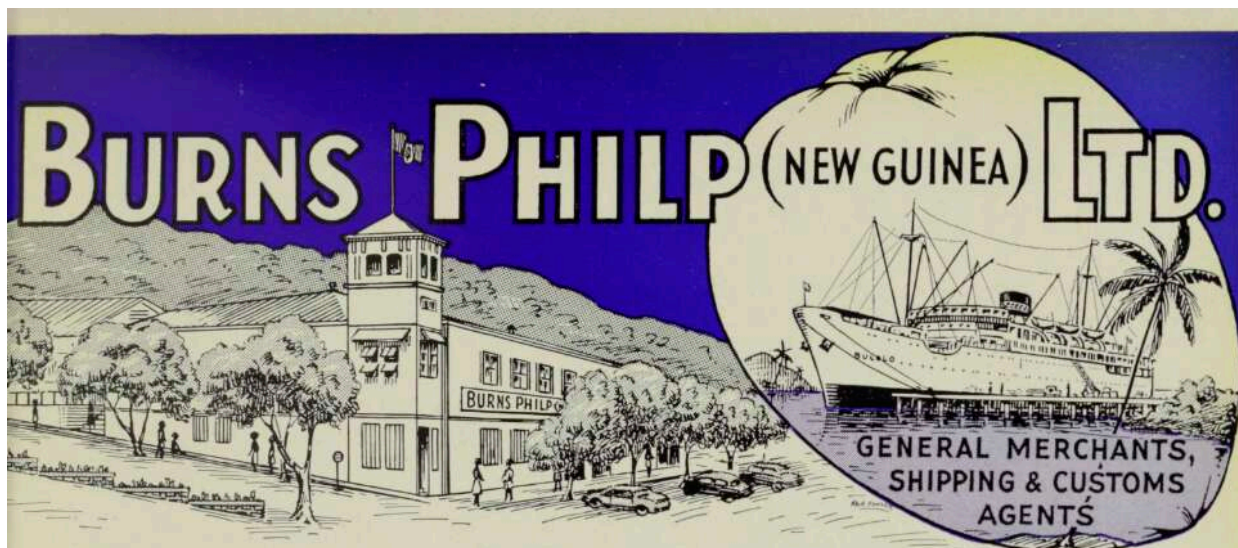


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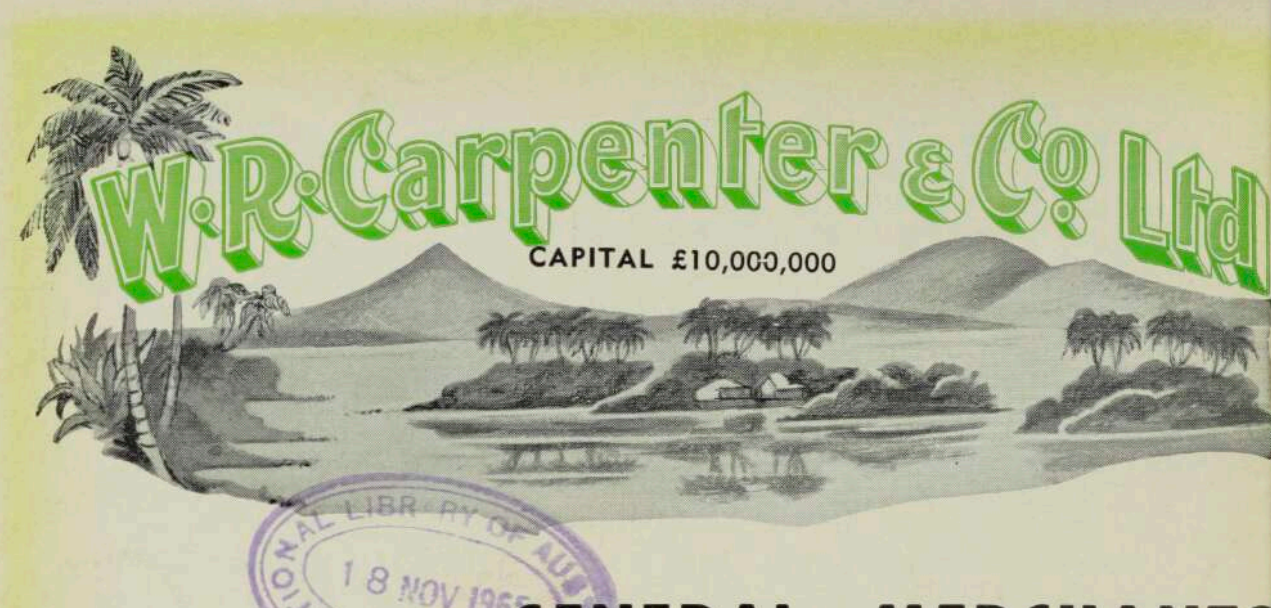
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